

PROJECT DESCRIPTION

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

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

Specific Plan Approval Process and History

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

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

Public Outreach

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

Program Environmental Impact Report

Notice of Preparation and Public Scoping Meeting

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

2023 Draft PEIR

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

Partial Recirculated Draft PEIR

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

Recirculated Draft PEIR

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

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

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

Final PEIR

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

Public Hearings

Planning Commission

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

City Council

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

Existing Conditions

Regional Location

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

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

Plan Area Location

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

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

Existing Uses

Agricultural Uses

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

Rural Residential Uses

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

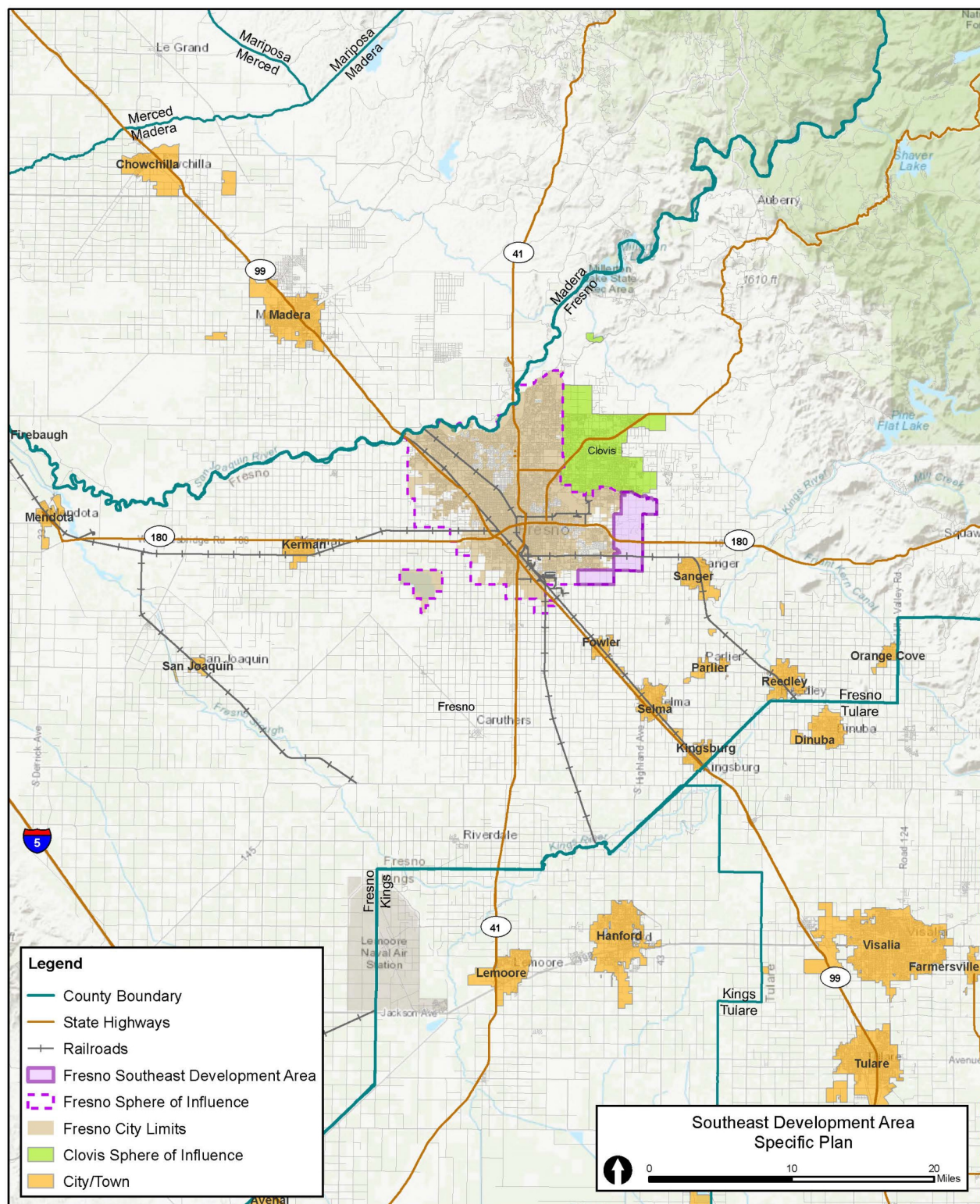
Institutional and Public Facilities Uses

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

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

FRESNO SOUTHEAST DEVELOPMENT AREA SPECIFIC PLAN PROJECT

PROJECT DESCRIPTION



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

Exhibit 1

Regional Location Map



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Natural Features

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

Existing General Plan Designations

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

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

Circulation and Access

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

Project Characteristics

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

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

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

Refined Project

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

Contents of the Specific Plan

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

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

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

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

Additional Project Components

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

Subsequent Discretionary Actions

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

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

Related Planning Actions

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

Public Facilities Financing Options Report

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

Annexation

Implementation of the refined project requires annexation of Fresno County (County) lands into the City. LAFCo is a Responsible Agency under CEQA for the proposed project. LAFCo would consider the analysis contained in the PEIR when considering the annexation of parcels within Plan Area into the City. Annexation would be strategic and proactive to facilitate infrastructure development by the City and would occur in tandem with development proposals.

Parks and Trails Master Plan

The Parks and Trails Master Plan would explore opportunities and constraints for location of parks and trails prior to determining final locations and would implement the objectives and policies of the Specific Plan to ensure that open space facilities and services meet community needs.

Proposed Specific Plan Buildout

The Specific Plan Map defines the physical extent of Land Use Districts, as well as major roadway alignments which constitute the buildout of the refined project, as shown in Exhibit 2. It also identifies potential locations for certain open space and institutional features. The implementation of the Specific Plan Map is administered through the application of Land Use District Standards and Street and Circulation Standards. The refined project land use categories by district are shown in Table 1 along with the total proposed acreage. Descriptions of each of the associated land use categories are further discussed below.

Table 1: Proposed Specific Plan Acreages

Land Use	Proposed Plan Acres	Percentages
Mixed-Use Land Uses		
Regional Town Center	310	3.5%
Community Town Center	290	3.3%
Neighborhood Town Center	520	5.9%
Mixed-Use Land Uses Total	1,120	12.7%
Residential Land Uses		
Mixed Residential	1,090	12.4%
Neighborhood Residential	1,520	17.3%
Rural Residential	2,160	24.5%
Rural Cluster Residential	810	9.2%

Land Use	Proposed Plan Acres	Percentages
Residential Land Uses Total	5,580	63.4%
Employment Land Uses		
Office Center	160	1.8%
Flexible Research and Development	1,380	15.7%
Institutional	280	3.2%
Employment Land Uses Total	1,820	20.7%
Other Land Uses		
Flood Control Basin	280	3.2%
Total	8,800	100%
Source: City of Fresno. 2022.		

Mixed-Use Land Uses

The refined project is based upon a hierarchy of walkable, mixed-use Town Centers supported by a multimodal transportation network. Town Centers, which would serve as commercial and civic focal points for the Plan Area, are designed to include a rich mixture of uses with varying intensities. Town Centers are human-scaled and defined by quality design features. They incorporate living and working opportunities with entertainment, cultural activities, and shops serving the daily needs of residents and employees. There are three types of Town Centers, including Regional Town Centers, Community Town Centers, and Neighborhood Town Centers.

Regional Town Centers

The Regional Town Center is at the top of the mixed-use center hierarchy in the Plan Area. The commercial uses in Regional Town Centers would serve approximately 40,000 to 60,000 households across the Plan Area and within the surrounding communities outside of the Plan Area. The Regional Town Center features region-serving retail and office activity, as well as medium- and higher-density housing. The Regional Town Center would be located south of SR-180 along the realigned Kings Canyon Boulevard. The center would be focused around one or more major transit stations linked to the regional rapid transit network. The Regional Town Center would be given priority as the primary mixed-use employment center, retail destination, and host to major cultural attractions.

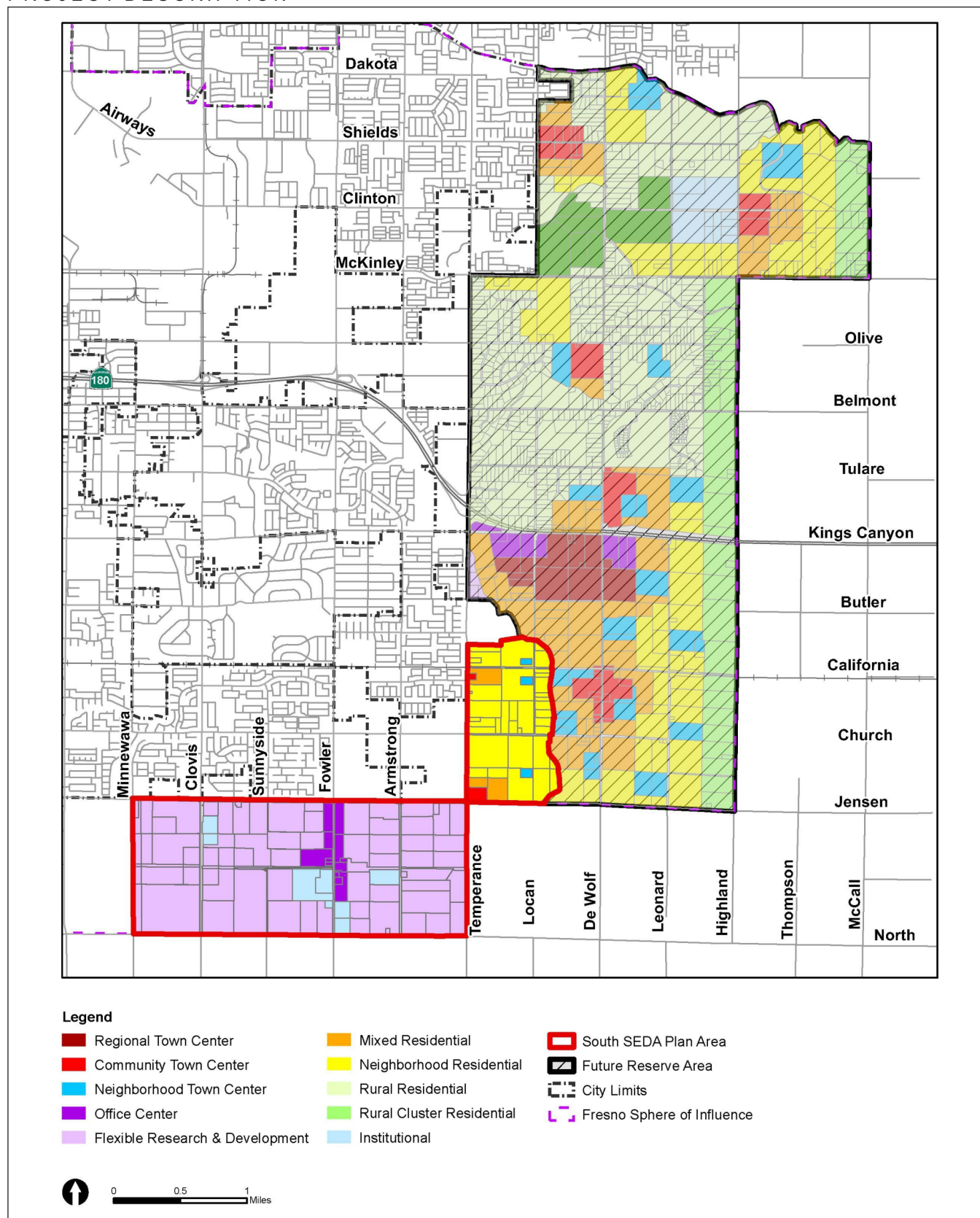
Community Town Centers

Seven Community Town Centers would be dispersed across the Plan Area and would provide commercial, civic, and other services to meet the needs of Community Town Center residents and employees, as well as those of surrounding neighborhoods. Community Town Center services, including grocery stores, support between 5,000 and 10,000 households both in the Plan Area and the surrounding communities outside of the Plan Area. Community Town Centers feature a variety of medium-density housing options. Some Community Town Centers are focused on major rapid transit stations.

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FRESNO SOUTHEAST DEVELOPMENT AREA SPECIFIC PLAN PROJECT

PROJECT DESCRIPTION



Source: City of Fresno, SEDA Illustrative Plan derived from community and stakeholder meetings.



Exhibit 2
Specific Plan Map

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Neighborhood Town Centers

Neighborhood Town Centers would be dispersed throughout the Plan Area and would serve as focal points of adjacent residential areas. Neighborhood Centers include employment and residential uses and would provide access to civic services and amenities, including elementary schools, local parks, community gardens, and other services. Each Neighborhood Town Center would serve approximately 1,500 to 2,000 households in the Plan Area and surrounding communities outside of the Plan Area and include a range of housing options.

Residential Land Uses

The Plan Area includes a rich and complete fabric of residential communities that support mixed-use centers and include a variety of housing types and affordability levels. The refined project would distribute a variety of housing types across the Plan Area to accommodate current and future housing needs. The range of housing types and densities throughout the communities would provide flexibility to meet the evolving needs of households in the region. There are four types of residential land uses, including Mixed Residential, Neighborhood Residential, Rural Residential, and Rural Cluster Residential.

Mixed Residential

Mixed Residential districts support the Regional and Community Town Centers with a variety of medium- and higher-density housing, including a diverse mix of attached and detached single-family and multi-family homes. The average gross density within the Mixed Residential district will be approximately 20–30 units per acre. Residential buildings range in net density from 8–60 units per acre.

Neighborhood Residential

Neighborhood Residential districts surround Neighborhood Town Centers and support the retail, employment, and other services provided throughout the Plan Area. Neighborhood Residential areas include a variety of detached and attached single-family housing types, as well as multi-family housing options. The average gross density within the Neighborhood Residential district will be approximately 20 units per acre. Residential buildings range in net density from 6–30 units per acre.

Rural Residential

There are approximately 1,536 acres in the Plan Area currently developed as very-low-density rural residential homes and ranchettes. The refined project designates these homes as Rural Residential. Upon annexation into the City, the existing land use on these parcels will remain protected under the Annexation Overlay Ordinance as adopted in ordinance 2015-39 on January 9, 2016, and codified in Section 15-1606 in the Fresno Municipal Code. Changes in land use would be subject to the process and regulations set forth in the SEDA Development Code Update.

Rural Cluster Residential

Rural Cluster districts, located along the eastern edge of the Plan Area, would concentrate residential lots within a small, clustered area of a larger parcel or groups of parcels. This clustering of homes preserves the continuity and viability surrounding land for agricultural uses and open space conservation. Rural Cluster districts serve as a transitional buffer between more intense urban uses within the Plan Area and the commercial agricultural operations outside of the Plan Area.

The average gross density of Rural Cluster districts is 0.1–0.5 units per acre. A district may include 20–80 acres, with single-family homes clustered on lots 1 acre or smaller in a designated cluster.

Employment Land Uses

The refined project would provide opportunities to attract diverse, high-quality employers and job opportunities while meeting the environmental challenges associated with growth in the City and the Central Valley. Many jobs would be located within a short distance to amenities in Regional and Community Town Centers, Office Centers, and in Flexible Research and Development districts. In these locations, employment opportunities can be closely linked to regional transit service and trail systems. The refined project would put a significant portion of Plan Area residents within walking distance of major employment areas and high-capacity transit services that link to regional employment centers, including Downtown Fresno. Reducing reliance on automobiles for work trips would significantly reduce GHG emissions, playing a significant role in meeting the refined project’s sustainability goals.

Office Center

Office Center districts are located adjacent to Regional and Community Centers or along regionally significant transportation corridors (e.g., SR-180, Kings Canyon Boulevard, Clovis Avenue). Office Centers accommodate professional offices and compatible commercial uses such as restaurants, coffee shops, cafés, banks, and book shops. Some residential uses could be conditionally permitted in Office Centers.

Flexible Research and Development

Flexible Research and Development districts would be primarily located west of the Briggs Canal and/or south of Jensen Avenue and are intended for uses such as research and development, light manufacturing, product testing centers, and office development. The area may also include compatible commercial uses such as restaurants, coffee shops, cafés, printing and publishing, dry cleaners, and other supporting businesses. Access to regional transportation corridors (both road and rail) is critical. Residential uses are not allowed in Flexible Research and Development areas.

Institutional Uses

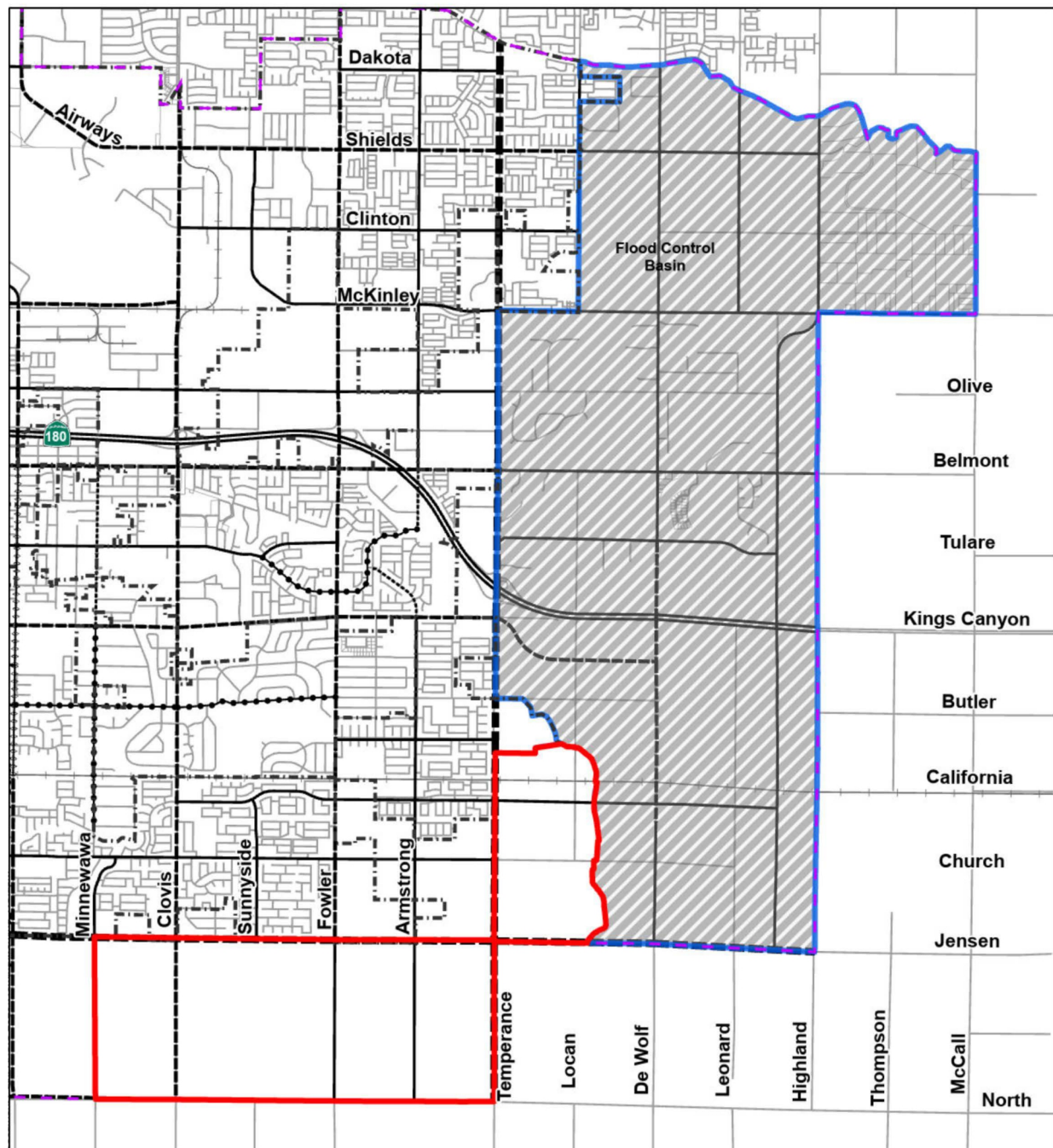
Institutional Land Use Districts would include the planned Clovis Unified School District Education Center and the existing Sanger Unified School District Education Center. The Institutional Land Use Districts would not include new SEDA high schools, middle schools, or elementary schools and other civic uses in the SEDA Plan. These uses are integrated into Neighborhood Town Centers and other districts.

Circulation and Access

The refined project’s multimodal circulation network would include a hierarchy of transportation options, ensuring that residents would have realistic choices for their daily travel needs. The refined project would be served by high-capacity public transit and safe bicycle and pedestrian routes. Arterials, collectors, and local streets would provide safe, convenient access for local trips. Exhibit 3 shows the proposed major street circulation network. Non-auto options are integrated throughout the plan, with dedicated bicycle/pedestrian trails and a network of bicycle-priority “Bicycle Boulevards.”

FRESNO SOUTHEAST DEVELOPMENT AREA SPECIFIC PLAN PROJECT

PROJECT DESCRIPTION



Legend

- | | | | | |
|---------------------|-------------------|--------------------|-----------------------|------------------------------|
| — Freeway | — Super Arterial | — Scenic Drive | — City Limits | — South SEDA Plan Area |
| — Expressway | — Arterial | — Collector | — Future Reserve Area | — Fresno Sphere of Influence |
| — Scenic Expressway | — Scenic Arterial | — Scenic Collector | | |



0 0.5 1 Miles

Source: City of Fresno, SEDA Illustrative Plan derived from community and stakeholder meetings.

Exhibit 3

Proposed Major Street Circulation Network



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Transit Service

Transit Corridors and Arterials with high-capacity public transit would serve major town centers, while collectors and local streets would provide safe, convenient options for local trips. Transit service will be provided to and within the Plan Area via regional transit connections along Kings Canyon Boulevard. The Kings Canyon high-frequency Q Bus Route would extend into the Regional Town Center and eventually terminate service in the Community Town Center located on South DeWolf Avenue. Local service would be provided along primary internal circulation corridors.

Bicycle and Pedestrian Trails

A network of pedestrian and bicycle routes, including dedicated trails and multi-purpose paths, would serve work, school, and recreational trips. This extensive non-auto travel network would be coordinated with existing and proposed regional trails. Trail systems would connect regional and sub-regional destinations for bicyclists, pedestrians, and equestrians (where appropriate). Multi-use trails would be parallel to canals and other east–west open space networks within the Plan Area. There would also be a network of bicycle lanes reflective of the Fresno Active Transportation Plan (ATP). This would consist of at least Class II Bike Lanes and other bicycle facilities as described in the California Department of Transportation (Caltrans) Bikeway Classification Guide.

Complete Streets

The Plan Area would be served by a network of Complete Streets as defined by the City’s Complete Streets Policy adopted in 2019. A Complete Street is defined in the policy as a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users—including bicyclists, pedestrians, transit vehicles, trucks, and motorists—appropriate to the function and context of the facility while connecting to a larger transportation network.

Open Spaces, Agriculture, and Green Infrastructure

Parks and Open Spaces

The refined project’s open space system would provide places for active and passive recreation and includes corridors for trails and paths that would connect many areas of the Plan Area.

Sustainable Infrastructure

Sustainable infrastructure components capture and retain runoff, then treat the runoff by allowing it to move slowly through natural systems, such as constructed wetlands and rock filters. Stormwater management systems help reduce impacts on the environment. Regional infrastructure systems can also be designed as visual and active amenities for residents in the Plan Area.

Community Farming and Agriculture

The refined project would integrate community-scale farming and agriculture into the urban fabric. Agricultural activities would range from neighborhood gardens to agricultural education and from small farming operations in green belts to those on the Rural Cluster edge.

Project Phasing

As described above, the refined project's buildout would be phased, with initial development under the Specific Plan being permitted in South SEDA, and development in other areas of the Plan Area occurring in later phases when the specific thresholds defined in the Specific Plan are met (Exhibit 2). The Specific Plan Map (Exhibit 2) establishes where development would first be permitted within the Plan Area, as well as the distribution and location of these land uses. Initially, development would only be permitted in South SEDA. All other areas within the Plan Area would be identified as Future Reserve Areas.

South SEDA is split into two areas: East of Temperance and South of Jensen. These areas would include the following mix of land uses:

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

One existing elementary school, Lone Star Elementary, is located within the South SEDA area South of Jensen. The refined project provides buffer requirements for future developments located adjacent to the existing school facility to ensure a safe and cohesive environment for students, faculty, and families.

Project Objectives

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

Quantified Objectives:

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

Fiscal Responsibility:

- Provide self-financing for the development and ongoing maintenance of the SEDA that does not reduce City of Fresno resources dedicated to other areas of the City or burden Fresno residents outside of the SEDA.
- Holistically coordinate infrastructure to integrate efficiencies that piecemeal planning cannot.

- Invest in resource conserving techniques for stormwater systems, water supply, and trail and open space networks to save on infrastructure and mitigation costs.

Social Equity:

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

Environmental Sustainability:

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

Housing Choice:

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

High Quality Transit Service:

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

Walkable Neighborhoods:

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

Parks, Open Space, and Trails:

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

Mixed Use Town Centers:

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

Innovative Employment Areas:

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

Community Farming and Agriculture:

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

Implementation:

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

Discretionary and Ministerial Actions

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

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

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

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

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

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

As discussed further under Section 2.6, Responsible and Trustee Agencies, other agencies may be consulted during the adoption process; however, their approval is not required for adoption of the refined project. Any subsequent development under the refined project may require approval of State, federal, and Responsible Trustee Agencies that may rely on the program-level analysis in the Recirculated Draft PEIR.

Responsible and Trustee Agencies

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

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

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