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DRAFT
Program Environmental Impact Report
Fresno Southeast Development Area Specific Plan Project
City of Fresno, Fresno County, California

State Clearinghouse Number 2022020486

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ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius (Centigrade)
°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACHP	Advisory Council on Historic Preservation
ACLUP	Airport Comprehensive Land Use Plan
ACM	asbestos-containing material
ACP	Alternative Compliance Plan
ADA	Americans with Disabilities Act
ADL	aerially deposited lead
ADT	Average Daily Traffic
AEP	Association of Environmental Professionals
AF	acre-feet
AFY	acre-feet/year
AIA	Airport Influence Area
AIC	Archaeological Information Center
AICUZ	Air Installation Compatibility Use Zone
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plans
AMSL	above mean sea level
APCD	Air Pollution Control District
APE	Area of Potential Effect
APN	Assessor's Parcel Number
APS	Alternative Planning Strategy
AQI	Air Quality Index
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
AQP	Air Quality Plan
ARB	California Air Resources Board
ARFF	Airport Rescue Fire Fighting
AST	aboveground storage tank
ATCM	Airborne Toxic Control Measures
ATP	Active Transportation Plan

BAAQMD	Bay Area Air Quality Management District
BACT	Best Available Control Technology
BART	Bay Area Rapid Transit
BAU	Business as Usual
BCF	billion cubic feet
BCF/year	billion cubic feet per year
BGS	below ground surface
BMP	Best Management Practice
BPS	Best Performance Standards
BRT	Bus Rapid Transit
BTU	British Thermal Unit
BVOC	biogenic volatile organic compound
C^2ES	Center for Climate and Energy Solution
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAGR	compound annual growth rate
CAL FIRE	California Department of Forestry and Fire Protection
Cal/EPA	California Environmental Protection Agency
Cal/OES	California Governor's Office of Emergency Services
Cal/OSHA	California Occupational Health and Safety Administration
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARTS	Cedar Avenue Recycling and Transfer Station
CBC	California Building Standards Code
CBCP	dibromochloropropane
CBCP	dibromo-chloropropane
CBSC	California Building Standards Commission
CCAA	California Clean Air Act
CCCC	California Climate Change Center
CCR	California Code of Regulations
CDF	California Department of Finance
CDFW	California Department of Fish and Wildlife
CDMG	California Division of Mines and Geology

CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFC	chlorofluorocarbon
CFR	Code of Federal Regulations
CH_4	methane
CHL	California Historical Landmarks
CHRIS	California Historical Resources Information System
CMP	Congestion Management Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNPSEI	California Native Plant Society Electronic Inventory
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
COG	Council of Governments
CPHI	California Points of Historical Interest
CPTED	Crime Prevention Through Environmental Design
CPUC	California Public Utilities Commission
CRA	Cultural Resources Assessment
CRHR	California Register of Historical Resources
CSA	Community Service Area
CTR	California Toxics Rule
CUPA	Certified Unified Program Agency
CVP	Central Valley Project
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
dBA/DD	A-weighted decibel per each doubling of the distance
DBCP	dibromochloropropane
DBH	diameter at breast height
DPM	diesel particulate matter
DSP	District Services Plan
DTSC	California Department of Toxic Substances Control
du	dwelling unit
du/acre	dwelling unit per acre

DWR	California Department of Water Resources
EDB	ethylene dibromide
EDD	California Employment Development Department
EFF	effective firefighting force
EIA	United States Energy Information Administration
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EMFAC	Emission Factor
EOC	Emergency Operations Center
EPA	United States Environmental Protection Agency
EPO	Emergency Preparedness Officer
ESMP	Environmental Site Management Plan
ETWU	Estimated Total Water Usage
EV	electric vehicle
FAA	Federal Aviation Administration
FAR	floor area ratio
FAT	Fresno Yosemite International Airport
FAX	Fresno Area Express
FBO	Fixed Base Operator
FCEHD	Fresno County Environmental Health Division
FCMA	Fresno-Clovis Metropolitan Area
FCS	FirstCarbon Solutions
FEMA	Federal Emergency Management Agency
FFD	Fresno Fire Department
FGC	Fish and Game Code
FGFPD	Fig Garden Fire Protection District
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FID	Fresno Irrigation District
FIP	Flood Insurance Program
FIRM	Flood Insurance Rate Map
FMC	Fresno Municipal Code
FMFCD	Fresno Metropolitan Flood Control District
FMMP	Farmland Mapping and Monitoring Program
FPP	Farmland Preservation Program
FPPA	Farmland Protection and Policy Act
FresnoABM	Activity Based Travel Demand Model
ft-L	footlambert

GAMAQI	Guide for Assessing and Mitigating Air Quality Impacts
GHG	greenhouse gas
GIS	Geographic Information Systems
GPCD	gallons per capita per day
gpd/ad	gallons per day per acre
gpm	gallons per minute
GPS	Global Positioning System
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
GWh	gigawatt-hours
GWh/y	gigawatt-hours per year
GWP	global warming potential
HAP	Hazardous Air Pollutants
HCD	California Department of Housing and Community Development
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HEPA	high-efficiency particulate air
HFC	hydrofluorocarbon
HHW	household hazardous waste
HMRT	Hazardous Materials Response Team
HOV/HOT	High Occupancy Vehicle/High Occupancy Toll
HRA	Health Risk Assessment
HRI	California Historic Resources Inventory
HUD	Department of Housing and Urban Development
HVAC	heating, ventilation, and air conditioning
HWCL	Hazardous Waste Control Law
I/I	Infiltration and Inflow
IGSM	Integrated Groundwater and Surface Water Model
IIJA	Infrastructure Investment and Jobs Act
in/sec	inches per second
IOU	investor-owned utility
IPaC	Information for Planning and Consultation
IPCC	United Nations Intergovernmental Panel on Climate Change
ISO	Independent System Operator
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation System
kBTU	kilo-British Thermal Unit
kW	kilowatts

LAFCo	Local Agency Formation Commission
LBP	lead-based paint
LCFS	Low Carbon Fuel Standard
L_{dn}	day/night average sound level
LED	light-emitting diode
LEED™	Leadership in Energy and Environmental Design
L_{eq}	equivalent sound level
LEV	Low Emission Vehicle
L_{max}	maximum noise/sound level
LOS	Level of Service
LRA	Local Responsibility Area
LSE	load-serving entities
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
Metro Plan	Metropolitan Water Resources Management Plan
MFCP	Model Farmland Conservation Program
mg/L	milligrams per liter
mgd	million gallons per day
MJHMP	Multi-Jurisdictional Hazard Mitigation Plan
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MOU	Memorandum of Understanding
mph	miles per hour
MPO	Metropolitan Planning Organization
MRF	Material Recovery Facilities
MRZ	Mineral Resources Zone
MS4	Municipal Separate Storm Sewer System
MT	metric tons
MTS	Metropolitan Transportation System
MTT	million metric tons
MW	megawatt
MWD	Metropolitan Water District of Southern California
MWELO	Model Water Efficient Landscape Ordinance
MXD	mixed-use development
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NAP-21	Moving Ahead for Progress in the 21st Century Act

NASA	National Aeronautics and Space Administration
NCCP	Natural Community Conservation Plan
NDC	nationally determined contributions
NEHRP	National Earthquake Hazards Reduction Program
NEPA	National Environmental Policy Act
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NESWTF	Northeast Surface Water Treatment Facility
NEV	Neighborhood Electrical Vehicle
NFIP	National Flood Insurance Program
NFPA	National Fire Protection Association
NFWRF	North Fresno Wastewater Reclamation Facility
NHM	Natural History Museum of Los Angeles County
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NIMS	National Incident Management System
NO_2	nitrogen dioxide
NOAA Fisheries	National Marine Fisheries Service
NOC	Notice of Completion
NOP	Notice of Preparation
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NRA	Natural Resources Agency
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NSR	New Source Review
NTR	National Toxics Rule
NWIC	Northwest Information Center
O&M	Operations and Maintenance
O_3	ozone
OAL	Office of Administrative Law
OEHHA	California Office of Environmental Health Hazard Assessment
OHWM	ordinary high water mark
ONAC	Federal Office of Noise Abatement and Control
OPR	Governor's Office of Planning and Research
OS	Open Space
OSHA	Occupational Safety and Health Administration
PCB	polychlorinated biphenyl

PCE	tetrachloroethylene
pCi/L	picocuries per liter
PDWF	Peak Dry Weather Flow
PEIR	Program Environmental Impact Report
PFC	perfluorocarbon
PG&E	Pacific Gas and Electric Company
Phase I ESA	Phase I Environmental Site Assessment
PM_{10}	particulate matter, including dust, 10 micrometers or less in diameter
$PM_{2.5}$	particulate matter, including dust, 2.5 micrometers or less in diameter
ppb	parts per billion
ppm	parts per million
ppt	parts per trillion
PPV	peak particle velocity
PRC	Public Resources Code
PVC	polyvinyl chloride
PWWF	Peak Wet Weather Flow
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
Recology	Integrated Resource Recovery Company
RecycleSmart	Central Contra Costa County Solid Waste Authority
REL	Reference Exposure Level
RHNA	Regional Housing Needs Allocation
RMP	Risk Management Plan
rms	root mean square
ROG	reactive organic gases
RPS	Renewables Portfolio Standard
RTM	Regional Transmission Main
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
RWRF	Regional Wastewater Reclamation Facility
SARA	Superfund Amendments and Reauthorization
SB	Senate Bill
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
SEDA	Southeast Development Area
SEGA	Southeast Growth Area
SEMS	Standardized Emergency Management System
SESWTF	Southeast Surface Water Treatment Facility

SF_6	sulfur hexafluoride
SFHA	Special Flood Hazard Area
SFPUC	San Francisco Public Utilities Commission
SGMA	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SJVAB	San Joaquin Valley Air Basin
SMARA	California Surface Mining and Reclamation Act
SO_2	sulfur dioxide
SOI	Sphere of Influence
South Coast AQMD	South Coast Air Quality Management District
SPCC	Spill Prevention, Control, and Countermeasure
SR	State Route
SRTP	Short Range Transit Plan
SSJVIC	Southern San Joaquin Valley Information Center
SSMP	Sewer System Management Plan
SSO	sanitary system overflow
State Water Board	California State Water Resources Control Board
SWIS	Solid Waste Information System
SWPPP	Storm Water Pollution Prevention Plan
SWTF	Surface Water Treatment Facility
TAC	toxic air contaminants
TAF	Transportation Analysis Framework
TAM	Transit Asset Management
T-BACT	Best Available Control Technology for Toxics
TCE	trichlorethylene
TCM	transportation control measures
TCP	trichloropropane
TDM	Transportation Demand Management
TDS	total dissolved solids
TDV	Time Dependent Valuation
TEA-21	Transportation Equity Act for the 21st Century
Tg	teragram
TGM	Transmission Grid Main
therms/y	therms per year
TIA	Traffic Impact Analysis
TIP	Transportation Improvement Program
TIS	Traffic Impact Study
TMA	Transportation Management Association

TMDL	Total Maximum Daily Load
TOD	Transit Oriented Development
TPM	Transportation Performance Management
TSCA	Toxic Substances Control Act
TSM	Transportation Systems Management
UBC	Uniform Building Code
UFC	Uniform Fire Code
UNFCCC	United Nations Framework Convention on Climate Change
USACE	United States Army Corps of Engineers
USAR	Urban Search and Rescue
USBR	United States Bureau of Reclamation
USC	United States Code
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
UWMPA	Urban Water Management Plan Act
V/C	volume to capacity ratio
Valley Air District	San Joaquin Valley Air Pollution Control District
VCP	vitrified clay pipe
VdB	velocity in decibels
VDECS	Verified Diesel Emission Control Strategies
VMT	Vehicle Miles Traveled
VOC	volatile organic compounds
WATERS	Watershed Assessment, Tracking, and Environmental Results System
WDR	Waste Discharge Requirements
WQMP	Water Quality Management Plan
WRI	World Resources Institute
WSA	Water Supply Assessment
WWTP	Wastewater Treatment Plant
ZEV	Zero-Emission Vehicle

EXECUTIVE SUMMARY

Purpose

This Draft Program Environmental Impact Report (Draft PEIR) is prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts associated with the implementation of the proposed Fresno Southeast Development Area (SEDA) Specific Plan Project (State Clearinghouse No. 2022020486). This document is prepared in conformance with CEQA (Public Resources Code [PRC] § 21000, *et seq*.) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, § 15000, *et se*q.).

The purpose of this Draft PEIR is to inform decision-makers, representatives of affected and responsible agencies, the public, and other interested parties of the potential environmental effects that may result from implementation of the proposed project. This Draft PEIR describes potential impacts relating to a wide variety of environmental issues and methods by which these impacts can be mitigated or avoided.

Project Summary

Project Location

The City of Fresno (City) is located in the Fresno County, California, within the San Joaquin Valley. The City is located approximately 200 miles north of Los Angeles and 170 miles south of Sacramento. The City is located on the State Route (SR) 99 corridor and bounded by Madera County to the north, the City of Clovis to the northeast, and unincorporated land and communities to the east, south, and west. The City encompasses approximately 115.18 square miles and has a population of approximately 542,000 people.

The location of the nearly 9,000-acre Plan Area is in the southeast portion of the City, in Fresno County, California as shown in Exhibit 2-1. The Plan Area is bounded on the north by the Gould Canal, on the east by McCall and Highland Avenues, on the south by Jensen and North Avenues, and on the west by Locan, Temperance, and Minnewawa Avenues.

Project Description

The proposed project is a Specific Plan for the SEDA that would provide for increased density and accelerate housing production throughout the Plan Area. The proposed project would offer flexibility in meeting the evolving needs of households in the region through a multimodal transportation network and diverse housing types and affordability levels. It has the potential to accommodate approximately 45,000 homes and 37,000 jobs within the nearly 9,000-acre planning area by the year 2050. The proposed project is framed with three interrelated goals: fiscal responsibility, social equity, and environmental sustainability. The proposed project would link a series of complete communities and mixed-use centers with a multimodal transportation network. Additionally, the proposed project would include major transit lines, mixed-use centers, diverse residential districts, employment districts, open space, agriculture, and green infrastructure.

Project Objectives

The objectives of the proposed project are to:

Quantified Objectives:

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

Fiscal Responsibility:

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

Social Equity:

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

Environmental Sustainability:

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

Housing Choice:

- Offer a variety of housing choices to a mix of incomes, age groups, and lifestyles.
- Ensure new housing units are affordable to households with varying levels of income through covenants and deed-restrictions or other affordability mechanisms.

High Quality Transit Service:

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

Walkable Neighborhoods:

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

Parks, Open Space, and Trails:

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

Mixed Use Town Centers:

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

Innovative Employment Areas:

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

Community Farming and Agriculture:

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

Implementation:

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

Significant Unavoidable Adverse Impacts

The proposed project would result in the following significant unavoidable impacts:

- **Impact AES-3 (Project-level Visual Character):** The proposed project would, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site

and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). Buildout of the SEDA Specific Plan would alter the existing visual character by increasing the intensity of development in many areas that are primarily agriculture. No feasible mitigation measures are available to mitigate the impact to a less than significant level.

- **Impact AES-4 (Project-level Light and Glare):** The proposed project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Intensified development in the Plan Area could increase the amount of light from streetlights, exterior lighting from buildings, and vehicle headlights. The increase in lighting within the Plan Area could result in light spillover onto adjacent areas and could substantially illuminate the sky during nighttime. This increase in illumination is considered a significant impact. Implementation of Mitigation Measures (MM) AES-4a through MM AES-4e would reduce potential glare impacts resulting from the proposed project by requiring shields, low-intensity fixtures, requirements for signs, and non-reflective materials. However, impacts would remain significant and unavoidable.
- **Cumulative Aesthetics, Lights, and Glare Impacts:** Implementation of the proposed project would increase intensify development of structures, which would create new sources of light and glare within the Plan Area and adjacent to the Plan Area. These new sources of glare could result from materials used on building façades, parking lots, signs, roadway surfaces, and motor vehicles. This increase in glare could result in cumulatively considerable significant glare impacts and illumination of the nighttime sky. Additionally, implementation of MM AES-4a through MM AES-4e would reduce potential glare impacts resulting from the proposed project. However, impacts would remain significant and unavoidable.
- **Impact AG-1 (Project-level Conversion of Farmland to Nonagricultural Uses):** There are approximately 2,475 acres of land designated as Prime Farmland, approximately 1,352 acres of Farmland of Statewide Importance, approximately 1,189 acres of land designated as Farmland of Local Importance, and approximately 1,725 acres of land designated as Unique Farmland scattered throughout the Plan Area. Through its open space framework and land use objectives and policies, the Specific Plan would allow flexibility in the location, form, and function of diverse agricultural types within communities and would establish a buffer between the urban area of the City of Fresno and the surrounding agricultural land. Consistent with Policy RC-9-c, incorporation of the General Plan MM AG-1.1, which requires future development to comply with the Farmland Preservation Program (FPP) once adopted for the SEDA would ensure that all future development would be required to mitigate the loss of farmland if Prime Farmland, Unique Farmland, or Farmland of Statewide Importance where such lands are proposed to be converted to urban uses within the Sphere of Influence (SOI) outside city limits. However, because the FPP has not yet been developed, the proposed project would implement project-specific MM AG-2, which requires all future development to mitigate the loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, on a project-by-project basis before the initiation of construction or ground-disturbing activities. However, while implementation of MM AG-2 would reduce some project specific impacts, loss of Prime Farmland would still occur with implementation of the proposed

project. Therefore, this impact would be significant and unavoidable even with implementation of available mitigation.

- **Impact AG-2 (Project-level Conflict with Existing Zoning or Williamson Act Contract)**: According to the General Plan, the City and its SOI includes lands under Williamson Act Contract for prime and non-prime agricultural land. According to the Williamson Act property map, the majority of Williamson Act properties within the City and SOI are located within the Plan Area. Therefore, the continued implementation of the approved General Plan and the proposed Specific Plan could conflict with existing Williamson Act Contracts because non-agricultural uses are allowed on the land under a Williamson Act Contract. As a result, the continued implementation of the General Plan and proposed Specific Plan could result in a significant impact on existing Williamson Act Contract land. While the policies included in the Specific Plan would directly limit farmland conversion and thereby help to preserve agriculture in the Plan Area and implementation of the FPP when established through General Plan MM AG-1.1 as a condition of approval, buildout of the proposed project would still result in the conversion of Williamson Act land to nonagricultural uses. Therefore, this impact would be significant and unavoidable without any available mitigation.
- **Cumulative Agricultural Resources and Forestry Resources Impacts:** Although the proposed project would promote small farms, community gardens, and farmer's markets, future development in areas outside of the Plan Area, in combination of the loss of prime farmland within the Plan Area, would result in the conversion of farmland to non-agriculture uses. Therefore, the implementation of the proposed project would result in a significant and unavoidable impact on agricultural zoning and Williamson Act Contracts. The proposed project includes land use changes that would result in the conversion of farmland to non-agriculture uses, and no feasible mitigation measures are available. Therefore, this impact would be significant and unavoidable.
- **Impact AIR-1 (Project-level Consistency with Air Quality Management Plan):** The proposed project has the potential to exceed the San Joaquin Valley Air Pollution Control District (Valley Air District) significance thresholds during construction and operation. Implementation of the proposed project would result in the generation of substantial long-term criteria air pollutant emissions that would exceed the Valley Air District regional significance thresholds and would therefore not be considered consistent with the existing Air Quality Plans (AQPs). No further measures are available beyond the applicable Valley Air District rules and regulations in addition to the proposed project's policies and design guidelines. The various goals and policies of the proposed project would contribute to reducing long-term criteria air pollutant emissions to the extent feasible. However, due to the magnitude and intensity of development accommodated by the proposed project, it would, it would have a significant and unavoidable impact.
- **Impact AIR-2 (Project-level Cumulative Criteria Pollutant Emissions):** While adherence to Rule 9510 would contribute to reducing exhaust nitrogen oxide (NO_x) emissions, it would not be applicable to reducing volatile organic compound (VOC) emissions generated by operation of equipment and from off-gassing from asphalt and paints. Additionally, there is potential for multiple projects to be constructed at one time in the Plan Area, resulting in the generation of

cumulatively significant amounts of NO_x emissions. Regional emissions generated by the proposed project would exceed applicable thresholds for cumulative criteria pollutant emissions after compliance with all rules, regulations, and mitigation measures during operation. While compliance with the Valley Air District rules and the policies of the proposed Specific Plan may contribute to reducing operation-related regional air quality impacts of individual projects envisioned under the proposed Specific Plan to less than significant levels, the projected cumulative emissions associated with future development projects would be in exceedance of the Valley Air District thresholds. Therefore, implementation of the proposed project would result in a significant impact because it would significantly contribute to the nonattainment designations of the San Joaquin Valley Air Basin (SJVAB). This impact would be significant and unavoidable**.**

- **AIR-3 (Project-level Sensitive Receptors Exposure to Pollutant Concentrations):** Compliance with existing regulatory programs, General Plan policies and mitigation measures, and MM AIR-1a through MM AIR-1f will serve to reduce the impacts of the proposed project to the extent feasible. However, the proposed project would result in the future development of numerous projects, each contributing incrementally to air emissions affecting sensitive receptors. Thus, it is possible that the proposed project would result in cumulatively significant impacts to sensitive receptors, even if individual projects were each less than significant. This is particularly likely since none of the measures herein would prevent multiple development projects from being constructed concurrently within close proximity to sensitive receptors in such a manner as to cause substantial concentrations within the area. Further, neither the amount of construction occurring nor the exact location within the Plan Area is foreseeable and, as such, it cannot be determined whether the resultant construction emissions could be adequately controlled or reduced to below regulatory thresholds. Without such information, it is not possible to conclude that air pollutant emissions resulting from construction activities would be adequately reduced to the point that sensitive receptors are not exposed to substantial concentrations of air pollutants, and thus a significant and unavoidable impact may result.
- **Cumulative Air Quality Impacts:** While implementation of MM AIR-1a though MM AIR-1f, as well as General Plan PEIR Mitigation Measures, would serve to reduce criteria air pollutant and toxic air contaminants (TAC) emissions generated by the proposed project, there is currently not enough information to quantify emissions of specific project development that may occur under the proposed project. Without quantification to guarantee a less than significant finding, future development projects may still exceed the Valley Air District regional significance thresholds. Additionally, due to the size of the proposed project, there is not sufficient mitigation available to reduce the potential criteria pollutant emissions associated with the proposed project to levels that would not exceed the Valley Air District thresholds of significance. Therefore, cumulative impacts to air quality would be considered to remain significant and unavoidable.
- **Impact GHG-1 (Project-level Greenhouse Gas Emissions):** Implementation of the proposed project would contribute to global climate change through direct emissions of greenhouse gases (GHG) from on-site area sources and vehicle trips generated by the proposed project, and indirectly through off-site energy production required for on-site activities, water use, and

waste disposal. The operation of the proposed project would generate an increase in population and employment, and would contribute to an increase in wastewater generation, water demand, and vehicle trips. New buildings would be more energy efficient, but there would be an overall increase in energy usage due to the magnitude of new building space that would be constructed. Per the GHG Plan Update guidance, the environmental impact of the proposed project related to GHG emissions is significant, because the Plan Area is currently outside of the City boundaries, and the emissions included in the planning area were not included or considered by the City in the preparation of the GHG Plan Update, which demonstrates that the city would be in compliance with State mandated GHG emission reduction goals. As a result, the proposed project is not consistent with the GHG Plan Update, and the proposed project's contribution to environmental impacts related to GHG emissions are significant. The guiding principles, design guidelines, and proposed land use designations for the Plan Area would contribute to minimizing emissions to the extent feasible, however there is no mitigation feasible to reduce the GHG emissions of the proposed project to less than significant levels. The GHG impacts of the proposed project are significant and unavoidable

- **Cumulative Greenhouse Gas Emissions Impacts:** The proposed project would result in an expansion of the City of Fresno boundaries and would contribute to population growth in the region that was not included in the GHG Plan Update emissions projections, which demonstrate conformity with State GHG reduction goals. The proposed project would generate a significant net increase in GHG emissions and would have a "significant" GHG impact per the City of Fresno GHG Reduction Plan Update. As the proposed project would have a significant impact per the guidance included in the GHG Plan Update, the project has a potentially significant level of cumulative significance. There are no feasible mitigation measures available. As such, cumulative impacts with regard to GHG emissions are significant and unavoidable.
- **Impact NOI-1 (Project-level Construction Noise):** Short-term construction noise impacts associated with the project are an increase in traffic flow on local streets associated with the transport of workers, equipment, and materials to and from the project site and noise generated during site–preparation, grading, and construction activities. With implementation of MM NOI–1a and MM NOI–1b, construction noise impacts due to construction activities would be reduced to the extent feasible. However, given that details of individual development projects in the vicinity of the Plan Area are currently unknown, it is not possible to quantify the construction noise impacts at specific off-site or on-site sensitive receptors. Because these construction activities may occur near noise-sensitive receptors and because noise disturbances may occur for prolonged periods of time, construction noise impacts would remain significant and unavoidable.
- **Cumulative Construction Noise:** Given that details of individual development projects adjacent to the Plan Area are currently unknown, it is not possible to quantify future cumulative construction noise impacts that could occur if multiple developments were to construct simultaneously, which could constitute a cumulative noise impact. Because construction activities associated with implementation of the Specific Plan could then also occur simultaneously and because noise disturbances could occur for prolonged periods of

time, there is the possibility for a cumulative construction noise impacts that would remain significant and unavoidable.

Areas of Controversy

Pursuant to CEQA Guidelines Section 15123(b), a summary section must address areas of controversy known to the Lead Agency, including issues raised by agencies and the public, and it must also address issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

A Notice of Preparation (NOP) for the proposed project was issued on February 22, 2022. The NOP describing the original concept for the proposed project and issues to be addressed in the Draft PEIR was distributed to the State Clearinghouse, responsible agencies, and other interested parties for a 30-day public review period extending from February 22, 2022 through March 25, 2022. The NOP identified the potential for significant impacts on the environment related to the following topical areas:

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

Disagreement Among Experts

This Draft PEIR contains substantial evidence to support all the conclusions presented herein. It is possible that there will be disagreement among various parties regarding these conclusions, although the City of Fresno is not aware of any disputed conclusions at the time of this writing. Both the CEQA Guidelines and case law clearly provide the standards for treating disagreement among experts. Where evidence and opinions conflict on an issue concerning the environment, and the Lead Agency knows of these controversies in advance, the EIR must acknowledge the controversies, summarize the conflicting opinions of the experts, and include sufficient information to allow the public and decision-makers to make an informed judgment about the environmental consequences of the proposed project.

Potentially Controversial Issues

Below is a list of potentially controversial issues that may be raised during the public review and hearing process of this Draft PEIR:

- Section 3.2, Agricultural Resources and Forestry Resources
- Section 3.5, Cultural Resources and Tribal Cultural Resources
- Section 3.7, Geology, Soils, and Seismicity
- Section 3.9, Hazards and Hazardous Materials
- Section 3.10, Hydrology and Water Quality
- Section 3.15, Public Services
- Section 3.17, Transportation and Traffic
- Section 3.18, Utilities and Service Systems

It is also possible that evidence will be presented during the 45-day, statutory EIR public review period that may create disagreement. Decision-makers would consider this evidence during the public hearing process.

In rendering a decision on a project where there is disagreement among experts, the decision-makers are not obligated to select the most environmentally preferable viewpoint. Decision-makers are vested with the ability to choose whatever viewpoint is preferable and need not resolve a dispute among experts. In their proceedings, decision-makers must consider comments received concerning the adequacy of the Draft PEIR and address any objections raised in these comments. However, decision-makers are not obligated to follow any directives, recommendations, or suggestions presented in comments on the Draft PEIR, and can certify the Final EIR without needing to resolve disagreements among experts.

Public Review of the Draft Program EIR

Upon completion of the Draft PEIR, the City of Fresno filed a Notice of Completion (NOC) with the Governor's Office of Planning and Research (OPR) to begin the public review period (PRC § 21161). Concurrent with the NOC, this Draft PEIR has been distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties, as well as all parties requesting a copy of the Draft PEIR in accordance with Public Resources Code 21092(b)(3). During the public review period, the Draft PEIR, including the technical appendices, is available for review at the City of Fresno Planning and Development Department. The address for each location is provided below:

City of Fresno
Attn: Jennifer Clark, Director
Planning and Development Department
2600 Fresno Street, Room 3065
Fresno, California 93721

Agencies, organizations, and interested parties have the opportunity to comment on the Draft PEIR during the 45-day public review period. Written comments on this Draft PEIR should be addressed to:

Jennifer Clark, Director, Planning and Development Department
c/o Sophia Pagoulatos, Planning Manager
2600 Fresno Street, Room 3065
Fresno, California 93721
Jennifer.Clark@fresno.gov
Sophia.Pagoulatos@fresno.gov

Submittal of electronic comments in Microsoft Word or Adobe PDF format is encouraged. Upon completion of the public review period, written responses to all significant environmental issues raised will be prepared and made available for review by the commenting agencies at least 10 days prior to the public hearing before the City of Fresno on the proposed project, at which the certification of the Final EIR will be considered. Comments received and the responses to comments will be included as part of the record for consideration by decision-makers for the proposed project.

Executive Summary Matrix

Table ES-1 below summarizes the impacts, mitigation measures, and resulting level of significance after mitigation for the relevant environmental issue areas evaluated for the proposed project. The table is intended to provide an overview; narrative discussions for the issue areas are included in the corresponding section of this Draft PEIR. Table ES-1 is included in the Draft PEIR as required by CEQA Guidelines Section 15123(b)(1).

Table ES-1: Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.1—Aesthetics, Light, and Glare		
Impact AES-1: The proposed project would not have a substantial adverse effect on a scenic vista.	None required.	N/A
Impact AES-2: The proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway.	None required.	N/A
Impact AES-3: The proposed project would in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point).	None.	Significant and unavoidable impact.
Impact AES-4: The proposed project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	**MM AES-1**: Lighting systems for street and parking areas shall include shields to direct light to the roadway surfaces and parking areas. Vertical shields on the light fixtures shall also be used to direct light away from adjacent light sensitive land uses such as residences.	Significant and unavoidable impact.
	MM AES-2: Lighting systems for public facilities such as active play areas shall provide adequate illumination for the activity; however, low-intensity light fixtures and shields shall be used to minimize spillover light onto adjacent properties.	
	MM AES-3: Lighting systems for nonresidential uses, not including public facilities, shall provide shields on the light fixtures and orient the lighting system away from adjacent properties. Low-intensity light fixtures shall also be used if excessive spillover light onto adjacent properties will occur.	
	MM AES-4: Lighting systems for freestanding signs shall not exceed 100 footlambert (ft-L) when adjacent to streets which have an average light intensity of less than 2.0 horizontal footcandles and shall not exceed 500 ft-L when adjacent to streets that have an average light intensity of 2.0 horizontal foot-candles or greater.	
	MM AES-5: Materials used on building façades shall be non-reflective.	

Impacts	Mitigation Measures	Level of Significance After Mitigation
Cumulative Impact: The project would result in significant and unavoidable cumulative impacts to aesthetics, light, and glare.	Implement **MM AES-1 through MM AES-5.**	Significant and unavoidable impact.
Section 3.2—Agriculture Resources and Forest Resources		
Impact AG-1: The proposed project would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use.	**MM AG-1.1:** Consistent with Policy RC-9-c of the approved General Plan, the City, in coordination with regional partners or independently, shall establish a Farmland Preservation Program by 2025. The intent of the Farmland Preservation Program would be that, when Prime Farmland, Unique Farmland, or Farmland of Statewide Importance are proposed for development and converted to urban uses within the Sphere of Influence outside city limits, this program would require that the developer of such a project mitigate the loss of farmland consistent with the requirements of CEQA. The Farmland Preservation Program shall establish thresholds of significance and provide several mitigation options that may include, but are not limited to, the following: • Restrictive Covenants or Deeds • In Lieu Fees • Mitigation Banks • Fee Title Acquisition • Conservation Easements • Land Use Regulations The Farmland Preservation Program may be modeled after some or all of the programs described by the California Council of Land Trusts. Prior to the adoption of the Farmland Preservation Program, projects shall be required to comply with CEQA to address potential environmental impacts on an individual basis. **MM AG-2: Prime Farmland, Unique Farmland, and Farmland of Statewide Importance Impact Reduction Measure.** Until the City's Farmland Preservation Program is implemented consistent with the General Plan Program Environmental Impact Report Mitigation Measure (MM) AG-1.1 and the General Plan Policy RC-9-c, all development in the Fresno Southeast Development Area Specific Plan Area which would convert land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance	Significant and unavoidable impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	to nonagricultural uses shall be analyzed on a project-by-project basis, consistent with the requirements of the California Environmental Quality Act (CEQA) at the time the project application is submitted. Where a specific development project site would include the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural uses, the project applicant shall identify feasible mitigation prior to project approval and implement such mitigation prior to any construction or ground-disturbing activities. Such mitigation may include but is not limited to siting project to avoid farmland; payment of in lieu fees; or, the acquisition and/or conservation of equivalent Prime Farmland, Unique Farmland, or Farmland at Statewide Importance at another location, where it is financially feasible to do so, in the form of agricultural conservation easements, or other feasible mitigation.	
Impact AG-2: The proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act Contract.	None.	Significant and unavoidable impact.
Impact AG-3: The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).	None required.	No impact.
Impact AG-4: The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use.	None required.	No impact.
Impact AG-5: The proposed project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use.	Implement **MM AG-1.1** and **MM AG-2**.	No impact.
Cumulative Impact: The project would result in significant and unavoidable cumulative impacts to agricultural and forestry resources.	Implement **MM AG-1.1** and **MM AG-2**.	Significant and unavoidable impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.3—Air Quality		
Impact AIR-1: The proposed project would conflict with or obstruct implementation of the applicable air quality plan.	**MM AIR-1a:** As part of a standard grading permit submittal, the project applicant shall submit documentation to the City of Fresno that demonstrates that all off-road construction equipment in excess of 50 horsepower is equipped with engines meeting the United States Environmental Protection Agency (EPA) Tier IV Final off-road engine emission standards or cleaner. The construction contractor shall maintain records concerning its efforts to comply with this requirement during construction, including equipment lists. Off-road equipment descriptions and information may include but are not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. The project applicant and/or construction contractor shall submit the construction operations plan and records of compliance to the City of Fresno. If engines that comply with Tier IV Final off-road emission standards are not commercially available, then the construction contractor shall use the next cleanest piece of off-road equipment (e.g., Tier IV Interim) available. For purposes of this mitigation measure, "commercially available" shall mean the availability of Tier IV Final engines taking into consideration factors such as (i) critical-path timing of construction; and (ii) geographic proximity to the project site of equipment. The contractor can maintain records for equipment that is not commercially available by providing letters from at least two rental companies for each piece of off-road equipment where the Tier IV Final engine is not available.	Significant and unavoidable impact.
	MM AIR-1b: Prior to the issuance of grading or building permits for each individual development proposal within the project site, the relevant applicant for each development shall provide the City with documentation demonstrating the use of "Super-Compliant" architectural coatings during construction of the proposed project. "Super-Compliant" architectural coatings, as defined by the South Coast AQMD, are paints which do not exceed 10 grams of reactive organic gas (ROG) per liter of paint. All architectural coatings shall be applied either by (1) using a high-volume, low-pressure spray method operated at an air pressure between 0.1 and 10	

Impacts	Mitigation Measures	Level of Significance After Mitigation
	pounds per square inch gauge to achieve a 65 percent application efficiency; or (2) manual application using a paintbrush, hand-roller, trowel, spatula, dauber, rag, or sponge, to achieve a 100 percent application efficiency. The construction contractor shall also use precoated/natural colored building materials, where feasible.	
	MM AIR-1c: All nonresidential buildings shall be designed to provide infrastructure to support use of electric-powered forklifts and/or other interior vehicles. All nonresidential buildings shall be designed to provide electric infrastructure to support use of exterior yard trucks and on-site vehicles. The operation of yard trucks that are used to move trailers and on-site vehicles within the project site shall be powered by electricity unless the project applicant can reasonably demonstrate that specific equipment is not available for a task. Compliance with this mitigation measure shall be verified by the City of Fresno prior to the issuance of a building permit.	
	MM AIR-1d: Each implementing development project shall be required to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All requirements will be documented through a checklist to be submitted to the City of Fresno prior to issuance of building permits for the implementing development project with building plans and calculations.	
	MM AIR-1e: Prior to issuance of building permits for non-single-family residential and mixed-use residential development projects in the Plan Area, the project applicant shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Fresno prior to the issuance of a Certificate of Occupancy. • Electric vehicle (EV) charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the California Green Building Standards Code (CALGreen) Code. • Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.	

Impacts	Mitigation Measures	Level of Significance After Mitigation
	MM AIR-1f: Prior to the issuance of building permits for nonresidential development projects in the Plan Area, project applicants shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Fresno prior to the issuance of a Certificate of Occupancy. • For buildings with more than 10 tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the California Green Building Standards Code (CALGreen) Code. • Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code. • Facilities shall be installed to support future electric vehicle (EV) charging at each nonresidential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.	
Impact AIR-2: The proposed project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.	Implement **MM AIR-1a through MM AIR-1f.**	Significant and unavoidable impact.
Impact AIR-3: The proposed project would expose sensitive receptors to substantial pollutant concentrations.	None.	Significant and unavoidable impact.
Impact AIR-4: The proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	None.	N/A
Cumulative Impact: The project would have significant and unavoidable cumulative impacts to air quality.	Implement **MM AIR-1a through MM AIR-1f.**	Significant and unavoidable impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.4—Biological Resources		
Impact BIO-1: The proposed project would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service.	None.	N/A
Impact BIO-2: The proposed project would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service.	None.	N/A
Impact BIO-3: The proposed project would have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	None.	N/A
Impact BIO-4: The proposed project would interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites.	None.	N/A
Impact BIO-5: The proposed project would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	None.	N/A
Impact BIO-6: The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.	None.	N/A

Impacts	Mitigation Measures	Level of Significance After Mitigation
Cumulative Impact: The project would have a less than cumulative impact on biological resources.	None.	N/A
Section 3.5—Cultural Resources and Tribal Cultural Resources		
Impact CUL-1: The proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.	None.	N/A
Impact CUL-2: The proposed project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	None.	N/A
Impact CUL-3: The proposed project would not disturb human remains, including those interred outside of formal cemeteries.	None.	N/A
Impact CUL-4: The proposed project would not cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).	None.	N/A
Impact CUL-5: The proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to	None.	N/A

Impacts	Mitigation Measures	Level of Significance After Mitigation
be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.		
Cumulative Impact: The project would have a less than significant cumulative impact on cultural and tribal cultural resources.	None.	N/A
Section 3.6—Energy		
Impact ENER-1: The proposed project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	None.	N/A
Impact ENER-2: The proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	None.	N/A
Cumulative Impact: The project would have a less than significant cumulative impact on energy.	None.	N/A
Section 3.7—Geology and Soils		
Impact GEO-1: The proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii) Strong seismic ground shaking. iii) Seismic-related ground failure, including liquefaction. iv) Landslides.	None.	N/A
Impact GEO-2: The proposed project would not result in substantial soil erosion or the loss of topsoil.	None.	N/A

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact GEO-3: The proposed project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.	None.	N/A
Impact GEO-4: The proposed project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.	None required.	N/A
Impact GEO-5: The proposed project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	None.	N/A
Impact GEO-6: The proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	**MM GEO-6.1:** Subsequent to a preliminary City review of the project grading plans, if there is evidence that a project will include excavation or construction activities within previously undisturbed soils, a field survey and literature search for unique paleontological/geological resources shall be conducted. The following procedures shall be followed: • If unique paleontological/geological resources are not found during either the field survey or literature search, excavation and/or construction activities can commence. In the event that unique paleontological/geological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified Paleontologist shall be consulted to determine whether the resource requires further study. The qualified Paleontologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to, excavation of the finds and evaluation of the finds. If the resources are determined to be significant, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any paleontological/geological resources recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study. • If unique paleontological/geological resources are found during the field survey or literature review, the resources shall be inventoried and evaluated for significance. If the resources are found to be significant, mitigation measures shall be identified by the qualified Paleontologist. Similar to above, appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. In addition, appropriate mitigation for excavation and construction activities in the vicinity of the resources found during the field survey or literature review shall include a paleontological monitor. The monitoring period shall be determined by the qualified Paleontologist. If additional paleontological/geological resources are found during excavation and/or construction activities, the procedure identified above for the discovery of unknown resources shall be followed. **MM GEO-1:** Applicants, owners and/or sponsors of all future development or construction projects shall be required to perform or provide paleontological monitoring during ground-disturbing activities. Should significant paleontological resources (e.g., bones, teeth, well-preserved plant elements) be unearthed by the future project construction crew, the project activities shall be diverted at least 15 feet from the discovered paleontological resources until a professional Paleontologist has assessed such discovered resources and, if deemed significant, such resources shall be salvaged in a timely manner. The applicant/owner/sponsor of said project shall be responsible for diverting project work and providing the assessment including retaining a professional Paleontologist for such purpose. Collected fossils shall be deposited by the applicant/owner/sponsor in an appropriate repository (e.g., University of California Museum of Paleontology (UCMP), California Academy of Sciences) where the collection shall be properly curated and made available for future research.	

Impacts	Mitigation Measures	Level of Significance After Mitigation
Cumulative Impact: The project would have a less than significant cumulative impact with mitigation incorporated on geology and soils.	None.	Less than significant impact with mitigation incorporated.
Section 3.8—Greenhouse Gas Emissions		
Impact GHG-1: The proposed project would generate direct and indirect greenhouse gas emissions, and these emissions would result in a significant impact on the environment. **Impact GHG-2:** The proposed project would conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	No feasible mitigation available.	Significant and unavoidable impact.
Cumulative Impact: The project would have a significant and unavoidable cumulative impact on greenhouse gas emissions.	None available.	Significant and unavoidable impact.
Section 3.9—Hazards and Hazardous Materials		
Impact HAZ-1: The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	None required.	N/A
Impact HAZ-2: The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.	**MM HAZ-2a:** Prior to the issuance of a grading permit, the property owners and/or developers of properties shall ensure that a Phase I Environmental Site Assessment (Phase I ESA) (performed in accordance with the current Airborne Toxic Control Measures [ATCM] Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process [E 1527]) shall be conducted for each individual property prior to development or redevelopment to ascertain the presence or absence of Recognized Environmental Conditions (RECs), Historical Recognized Environmental Conditions (HRECs), and Potential Environmental Concerns (PECs) relevant to the property under consideration. The findings and conclusions of the Phase I ESA shall become the basis for potential recommendations for follow-up investigation, if found to be warranted.	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	MM HAZ-2b: In the event that the findings and conclusions of the Phase I Environmental Site Assessment (Phase I ESA) for a property result in evidence of Recognized Environmental Conditions (RECs), Historical Recognized Environmental Conditions (HRECs) and/or Potential Environmental Concerns (PECs) warranting further investigation, the property owners and/or developers of properties shall ensure that a Phase II ESA shall be conducted to determine the presence or absence of a significant impact to the subject site from hazardous materials. The Phase II ESA may include but may not be limited to the following: (1) Collection and laboratory analysis of soils and/or groundwater samples to ascertain the presence or absence of significant concentrations of constituents of concern; (2) Collection and laboratory analysis of soil vapors and/or indoor air to ascertain the presence or absence of significant concentrations of volatile constituents of concern; and/or (3) Geophysical surveys to ascertain the presence or absence of subsurface features of concern such as underground storage tanks (USTs), drywells, drains, plumbing, and septic systems. The findings and conclusions of the Phase II ESA shall become the basis for potential recommendations for follow-up investigation, site characterization, and/or remedial activities, if found to be warranted.	
	MM HAZ-2c: In the event the findings and conclusions of the Phase II Environmental Site Assessment (Phase II ESA) reveal the presence of significant concentrations of hazardous materials warranting further investigation, the property owners and/or developers of properties shall ensure that site characterization shall be conducted in the form of additional Phase II ESAs in order to characterize the source and maximum extent of impacts from constituents of concern. The findings and conclusions of the site characterization shall become the basis for formation of a remedial action plan and/or risk assessment.	
	MM HAZ-2d: If the findings and conclusions of the Phase II Environmental Site Assessment (Phase II ESA), site characterization and/or risk assessment demonstrate the presence of concentrations of hazardous materials exceeding regulatory threshold levels, prior to the issuance of a grading permit, property owners and/or developers of properties shall complete site remediation and potential risk assessment with oversight from the applicable regulatory agency including, but not limited to, the California	

Impacts	Mitigation Measures	Level of Significance After Mitigation
	Environmental Protection Agency (Cal/EPA) Department of Toxic Substances Control (DTSC) or Regional Water Quality Control Board (RWQCB), and Fresno County Environmental Health Division (FCEHD). Potential remediation could include the removal or treatment of water and/or soil. If removal occurs, hazardous materials shall be transported and disposed at a hazardous materials permitted facility.	
	MM HAZ-2e: Prior to the issuance of a building permit for an individual property within the Plan Area with residual environmental contamination, the agency with primary regulatory oversight of environmental conditions at such property ("Oversight Agency") shall have determined that the proposed land use for that property, including proposed development features and design, does not present an unacceptable risk to human health, if applicable, through the use of an Environmental Site Management Plan (ESMP) that could include institutional controls, site-specific mitigation measures, a risk management plan, and deed restrictions based upon applicable risk-based cleanup standards. Remedial action plans, risk management plans and health and safety plans shall be required as determined by the Oversight Agency for a given property under applicable environmental laws, if not already completed, to prevent an unacceptable risk to human health, including workers during and after construction, from exposure to residual contamination in soil and groundwater in connection with remediation and site development activities and the proposed land use.	
	MM HAZ-2f: For those sites with potential residual volatile organic compounds (VOCs) in soil, soil gas, or groundwater that are planned for redevelopment with an overlying occupied building, a vapor intrusion assessment shall be performed by a licensed environmental professional. If the results of the vapor intrusion assessment indicate the potential for significant vapor intrusion into the proposed building, the project design shall include vapor controls or source removal, as appropriate, in accordance with Regional Water Quality Control Board (RWQCB), the Department of Toxic Substances Control (DTSC) or the Fresno County Environmental Health Division (FCEHD) requirements. Soil vapor mitigations or controls could include passive venting and/or active venting. The vapor intrusion assessment as associated vapor controls or source removal can be	

Impacts	Mitigation Measures	Level of Significance After Mitigation
	incorporated into the Environmental Site Management Plan (ESMP) (Mitigation Measure HAZ4-4e).	
	MM HAZ-2g: In the event of planned renovation or demolition of residential and/or commercial structures on the subject site, prior to the issuance of demolition permits, asbestos and lead-based paint (LBP) surveys shall be conducted in order to determine the presence or absence of asbestos-containing materials (ACM) and/or LBP. Removal of friable ACM, and non-friable ACMs that have the potential to become friable, during demolition and/or renovation shall conform to the standards set forth by the National Emissions Standards for Hazardous Air Pollutants (NESHAPs). The San Joaquin Valley Air Pollution Control District (Valley Air District) is the responsible agency on the local level to enforce the NESHAPs and shall be notified by the property owners and/or developers of properties (or their designee(s)) prior to any demolition and/or renovation activities. If asbestos-containing materials are left in place, an Operations and Maintenance Program (O&M Program) shall be developed for the management of asbestos-containing materials (ACM).	
	MM HAZ-2h: Prior to the import of a soil to a particular property within the Plan Area as part of that property's site development, such soils shall be sampled for toxic or hazardous materials to determine whether concentrations exceed applicable Environmental Screening Levels for the proposed land use at such a property, in accordance with Regional Water Quality Control Board (RWQCB), the Department of Toxic Substances Control (DTSC) or the Fresno County Environmental Health Division (FCEHD)requirements, prior to importing to such a property.	
Impact HAZ-3: The proposed project could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Implement **MM HAZ-2a through MM HAZ-2h.**	Less than significant impact.
Impact HAZ-4: The proposed project could be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section	Implement **MM HAZ-2a through MM HAZ-2h.**	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
65962.5 and, as a result, could create a significant hazard to the public or the environment.		
Impact HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the proposed project would not result in a safety hazard or excessive noise for people residing or working the project area.	None required.	N/A
Impact HAZ-6: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	None required.	N/A
Impact HAZ-7: The proposed project would not expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires.	None required.	N/A
Cumulative Impact: The project would have a less than significant cumulative impact on hazards and hazardous materials.	None required.	N/A
Section 3.10—Hydrology and Water Quality		
Impact HYD-1: The proposed project could violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	None.	N/A
Impact HYD-2: The proposed project could substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	**MM HYD-2a:** The City shall continue to be an active participant in the North Kings Groundwater Sustainability Agency (North Kings GSA) and the implementation of the North Kings Groundwater Sustainability Plan (North Kings GSP) in order to ensure that the Kings Subbasin has balanced levels of pumping and recharge. The City shall confirm that each project for future development in the Plan Area has incorporated any resulting standards prior to issuing approval for any development applications that require discretionary approval.	Less than significant with mitigation incorporated.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	MM HYD-2b: Prior to exceeding existing water supply capacity, the City shall evaluate the water supply system and shall not approve development per the Specific Plan for the Plan Area until additional capacity is provided through water system improvements for the Specific Plan Area in accordance with the City Metropolitan Water Resources Management Plan (Metro Plan).	
	MM HYD-2c: Prior to exceeding existing water demands, the City shall pursue the provision of adequate water supplies by securing additional water sources and shall not approve development per the Specific Plan for the Plan Area until additional water supply is provided.	
	MM HYD-2d: The City shall develop new and expand existing groundwater recharge facilities to balance increased water demands resulting from the Project Area. New and expanded groundwater recharge facilities shall be in accordance with the City of Fresno General Plan and City Metro Plan,. The City shall complete these measures prior to approving any new project applications for future development in the Project Area that require a discretionary approval and shall confirm that each project has incorporated any resulting standards prior to issuing approval.	
Impact HYD-3: The proposed project could substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) Result in substantial erosion or siltation on- or off-site; ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or **iv)** Impede or redirect flood flows?	**MM HYD-3a:** The City shall support the Fresno Metropolitan Flood Control District (FMFCD) in updating the Storm Drainage and Flood Control Master Plan for the Plan Area to include the proposed basins and the analysis necessary to provide adequate capacity for future stormwater runoff resulting from future development of the Southeast Development Area (SEDA) Specific Plan. The City shall complete these measures prior to approving any new project applications for future development in the Plan Area that require a discretionary approval and shall confirm that each project has incorporated any resulting standards prior to issuing approval.	Less than significant with mitigation incorporated.
	MM HYD-3b: The City shall support the Fresno Metropolitan Flood Control District (FMFCD) in implementing the Storm Drainage and Flood Control Master Plan improvements for the proposed drainage areas within the Plan Area. Any new proposed development in the Southeast Development Area (SEDA) shall be reviewed by the City and FMFCD to confirm that design and construction documents have incorporated the updated Storm Drainage	

Impacts	Mitigation Measures	Level of Significance After Mitigation
	and Flood Control Master Plan improvements, prior to approving any such development.	
	MM HYD-3c: The City shall support the Fresno Metropolitan Flood Control District (FMFCD) in reevaluating proposed Basins DW and DX for available capacities, and shall expand these basins or construct additional basins to accommodate the future stormwater capacities from development in the Southeast Development Area (SEDA) in accordance with the SEDA Specific Plan. The City shall complete these measures prior to approving any new project applications for future development in the Plan Area that require a discretionary approval and shall confirm that each project has incorporated any resulting standards prior to issuing approval.	
Impact HYD-4: The proposed project would not be located in a flood hazard zone, tsunami, or seiche zone, or risk release of pollutants due to project inundation**.**	None.	N/A
Impact HYD-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	None.	N/A
Cumulative Impact: The project would have a less than significant cumulative impact with mitigation incorporated on hydrology and water quality.	Implement **MM HYD-2a, MM HYD-2b, MM HYD-2c, MM HYD-2d, MM HYD-3a, MM HYD-3b,** and **MM HYD-3c.**	Less than significant with mitigation incorporated.
Section 3.11—Land Use and Planning		
Impact LAND-1: The proposed project would not physically divide an established community.	None.	N/A
Impact LAND-2: The proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	None.	N/A
Cumulative Impact: The project would have a less than significant cumulative impact on land use and planning.	None.	N/A

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.12—Mineral Resources		
Impact MIN-1: The proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State.	None.	N/A
Impact MIN-2: The proposed project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.	None.	N/A
Cumulative Impact: The project would have a less than significant cumulative impact on mineral resources.	None.	N/A
Section 3.13—Noise		
Impact NOI-1: The proposed project could generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	**MM NOI-1a: Construction Activity Hours Restriction** Construction activity which requires a permit issued by the City of Fresno shall be limited to the hours between 7:00 a.m. and 10:00 p.m. on weekdays and Saturdays. Any construction activity outside of these hours must comply with the City's noise performance standards of Section 15.2506 of the Municipal Code.	Significant and unavoidable impact.
	MM NOI–1b: **Construction Noise Mitigation Plan** Prior to the issuance of demolition, grading, and/or construction permits, applicants for individual development projects within 500 feet of noise–sensitive receptors (e.g., residences, hospitals, schools) shall conduct a project–level construction noise analysis to evaluate potential impacts on sensitive receptors. The analysis shall be conducted once the final construction equipment list that will be used for demolition and grading activities is determined. The project–level noise analysis shall be prepared, reviewed, and approved by the City of Fresno Planning Director. If the analysis determines that demolition and construction activities would result in an impact to identified noise-sensitive receptors, then specific measures to attenuate the noise impact shall be outlined in the analysis and reviewed and approved by the City of Fresno Planning Director. Specific measures may include but are not limited to the following Best Management Practices (BMPs):	

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

Impacts	Mitigation Measures	Level of Significance After Mitigation
	• The final noise-reduction measures to be implemented and their associated details shall be determined by the construction-level noise analysis. The final noise-reduction measures shall be included on all construction and building documents and/or construction management plans and submitted for verification to the City; implemented by the construction contractor through the duration of the construction phase; and discussed at the pre-demolition, -grade, and/or -construction meetings.	
	MM NOI–2: Traffic Noise Reduction Plan Prior to issuance of building permits, the property owner/developer shall be responsible to implement the following measures to limit potential traffic noise source impacts: • Any proposed development project that would include noise sensitive land use development along noise impacted roadway segments identified in Table 3.13-8 shall demonstrate compliance with Municipal Code Section 15-2506 by submitting a final acoustical report. This report shall demonstrate that the proposed project incorporates sufficient noise attenuation features, if needed, to meet the City's exterior/interior noise performance standards. The individual project owner/developer shall submit the acoustic study to the Planning Director for review and approval. Upon approval by the City of Fresno, the proposed acoustical design features shall be incorporated into the proposed development. Noise reduction design features may include, but are not limited to, locating noise sensitive development on the site to be shielded by structures (buildings, enclosures, or sound walls) or by using upgraded wall and window assemblies to ensure that acceptable interior noise levels are maintained.	
	MM NOI–3: Stationary Source Noise Reduction Plan Prior to issuance of building permits, the property owner/developer shall be responsible to implement the following measures to limit operational stationary noise source impacts: • Any proposed development projects that include unshielded parking areas within 175 feet, or unshielded truck loading docks within 300 feet, or unshielded mechanical ventilation equipment systems within 35 feet of a noise sensitive receptor, shall demonstrate compliance with Municipal	

Impacts	Mitigation Measures	Level of Significance After Mitigation
	Code Section 15-2506 by submitting a site specific acoustic study. These reports shall demonstrate that the proposed project incorporates sufficient noise attenuation features, if needed, to meet the City of Fresno's exterior/interior noise performance standards. The individual project owner/developer shall submit the acoustic study to the Planning Director for review and approval. Upon approval by the City, the proposed acoustical design features shall be incorporated into the proposed development. Noise reduction design features may include, but are not limited to, locating stationary noise sources on the site to be shielded by structures (buildings, enclosures, or sound walls) or by using equipment that has a quieter rating.	
Impact NOI-2: The proposed project could result in generation of excessive groundborne vibration or groundborne noise levels**.**	**MM NOI-4: Construction Vibration Reduction Plan** Prior to issuance of grading and/or building permits, a note shall be provided on grading and building plans indicating that during grading and construction the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related vibration impacts: • For any future development projects that would necessitate the use of pile driving within 200 feet of an off-site structure shall submit a Construction Vibration Reduction Plan that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts to less than significant for the impacted structure. • For any future development projects that would necessitate the use of large vibratory rollers within 30 feet of an off-site structure, or the use of other heavy construction equipment within 15 feet of an off-site structure, shall submit a Construction Vibration Reduction Plan that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts to less than significant for the impacted structure. • The individual project owner/developer shall submit the Construction Vibration Reduction Plan to the Planning Director for review and approval prior to issuance of building permits. Upon approval by the City, the construction vibration reduction measures shall be incorporated into the construction documents.	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact NOI-3: The proposed project would not expose people residing or working in the project area to excessive noise levels for a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport.	None.	N/A
Cumulative Impact: The project would have a significant and unavoidable impact regarding construction noise. The project would have a less than significant impact with regard to all other noise and vibration impacts.	No mitigation is available that would reduce cumulative construction noise impacts to less than significant.	Significant and unavoidable impact.
Section 3.14—Population and Housing		
Impact POP-1: The proposed project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	None.	N/A
Impact POP-2: The proposed project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	None.	N/A
Cumulative Impact: The project would have a less than significant cumulative impact on population and housing.	None.	N/A
Section 3.15—Public Services		
Impact PUB-1: The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.	None.	N/A

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact PUB-2: The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.	None.	N/A
Impact PUB-3: The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools.	None.	N/A
Impact PUB-4: The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks.	None.	N/A
Impact PUB-5: The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities.	None.	N/A
Cumulative Impact: The project would have a less than significant cumulative impact on public services.	None.	N/A

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.16—Recreation		
Impact REC-1: The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	None.	N/A
Impact REC-2: The proposed project could include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	**MM REC-1:** As new development occurs in the Plan Area, the City shall periodically (every 5 years) monitor residential population growth compared to development of new parklands for the purpose of evaluating the strength of this Plan to meet the ratio of 3 acres of parkland per 1,000 population. If the ratio is not met, the City shall explore additional ways to increase the amount of dedicated parkland in the Plan Area, including but not limited to designating additional lands for parkland development.	Less than significant with mitigation incorporated.
Cumulative Impact: The project would have a less than significant cumulative impact with mitigation incorporated on recreation.	Implement **MM REC-1.**	Less than significant with mitigation incorporated.
Section 3.17—Transportation and Traffic		
Impact TRANS-1: The proposed project would not conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities.	**MM TRANS-1a:** Provide more options for shorter trips by encouraging vertical mixed uses and locating residential uses in walking distance (0.5 mile) to retail and employment uses.	Less than significant impact with mitigation incorporated.
	MM TRANS-1b: Provide pedestrian and bicycle network improvements within the development connecting complementary uses (i.e., residential, employment, retail, and transit stops) internally and to existing off-site facilities.	
	MM TRANS-1c: Ensure that design of key intersections and roadways encourage the use of walking, biking, and transit.	
	MM TRANS-1d: Collaborate with Fresno Transit (FAX) to provide new transit services to the proposed project and within the proposed project area.	
	MM TRANS-1e: In addition, the following Transportation Demand Management (TDM) strategies may be applicable at the implementing project level:	

Impacts	Mitigation Measures	Level of Significance After Mitigation
	• Reduce Parking Supply for Retail Uses (maximum reduction: 12.5 percent) • Add Transit Rerouting and Transit Stops (maximum reduction: 5 percent) • Implementation of Local Shuttle Service (grouped strategy with transit system improvements) • Mandatory Travel Behavior Change Program, Promotions and Marketing (maximum reduction: 1 percent) • Promotions and Marketing (maximum reduction: 1 percent) • Emergency Ride Home (ERH) Program (maximum reduction: 3 percent) • School Carpool Program (maximum reduction: 15 percent) • Bike Share (maximum reduction: 0.25 percent) • Implement/Improve On-street Bicycle Facility (maximum reduction: 0.625 percent) • Traffic Calming Improvements (maximum reduction: 1 percent) • Pedestrian Network Improvements (maximum reduction: 2 percent)	
Impact TRANS-2: The proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	None.	N/A
Impact TRANS-3: The proposed project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	None.	N/A
Impact TRANS-4: The proposed project would not result in inadequate emergency access.	**MM TRANS-4:** At the time of planning application submittal, the project applicant shall prepare a Construction Management Plan that shall specify traffic controls required to maintain adequate circulation and access throughout the Southeast Development (SEDA) Specific Plan Area. At least one lane shall remain open in each direction during construction and access to all existing businesses shall be maintained. This plan shall be subject to approval by the jurisdictional police and fire departments prior to commencement of construction.	Less than significant impact with mitigation incorporated.
Cumulative Impact: The project would have a less than significant cumulative impact on transportation.	Implement **MM TRANS-1a, MM TRANS-1b, MM TRANS-1c, MM TRANS-1d, MM TRANS-1e,** and **MM TRANS-4.**	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.18—Utilities and Service Systems		
Impact UTIL-1: The proposed project could require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.	Implementation of all other mitigation measures in this Draft PEIR would be required for all construction activities. Therefore, construction of new utilities would cause less than significant impacts with mitigation incorporated, with regard to the other potential environmental impacts discussed in this Draft PEIR. See the Executive Summary for a summary of all mitigation measures. Mitigation measures for all resource topics in this Draft PEIR would be applicable to construction of new or expanded utility infrastructure.	Less than significant impact with mitigation incorporated.
	MM UTIL-1a: The City shall evaluate the water conveyance system at the time that discretionary projects are submitted for approval by the City, and the City shall not approve development that would demand additional water and exceed the capacity of a facility until additional capacity is provided. The City shall evaluate proposed water capacity and conveyance improvements provided in the City Metro Plan and General Plan for potential environmental impacts, and shall construct such improvements prior to exceedance of capacity to accommodate full buildout of the Specific Plan.	
	MM UTIL-1b: The City shall evaluate the water supply system at the time that discretionary projects are submitted for approval by the City, and the City shall not approve development that would demand additional water until additional sources are secured and provided for future development. The City shall evaluate proposed water supply improvements for potential environmental impacts, and shall construct such improvements prior to exceedance of demand to accommodate full buildout of the Specific Plan.	
	MM UTIL-1c: The City shall evaluate the wastewater system at the time that discretionary projects are submitted for approval by the City, and the City shall not approve development that would contribute wastewater to the wastewater treatment system that would exceed capacity until additional capacity is provided. The City shall evaluate proposed wastewater treatment improvements provided in the City Wastewater Master Plan and General Plan for potential environmental impacts, and shall construct such improvements prior to exceedance of capacity to accommodate full buildout of the Specific Plan.	

Impacts	Mitigation Measures	Level of Significance After Mitigation
	MM UTIL-1d: Consistent with the Sewer System Management Plan, the City shall evaluate the wastewater collection system at the time that discretionary projects are submitted for approval by the City, the City shall not approve development that would generate additional wastewater and exceed the capacity of a facility until additional capacity is provided. The City shall evaluate proposed wastewater collection improvements provided in the City Wastewater Master Plan and General Plan for potential environmental impacts, and shall construct such improvements prior to exceedance of capacity to accommodate full buildout of the Specific Plan.	
	MM UTIL-1e: The City shall support the Fresno Metropolitan Flood Control District FMFCD in evaluating the storm water collection system and implementing the District Services Plan and Storm Drainage and Flood Control Master Plan, and in constructing such improvements to the storm drain system prior to exceedance of capacity to accommodate full buildout of the Specific Plan. The City shall complete these evaluations prior to approving any new project applications for future development in the Plan Area that require a discretionary approval and shall confirm that each project has incorporated any resulting standards prior to issuing approval.	
	MM UTIL-1f: At the time discretionary projects are submitted, the City shall require project-specific environmental evaluations for the expansion or relocation of electric, natural gas, or telecommunication facilities be completed prior to project approval.	
Impact UTIL-2: The proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.	Implement **MM HYD-2b**, **MM HYD-2c**, **MM UTIL-1a**, **MM UTIL-1b,** and the following:	Less than significant impact with mitigation incorporated.
	MM UTIL-2a: The City shall develop and implement water conservation measures to reduce the per capita water use, and continue to refine and implement water saving and conservation standards for new developments approved under the Specific Plan. The City shall complete these measures and standards prior to approving any new project applications for future development in the Plan Area that require a discretionary approval and shall confirm that each project has incorporated the refined measures and standards prior to issuing approval	

Impacts	Mitigation Measures	Level of Significance After Mitigation
	MM UTIL-2b: The City shall continue to implement the City of Fresno Water Conservation Program, as may be updated, and periodically update restrictions on water uses, and evaluate the feasibility of the conservation target identified as part of the Fresno General Plan PEIR. The City shall complete these measures prior to approving any new project applications for future development in the Plan Area that require a discretionary approval and shall confirm that each project has incorporated any resulting standards prior to issuing approval.	
	MM UTIL-2c: The City shall refine landscape water conservation standards that will apply to new development installed landscapes, building on the State Model Water Efficient Landscape Ordinance (MWELO) and other state regulations. The City shall complete these standards prior to approving any new project applications for future development in the Plan Area that require a discretionary approval and shall confirm that each project has incorporated any resulting standards prior to issuing approval.	
Impact UTIL-3: The proposed project would not result in a determination by the wastewater treatment provider which serves or may serve the proposed project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	Implement **MM UTIL-1c** and **MM UTIL-1d**.	Less than significant with mitigation incorporated.
Impact UTIL-4: The proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	None required.	N/A
Impact UTIL-5: The proposed project would comply with federal, State, and local statutes and regulations related to solid waste.	None required.	N/A
Cumulative Impact: The project would have a less than significant cumulative impact with mitigation incorporated on utilities and service systems.	**MM UTIL-4.1:** The City shall evaluate additional landfill locations at the time discretionary projects are submitted, and shall not approve development that could contribute solid waste to a landfill that is at capacity until additional capacity is provided	Less than significant impact with mitigation incorporated.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.19—Wildfire		
Impact WILD-1: The proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.	None.	N/A
Impact WILD-2: The proposed project would not due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.	None.	N/A
Impact WILD-3: The proposed project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.	None.	N/A
Impact WILD-4: The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.	None.	N/A
Cumulative Impact: The project would have a less than significant cumulative impact on wildfires.	None required.	N/A