

## SECTION 3: PROJECT DESCRIPTION

### 3.1 - Project Location

The City of Fresno is located in Fresno County, which is in central San Joaquin Valley. The City is located approximately 200 miles north of the Los Angeles and 170 miles south of Sacramento. The City is located on State Route (SR) 99 corridor that links it to other Central Valley cities. Exhibit 3-1 shows the City of Fresno in its regional context. To the north of Fresno is Madera County. The City of Clovis is located northwest and adjacent to the City. East, south, and west of the City is unincorporated land. Exhibit 3-2 illustrates the local vicinity.

The Planning Area is the geographic area for which the General Plan establishes policies about future growth. The boundary of the Planning Area was determined in response to State law (California Government Code Section 65300) requiring each city to include in its General Plan all territory within the boundaries of the incorporated area as well as “any land outside its boundaries which in the planning agency’s judgment bears relation to its planning”. The Planning Area established by the City of Fresno includes all areas within the City’s current City limits, including the Fresno-Clovis Regional Wastewater Reclamation Facility (RWRF), the areas within the current Sphere of Influence (SOI), and an area north of the City’s most northeasterly portion of the City.

The SOI is a boundary that encompasses lands that are expected to ultimately be annexed into the City, although until annexed, the lands fall under the jurisdiction of the County of Fresno. Within the Planning Area, the current SOI covers approximately 100,249 acres or approximately 157 square miles, but does not include the 3,292-acre RWRF and an additional 2,486 acres for the North Area. The Planning Area encompasses approximately 106,027 acres, or approximately 166 square miles of both incorporated (approximately 72,244 acres) and unincorporated (approximately 33,783 acres) land bearing relation to the City’s future growth. The Planning Area is generally located within the San Joaquin River to the north, American Avenue to the south, Garfield Avenue to the west, and McCall Avenue to the east, with the RWRF generally located with Jensen Avenue to the north, American Avenue to the south, South Chateau Fresno Avenue, and Cornelia Avenue to the east. The Planning Area includes various unincorporated islands surrounded by the City’s limits. A detailed map depicting the precise location and boundaries of the Planning Area can be found at Exhibit 3-3.

### 3.2 - Project Characteristics

The proposed project is comprised of two components: the General Plan Update and the Development Code Update. The implementation of these two components will result in an increase in development within the Planning Area. Following is a description of the proposed General Plan Update and Development Code Update followed by a discussion of the proposed project that will be evaluated in this Master EIR.

### 3.2.1 - The City of Fresno General Plan Update

The City of Fresno is comprehensively updating its General Plan that was last updated in 2002. The General Plan is a set of policies and programs that form a blueprint for the physical development of the City. The City of Fresno General Plan Update includes a Greenhouse Reduction Plan that is located in Appendix F-2 as well as the following elements.

#### General Plan Elements

**Economic Development and Fiscal Sustainability Element** - This element relates the long-term economic development and job potential to the fiscal health and sustainability over the long-term.

**Urban Form, Land Use, and Design Element** - This element provides policy direction on urban form and provides a basis for land use decision-making. It also establishes a land use classification system, intensity and height standards, and citywide and area-specific land use policies.

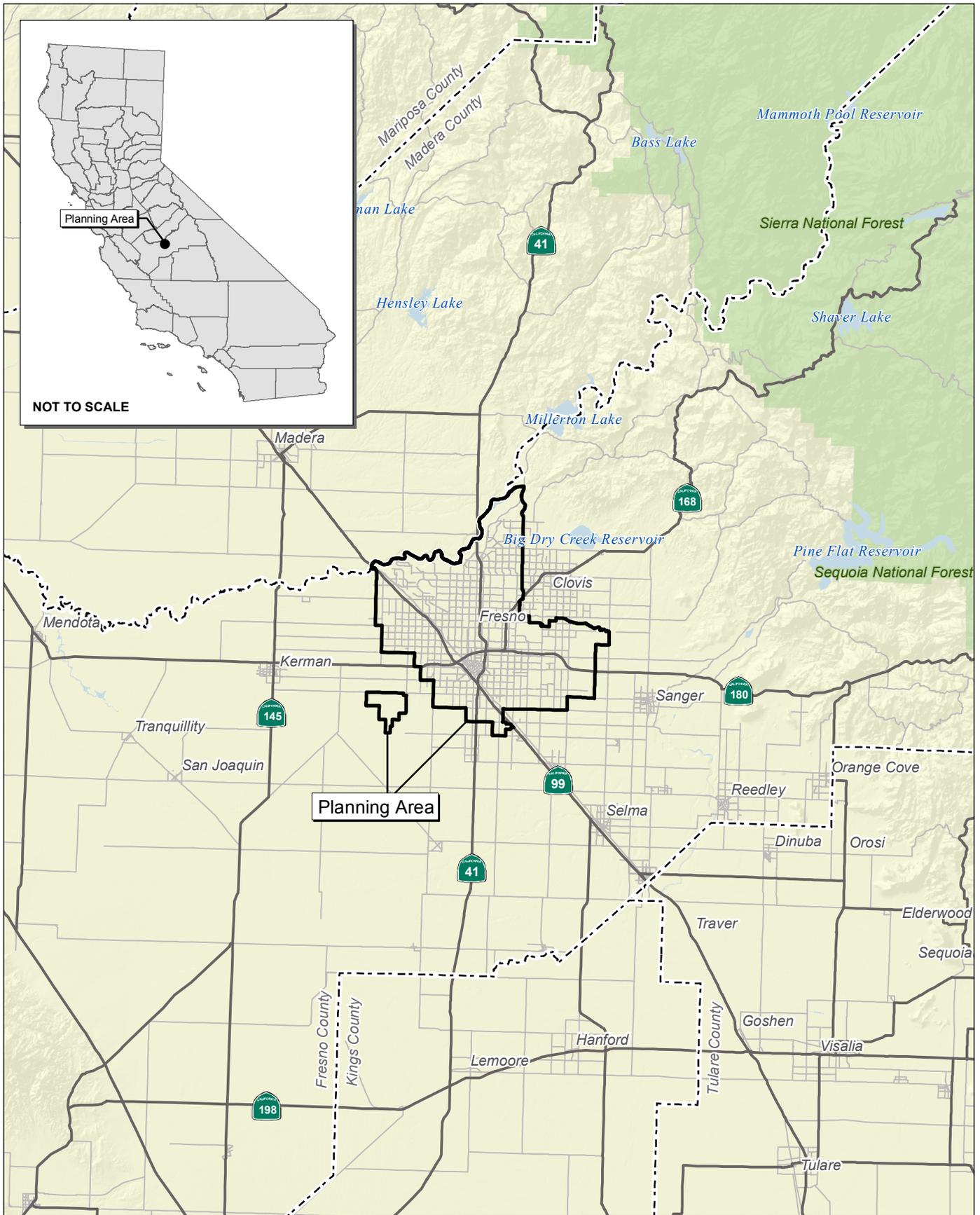
**Mobility and Transportation Element** - This element addresses the multi-modal transportation needs throughout the Planning Area including all users of streets and highways, transit, sidewalks and trails, and bicycle transportation modes.

**Parks, Open Space, and Schools Element** - This element provides guidance for green spaces and community facilities in the Planning Area such as parks, recreation, open space, biological resources, and schools.

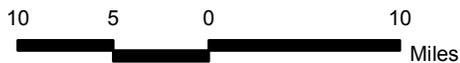
**Public Utilities and Services Element** - This element addresses public facilities and services including police, fire protection, potable water, sewage collection and treatment, solid waste, and storm drainage/flood control.

**Resource Conservation and Resilience Element** - This element establishes policies for the conservation of natural resources, land resources including air quality and greenhouse gas emissions, water resources including groundwater and waterways, energy resources and farmland, urban agriculture, food system resources, and mineral resources.

**Historic and Cultural Resources Element** - This element establishes policies to address historic and cultural resources within the Planning Area.

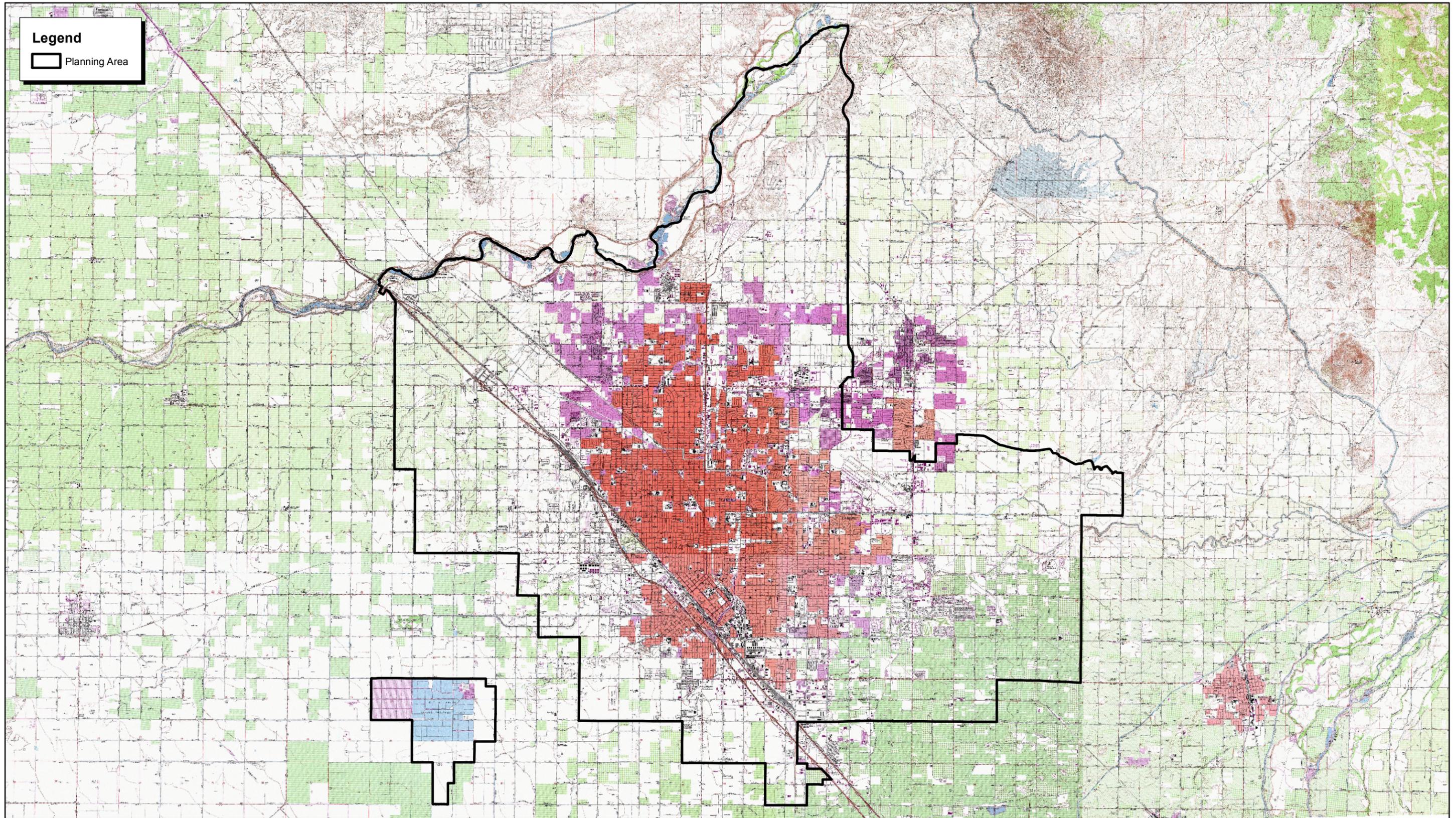


Source: Census 2000 Data, The CaSIL.

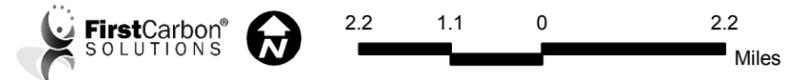


## Exhibit 3-1 Regional Location Map



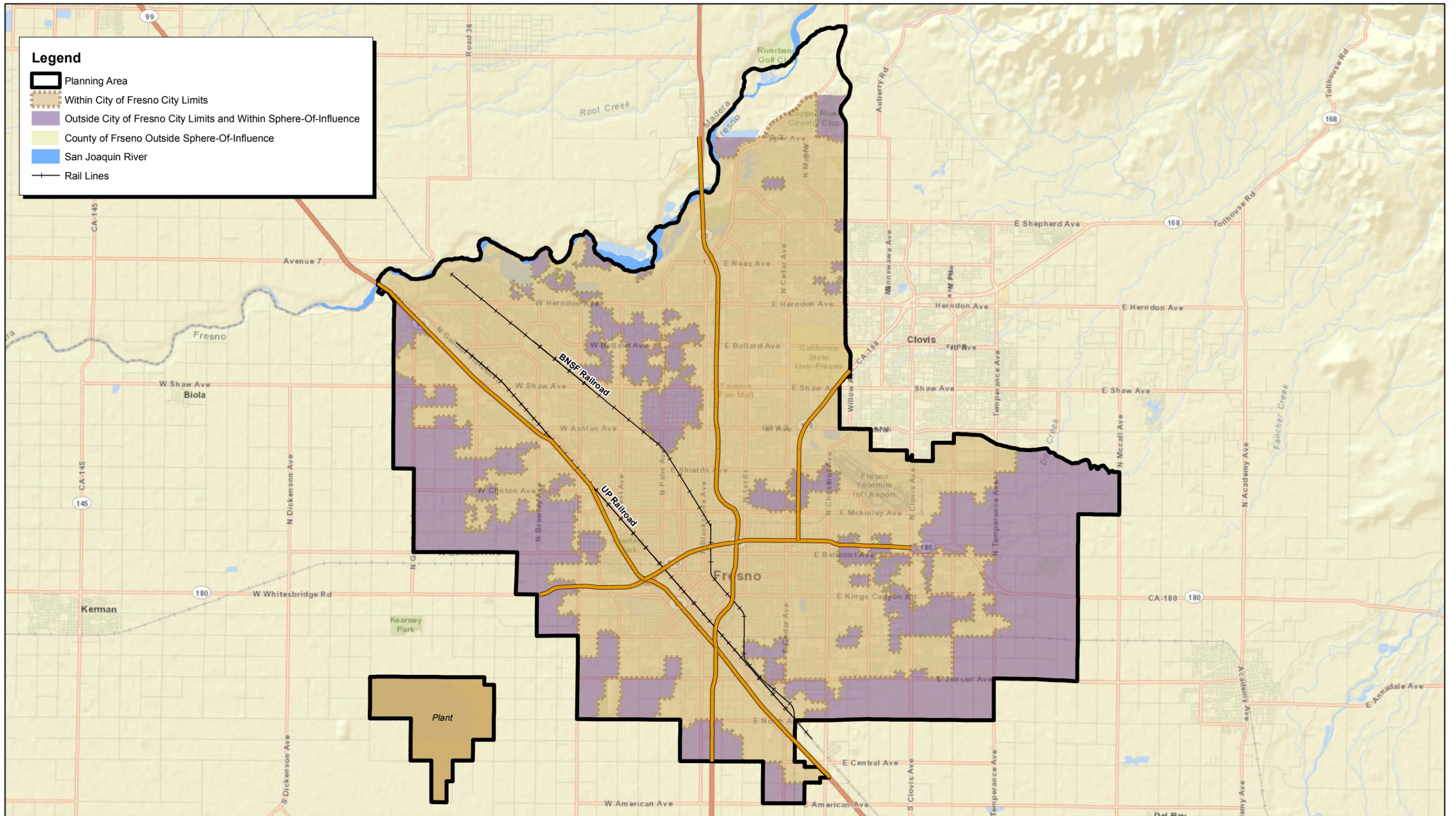


Source: TOPO! USGS Lanes Bridge (1973), Friant (1964), Herndon (1978), Fresno North (1978), Clovis (1978), Kearney Park, Fresno South (1978), Malaga (1978) 7.5' DRG.



**Exhibit 3-2**  
**Local Vicinity Map**





**Legend**

- Planning Area
- Within City of Fresno City Limits
- Outside City of Fresno City Limits and Within Sphere-Of-Influence
- County of Frseno Outside Sphere-Of-Influence
- San Joaquin River
- Rail Lines

Source: Boundary and circulation information, City of Fresno Development And Resource Management Department, 2010; World Street Map, developed by Esri using DeLorme basemap layers, Automotive Navigation Data, USGS, UNEP-WCMC, Tele Atlas Dynamap, 2009

2.2   1.1   0   2.2  
Miles

**Exhibit 3-3  
Planning Area**



**Noise and Safety Element** - This element identifies the natural and man-made public health and safety hazards that exist within the Planning Area, and establishes preventative and responsive objectives and policies and programs to mitigate their potential impacts.

**Healthy Communities Element** - This element discusses the relationships between the built, natural, and social environments and community health and wellness outcomes, such as death, chronic disease, and effects of drug abuse and crime.

**Housing Element Consistency** - The Housing Element was adopted by the City in 2008 and is required to be updated within 18 months of the Fresno Council of Governments adopts the 2014 Regional Transportation Plan. Therefore, the proposed City of Fresno General Plan Update does not include a comprehensive update to the Housing Element, but provides the necessary information to demonstrate consistency between the General Plan and the 2008 adopted Housing Element.

**Implementation Element** - This element describes the implementation process in general terms and the major actions to be undertaken by the City; the implementing policies in each element of the City of Fresno General Plan Update provide details that will guide program development.

### **Community Plans and Specific Plans**

The City of Fresno proposes amendments to and repeal of the community plans and specific plans outlined in Section 1.5 of this Initial Study.

### **Greenhouse Gas Reduction Plan**

The City of Fresno is preparing a Greenhouse Gas Reduction Plan to inventory existing and projected greenhouse gases and establish targets to demonstrate consistency with Assembly Bill 32 (California Global Warming Solutions Act of 2006). Strategies will be proposed for existing development and future development in accordance with the City of Fresno General Plan and Development Code Update to meet greenhouse gas reduction targets established by Assembly Bill 32.

### **Proposed Land Use Diagram**

The City of Fresno is proposing to update the current City of Fresno 2025 Land Use and Circulation Map with the proposed Land Use Diagram to accommodate future growth (see Exhibit 3-4). In the past, growth has been mostly of a suburban style development that relies heavily on the automobile as the single means of mobility. This has created a condition of sprawl, sometimes leaving neglected neighborhoods and districts, and vacant or underutilized land. To address this issue, the proposed Land Use Diagram maintains the same Sphere-of-Influence (SOI) as established in the current General Plan, with an exception to potentially include the High Speed Train (HST) maintenance facility if located near the City. At this time, the SOI remains the same and the specific location of a future SOI amendment for the HST maintenance facility is unknown and speculative. The proposed land use pattern and policies will encourage infill development and revitalization of the Downtown Planning Area, older neighborhoods, and along established major street corridors as well as development of compact and complete communities in Development Areas located on the outer areas of the Planning Area.

Following is a discussion of the land use categories throughout the Planning Area. Exhibit 3-4 illustrates the location of the land use categories. Below, these land use categories are divided into (1) the Planning Area excluding The Downtown Planning Area and (2) the Planning Area exclusive to the Downtown Planning Area.

### **Planning Area Excluding The Downtown Planning Area**

#### *Residential*

Residential land use provide for a wide range of neighborhoods and housing types, anywhere from larger lot single-family residential (SFR) development to neighborhoods with a mix of houses and townhouse/duplexes, to high density apartment communities.

Single-family residential development is typically arranged as stand-alone detached units, or attached as duplexes or triplexes. They may range in density from 1 to 12 units per acre. Garages may be accessed from the front or from alleys.

Townhomes or row homes are typically clustered in groups of four to six units. They range from two to three stories in height and from seven to 16 units per acre. Where possible, garage access should be from the rear of the site.

Multi-family residential buildings may be multiple (up to eight) stories while garage spaces should be integrated into the ground level of the development or below grade.

Residential land uses also allow for neighborhood-serving community facilities such as parks, churches, schools, family day care, libraries, community gardens, and farmers markets. Residential uses are designated by density as follows:

#### **Low Density**

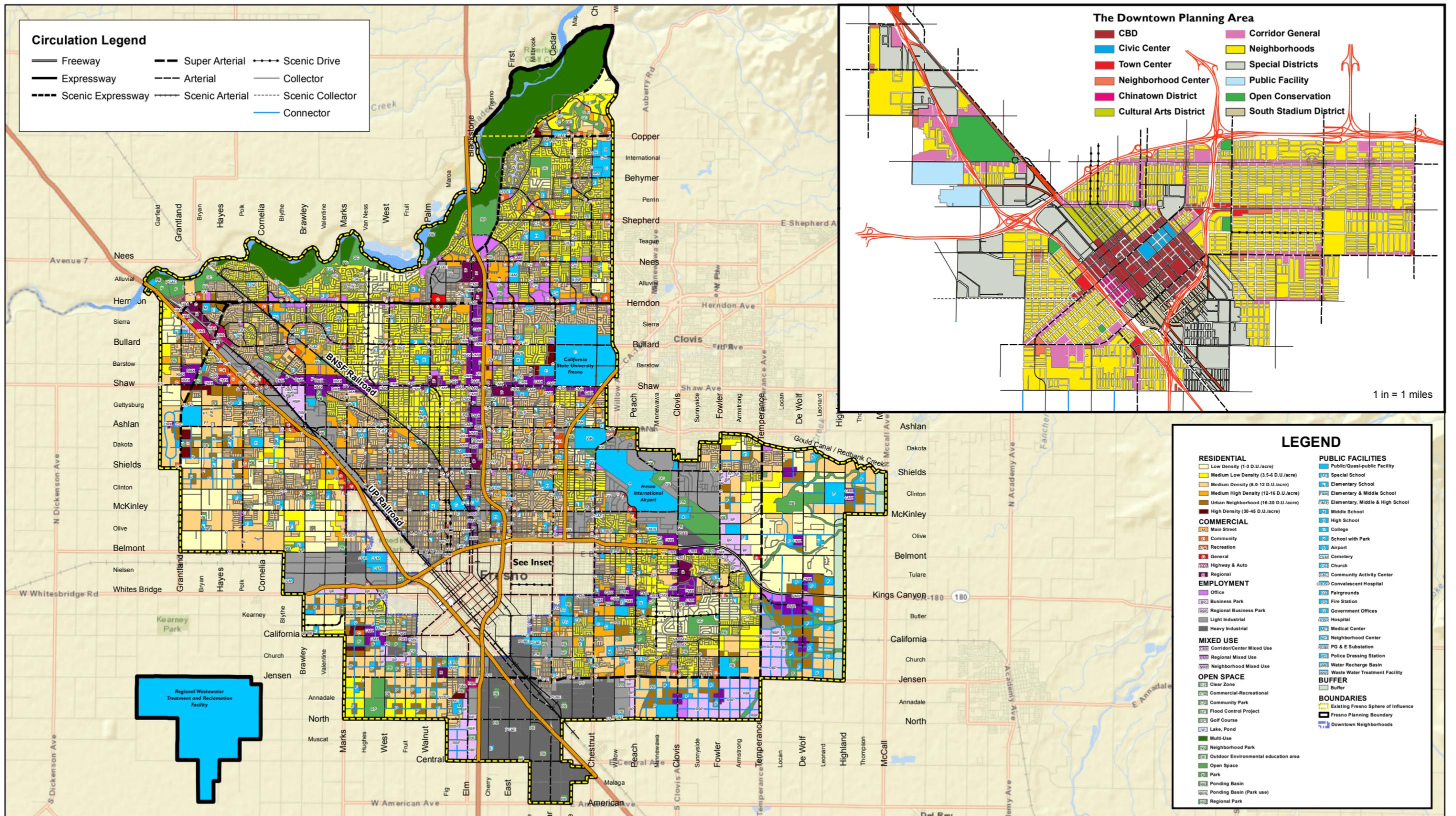
This designation is intended to provide for large lot residential development. Low Density residential allows one to 3.5 housing units per acre. The resulting land use pattern is large lot residential in nature, such as rural residential, ranchettes, or estate homes, with densities up to 3.5 units per acre.

#### **Medium Low Density**

The Medium Low Density designation is intended to provide for single-family detached housing with densities of 3.5 to 6 units per acre.

#### **Medium Density**

Medium Density residential covers developments of 5 to 12 units per acre and is intended for areas with predominantly single-family residential development, but can also accommodate a mix of housing types, from small-lot starter homes, zero-lot-line developments, and duplexes, to townhouses. Much of the city's existing neighborhoods fall within this designation.



Source: Boundary and circulation information, City of Fresno Development And Resource Management Department, 2010; World Street Map, developed by Esri using DeLorme basemap layers, Automotive Navigation Data, USGS, UNEP-WCMC, Tele Atlas Dynamap, 2009



Exhibit 3-4  
Planned Land Use



### **Medium High**

Medium High Density residential is intended for neighborhoods with a mix of single-family residences, townhomes, garden apartments, and multi-family units intended to support a fine-grain, pedestrian scale. This land use accommodates densities from 12 to 16 units per acre overall—individual parcels may have densities outside of that range so long as a master planned neighborhood has an average density that conforms.

### **Urban Neighborhood**

Urban Neighborhood residential covers densities from 16 to 30 units per acre, which will require multi-family dwellings but still allows for a mix of housing types including single-family houses. This land use is intended to provide for a compact community that includes community facilities, walkable access to parkland and commercial services, and supports efficient, frequent transit service. Urban Neighborhood is designated for targeted areas with complementary land uses adjacent.

### **High Density**

High Density residential is intended to accommodate attached homes, two- to four-plexes, and apartment buildings, supported by walkable access to frequent transit, retail and services, and community facilities such as parks and schools. High Density allows for 30 to 45 units per acre.

### *Commercial*

Commercial land use designations allow a wide range of retail and service establishments intended to serve local and regional needs. Only mixed-use designations allow residential with a commercial component.

### **Main Street**

Main Street commercial encourages a traditional “Main Street” character with active storefronts, outdoor seating, and pedestrian-oriented design. This designation promotes primarily one to two story retail uses, with moderate office and minimal multi-family as supportive uses. It also preserves small-scale, fine-grain character in neighborhoods where single-family residential and townhomes are predominant. The maximum Floor Area Ratio (FAR) is 1.0. A FAR is the ratio of a building's total floor area to the size of a site. An example is a 3-acre site with a 1.0 FAR could have up to approximately 130,000 square feet of floor area within a building (equivalent to 3 acres or one to one ratio).

### **Community**

Community commercial is intended for pedestrian-oriented commercial development that primarily serves local needs such as convenience shopping and offices. Many of the city's current commercial districts fall into this designation. Specific uses allowed include medium-scale retail, office, civic and entertainment uses, supermarkets, drug stores and supporting uses. The maximum FAR is 1.0.

### **Recreation**

The recreation designation is intended for areas of private commercial recreation uses such as bowling alleys, family entertainment centers, and golf driving ranges. The maximum FAR is 0.5.

### **General**

This designation is intended for a range of retail and service uses that are not appropriate in other areas because of higher volumes of vehicle traffic and potential adverse impacts on other uses. Development such as strip malls would fall into this designation. Examples of allowable uses include: building materials, storage facilities with active storefronts, equipment rental, wholesale businesses, and specialized retail not normally found in shopping centers. The maximum FAR is 2.0.

### **Highway & Auto**

The Highway & Auto land use designation is intended for limited areas near a freeway to accommodate uses that depend on or are supported by freeway access but do not generate a large volume of traffic. Hotels, restaurants, and auto malls are typical land uses. The maximum FAR is 0.75.

### **Regional**

This land use designation is intended to meet local and regional retail demand, such as large-scale retail, office, civic and entertainment uses, shopping malls, with large format or “big-box” retail, are allowed, as are supporting uses such as gas stations, and hotels. Buildings are typically larger-footprint and urban-scaled. Development and design standards will create a pedestrian orientation within centers and along major corridors, with parking generally on the side or rear of major buildings, but automobile-oriented uses also will be accommodated on identified streets and frontages. The maximum FAR is 1.0.

### *Employment*

#### **Office**

The Office land use designation is intended for administrative, financial, business, professional, medical, and public offices. This designation is mainly intended to apply to existing office uses on smaller lots, generally located on arterial roadways. This designation is also considered compatible with existing residential neighborhoods given the smaller level of noise and traffic generation than commercial uses. Retail uses would be limited to business services and food service and convenience goods for those who work in the area. The maximum FAR is 2.0.

#### **Business Park**

The Business Park designation provides for office/business parks in campus-like setting that is well suited for large offices or multi-tenant buildings. This designation is intended to accommodate and allow for the expansion of small businesses with limited outdoor storage proximate to residential uses, thus adequate landscaping is imperative. Typical land uses include research and development, laboratories, administrative and general offices, medical offices and clinics, professional offices, prototype manufacturing, testing, repairing, packaging, and printing. No freestanding retail is permitted, except for small uses serving businesses and employees. The maximum FAR is 1.0.

#### **Regional Business Park**

The Regional Business Park land use designation is intended for large or campus-like office and technology development that includes office, research and development, manufacturing, and other large-scale, professional uses, with limited and properly screened outdoor storage. Permitted uses

include incubator-research facilities prototype manufacturing, testing, repairing, packaging, and printing as well as offices and research facilities. Small-scale retail and service uses serving local employees and visitors are permitted as secondary uses. The maximum FAR is 1.0.

#### **Light Industrial**

The Light Industrial designation accommodates a diverse range of light industrial uses, including limited manufacturing and processing, research and development, fabrication, utility equipment and service yards, wholesaling, warehousing, and distribution activities. Small-scale retail and ancillary office uses are also permitted. Light Industrial areas may serve as buffers between Heavy Industrial and other land uses and otherwise are generally located in areas with good transportation access, such as along railroads and freeways. The maximum FAR is 1.5.

#### **Heavy Industrial**

The Heavy Industrial designation accommodates the broadest range of industrial uses including manufacturing, assembly, wholesaling, distribution, and storage activities that are essential to the development of a balanced economic base. Small-scale commercial services and ancillary office uses are also permitted. The maximum FAR is 1.5.

#### *Mixed Use*

Mixed-use land use designations are based on commercial uses and require a residential component.

#### **Corridor/Center Mixed Use**

The Corridor/Center Mixed Use designation is higher intensity than Neighborhood Mixed Use, and is intended to allow for either horizontal or vertical mixed-use development in multiple story buildings along key circulation corridors in the city where height and density can be easily accommodated. Ground-floor retail and upper-floor residential or offices are the primary uses, with personal and business services and public and institutional space as supportive uses. Development will facilitate the transformation of existing transportation corridors into vibrant, highly walkable areas with broad, pedestrian-friendly sidewalks, trees, landscaping, and local-serving uses with new buildings that step down in relationship to the scale and character of adjacent neighborhoods. This designation will largely apply along arterial streets, at targeted locations between regional activity centers. Residential densities range between 16 and 30 units per acre with a minimum 40 percent residential uses and the maximum FAR is 1.5.

#### **Regional Mixed Use**

This land use designation is intended to accommodate mixed-use development in urban-scale buildings and retail establishments that serve residents and businesses of the region at large. Medium-scale retail, housing, office, civic and entertainment uses, and shopping malls, with large format or “big-box” retail, are allowed, as are supporting uses such as gas stations and hotels and residential in mixed use or single use buildings. Design standards will support a pedestrian orientation within centers and along major corridors, with parking on the side or rear in general, but automobile-oriented uses also will be accommodated on identified streets and frontages. Residential densities range between 30 and 45 units per acre with a minimum 30 percent residential uses and the maximum FAR is 2.0.

### **Neighborhood Mixed Use**

The Neighborhood Mixed Use designation is similar to the Main Street and Community commercial land use designations, however it allows a minimum of 50 percent residential uses, whereas the commercial districts do not allow residential uses. This designation provides for mixed-use districts of local-serving, pedestrian-oriented commercial development, such as convenience shopping and professional offices in two- to three-story buildings. Development is expected to include ground-floor neighborhood retail uses and upper-level housing or offices, with a mix of small lot single family houses, townhomes, and multi-family dwelling units on side streets, in a horizontal or vertical mixed-use orientation. The built form will have a scale and character that is consistent with pedestrian-orientation, to attract and promote a walk-in clientele, with small lots and frequent roadway and pedestrian connections permitting convenient access from residences to commercial space. Automobile-oriented uses are not permitted. Residential densities range between 12 and 16 units per acre and the maximum FAR is 1.5.

### *Open Space*

These designations apply to open space areas that are not parks or trails, such as riparian corridors, the clear zone around Fresno-Yosemite International Airport, and the San Joaquin River bottom, which is primarily designated as open space even though it includes a limited number of existing homes. Within open space, there is a Multi-Use designation that is located along the San Joaquin River Corridor that allows parks, open space, bathroom, launch areas for canoes, parking, and sand/gravel facilities.

### *Public Facilities*

These designations apply to lands owned by public entities, including City Hall and other City buildings, county buildings, schools, colleges, the municipal airport and hospitals. They also include public facilities such as fire and police stations, City-operated recycling centers and sewage treatment facilities. In addition, these designations apply to public facilities, including neighborhood, community and regional parks, recreational centers, and golf courses. It also applies to multi-purpose trails that serve both regional and neighborhood level needs, some of which are paved while others, in particular those found along the San Joaquin River Bluff Environs, may be unpaved.

### *Buffer*

This designation is intended to separate urban uses from long-term agricultural uses in order to preserve long-term viable agricultural areas and intensive farming operations adjoining but outside the Planning Area. The Buffer designation will serve to prevent urban residential and related uses from developing near agricultural operations and infringing on full operation of important farmland. A variety of uses are compatible with the purpose of the Buffer, which will be defined in detail in the Development Code. General categories include environmental habitats; water conveyance, retention and recharge; preservation and preparation of gravel resources for beneficial uses related to permanent water resource facilities; limited agriculture and necessary supportive uses, such as agricultural processing, excluding animal processing or uses that have the potential to create nuisances; and residential uses with 20 acres of land required per residence. Planning Area Exclusive to the Downtown Planning Area (Downtown).

These land use classifications are specific to just the Downtown Planning Area portion of the Planning Area as depicted in the inset to Exhibit 3-4. It is anticipated the land use classifications may be further refined in community or specific plans such as the proposed Downtown Neighborhoods Community Plan and Fulton Corridor Specific Plan, which may be adopted by the City.

#### *Central Business District (CBD)*

The CBD (Central Business District) is the cultural, civic, shopping, and transit center of Fresno and the region. This designation is applied to areas of the Downtown Core bounded by Stanislaus Street, the Union Pacific tracks, Inyo Street, and the alley between Van Ness Avenue and L Street. New buildings will be at least two stories, up to 15 stories in height, and located at or near the sidewalk. Buildings will be occupied with ground floor commercial, retail, and office activity to support active streetscapes and walking. Upper floors and the floor area behind shop fronts will accommodate a wide variety of office, civic, lodging, housing, or additional commercial uses.

#### *Civic Center*

The Civic Center is intended for civic and office uses, including numerous public buildings containing City, County, State, and Federal uses. This designation is applied to properties currently fronting Mariposa Street and the south side of Fresno Street and the north side of Tulare Street between Van Ness Avenue and Q Street. New buildings will be block-scale, up to 10 stories in height and set back from the sidewalk along a continuous build-to line to maintain a formal alignment and arrangement of building frontages. Upper stories will be expressed in volumes that enhance and support the civic presence of buildings along these streets. A full range of civic and office uses, including ground floor retail, are envisioned to support active streetscapes and walking. Upper floors will have office and civic uses.

#### *Town Center*

The Town Center designation is applied to nodes at major intersections along roadway and is intended for medium-scale retail, housing, office, civic, and entertainment uses that serve several neighborhoods. New buildings will be block-scale, up to five stories in height and located at or near the sidewalk to generate focused and active, commercial activity along corridors. Most upper stories will be expressed in single volumes along the corridor and in multiple volumes with significant setbacks when adjacent to neighborhoods. Ground floor uses will include commercial, retail, and office uses to support active streetscapes and walking. Upper floors and the floor area behind shop fronts will have office, civic, residential or additional commercial uses.

#### *Neighborhood Center*

The Neighborhood Center designation is applied to nodes at secondary intersections along corridors and is comprised of primarily small-scale neighborhood uses such as retail, office, civic, and entertainment, including housing. New buildings will be block and house-scale, up to three stories in height, completely compatible in scale with adjacent single-family houses, and located at or near the sidewalk to generate pedestrian activity. Upper stories will be expressed in volumes compatible with adjacent houses. Buildings will have ground floor commercial, retail, and office uses to support active streetscapes and walking. Upper floors and the floor area behind shop fronts will have office, civic, residential or additional commercial uses.

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*Chinatown District*

The Chinatown District designation is applied to the areas bounded by the Union Pacific Railroad tracks, State Route 99, Stanislaus Street, and Inyo Street. Its close proximity to State Route 99 and the Downtown Core create the unique opportunity to introduce buildings and uses that serve both the region and the surrounding neighborhoods. F Street is preserved and developed as Chinatown's "main street." New buildings will be block-scale, up to 3 stories in height and located at the sidewalk to activate the sidewalk with pedestrian-oriented commercial activity. Most upper stories will be expressed in single volumes to enhance the small scale of this urban neighborhood and historic Main Street. Ground floor uses will include commercial, retail, civic or office uses to support active streetscapes and walking. Upper floors and the space behind shop fronts will have offices, housing or additional commercial uses.

*Cultural Arts District*

This designation is applied to the area immediately north of the CBD that is undergoing transformation into a thriving artist community. This designation is intended to encourage the area's transformation by encouraging mixed-use buildings comprised primarily of small-scale retail, office, industrial, and multi-family housing. New buildings will be block scale, up to five stories tall that will be located at or near the sidewalk to generate an active public realm and support walking. Buildings will have ground floor retail uses, live-work, and uses such as art galleries on key streets to support active streetscapes and walking.

*Corridor General*

This designation is applied to areas fronting on corridors including Belmont Avenue, East Kings Canyon Road, Blackstone Avenue, Abby Street, and North Fresno Street. It is intended for moderate intensity housing and neighborhood services, while also accommodating automobile-oriented commercial uses. New buildings will be block-scale and house-scale, up to three stories in height located at or near the sidewalk to generate more pedestrian activity. Buildings will vary in size and type, but be compatible in massing and scale with adjacent buildings. Most upper stories will be expressed in single volumes along the corridor and in multiple volumes with significant setbacks when adjacent to neighborhoods. Living rooms, dining rooms, and other formal rooms will face the street. Ground floor uses will include housing as well as commercial, retail and office uses. Upper floors will be for housing, office, or additional commercial uses.

*Downtown Neighborhoods*

This designation is applied to areas outside of the Downtown Core, including the Lowell neighborhood, much of the Southwest and Southeast neighborhoods, the "L" Street area and to Huntington Boulevard area east of Downtown, the Jefferson Neighborhood, areas south of Elm and B Streets in Southwest, several Southeast neighborhoods adjacent to State Route 180, and areas west of State Route 99 including the Jane Addams area. New buildings will be house-scale up to two stories in height and some buildings may be up to two and one-half stories. All buildings will set back from the sidewalk to provide a buffer between the sidewalk and the dwellings. Living rooms, dining rooms, and other formal rooms will face and activate the street. Other house-scale buildings are compatible in these neighborhoods when scaled and massed in relation to the predominant

single-family houses. Buildings will be occupied with residential uses, limited live/work uses and home occupation activity.

#### *Special Districts*

The Special Districts designation is applied to areas that are best suited for a variety of moderate to intense industrial and manufacturing activity. These areas are comprised primarily of large and varied building sizes with substantial activity from large cargo vehicles. New buildings will be block-scale, up to three stories in height and located with a portion or all of their frontage at or near or the sidewalk. Ground floor activity will range from industrial and manufacturing uses and outdoor assembly to offices. Included in the Special Districts designation are (1) the Chandler Airport area between Kearney Boulevard, and Thorne and Whitesbridge Avenues and (2) Downtown Hospital district, including the hospital campus as well as on surrounding streets such as Fresno Street, Illinois Avenue, Clark Street, and Divisadero Street.

#### *Public Facility*

This designation applies to lands owned by public entities, including City Hall and other City buildings, county buildings, schools, the municipal airport and hospitals. They also include public facilities such as fire and police stations, and City-operated recycling centers. In addition, this designation applies to public facilities, including neighborhood and community parks and recreational centers.

#### *Open Conservation*

This designation is intended to provide for permanent open spaces, and does not include neighborhood and community parks and recreational center.

#### *South Stadium District*

This designation is applied to the areas immediately to south of the CBD, including the Monterrey and Los Angeles Street areas, and is intended for small-scale retail, office, industrial and multi-family housing. New buildings will be block-scale, with non-industrial buildings up to five stories in height located at or near the sidewalk to generate an active public realm. Secondary streets and upper floors will have residential and office uses. Industrial buildings may have larger footprints and may be up to two stories tall.

### **3.2.2 - The Development Code Update**

The citywide Development Code Update was initiated to comprehensively re-evaluate the City of Fresno's regulation of land use and development that is included in the Zoning Ordinance of the City of Fresno and subdivision regulations contained in Title 12 of the Fresno Municipal Code. The Development Code Update incorporates contemporary planning and business practices, procedures, sets objective criteria for new development and streamlines the entitlement process while also providing incentives for development by offering flexible property development standards. The Development Code will better address ever-changing market demands and implement the City's vision as outlined in the City of Fresno General Plan Update. The Development Code includes an update to the Zoning Ordinance of the City of Fresno that was last updated comprehensively in the early 1960s and is the regulatory tool that outlines how development occurs. The Zoning Ordinance

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of the City of Fresno is required to implement and be consistent with the vision delineated in the City of Fresno General Plan Update. The current Zoning Ordinance of the City of Fresno has been adapted over the years from the adoption of the original Zoning Ordinance of the City of Fresno in 1962. The proposed Development Code Update will be easier to understand and use compared to the current Zoning Ordinance of the City of Fresno.

The project also includes retaining the current Zoning Ordinance of the City of Fresno, with minor amendments to synchronize it with the updated designations for planned land uses, for the Downtown Planning Area (approximately 7,237 acres) in the inset as depicted on Exhibit 3-4 (Downtown). The City of Fresno General Plan Update anticipates this area may be further refined in community or specific plans that may be adopted by the City along with any appropriate development code update specific to the Downtown.

The proposed revisions to the Zone Districts for the Planning Area excluding the Downtown Planning Area are shown in Table 3–1. The Zone Districts are categorized in Residential, Commercial, Employment, Mixed Use, and Other. As shown in Table 3–1, there are existing Zone Districts that do not have a corresponding proposed Zone District, and there are proposed Zone Districts that do not have a corresponding existing Zone District.

The Zone Districts for the Downtown Planning Area will essentially remain the same, as they currently exist within the Zoning Ordinance of the City of Fresno, except for amendments to synchronize it with the updated designations for planned land uses. A land use and zoning consistency table is provided in Table 3–2 and identifies the corresponding existing Zone District to the Downtown Planning Area land use categories proposed in the City of Fresno General Plan Update.

**Table 3–1: Proposed Zone District Revisions  
 for the Planning Area Excluding the Downtown**

Existing Zone District		Proposed Zone District	
<b>Residential Districts</b>			
	No Corresponding District	RE	Residential Estate
R-1-E and R-1-EH	Single-family Residential Estate District	RS-36	Single-family 36,000 sf/unit
R-A	Single-family Residential-Agricultural	RS-36	Single-family Res-36,000sf
R-1-A	Single-family Residential	RS-20	Single-family 20,000 sf/unit
R-1-AH	Single-family Residential (Horses)	RS-20	Single-family 20,000 sf/unit
R-1-B	Single-family Residential	RS-12	Single-family 12,000 sf/unit
R-1-C	Single-family Residential	RS-9	Single-family 9,000 sf/unit
R-1	Single-family Residential	RS-5	Single-family 5,000 sf/unit
	No Corresponding District	RS-2.5	Single-family 2,500 sf/unit

Existing Zone District		Proposed Zone District	
R-2-A	Low Density Multiple-family Residential District One Story	RM-2.5	Multiple-family 2,500 sf/unit
R-2	Low Density Multiple-family Residential	RM-2.5	Multiple-family 2,500 sf/unit
R-3	Medium Density Multiple-family Residential	RM-1.5	Multiple-family 1,500 sf/unit
R-4	High Density Multiple-family Residential	RM-1	Multiple-family 1,000 sf unit
T-P	Trailer Park Residential		No Corresponding District
MH	Mobile Home Single-family Residential	RM-MH	Mobile Home Park
<b>Commercial</b>			
	No Corresponding District	MSC	Main Street Commercial
C-1	Neighborhood Shopping Center	CC	Community Commercial
C-2	Community Shopping Center	CC	Community Commercial
C-3	Regional Shopping Center	RC	Regional Commercial
C-4	Central Trading		No Corresponding District
C-5	General Commercial	GC	General Commercial
C-6	Heavy Commercial	GC	General Commercial
C-R	Commercial Recreation	CR	Commercial Recreation
C-L	Limited Neighborhood Shopping Center		No Corresponding District
	No Corresponding District	HAC	Highway and Auto
<b>Employment</b>			
CC	Civic Center		No Corresponding District
RP-L	Residential and Professional Limited Office	O	Office
R-P	Residential and Professional Office	O	Office
C-P	Administrative and Professional Office	O	Office
C-M	Commercial and Light Manufacturing		No Corresponding District
M-1-P	Industrial Park Manufacturing	RBP, BP	Business Park, Regional Business Park
M-1	Light Manufacturing	IL	Light Industrial
S-L	Storage/Limited, Mini Storage Facility	GC	General Commercial

**Project Description**

Existing Zone District		Proposed Zone District	
M-2	General Industrial	IH	Heavy Industrial
M-3	Heavy Industrial	IH	Heavy Industrial
<b>Mixed Use</b>			
	No Corresponding District	NMX	Neighborhood Mixed Use
	No Corresponding District	CMX	Corridor /Center Mixed Use
	No Corresponding District	RMX	Regional Mixed Use
<b>Other</b>			
O	Open Conservation	OS	Open Space
	No Corresponding District	PK	Park
	No Corresponding District	PI	Public and Institutional
AE-20	Exclusive Twenty Acre Agricultural		No Corresponding District
AE-5	Exclusive Five Acre Agricultural		No Corresponding District
P	Off-Street Parking District		No Corresponding District
	No Corresponding District	B	Buffer
<b>Overlay District</b>			
BA	Boulevard Area	BA	Boulevard Area
CCO	Civic Center Area Modifying		No Corresponding District
R-M	Residential Modifying	RM	Residential Modifying
BP	Bluff Preservation Overlay	BP	Bluff Protection
EA	Expressway Area Overlay	S	Special Setback
ANX	Annexed Rural Residential Transitional Overlay	ANX	Annexed Rural Residential Transitional Overlay
	No Corresponding District	PD	Planned Development
Notes: sf = square feet Source: City of Fresno Development and Resource Management Department, 2012.			

**Table 3–2: General Plan Land Use and Zoning Consistency for Downtown Area**

City of Fresno General Plan Update Downtown Planning Area Land Use	Implementing Existing Zone Districts
CBD	Central Trading District
Civic Center	CC, Civic Center District
Town Center	C-2, Community Shopping Center District; and C-6, Heavy Commercial District
Neighborhood Center	C-1, Neighborhood Shopping Center District; C-2, Community Shopping Center District; and C-5, General Commercial District
Chinatown District	C-4, Central Trading District
Cultural Arts District	C-4, Central Trading District
Corridor General	C-1, Neighborhood Shopping Center District; C-2, Community Shopping Center District; and C-5, General Commercial District
Neighborhoods	R-1, Single-Family Residential District; R-2, Low Density Multiple Family Residential District; R-3, Medium Density Multiple Family Residential District; and R-4, High Density Multiple Family Residential District
Special District	C-M, Commercial and Light Manufacturing; and M-1, Light Manufacturing District
Public Facility	O, Open Conservation District
Open Conservation	O, Open Conservation District
South Stadium District	C-M, Commercial and Light Manufacturing
Source: City of Fresno Development and Resource Management Department, 2012.	

### 3.2.3 - Comparison of Existing Development to the City of Fresno General Plan Update

Exhibit 3-4 illustrates the distribution of land uses proposed under the City of Fresno General Plan Update. Table 3–3 identifies general land use categories for existing development and the full buildout development that ultimately could occur under the City of Fresno General Plan Update. The incremental increase in development is identified by general land use category for the Planning Area. Table 3–4 includes units and acre figures for the residential categories and square footage and acres for the non-residential categories. The column depicting incremental increase represents the amount of development that is projected to occur beyond existing development with full buildout of the General Plan and Development Code Update. Full buildout is projected to occur in approximately 2056 as discussed in Section 3.4, Population Projection for Planning Area under General Plan Update.



**Table 3–4: Existing General Plan and General Plan Update Comparison**

Land Use Designation	City of Fresno 2025 General Plan Acreage	City of Fresno General Plan Update Acreage	Change in Acreage
Residential	41,688	46,043 <sup>1</sup>	4,355
Commercial	6,456	6,913	457
Industrial	12,072	9,578	-2,494
Mixed use	557	4,223	3,666
Public facilities <sup>2</sup>	17,329	19,127	1,798
Open space <sup>3</sup>	1,665	1,546	-119
Other	26,260 <sup>4</sup>	18,597 <sup>5</sup>	-7,663
<b>TOTAL</b>	<b>106,027</b>	<b>106,027</b>	<b>0</b>
Population	790,000	970,000 <sup>6</sup>	180,000

<sup>1</sup> The residential designation includes all designations that allow residential units except for Mixed use. The Neighborhoods designation in the Downtown Area primarily allows residences. There are 477 acres in this designation that allow schools and other public facilities.

<sup>2</sup> Public facilities include parks, schools, and other facilities publicly owned.

<sup>3</sup> Open space includes ponding basins, commercial recreation, clear zones, flood control facilities, and Open space

<sup>4</sup> The “Other” category for existing General Plan includes agriculture, the entire Southeast Growth Area (SEGA) because no specific land uses have been approved, and “Other” such as roads, canals, railroads, etc.

<sup>5</sup> The “Other” category for the General Plan Update does not include SEGA because the individual land uses are included in the land use designations. This category includes roads canals, railroads, etc. and the buffer area designated in Southeast Development Area.

<sup>6</sup> The population identified for the City of Fresno General Plan Update represents full buildout of the Planning Area. Full buildout is projected to occur in approximately year 2056.

Source: City of Fresno Development and Resource Management Department, 2012 and FirstCarbon Solution, 2014

### 3.4 - Population Projection for Planning Area under General Plan Update

As shown above in Table 3–5, the projected population estimate under buildout conditions within the Planning Area is 970,000 persons. The population growth within the Planning Area is estimated from projections that were identified in the San Joaquin Valley Demographic Forecasts 2010 to 2050 prepared for the Fresno Council of Governments in March 2012. Following are population projections in five-year increments.

**Table 3–5: Population Estimate for City of Fresno Planning Area**

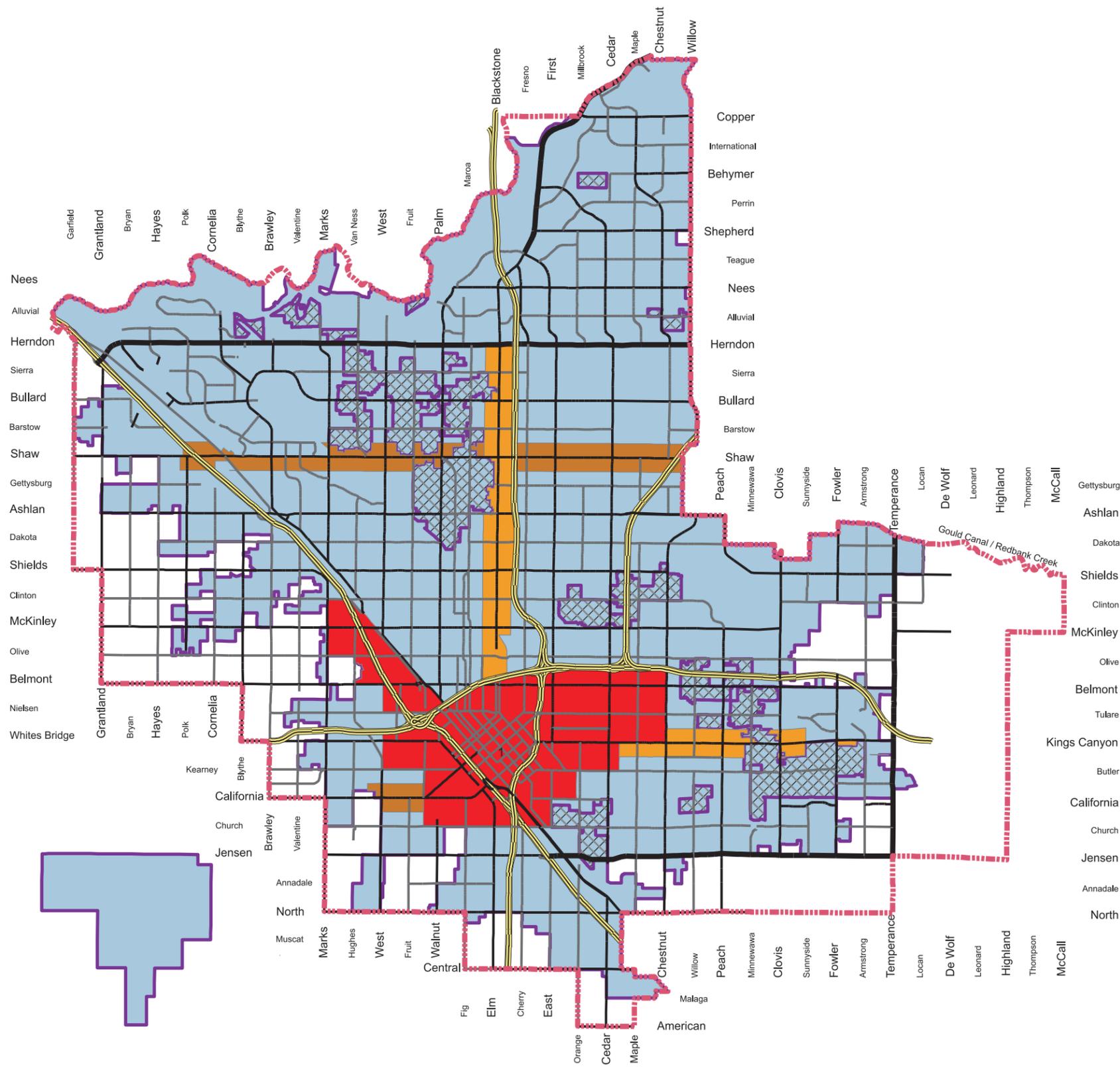
Year	Population Estimate	
	County of Fresno	City of Fresno Planning Area
2010	930,000 <sup>1</sup>	545,000 <sup>2</sup>
2015	1,010,000 <sup>3</sup>	606,000 <sup>4</sup>
2020	1,082,000 <sup>1</sup>	649,200 <sup>4</sup>

Year	Population Estimate	
	County of Fresno	City of Fresno Planning Area
2025	1,155,000 <sup>3</sup>	693,000 <sup>4</sup>
2030	1,228,000 <sup>1</sup>	736,800 <sup>4</sup>
2035	1,301,000 <sup>3</sup>	780,600 <sup>4</sup>
2040	1,374,000 <sup>1</sup>	824,400 <sup>4</sup>
2045	1,447,000 <sup>3</sup>	868,200 <sup>4</sup>
2050	1,521,000 <sup>1</sup>	912,600 <sup>4</sup>
2055	1,600,000 <sup>5</sup>	960,000 <sup>4</sup>
2056	1,616,667 <sup>6</sup>	970,000 <sup>4</sup>

<sup>1</sup> San Joaquin Valley Demographics Forecasts 2010 to 2050, Fresno Council of Governments, page 18.  
<sup>2</sup> 2010 base is 58.6 percent. The population for 2010 was estimated by City of Fresno staff.  
<sup>3</sup> Estimates based on 50 percent of the ten years of growth during the decade.  
<sup>4</sup> Planning Area population estimate is 60 percent of the County's population  
<sup>5</sup> Estimated County Population in 2055 based upon previous 5 year growth increments of 5.1% to 5.2%.  
<sup>6</sup> The one-year growth increment used for 2056 was approximately 1.04%, which was generally a similar increment if the growth increment was extended over 5-years, and it was based upon the previous 5-year growth increments generally ranging from approximately 5.1% to 5.2%.  
 Source: FirstCarbon Solutions 2014

### 3.5 - Infill Areas

Infill is the development of new housing or other buildings on scattered vacant lots in a predominantly developed area or on new building parcels created by permitted lot splits. The proposed General Plan Update identifies primary areas of infill (see Exhibit 3-5). They include the Downtown Planning Area that will be further refined through specific and community plans such as the Downtown Neighborhoods Community Plan (DNCP) and the Fulton Corridor Specific Plan (FCSP). These areas encompass approximately 7,290 acres. Another area of primary infill is the Bus Rapid Transit (BRT) Corridors and Centers. The corridors include the Blackstone Avenue Corridor, Ventura Avenue – Kings Canyon Road Corridor, Clovis Avenue – State Route 180/Belmont Corridor, Shaw Avenue Corridor, and the California Avenue and West Shaw Avenue Corridors. The specific locations of these corridors are depicted on Figure IM-1 in the Fresno General Plan. Finally, the Non-Corridor Infill Areas are located throughout the City and not within the infill areas identified above.



### Legend

- Downtown**
- BRT Corridors - Phase 1**
- Blackstone BRT Corridor
- Ventura-Kings Canyon BRT Corridor
- BRT Corridors - Phase 2**
- Shaw BRT Corridor
- California BRT Corridor
- Non-Corridor Infill**
- City Limits
- County Island
- Sphere of Influence



Source: DARM; Infill/InfillAreas-MEIR





### 3.6 - Growth Areas

The Growth Areas are defined as those areas located outside the existing City limits and within the Planning Area as shown on Exhibit 3-6. In addition, the Growth Areas do not include existing County islands or the North Area. Two categories of growth areas are identified. Growth Area 1 includes areas where future growth could occur based on planned infrastructure expansion, public service capacity, and fiscal considerations. Growth Area 2 includes area that require critical infrastructure improvements and the City does not anticipate that funding for these area can be committed in the near-term.

### 3.7 - Development Areas

There are three general areas defined as Development Areas. These areas are shown on Exhibit 3-7. The Development Areas include areas contemplated for Complete Neighborhoods that are connected with a range of housing types, employment, supporting retail and service uses, parks and open space, and public/civic uses. The Development Areas include: the West Development Area, the Southwest Development Area, and the Southeast Development Area.

### 3.8 - North Area

The North Area is located outside of the existing City limits and located outside of the existing Sphere-of-Influence. This area is located along the San Joaquin River Corridor north of the City limits and west of Friant Road. The area is under the jurisdiction of the County of Fresno, and the City of Fresno has included this area as part of the Planning Area because the City believes that this area bears relation to its planning as allowed under California Government Code Section 65300.

### 3.9 - Subsequent Projects

The City has identified 17 subsequent projects within the Planning Area. The subsequent projects range in size from 103 acres to 7,290 acres as depicted in Table 3–6 and illustrated on Exhibit 3-8. Each subsequent project is identified by a number which corresponds to the number on Exhibit 3-8. The total number of residential units, non-residential building square footage, and acreage of open space and public facilities are provided for each subsequent project.

**Table 3–6: Subsequent Projects Land Uses**

Subsequent Project Area/Land Use	Acres	Total Dwelling Units	Total Building Square Feet
<b>1 Downtown</b>	7,290		
Single Family Residential		2,000	
Multiple Family Residential		8,000	
Commercial			1,950,000
Employment			8,950,000
Open Space	64		

**Project Description**

Subsequent Project Area/Land Use	Acres	Total Dwelling Units	Total Building Square Feet
<b>2 BRT Corridors</b>	103		
Single Family Residential		1	
Multiple Family Residential		1	
Mixed Use		75	21,974
Commercial			985,094
<b>3 West Shaw</b>	839		
Single Family Residential		949	
Multiple Family Residential		3,673	
Mixed Use		1,598	1,039,626
Commercial			815,076
Employment			48
Open Space	43		
Public Facility	17		
<b>4 Grantland Avenue Transit Village</b>	248		
Single Family Residential		449	
Multiple Family Residential		3,409	
Open Space	4		
<b>5 Grantland East Avenue Communities</b>	963		
Single Family Residential		3,632	
Multiple Family Residential		3,323	
Commercial			106,350
Open Space	55		
Public Facility	29		
<b>6 California Avenue and Kearney Boulevard Neighborhood Area</b>	1,363		
Single Family Residential		2,828	
Multiple Family Residential		1,238	
Mixed Use		817	
Commercial			706,291
Employment			337,278
Open Space	128		
Public Facility	31		
<b>7 MLK Church Regional Center</b>	138		

Subsequent Project Area/Land Use	Acres	Total Dwelling Units	Total Building Square Feet
Single Family Residential		143	
Multiple Family Residential		968	
Commercial			544,079
Open Space	19		
<b>8 South of Church Neighborhoods</b>	2,109		
Single Family Residential		1,634	
Multiple Family Residential		4,854	
Commercial			455,788
Employment			5,828,356
Open Space	219		
Public Facility	66		
<b>9 South Industrial Center</b>	1,745		
Single Family Residential		2	
Commercial			3,810
Employment			22,120,735
Open Space	37		
Public Facility	15		
<b>10 Peach-Jensen Neighborhoods</b>	376		
Single Family Residential		1,286	
Multiple Family Residential		1,315	
Employment			1,662,080
Open Space	13		
<b>11 SEDA South 1</b>	640		
Single Family Residential		1,363	
Multiple Family Residential		2,362	
Mixed Use		354	231,298
Employment			2,774,836
Public Facility	165		
<b>12 SEDA South 2</b>	900		
Single Family Residential		306	
Multiple Family Residential		1,832	
Mixed Use		274	231,298
Employment			2,774,836

**Project Description**

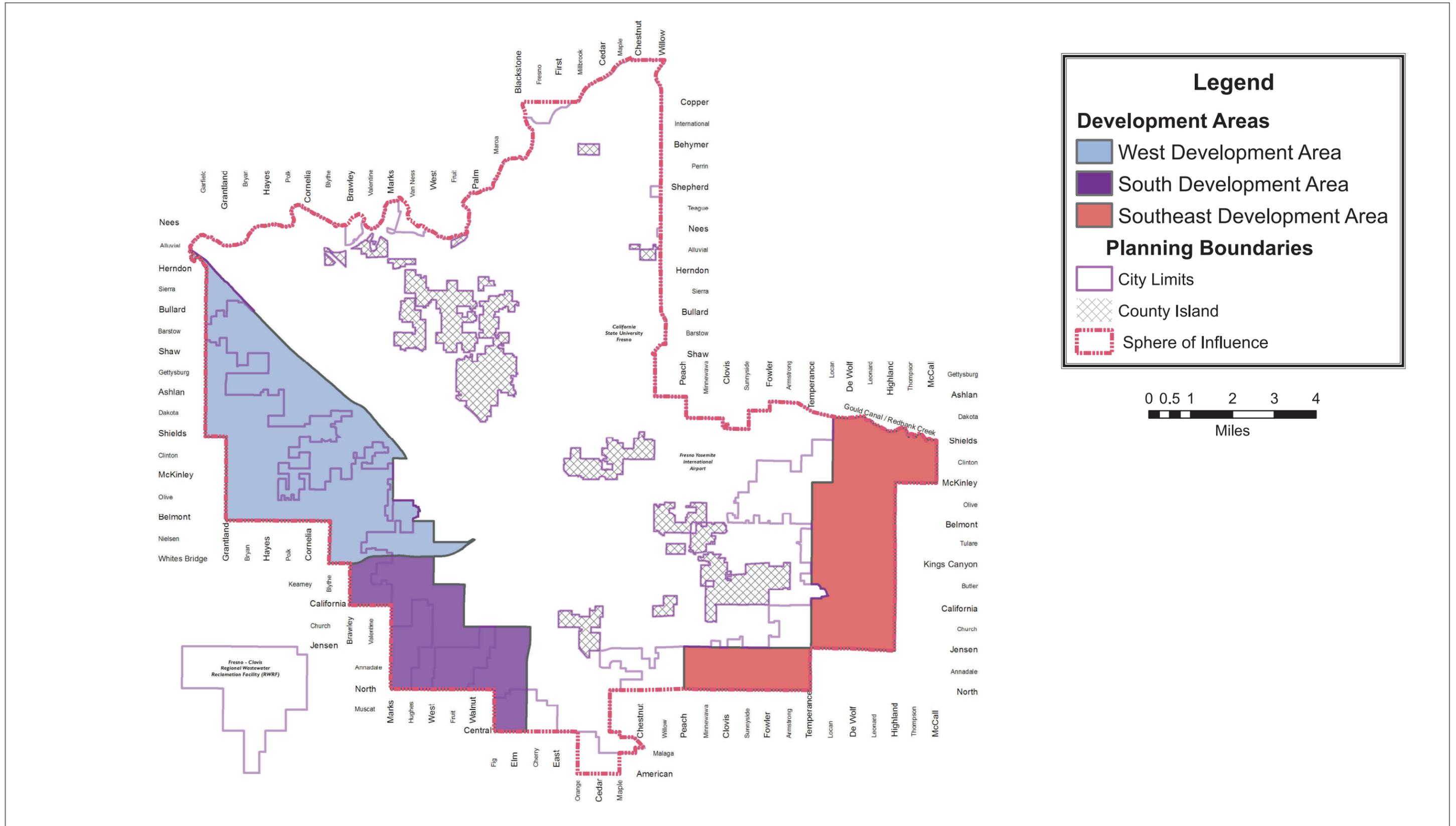
Subsequent Project Area/Land Use	Acres	Total Dwelling Units	Total Building Square Feet
Open Space	44		
Public Facility	16		
<b>13 SEDA North 1</b>	977		
Single Family Residential		2,223	
Multiple Family Residential		1,837	
Mixed Use		496	323,869
Open Space	346		
Public Facility	22		
<b>14 SEDA Central 1</b>	1,234		
Single Family Residential		2,967	
Multiple Family Residential		4,117	
Mixed Use		550	351,322
Employment			6,556,428
Open Space	119		
Public Facility	117		
<b>15 SEDA North 2</b>	1,001		
Single Family Residential		3,981	
Multiple Family Residential		2,428	
Mixed Use		446	291,626
Open Space	106		
Public Facility	180		
<b>16 SEDA Central 2</b>	1,297		
Single Family Residential		1,605	
Multiple Family Residential		7,445	
Mixed Use		2,357	945,809
Employment			2,880,923
Open Space	150		
Public Facility	69		
<b>17 SEDA Central 3</b>	1,692		
Single Family Residential		2,818	
Multiple Family Residential		5,164	
Mixed Use		877	571,968
Open Space	81		

Subsequent Project Area/Land Use	Acres	Total Dwelling Units	Total Building Square Feet
Public Facility	97		
<p>Notes: Single-family residential uses include low density (1.0 to 3.0 du/acre), medium low density (3.5 to 6.0 du/acre), and medium density (5.0 to 12.0 du/acre) residential uses. Multiple family residential uses include medium high (12.0 to 16.0 du/acre), urban neighborhood (16.0 to 30 du/acre), and high density residential uses (30 to 45 du/acre). All values are rounded to the nearest one.                      Source: City of Fresno Development and Resource Management Department 2013 and FirstCarbon Solutions 2013.</p>			





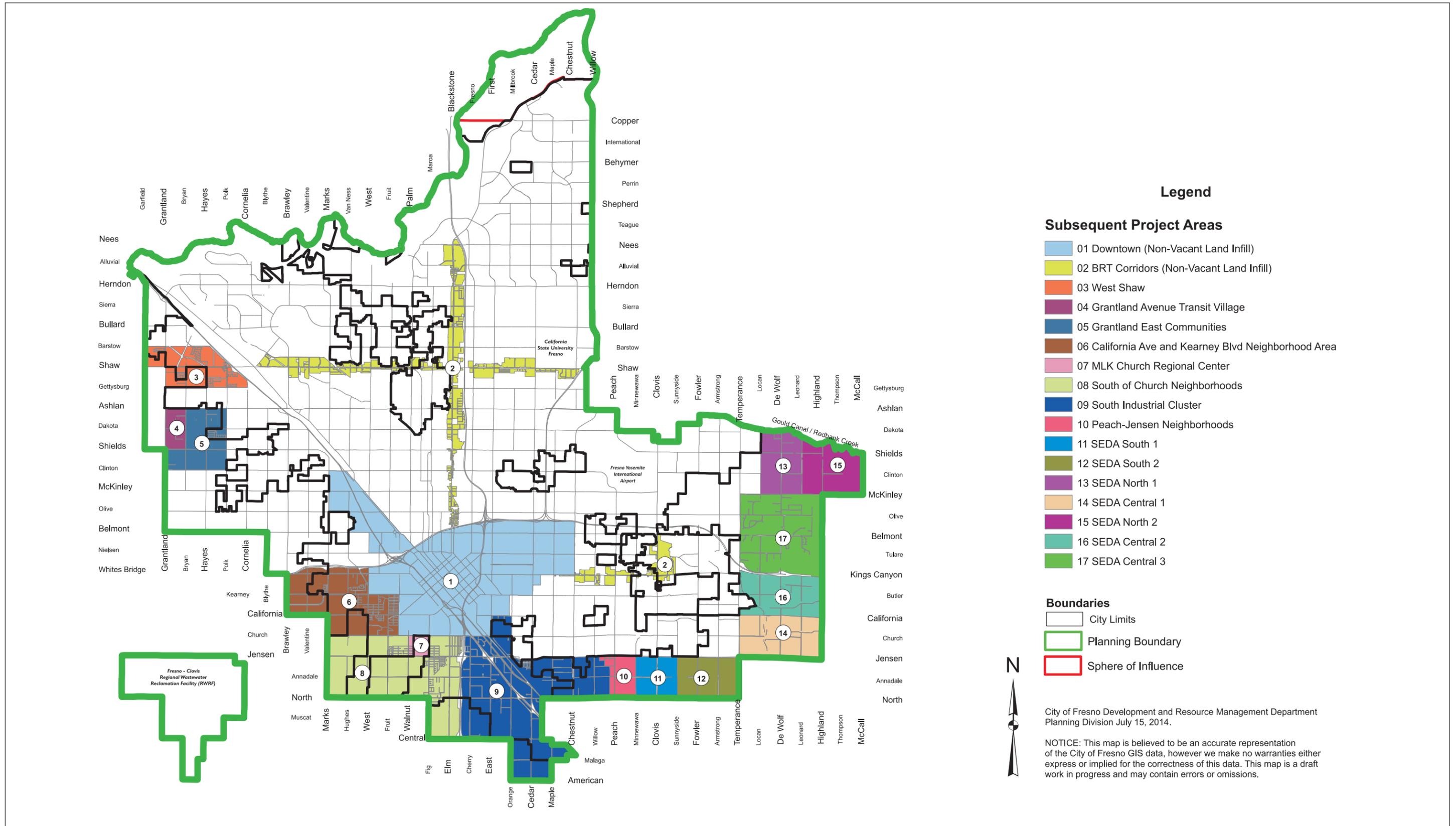




Source: DARM; Infill/DevelopmentAreas.







Source: City of Fresno Development and Resource Management Department Planning Division July 15, 2014.





### 3.10 - Project Objectives

Objectives of the proposed City of Fresno General Plan and Development Code Update are as follows:

1. Increase opportunity, economic development, business and job creation.
2. Support a successful and competitive Downtown.
3. Emphasize conservation, successful adaptation to climate and changing resource conditions, and performance effectiveness in the use of energy, water, land, buildings, natural resources, and fiscal resources required for the long-term sustainability of Fresno.
4. Emphasize achieving healthy air quality and reduced greenhouse gas emissions.
5. Support agriculture as an integral industry and sustainable food production system.
6. Protect, preserve, and enhance natural, historic, and cultural resources.
7. Provide for a diversity of districts, neighborhoods, housing types (including affordable housing), residential densities, job opportunities, recreation, open space, and educational venues that appeal to a broad range of people throughout the City.
8. Develop “complete neighborhoods” and districts with a compact and diverse mix of residential densities, building types, and affordability, which are designed to be healthy, attractive, and centered by schools, parks, public and commercial services to provide a sense of place and that meet daily needs within walking distance.
9. Promote a city of healthy communities and improve quality of life in existing neighborhoods.
10. Emphasize increased land use intensity and mixed-use development at densities supportive of greater use of transit in Fresno.
11. Emphasize and plan for all modes of travel on local and major streets in Fresno.
12. Resolve existing public infrastructure and service deficiencies, make full use of existing infrastructure, and invest in improvements to increase competitiveness and promote economic growth.
13. Emphasize the City as a role model for growth management planning, regional cooperation, collaborative planning, efficient processing and permit streamlining, public-private partnerships and shared financing, sustainable urban development policies, environmental quality, and a strong economy, and work with other jurisdictions and institutions to further these values throughout the region.
14. Provide a network of safe, well-maintained parks, open spaces, athletic facilities, and walking and biking trails connecting the city’s districts and neighborhoods to attract and retain a broad range of individuals, benefit the health of residents, and provide the level of public amenities required to encourage and support development of higher density urban living and transit use.

**Project Description**

15. Improve Fresno's visual image, enhance its form, and function through urban design strategies and effective maintenance.
16. Protect and improve public health and safety.
17. Recognize, respect, and plan for Fresno's cultural, social, and ethnic diversity, and foster an informed and engaged citizenry.
18. Retain the existing sphere-of-influence.
19. Provide project development direction for future annexations within the existing sphere-of-influence.
20. Encourage development within urban infill areas.

### **3.11 - Intended Uses of This Document, Responsible Agencies, and Approvals Needed**

The City of Fresno is the Lead Agency for the General Plan and Development Code Update. A list of the initial approvals associated with the Update is provided below. As subsequent projects are proposed, the individual projects may require plan and permit approvals. When subsequent approvals by the City and/or Responsible Agencies require discretionary actions, the Master EIR can be reviewed and used, as appropriate, for evaluations of environmental issues associated with subsequent projects. If the City or Responsible Agencies use the Master EIR, the agency approving the subsequent discretionary actions will be responsible to determine if the environmental evaluation in the Master EIR adequately addresses the potential effects associated with the subsequent projects.

The following are the initial discretionary approvals that are required by the City of Fresno, the Lead Agency:

#### **3.11.1 - City of Fresno**

- Approval of the General Plan Update
- Repeal of Chapter 12 of the City of Fresno Municipal Code
- Amendments and repeal of portions of the City of Fresno Municipal Code including Chapter 12
- Approval of the Development Code Update (Chapter 15 of the City of Fresno Municipal Code, including the Zone District Consistency Table)
- Approval of Amendments to the following Plans:
  - Bullard Community Plan (this will be renamed to the Pinedale Neighborhood Plan)
  - Sierra Sky Park Land Use Policy Plan
  - Fresno-Chandler Downtown Airport Master and Environs Specific Plan (formatting revisions for consistency with the ALUC's Plan)
  - Tower District Specific Plan
  - Butler-Willow Specific Plan
  - North Avenue Industrial Plan

- Sun Garden Acres Specific Plan
- Hoover Community Plan (this will be renamed the El Dorado Park Neighborhood Plan)
- Approval of the Repeal of the following Plans:
  - West Area Community Plan
  - Roosevelt Community Plan
  - Fulton/Lowell Specific Plan
  - Woodward Park Community Plan
  - Central Area Community Plan
  - McLane Community Plan
  - Fresno-High Roeding Plan
  - Yosemite School Area Specific Plan
  - Dakota-First Street Specific Plan
  - Edison Community Plan
  - Civic Center Master Plan
  - Highway City Specific Plan
- Approval of a Greenhouse Gas Reduction Plan

### 3.11.2 - Other Agencies

As subsequent projects that are specifically identified in the Master EIR as well as future development in accordance with the City of Fresno General Plan and Development Code Update are proposed for development, numerous agencies may be defined as Responsible and Trustee Agencies. Development of these future projects may require approval of discretionary actions by other agencies. These Responsible and Trustee Agencies can use the Master EIR that will be prepared for the City of Fresno General Plan and Development Code Update for their discretionary approval, if they determine that the environmental evaluation adequately addresses the effects associated with the discretionary action requested of them for approval.

Following is a general list of potential Responsible and Trustee Agencies.

- Caltrans including the Division of Aeronautics
- California Air Resources Board
- California Department of Fish and Wildlife
- California Department of Forestry and Fire Protection
- California Department of Housing and Community Development
- California Department of Parks and Recreation
- California Department of Toxic Substances Control
- California Public Utilities Commission
- California State Office of Historic Preservation
- California State Lands Commission
- California State University, Fresno
- California State Water Resources Control Board
- Central Valley Regional Water Quality Control Board

**Project Description**

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- County of Fresno
- County of Fresno Local Agency Formation Commission
- Fire Districts (Various)
- Fresno Airport Land Use Commission
- Fresno Council of Governments
- Fresno Metropolitan Flood Control District
- Fresno Irrigation District
- San Joaquin River Conservancy
- San Joaquin Valley Air Pollution Control District
- School Districts (Various)
- Sewer Districts (Various)
- Water Districts (Various)
- Any Other Responsible or Trustee Agency that may need to provide discretionary approval