State Center Community College District

HISTORIC OLD ADMINISTRATION BUILDING RENOVATION PROJECT

Public Notice
of
Completion and Availability of Draft Environmental Impact Report and Public Hearing on Draft Environmental Impact Report
(State Clearinghouse No. 2006021005)

Purposes for Notice: The State Center Community College District (District) has completed a Draft Environmental Impact Report (Draft EIR) for the Historic Old Administration Building Renovation Project (project).

Individuals and agencies are invited to:

- Review and submit written comments on the Draft EIR. The period during which written comments may be submitted will begin on Monday, March 12, 2007 and end on Thursday, April 26, 2007. Submit comments to Douglas R. Brinkley, Vice Chancellor, Finance and Administration, State Center Community College District, 1525 E. Weldon Avenue, Fresno, CA 93704.
- Attend and present testimony at a public hearing the District Administration will hold on the Draft EIR. The public hearing will be on Tuesday, March 27, 2007 at 6:30 p.m. in the District Board Room, 1525 E. Weldon Avenue, Fresno, California 93704.

Availability of DEIR: The Draft EIR is available for public review at the:

- Office of the Vice Chancellor, Finance and Administration (see address above),
- Fresno City College Library, 1101 E. University Avenue, Fresno, CA 93741,
- Fresno County Public Library, 2430 Mariposa Street, Fresno, CA 93721, and
- http://measuree.scccd.edu/

District Contact Person: Please contact Douglas R. Brinkley if you have questions about this notice (telephone: 559/244-5910; fax: 559/243-1949; email: doug.brinkley@scccd.edu).

Old Administration Building Renovation Project Location and Description: The Historic Old Administration Building (OAB) is located on the Fresno City College (FCC) campus in the City of Fresno, California (see maps). The FCC campus is in south-central Fresno, along the east and west sides of Blackstone Avenue, generally between McKinley and Clinton Avenues. The OAB is west of Blackstone Avenue, in the northwest quarter of the FCC campus.

The historically significant OAB has been closed since the 1970s. The District is proposing to renovate the building and return it to its original uses. The building will undergo a seismic retrofit; structural, mechanical, and electrical upgrades; and fire, life safety, and access code compliance improvements. The renovated building will include administration, faculty, and campus organization offices; classrooms; an auditorium; a library; a music/choral room; staff workrooms; and restrooms.

When fully renovated and operational, the OAB, except the auditorium, will have capacity for a total of approximately 2,324 students, faculty, and administrators. The auditorium will seat approximately 700 after renovation.

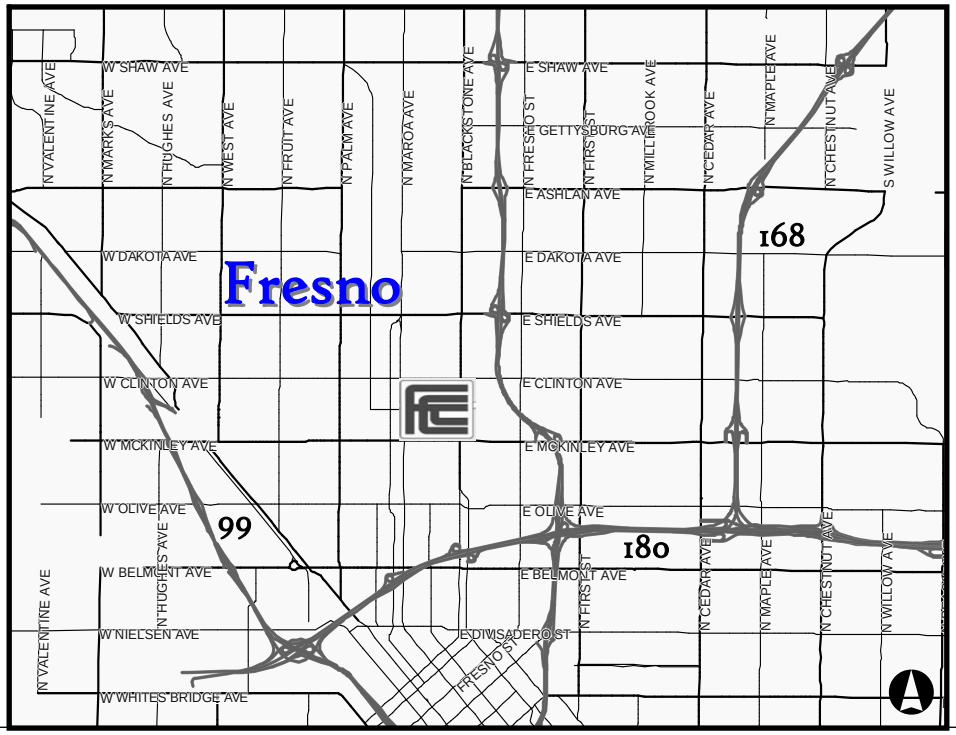
Significant Environmental Impacts: The Draft EIR identifies the following as significant environmental effects anticipated because of the project:

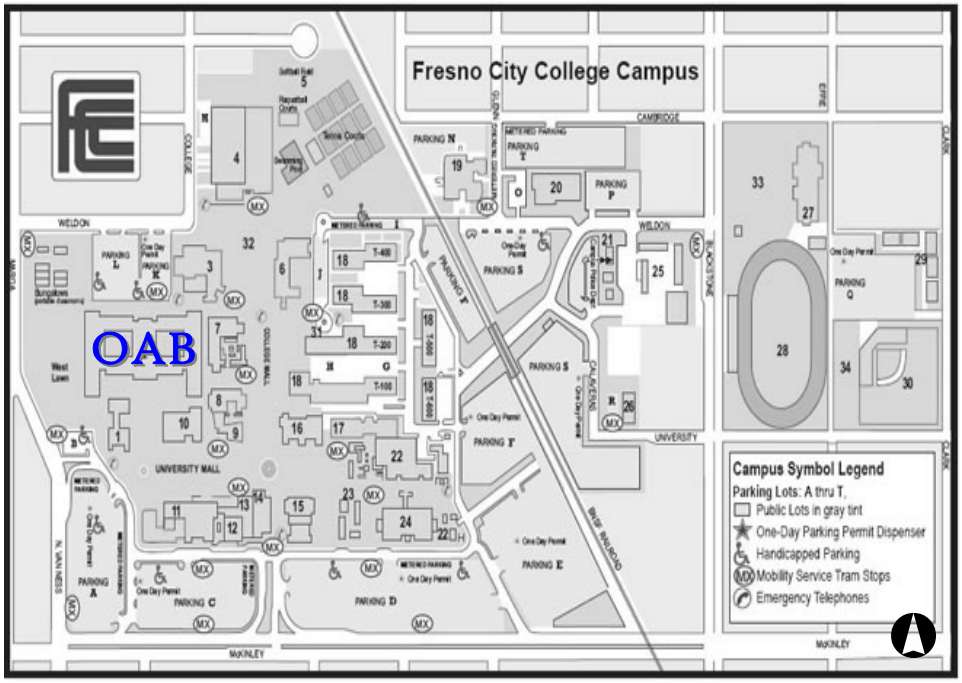
- The construction staging area, which will be located northwest of the OAB where portable classrooms are currently located, will temporarily degrade the visual character of the OAB environs.
- Project construction activities may result in significant short-term emissions of airborne particulate matter, significant temporary cumulative contributions to regional air quality degradation, and significant short-term noise impacts to on-site and off-site noise-sensitive receptors.
- Operation of the OAB and related facilities will create new sources of light in the area.

- Under cumulative conditions (year 2025) without and with the project, the intersection of Blackstone and University Avenues will operate at Level of Service E.
- The FCC campus does not have adequate on-campus parking to accommodate the parking demand that will be generated by the project, and the project will result in increased on-street parking in neighborhoods near the OAB.
- Noise generated by the central plant may result in a significant long-term noise impact to off-site noise-sensitive receptors.
- Short- and long-term cumulative increases in ambient noise may result from the project.

The Draft EIR identifies mitigation measures for each of the above impacts. Except for the parking impact, the impacts will be avoided or reduced to insignificance with implementation of the mitigation measures. The parking impact will be reduced, but not to insignificance.

Project Location





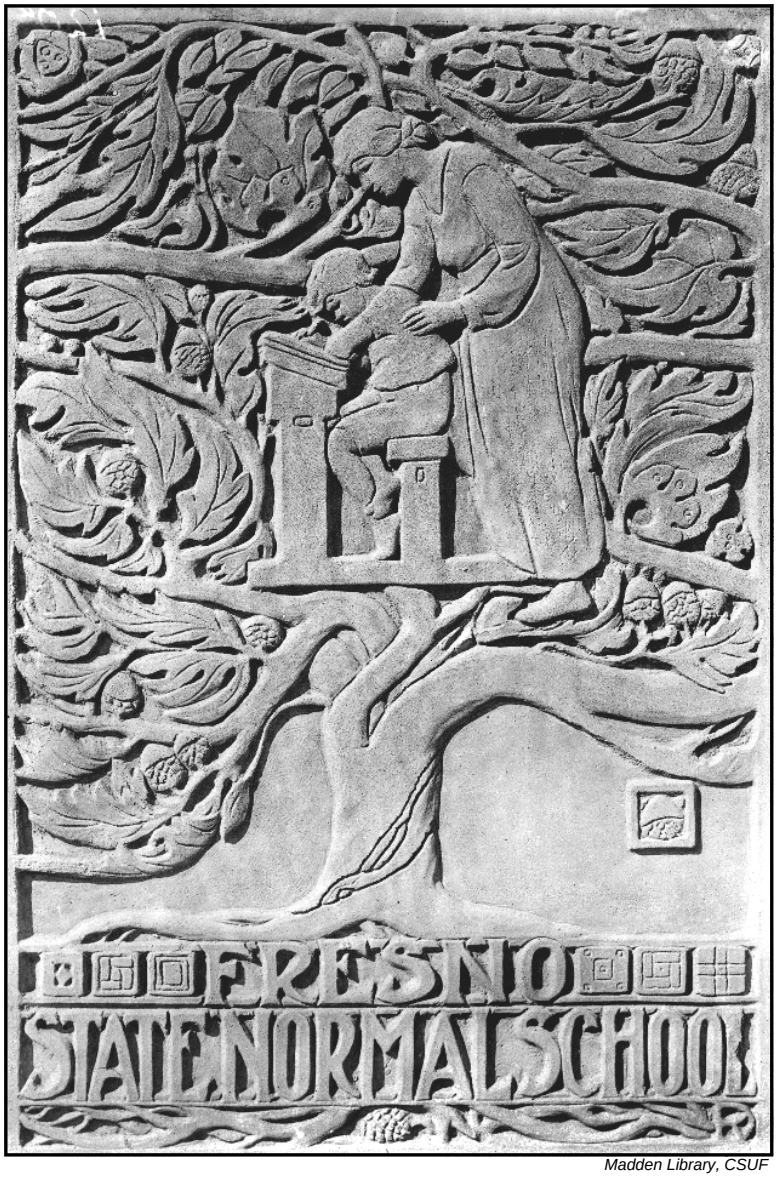
State Center Community College District

Draft Environmental Impact Report

State Clearinghouse No. 2006021005

Laval, Madden Library, CSUF

Fresno City College
Historic Old Administration Building
Renovation Project



Madden Library, CSUF

The OAB—Linking the Past and Future

It is also obvious that the evolution of Fresno State Normal School into Fresno State Teacher's College into Fresno State College and into Fresno City College and California State University, Fresno, has greatly contributed to the intellectual, cultural, physical, and economic development of the community. In this sense, the old Administration Building complex, as the first permanent structure on the Fresno State Normal School campus, thus serves as a symbol linking the accomplishments of the past with the hopes for the future through Fresno's commitment to higher education.

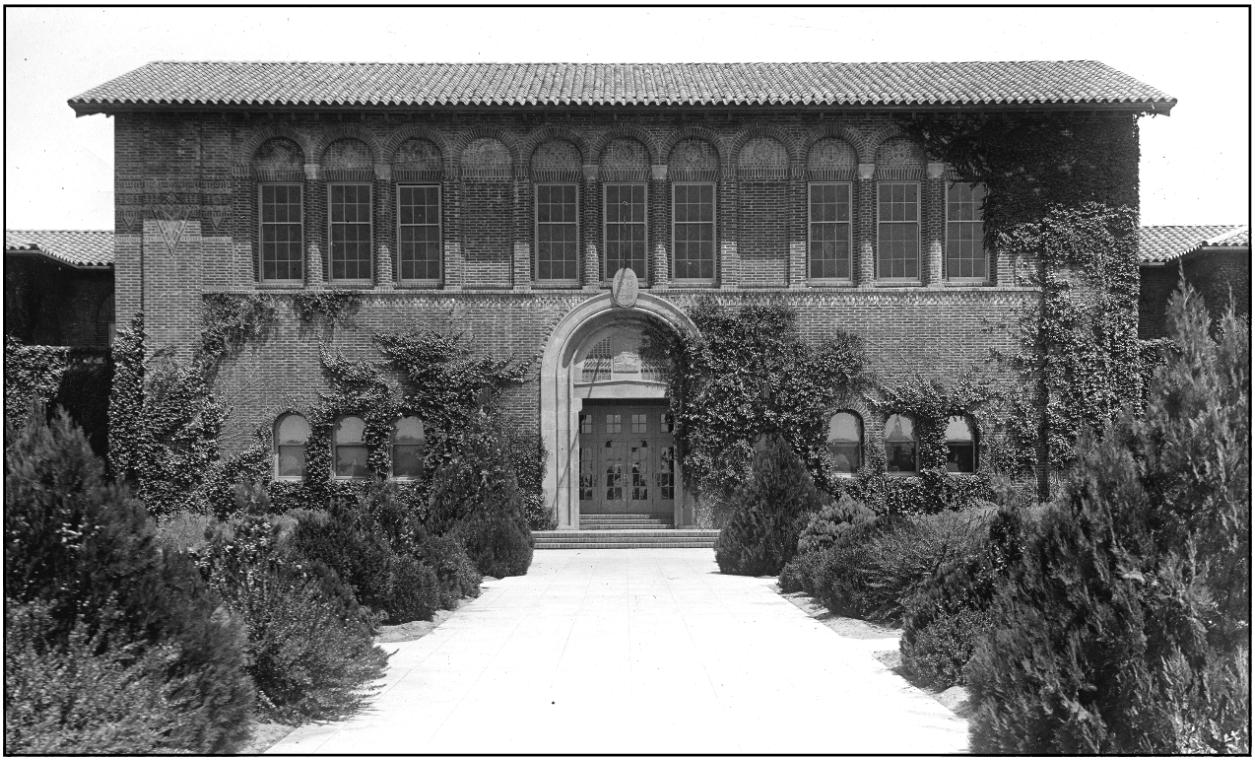
Excerpt from Old Administration Building National Register of Historic Places Inventory-Nomination

Paoli & Odell, Inc.

Draft Environmental Impact Report

FRESNO CITY COLLEGE
HISTORIC OLD ADMINISTRATION BUILDING RENOVATION PROJECT

State Clearinghouse No. 20060210005



Laval; Madden Library, CSUF

Lead Agency:

State Center Community College District
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Fresno, CA 93704
(559) 226-0720

Dr. Thomas A. Crow
Chancellor

Douglas Brinkley
Vice Chancellor
Finance and Administration

February 28, 2007

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Definitions

The following definitions apply to terms used throughout this Draft Environmental Impact Report unless a term is otherwise defined in a particular chapter. The definitions are based on those in State CEQA Guidelines Sections 15350 – 15387.

CEQA means the California Environmental Quality Act, California Public Resources Code Sections 21000 et. seq.

Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over time.

Decision-making body means any person or group of people within a public agency permitted by law to approve or disapprove the project at issue. The Board of Trustees of the State Center Community College District is the decision-making body for the Historic Old Administration Building Renovation Project.

Effects and ***impacts*** as used in this EIR are synonymous.

(a) Effects include:

(1) Direct or primary effects which are caused by the project and occur at the same time and place.

(2) Indirect or secondary effects which are caused by the project and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect or secondary effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems.

(b) Effects analyzed under CEQA must be related to a physical change.

Environment means the physical conditions which exist within the area that will be affected by a proposed project including land, air, water, minerals, flora, fauna, ambient, noise, and objects of historical or aesthetic significance. The area involved shall be the area in which significant effects would occur either directly or indirectly because of the project. The "environment" includes both natural and man-made conditions.

EIR or ***Environmental Impact Report*** means a detailed statement prepared under CEQA describing and analyzing the significant environmental effects of a project and discussing ways to mitigate or avoid the effects. The term "EIR" may mean either a draft or a final EIR depending on the context.

Feasible means capable of being accomplished in a successful manner within a reasonable period, taking into account economic, environmental, legal, social, and technological factors.

Initial Study means a preliminary analysis prepared by the Lead Agency to determine whether an EIR or a Negative Declaration must be prepared or to identify the significant environmental effects to be analyzed in an EIR. Use of the Initial Study is discussed in Article 5, commencing with Section 15060.

Lead Agency means the public agency that has the principal responsibility for carrying out or approving the project. The State Center Community College District is the Lead Agency for the Historic Old Administration Building Renovation Project.

Mitigation includes:

(a) Avoiding the impact altogether by not taking a certain action or parts of an action;

(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation;

(c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment;

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;

(e) Compensating for the impact by replacing or providing substitute resources or environments.

Project means the whole of an action that has a potential for resulting in either a direct physical change in the environment, or a reasonable foreseeable indirect physical change in the environment. The Historic Old Administration Building Renovation Project is described in Chapter 2, Project Description.

Project site means the location of the Old Administration Building on the Fresno City College Campus, Fresno, California.

Responsible Agency means a public agency that proposes to carryout or approve a project, for which a lead agency is preparing or has prepared an EIR or negative declaration. 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 project. Responsible Agencies for the Historic Old Administration Building Project are identified in Chapter 2, Project Description.

Significant effect on the environment means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

State CEQA Guidelines means the Guidelines for Implementation of the California Environmental Quality Act, California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000 – 15387 and Appendices A – K.

Trustee Agency means a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. Trustee agencies for the Historic Old Administration Building Project are identified in Chapter 2, Project Description.

Introduction

Purpose for Environmental Impact Report

This Draft Environmental Impact Report (Draft EIR) presents an assessment of the potential environmental impacts of the proposed Historic Old Administration Building Renovation Project (project). The State Center Community College District is proposing to undertake the project, which encompasses renovating and operating the Old Administration Building (OAB) on the Fresno City College campus.

The State Center Community College District (District), as the Lead Agency for the project, has prepared this Draft EIR following the requirements of the California Environmental Quality Act (CEQA) and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines or CEQA Guidelines).

The fundamental role of an EIR in CEQA is described in State CEQA Guidelines Section 15121:

(a) An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effect[s] of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency.

(b) While the information in the EIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the EIR by making findings under Section 15091 and if necessary by making a statement of overriding consideration under Section 15093.

(c) The information in an EIR may constitute substantial evidence in the record to support the agency's action on the project if its decision is later challenged in court.

Emphasis of Environmental Impact Report

The District has determined that the resources and conditions upon which the project may have significant effects and upon which this EIR will focus are as follows:

- Historical resources,
- Aesthetics,
- Traffic,
- Parking,
- Air Quality, and

- Noise.

The determination was based upon the Initial Study prepared for the project, comments received in response to the Notice of Preparation and Notice of Consultation distributed for this EIR, and comments made during the scoping meetings held for this EIR. (See Chapter 13 for information on environmental effects not found to be significant.)

Scope and Content of Draft and Final Environmental Impact Reports

Draft EIR

This Draft EIR contains 14 chapters. Chapter 1 summarizes the findings of the Draft EIR. Chapter 2 describes the project and its location and setting. Chapters 3 through 8 present the environmental setting, potential impacts, and mitigation measures for the project. Chapter 9 evaluates the potential for the project to induce growth in its vicinity, Chapter 10 discusses cumulative impacts, and Chapter 11 summarizes the significant irreversible environmental changes that may result from the project. Chapter 12 addresses alternatives to the project, and Chapter 13 describes the project impacts that were not found to be significant. Chapter 14 lists the EIR authors.

This Draft EIR includes several appendices providing background information for resources and conditions addressed in the EIR. The appendices are listed in the Table of Contents.

Final EIR

The Final EIR will be completed after the public review period for the Draft EIR. It will include the Draft EIR (as a separate document); comments and recommendations received on the Draft EIR during the public review period; a list of persons, organizations, and public agencies commenting on the Draft EIR; the responses of the District to significant environmental issues identified in the review process; and any other information added by the District.

Independent Judgment

As required by Public Resources Code Section 21082.1, the District has reviewed and analyzed this Draft EIR and has determined that it reflects the District's independent judgment.

Chapter 1

Summary

Introduction

This chapter presents a summary description of the proposed Historic Old Administration Building Renovation Project (project) and its environmental consequences, including the following:

- Each significant effect of the project with proposed mitigation measures and alternatives that would reduce or avoid that effect;
- Areas of controversy known to the lead agency including issues raised by agencies and the public; and
- Issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.

Project Description

Lead Agency

The State Center Community College District (District) is the Lead Agency for the project.

Project Location and Description

The Historic Old Administration Building (OAB) is located on the Fresno City College (FCC) campus in the City of Fresno, California. The FCC campus is in south-central Fresno, along the east and west sides of Blackstone Avenue, generally between McKinley and Clinton Avenues. The OAB is west of Blackstone Avenue, in the northwest quarter of the FCC campus.

The historically significant OAB has been closed since the 1970s. The District is proposing to renovate the building and return it to its original uses. The building will undergo a seismic retrofit; structural, mechanical, and electrical upgrades; and fire, life safety, and access code compliance improvements. The renovated building will include administration, faculty, and campus organization offices; classrooms; an auditorium; a library; a music/choral room; staff workrooms; and restrooms.

When fully renovated and operational, the OAB, except the auditorium, will have capacity for a total of approximately 2,324 students, faculty, and administrators. The auditorium will seat approximately 700 after renovation.

EIR Emphasis

Based upon an Initial Study prepared for the project and consultations with agencies and the public, the District has determined that this EIR should focus on potential impacts on historical resources, aesthetics, traffic, parking, air quality, and noise. The project would have no effects on other resources or conditions, or the effects would be clearly less than significant.

Significant Impacts

Listed in this section are the significant impacts of the proposed project and mitigation measures that were identified in this EIR to lessen or avoid the impacts. Impacts that were determined to be less than significant without mitigation are not listed but are discussed in the chapters of this EIR addressing specific resources and conditions.

Impact 4.1: The presence of the construction staging area will temporarily degrade the visual character of the OAB environs.

Mitigation Measures

4.1(a) The proposed staging area fence shall be at least six feet in height and shall be maintained in good condition.

4.1(b) The construction site shall be kept clean and free from rubbish and debris. Rubbish and debris shall be removed the day it appears.

4.1(c) The public roads and private properties near the OAB shall be kept free from construction-related rubbish and debris. Rubbish and debris shall be removed the day it appears.

4.1(d) Construction equipment and supplies shall be stored within the OAB or the construction staging area.

4.1(e) Portable restrooms shall not be located outside the OAB or the construction staging area.

4.1(f) Construction materials and equipment shall be removed from the site as soon as they are no longer necessary.

4.1(g) Construction materials and equipment shall not be stored on public streets.

4.1(h) Excess excavated material shall be removed from the site immediately.

4.1(i) Any graffiti on the construction staging area wall or elsewhere on the construction site shall be removed the day it appears.

4.1(j) Upon completion of construction, the staging area shall be returned to landscaped open space and maintained as landscaped open space.

Level of Significance

Impact 4.1 will be less than significant with the incorporation of the mitigation measures.

Impact 4.2: Operation of the OAB and related facilities will create new sources of light in the area.

Mitigation Measures

4.2(a) Any new parking lot lighting shall employ full cut-off type fixtures. A full cut-off type fixture is a luminaire or light fixture that, by design of the housing, does not allow any light dispersion or direct glare to shine above a 90 degree horizontal plane from the base of the fixture. Full cut-off type fixtures must be installed in a horizontal position as designed.

4.2(b) All external signs and lighting shall be lit from the top and shine downward except where uplighting is required for safety or security purposes. The lighting shall be shielded to prevent direct glare and/or light trespass. The lighting shall also be, as much as physically possible, contained to the target area.

4.2(c) Exterior building lighting shall be full cut-off or a shielded type designed to minimize any upward distribution of light.

4.2(d) Non-essential lighting shall be turned off by 10:00 p.m.

Level of Significance

Impact 4.2 will be less than significant with the incorporation of the mitigation measures.

Impact 4.3: Modifications to Parking Lots K and L will improve the existing visual character of the OAB environs.

Mitigation Measures

See Mitigation Measure 4.2(a) and Chapter 6, Mitigation Measure 6.1(g).

Level of Significance

Impact 4.3 will be less than significant with the incorporation of the mitigation measures.

Impact 5.1: Under cumulative conditions (year 2025), without and with the project, the intersection of Blackstone and University Avenues will operate at Level of Service E.

Mitigation Measure

5.1(a) The City of Fresno should monitor accidents and/or public complaints related to the intersection of Blackstone and University Avenues and prevent eastbound and westbound left-turn and through movements if necessary. No other mitigations are recommended for this intersection or for adjacent intersections in the event that eastbound and westbound left-turn and through movements are prevented.

Level of Significance

Impact 5.1 will be less than significant with the incorporation of the mitigation measure.

Impact 6.1: The FCC campus does not have adequate on-campus parking to accommodate the parking demand that would be generated by the project, and the project would result in increased on-street parking in neighborhoods near the OAB.

Mitigation Measures

Parking-Responsive Campus Growth and Development Policy

6.1 (a) On-campus parking availability and off-campus parking impacts shall be fundamental considerations in any District decisions that would permit additional enrollment growth on the FCC campus. New construction that would accommodate additional enrollment should only be considered when adequate on-campus parking will be available for the enrollment.

Parking Operations Enhancement Programs

6.1(b) Parking-related signage shall be improved and augmented throughout the FCC campus to better identify where parking lots are located, routes to parking lots, and least used parking lots.

6.1(c) Use of the currently underutilized 237-space Parking Lot Q shall be encouraged through implementation of the following measures:

6.1(c)(1) Frequent shuttle transportation shall be provided between the main campus and Parking Lot Q during the first four weeks of each semester, when parking demand is the greatest. The shuttle service shall be extended beyond this period if warranted by demand and funding.

6.1(c)(2) A reduced parking fee shall be charged for Parking Lot Q. Students and staff shall be advised of the availability of the reduced fee when they apply for a parking permit.

6.1(c)(3) The District shall evaluate security conditions for Parking Lot Q, including but not limited to, fencing, lighting, emergency telephone access, and police patrolling, and shall implement measures that may be identified through the evaluation as necessary to maximize security for students and staff using the parking lot.

6.1(c)(4) A safe walking path shall be provided between Parking Lot Q and the main campus. Development of this path shall include making any improvements necessary to ensure a safe pedestrian crossing of Blackstone Avenue. (See also Mitigation Measure 6.1(i)(2))

6.1(c)(5) The District shall encourage District employees that are on-campus throughout the workday to use Parking Lot Q. The encouragement may encompass the frequent shuttle service, enhanced security, reduced parking fee, and other measures that may be identified by the District.

6.1(d) A parking management plan shall be developed that will provide adequate parking for events held in the OAB auditorium and FCC gym. The plan shall be based upon the principle that adequate on-campus parking must be available for every event scheduled in the gym or OAB. The plan shall be subject to a public hearing and adoption by the Board of Trustees and shall be implemented before the OAB auditorium is opened. At minimum, the plan shall determine:

6.1(d)(1) The number of parking spaces required for the different types of events that will be held in the OAB auditorium and FCC gym;

6.1(d)(2) The specific on-campus locations where the parking will be provided;

6.1(d)(3) How vehicles will be directed to the parking;

6.1(d)(4) The need for shuttle service between the parking and the OAB auditorium or gym;

6.1(d)(5) How the District will remove any litter resulting from event-related off-campus parking by 10:00 AM the day following the event;

6.1(d)(6) How any temporary event-related lighting will be located and designed to prevent direct glare and spill over lighting into nearby neighborhoods;

6.1(d)(7) The need for parking attendants to direct traffic to available parking, provide a presence in nearby neighborhoods during events, and clean up any litter after events; and

6.1(d)(8) How ongoing communications will be maintained between FCC and its neighbors for event-related parking issues.

6.1(e) The District shall encourage the City of Fresno to provide additional parking enforcement officers for the neighborhoods near the campus.

6.1(f) The District shall monitor on- and off-campus parking conditions as each OAB phase opens to determine the effectiveness of the parking mitigation measures and to allow adjustments to the measures as necessary to address parking demand.

Modifications to Existing Parking Lots

6.1(g) Parking Lots K and L (see Figure 2-2) shall be modified as necessary to improve the efficiency and safety of vehicular and pedestrian circulation within the parking lots. The specific modifications shall be determined after the OAB-related vehicular and pedestrian use characteristics of the parking lots have been determined through Mitigation Measure 6.1(f) and shall be completed within three years of completion of the final OAB renovation phase, including the auditorium.

The modified parking lot design shall be based upon the following considerations:

6.1(g)(1) Provide efficient, safe vehicular and pedestrian circulation;

6.1(g)(2) Maintain the parking lots within the same general area encompassed by existing Lots K and L, provided the modified lots may extend west of the existing lots if necessary to achieve an efficient, safe vehicular and pedestrian circulation pattern and to maintain approximately the same number of parking spaces currently within Parking Lots K and L. In no event shall the parking lots extend into the area west of the OAB;

6.1(g)(3) Minimize the number of driveways from Weldon Avenue;

6.1(g)(4) Avoid conflicts between vehicles using the parking lots and those accessing the cafeteria service area;

6.1(g)(5) Provide visual screening between the parking lots and the cafeteria service area;

6.1(g)(6) Provide landscaping within the parking lots;

6.1(g)(7) Increase the width of the walkway along the north side of the OAB;

6.1(g)(8) Provide a safe, attractive walking route through the parking lots from Weldon Avenue to the OAB;

6.1(g)(9) Provide a passenger-loading zone near an OAB north entrance;

6.1(g)(10) Provide a tram stop near an OAB north entrance;

6.1(g)(11) Provide bicycle parking near an OAB north entrance; and

6.1(g)(12) All new parking lot lighting shall have full cut-off type fixtures. A full cut-off fixture is a luminaire or light fixture that, by design of the housing, does not allow any light dispersion or direct glare to shine above a 90-degree plane from the base of the fixture. The lighting fixtures shall be architecturally compatible with the OAB.

Construction of New Parking Lots

6.1(h) A parking lot shall be developed on the District-owned unimproved lot located northwest of the Allied Health Building and Parking Lot N, along the east side of the railroad tracks. This will add approximately 50 fully improved spaces to the FCC campus parking supply. The parking lot shall be available when Phases I and II open.

Implementation of this mitigation measure will result in the same types of construction-related noise, air quality, and aesthetic impacts as described for the modification of Parking Lots K and L. The mitigation measures described for those impacts shall also be applied to construction of the subject parking lot.

Use of the parking lot will not result in new significant traffic impacts because the lot is already used in its unimproved state for parking.

6.1(i) If warranted by further study, the District shall construct a new parking lot on District-owned land east of Blackstone Avenue. The District has determined that up to approximately 300 spaces could be developed in this area.

Before deciding to construct the parking lot and determining how many spaces it should encompass, the District should determine if the parking lot would receive sufficient use to justify its development. Based on the EIR parking study, the existing Parking Lot Q receives relatively little use. Unless the use of Parking Lot Q can be substantially increased through implementation of Mitigation Measure 6.1(c), there would be little justification for developing additional parking east of Blackstone Avenue.

Development of parking east of Blackstone Avenue, therefore, shall be subject to the following:

6.1(i)(1) A parking lot shall be developed only if the potential for substantial utilization of the parking can be verified by a subsequent parking study, which shall include consideration of information developed through the parking monitoring program described in Mitigation Measure 6.1(f) and surveys or other research that would allow projections of potential utilization. The subsequent study shall be undertaken after Mitigation Measure 6.1(c) has been implemented and Phase I and Phase II have been completed. The actual number of spaces that shall be developed, if any, and the timing for development of the spaces, shall be determined based upon the study.

6.1(i)(2) A vehicular access and pedestrian safety evaluation shall be performed to identify measures that the District shall incorporate into the parking lot design and improvements that will ensure safe and efficient vehicular and pedestrian access to the parking lot. The District shall coordinate with the City of Fresno in developing the study and implementing the project. The additional parking shall only be developed after implementation of adequate safety measures is assured.

6.1(i)(3) Shuttle service shall be available to serve the parking lot as described for Parking Lot Q in Mitigation Measure 6.1(c)(1).

In addition to the new parking lots identified in Mitigation Measures 6.1(h) and 6.1(i), the District is implementing a project involving a redesign of Parking Lots E and F that will result in 70 new parking spaces.

Maximize Alternative Transportation

6.1(j) The District shall encourage the City of Fresno to provide additional bus routes to the FCC campus and more frequent service for the campus.

Level of Significance

This impact is significant and unavoidable on a project and cumulative basis. The mitigation measures will reduce the significant parking impacts of the project, but not to

a level that can be considered insignificant. The FCC campus has insufficient on-campus parking to meet the existing parking demand during peak hours, and the mitigation measures will not result in sufficient additional parking to satisfy the existing demand or the additional demand resulting from the OAB.

Most of the existing on-campus parking and all of the new parking that might be developed under the mitigation measures is not near the OAB. Development of additional parking near the OAB is not recommended in this EIR because the only locations where the parking could be located without removing existing FCC facilities or structures would be west of the OAB, in the West Lawn area, or next to the FCC gymnasium. Development of parking within the West Lawn is not recommended because this area is historically significant (see Chapter 3). Development of parking near the gym is not recommended because it would result in additional daily traffic on the local streets providing access to the residences within the Porter Tract.

Without additional on-campus parking near the OAB, the project will result in increased use of on-street parking in this area. Student and staff parking are prohibited north of the OAB, within the Porter Tract, during peak demand hours. Therefore, the increased use of on-street parking can be expected west and northwest of the campus and the OAB.

Impact 7.1: Project construction activities may result in significant short-term emissions of airborne particulate matter.

Mitigation Measures

7.1(a) Demolition and construction activities shall comply with all applicable SJVAPCD regulations, including but not limited to Regulation VIII for the control of fugitive dust emissions and Rule 4002 for identification of asbestos-containing building materials to be removed prior to demolition. Actual measures to be implemented for the control of fugitive dust emissions would be dependent on the specific construction activities conducted. SJVAPCD-recommended dust control measures potentially applicable to the proposed project include, but would not necessarily be limited to, the following:

7.1(a)(1) All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, or vegetative ground cover.

7.1(a)(2) All onsite unpaved construction roads and offsite unpaved construction access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.

7.1(a)(3) All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.

7.1(a)(4) When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, or at least 6 inches of freeboard space from the top of the container shall be maintained.

7.1(a)(5) All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden).

7.1(a)(6) Following the addition of materials to, or the removal of materials from, the surfaces of outdoor storage piles, piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.

7.1(a)(7) Excavation and grading activities shall be suspended when wind speeds exceed 20 mph.

7.1(a)(8) Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.

7.1(a)(9) Limit visible dust emissions to 20% opacity.

Level of Significance

Impact 7.1 will be less than significant with the incorporation of the mitigation measure.

Impact 7.2: Project construction activities may result in significant temporary cumulative contributions to regional air quality degradation.

Mitigation Measures

See Mitigation Measure 7.1(a).

Level of Significance

Impact 7.2 will be less than significant with the incorporation of the mitigation measure.

Impact 8.1: Project construction noise may result in significant short-term noise impacts to on-site and off-site noise-sensitive receptors.

Mitigation Measures

8.1(a) Noise generating construction activities shall be limited to the hours of 7 a.m. to 7 p.m. on weekdays and between the hours of 7 a.m. to 5 p.m. on Saturdays. No noise generating construction activities shall occur on Sundays or major holidays.

8.1(b) Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with

manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.

8.1(c) When not in use, motorized construction equipment shall not be left idling.

8.1(d) Exterior windows of the OAB that are within line-of-sight of the adjacent New Administration, Student Services, Business Education, and Social Science buildings shall be covered during periods when interior renovation activities within adjacent wings would involve the repeated use of noise-generating construction equipment. Window coverings may consist of vinyl noise-attenuation curtains (minimum STC-rating 22), wood sheeting (minimum ¾ inch thickness), or other material with similar sound-attenuating properties. Window coverings shall be placed so that no visible air gaps are detectable around the perimeter of the windows.

8.1(e) Noise-generating construction activities associated with the relocation of the existing compactor shall be scheduled during periods that would minimize noise-related impacts to nearby classrooms, such as on Saturdays, between 7:00 a.m. and 5:00 p.m.

Level of Significance

Impact 8.1 will be less than significant with the incorporation of the mitigation measures.

Impact 8.2: Noise generated by the central plant may result in a significant long-term noise impact to off-site noise-sensitive receptors.

Mitigation Measures

8.2(a) The central plant shall be operated in compliance with the City of Fresno noise ordinance standards.

8.2(b) A post-construction acoustical analysis shall be conducted to evaluate the operational noise levels associated with the central plant. The acoustical analysis shall evaluate operational noise levels in comparison to the City's noise standards. If the plant exceeds the standards, additional noise-reduction measures or operational restrictions shall be implemented to ensure the plant will meet the standards.

Level of Significance

Impact 8.2 will be less than significant with the incorporation of the mitigation measures.

Impact 8.3: Short- and long-term cumulative increases in ambient noise may result from the project.

Mitigation Measures

See the mitigation measures under Impacts 8.1 and 8.2.

Level of Significance

Impact 8.3 will be less than significant with the incorporation of the mitigation measures.

Growth-Inducing Impacts

No growth-inducing impacts related to the project were found to be significant.

Cumulative Impacts

The impact of the project on on-campus and off-campus parking is significant and unavoidable on a project and cumulative basis.

No other significant cumulative impacts would result from the project.

Significant Irreversible Environmental Changes

The impact of the project on on-campus and off-campus parking is significant and unavoidable on a project and cumulative basis.

No significant use of nonrenewable resources would occur during the initial and continued phases of the project.

Summary of Alternatives Addressed

In accordance with State CEQA Guidelines, this EIR addresses the No Project alternative. Under the No Project alternative, none of the project objectives would be achieved because the building would not be renovated. The significant environmental effects identified in this EIR would not occur under the No Project alternative. However, with the possible exception of parking, all of the significant effects can be avoided or reduced to insignificance by implementing mitigation measures described in the EIR. Because of the extent to which the project impacts can be mitigated and because the no project alternative would result in the removal of a building on the National Register of Historic Places, the no project alternative cannot be considered superior to the proposed project.

Because the project involves renovating an existing, historically significant building, no other alternatives to the project were identified for evaluation in this EIR.

Areas of Controversy and Unresolved Issues

No project-related areas of controversy or unresolved issues were identified during the preparation of this EIR.

Chapter 2

Project Description

Introduction

The State Center Community College District (District) is proposing to undertake the Historic Old Administration Building Renovation Project (project). As required by State CEQA Guidelines Section 15124, this chapter describes the location and boundaries of the proposed project, the design and operational characteristics of the project, and the project objectives. This chapter also describes the agencies that are expected to use the EIR in their decision-making and the permits and other approvals required to implement the project.

Project Location and Physical Setting

Location

The Historic Old Administration Building (OAB) is located on the Fresno City College (FCC) campus in the City of Fresno, California (see Figure 2-1).

The FCC campus is in south-central Fresno, along the east and west sides of Blackstone Avenue, generally between McKinley and Clinton Avenues. The OAB is west of Blackstone Avenue, in the northwest quarter of the FCC campus.

The OAB occupies a portion of one parcel identified by Fresno County Assessor's Parcel Number 444-303-28T. The FCC campus is shown on the Fresno North, Calif. 7.5 Minute Series USGS Map in the southeast quarter of Section 28, Township 13 South, Range 20 east, M.D.B.&M. The campus elevation is approximately 300 feet above mean sea level.

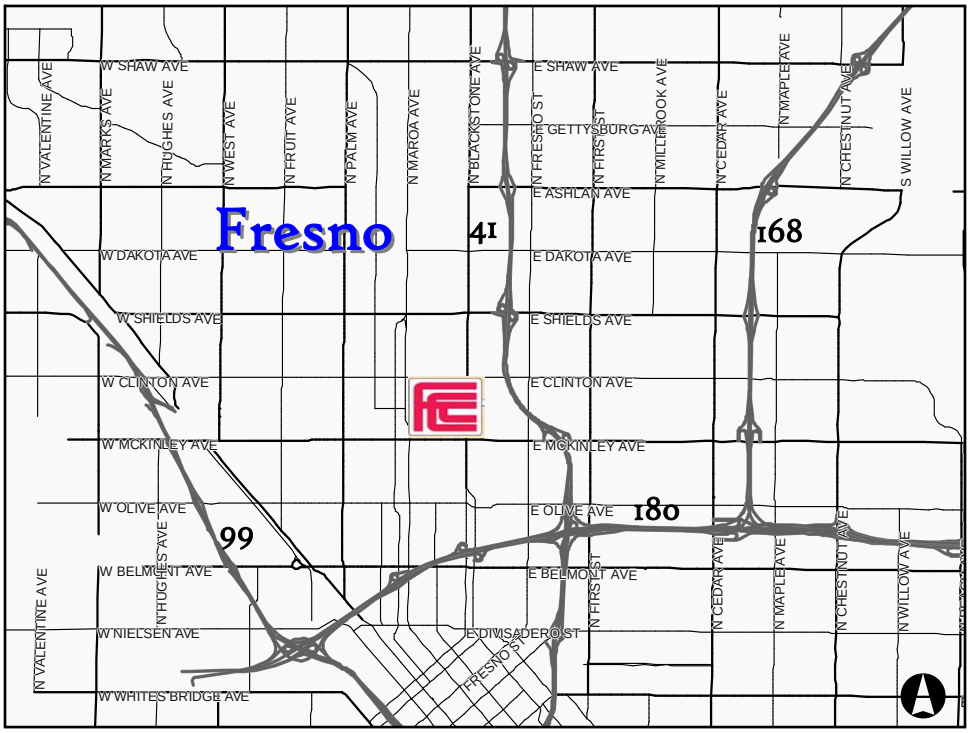
Physical Setting

The current physical setting for the OAB is shown on Figure 2-2.[1] The building is bounded on the south and east by FCC classroom and office buildings and on a portion of the north side by the cafeteria/student lounge.

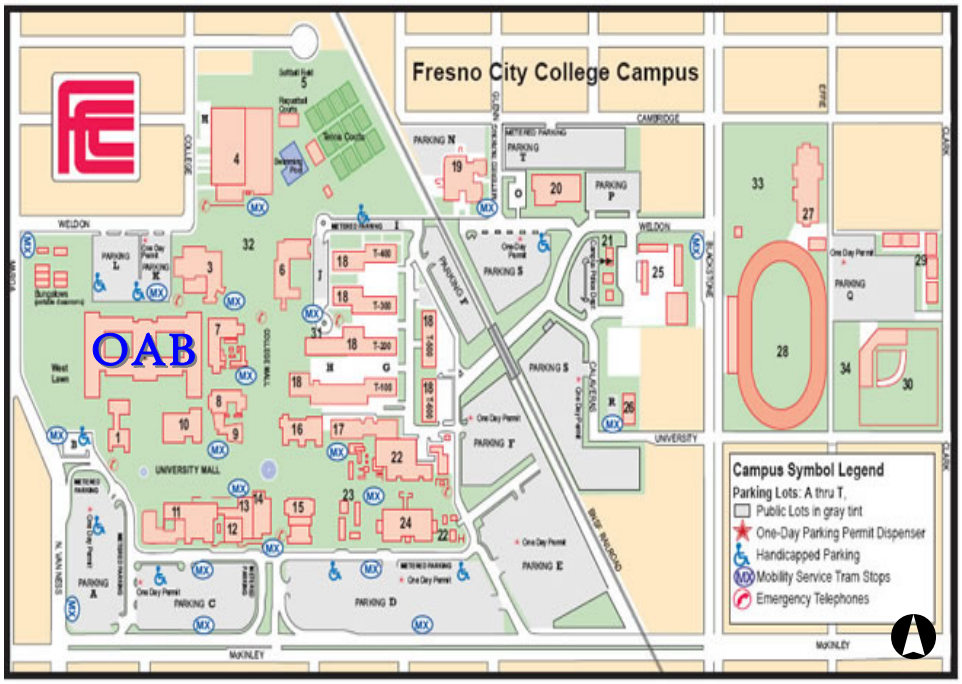
Parking Lots L and K lie west of the cafeteria/student lounge, between the north side of the OAB and Weldon Avenue.

A landscaped open space area, known as the West Lawn, extends west from the OAB to Van Ness and Maroa Avenues. The area north of the West Lawn and northwest of the OAB is occupied by temporary classroom buildings (bungalows).

[1] Information on the historical physical setting of the OAB is provided in Chapter 3.

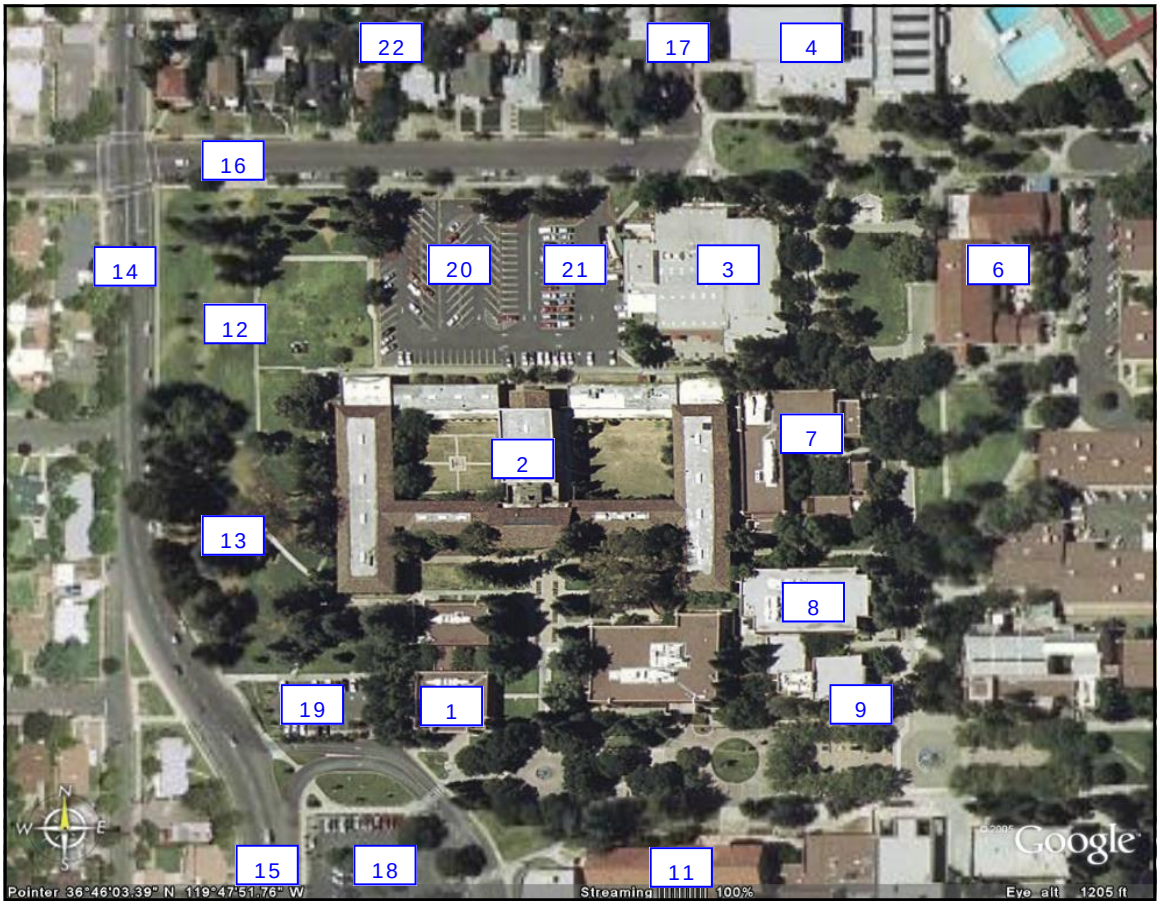


City of Fresno GIS; Paoli & Odell, Inc.



Fresno City College; Paoli & Odell, Inc.

Figure 2-1: Project Location



Google; Paoli & Odell, Inc.

LEGEND

1	New Administration Building	13	West Lawn
2	Old Administration Building	14	Maroa Avenue
3	Cafeteria/Student Lounge	15	Van Ness Avenue
4	Gymnasium	16	Weldon Avenue
6	Student Center/Bookstore	17	College Avenue
7	Business Education	18	Parking Lot A
8	Social Science	19	Parking Lot B
9	Forum Hall	20	Parking Lot L
10	Student Services	21	Parking Lot K
11	Library	22	Porter Tract
12	Bungalows		

Figure 2-2: Project Setting

The off-campus physical environment near the OAB is comprised of residential neighborhoods north of Weldon Avenue (the Porter Tract) and west of Maroa and Van Ness Avenues. The Porter Tract was designated a Local Historic District by the Fresno City Council in 2001.

Project Description

State Center Community College District and Fresno City College

The State Center Community College District serves a population in excess of one million residents and is headquartered adjacent to the Fresno City College campus in central Fresno. The District operates two community colleges, Fresno City College and Reedley College, and four educational centers: Madera Center, Clovis Center, Oakhurst Center, and the Vocational Training Center in southwest Fresno.

In addition to the existing facilities, the District is developing two new educational centers. The Willow/International Center is under construction in northeast Fresno, and a site for a new educational center is being acquired in southeast Fresno. The first phase of the Willow/International Center will open in 2009 and the Southeast Center is expected to open in 2011.

Fresno City College, California's first community college, operates on a 99–acre campus at the location shown on Figure 2-1. For the fall semester 2006, FCC had approximately 20,126 full- and part-time students and 1,048 full- and part-time faculty.

Project Need, Objectives, and Purpose

In November 2002, State Center Community College District (District) voters approved Measure E, a $161 million dollar bond measure intended to enable the District to refurbish aging facilities, build new facilities to accommodate enrollment growth, and purchase needed equipment for classrooms. Renovation of the OAB was included as part of the Measure E bond measure program because of the building's educational significance – important in the past, but more importantly – for its promise of future contributions to student learning and the San Joaquin Valley's cultural and social vitality.

The District has determined that resurrecting the OAB is an essential anchor for the future of the FCC campus and will provide much needed physical capacity for FCC. The campus has had to limit enrollment in certain classes and deny students space for activities. FCC is in need of more lecture halls and student activity spaces. More classes are required in math, engineering, the arts, and social sciences. To fulfill its mission FCC also needs to provide students and the community an enhanced performance venue for music and dance concerts as well as studio-theater productions. In addition to fulfilling these needs, the OAB will offer a courtyard environment in which the college and community can host culturally significant social gatherings.

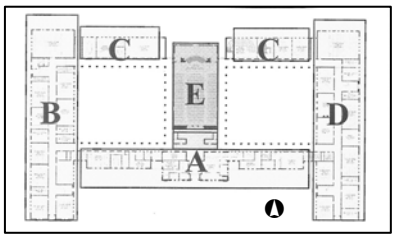
Specific project objectives include:

- To renovate the OAB in a manner consistent with the building's inclusion on the National Register of Historic Places;
- To ensure the OAB is structurally safe, energy efficient, and universally accessible;
- To recognize the practical need for the OAB on the FCC campus by facilitating the usefulness of the building for classroom, office, administrative, and related uses;
- To recognize and protect the West Lawn as the only remaining FCC campus area that reflects the OAB's historical setting;
- To facilitate more efficient use of existing parking, develop new parking, and implement new parking operations programs to address the additional parking demand resulting from the project;
- To renovate and operate the OAB in a manner compatible with the residential neighborhoods in its vicinity.

Renovation Phasing

The OAB will be renovated in the following four phases:

- Phase I and Phase II renovation activities are scheduled to begin in summer 2007 and be completed by summer 2009. These phases include renovation of the entire building shell (complete seismic retrofit and basic plumbing, electrical, and mechanical equipment), build-out and occupancy of the south (A) and west (B) wings (both floors), construction of the central plant, and relocation of the trash compactor currently located at the northwest corner of the cafeteria.
- Phase III is scheduled to begin in fall 2009 and be completed by summer 2011. Under Phase III, the north (C) and east wings (D) (both floors) would be built-out and occupied. (A statewide school bond must be passed in 2008 to maintain the Phase III schedule.)



- Phase IV involves build-out and occupancy of the auditorium (E). This phase will begin when sufficient community-based funding is available.

Operational Characteristics

When fully renovated and operational, the OAB, except the auditorium, will have capacity for approximately 2,324 students, faculty, and administrators. The auditorium will seat approximately 700.

The OAB will operate as an integral part of the FCC campus. The FCC administrative functions housed at the OAB will operate year-round, Monday through Friday, during normal daytime work hours. Classes will be offered throughout the day and in the early evening hours, Monday through Saturday, during the fall, spring, and summer semesters. The auditorium will be available for FCC and community events throughout the year during the day and evening hours.

Exterior and Interior Renovation Activities

The OAB will be completely renovated and returned it to its original uses. The building will undergo a seismic retrofit; structural, mechanical, and electrical upgrades; and fire, life safety, and access code compliance improvements. The renovated building will include administration, faculty, and campus organization offices; classrooms; an auditorium; a library; a music/choral room; staff workrooms; and restrooms. The existing exterior walls will remain intact within the new space configuration.[2]

The *Historic Structures Report* (HSR) prepared for the OAB by the project architect, ELS Architecture & Urban Design, is presented in Appendix 2-1. The HSR describes the work proposed by the District to renovate the building. The HSR addresses the "areas of work required for rehabilitation of the building," "significant character-defining elements [of the OAB], and proposed alterations where use of the CBHC is proposed."

Related Construction Activities

Introduction

Two OAB-related improvements will occur at locations outside the OAB and the perimeter landscaping area surrounding the building. These include:

- Construction of a central plant for the OAB at the northwest corner of the existing cafeteria building; and

- Replacement of the existing solid waste compactor with a new compactor, which would be located along the west side of the cafeteria, south of the new central plant.

In addition, renovation of the OAB will result in interior modifications to some existing campus classroom and office buildings. The interior modifications will result from existing operations, such as the FCC administrative offices, moving into the OAB, leaving the former office space available for modification to other uses. The modifications to existing buildings have not been fully defined. The modifications will be subject to review under CEQA once they have been defined and before they can be implemented.

Central Plant

A new central plant containing the heating, ventilation, and air condition equipment (HVAC) for the OAB will be constructed at the northwest corner of the cafeteria. Construction of the

[2] The proposed OAB renovation construction plans are available for public review at the District Operations Office.

central plant is necessary because the existing FCC central plant does not have capacity for the OAB. (The heating equipment for the OAB was in the old gym, which was immediately north of the building and has been removed. The OAB was constructed without air conditioning. Minimal air conditioning was added later to administrative offices.)

The proposed location for the central plant was selected based on four considerations. First, the central plant must be relatively close to the OAB. Second, the location must be of sufficient size to accommodate the HVAC equipment in an efficient layout. Third, the location must be relatively undeveloped. Fourth, the location must not detract from the historic significance, appearance, or operations of the renovated OAB.

The District reviewed several possible locations for the central plant in addition to the proposed location. These included placing the central plant at the southwest corner of the cafeteria, in front of the OAB north wall, or within the West Lawn. The southwest corner location was rejected because it was too small and would block access to a storage building at the rear of the cafeteria. A location along the north wall or within the West Lawn was rejected because it would detract from the historic significance and appearance of the OAB.

Figure 2-3 provides a rendering showing how the central plant will appear from Weldon Avenue. The building will be of concrete masonry unit construction with a stucco finish and wood trim on the exterior walls. A roof will cover all of the HVAC equipment except the cooling tower, which must be exposed for proper air circulation. The cooling tower(s) will not project above the roof.

The District has determined that the central plant will comply with the City of Fresno Noise Ordinance.

Solid Waste Compactor

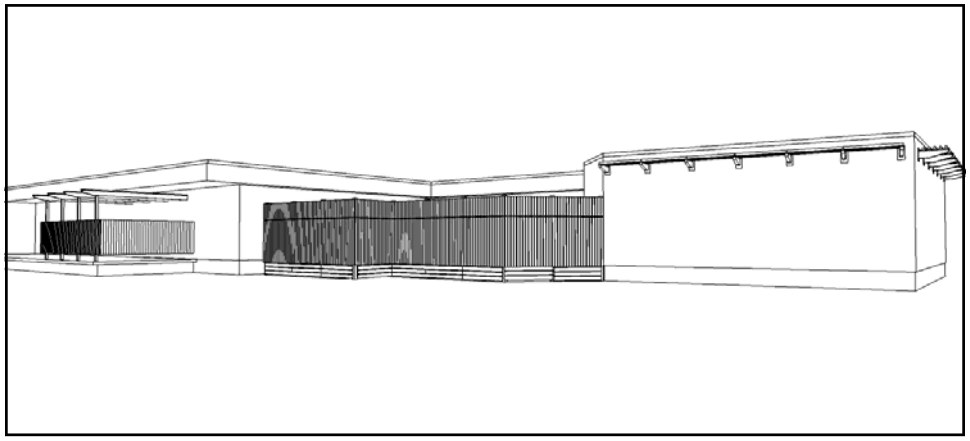
The existing solid waste compactor at the northwest corner of the cafeteria building will be replaced by a new compactor. The existing compactor will be moved to the northwest corner of Building T-500 (Applied Technology), which is located in the central portion of the campus. Vehicular access to the new location will be provided by interior campus roads from Weldon Avenue, east of the BNSF Railroad, or McKinley Avenue.

The trash bins that are currently stored next to the cafeteria will be eliminated. In addition, the cardboard crusher located next to the cafeteria will be relocated to Building T-500.

The new trash compactor will be located along the west side of the cafeteria building, adjoining the south wall of the new central plant structure. This compactor will serve the cafeteria only, whereas the existing compactor serves the entire campus. Access to the new compactor will be from Weldon Avenue through Parking Lot K. One solid waste transfer truck will access the new compactor approximately once every ten days. The existing compactor is accessed about once every ten days and the trash bins are accessed every weekday.

ELS Architecture and Urban Design

Existing view from Weldon Avenue of cafeteria and switch gear fence



ELS Architecture and Urban Design

Conceptual view from Weldon Avenue of cafeteria and proposed switch gear screening and central plant building

Figure 2-3: Central Plant and Switch Gear Screening Conceptual Design

Construction Staging

A temporary construction-staging yard will be developed northwest of the OAB, where portable classrooms are presently located. The staging yard will be surrounded by a chain-link fence, which will be draped with a heavy plastic cover for visual screening.

The construction-staging yard primarily will be used to house contractors' office trailers and for construction materials and equipment storage and construction workers parking. Most of the actual construction work will occur within the walls of the OAB.

Construction activities will extend in phases over an approximately six-year period and may run longer depending on when adequate funding becomes available for Phase III and the auditorium renovation.

Normal hours and days of construction will be from 7:00 A.M. to 3:00 P.M., Monday through Friday. Construction activities may occur beyond these times and days if necessary to maintain the construction schedule, complete specific construction activities requiring extended schedules, or for other circumstances as may be determined by the District.

Construction activities will comply with the City of Fresno Noise Ordinance and San Joaquin Valley Air Pollution Control District regulations for construction sites.

Building Codes and Relationship to Secretary of the Interior's Standards for the Treatment of Historic Properties

The OAB renovation must comply with the California Building Code, as administered by the Division of the State Architect (DSA). DSA acts as California's policy leader for building design and construction, and provides design and construction oversight for K-12 schools and community colleges.

The OAB is also subject to the California State Historical Building Code (SHBC). The SHBC provides regulations and standards for the renovation of historically significant structures such as the OAB. The intent of the SHBC is to facilitate the restoration of historical structures in a historically sensitive, cost-effective, energy efficient, and safe manner.

The SHBC is not a stand-alone code. For the OAB, it relies on the California Building Code as the standard from which alternatives are derived. DSA incorporates the offices of the independent State Historical Building Safety Board, caretaker of the SHBC. The *2001 California Historical Building Code* is the most recent published regulation of the SHBC.

The Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards) are applicable to buildings listed in the National Register of Historic Places, including the OAB. According to the Secretary of the Interior, "the Standards are neither technical nor prescriptive, but are intended to promote responsible preservation practices that help protect our Nation's irreplaceable cultural resources. For example, they cannot, in and of themselves, be used to make essential decisions about which features of the historic building should be

saved and which can be changed. But once a treatment is selected, the Standards provide philosophical consistency to the work."

The four treatment approaches prescribed in the Standards are preservation, rehabilitation, restoration, and reconstruction. The District has incorporated into the project plans the preservation, rehabilitation, restoration, and reconstruction guidelines from the Standards to the extent they are applicable to the project, consistent with the project's objectives, and conform to the California Building Code.

Campus and Community Relations

A Fresno City College administrator will be appointed to address comments, questions, and concerns about parking, noise, dust, or other issues that may arise during the construction process. Prior to construction, the administrator will provide written notice to occupants of the residential dwellings located adjacent to and north of the project site, across Weldon Avenue, as well as City College staff/instructors located within primarily affected on-site buildings. The written notices will include a description of anticipated construction activities and schedule, as well as the name and telephone number of the administrator. Construction-related complaints will be responded to within 24 hours of receipt and will identify the corrective actions implemented, if deemed necessary, to resolve construction-related issues.

Intended Uses of the Environmental Impact Report

Lead Agency

The State Center Community College District is the lead agency for the project. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project. Certification of this EIR by the District is necessary to allow the District to renovate the OAB.

Responsible Agencies

A responsible agency is a public agency other than the Lead Agency that has discretionary approval power over the project. Approvals required for the project from responsible agencies are shown on Table 2-1. Additional responsible agencies and further required approvals may be identified in response to this draft EIR.

TABLE 2-1
REQUIRED APPROVALS

Responsible Agency	Approvals/Entitlements
California Community Colleges Board of Governors	Approve project funding applications
City of Fresno	Approve sewer & water connections, street access, and fire access
California Division of State Architect	Approve construction plans

State Center Community College District

Sources

Brinkley, Douglas R., Vice Chancellor, Finance and Administration, State Center Community College District. Personal communications with Michael Paoli

Speece, Brian R., Associate Vice Chancellor, Business and Operations, State Center Community College District. Personal communications with Michael Paoli

Division of State Architect. California's State Historical Building Safety Board. (http://www.dsa.dgs.ca.gov/StateHistoricalBuildingSafetyBoard/default.htm). (accessed 11/06/2006)

Division of State Architect. Welcome to the Division of State Architect (DSA). (http://www.dsa.dgs.ca.gov/default.htm). (Accessed 11/06/2006)

ELS Architecture and Urban Design (project architect). Personal communications with Michael Paoli

National Park Service, Department of the Interior. T*he Secretary of Interior's Standards for the Treatment of Historic Properties.* (Accessed 11/06/2006) (http://www.cr.nps.gov/hps/tps/standguide/overview/using_standguide.htm).

Chapter 3

Historical Resources

Setting

Old Administration Building Historical Significance

The Old Administration Building at Fresno City College was entered in the National Register of Historic Places effective May 1, 1974. The following description of the building and its historic significance was adapted from the original National Register of Historic Places nomination by Ephraim K. Smith:[1]

Description

The Fresno City College Old Administration Building, located on the west side of the college campus, is built of solid brick with tapestry face brick. The roof covering is mission clay tile. Among its decorative features are handmade hard-burned bricks, classic ornamentation at the main and secondary entrances, classic brick arches and stone balconies overlooking central courtyards, and lavish Moorish geometric details in brick on the east and west walls of the auditorium and above the arches of the covered walks around the perimeter of the courts.

In a statement prepared by the State Architect, George McDougall, in 1916, he noted that the sunny California climate was largely responsible for the remarkable open air features of the building's courtyards. He had decided, "to use brick and stone in warm shades and of a style reminiscent of the Renaissance architectures built with these materials in Northern Italy and Spain." While modern requirements had necessitated "a free translation of these styles," he had nevertheless introduced themes "recalling Spanish woodturning and Lombard brickwork." McDougall concluded that "we think the building of the Fresno Normal School is a distinct step in the advancement of school architecture in this state."

Historical significance

The Old Administration building is the only surviving complex remaining from the Fresno State Normal School, the first institution of higher education for the training of teachers in the San Joaquin Valley. Construction began in 1915 and was completed in 1916; it was the first permanent building on the campus. The building originally contained administrative offices, classrooms and a library on the second floor.

[1] The National Register of Historic Places Inventory-Nomination Form for the OAB is presented in Appendix 3-1.

> The Normal School developed into Fresno State Teacher's College in 1921, into Fresno State College in 1935, and into Fresno City College in 1956 when Fresno State College (now California State University, Fresno) moved to a new campus several miles to the north. (Smith)

A timeline summarizing the history of the Fresno City College campus and the OAB is presented in Table 3-1. Figures 3-1 through 3-8 provide a glimpse of the building's history.

TABLE 3-1
FRESNO CITY COLLEGE AND OLD ADMINISTRATION BUILDING TIMELINE

Year	Event
1907	Fresno Junior College established at former Fresno High School campus on "O" Street
1911	Fresno State Normal School established. Classes held at old Fresno High campus on "O" Street
1913	Fresno State Normal School (FSNS) moves into temporary buildings at current FCC campus site
1915	OAB construction begins
1916	OAB construction completed. First permanent structure on FSNS campus
1921	Fresno Junior College moves to FSNS campus and operates in conjunction with FSNS
1921	FSNS developed into Fresno State Teacher's College
1935	Fresno State Teacher's College developed into Fresno State College
1948	Fresno Junior College moves back to "O" Street campus
1956	Fresno State College moves to existing Shaw Avenue campus
1956	Fresno Junior College moves to existing FCC campus
1958	Fresno Junior College renamed Fresno City College
1974	OAB entered in National Register of Historic Places
1976	OAB use discontinued because the building did not meet Field Act (seismic) standards
2002	Measure E passed by SCCCD voters with funds for OAB renovation

Old Administration Building National Register of Historic Places Inventory – Nomination Form; History of Fresno City College (http://www.fresnocity college.edu/history/); Paoli & Odell, Inc.

Old Administration Building Historical Setting

The on- and off-campus physical setting for the OAB has changed substantially since the building opened in 1916. With the exceptions of the OAB, the library[2], and the student center, which was constructed in the 1940s, all of the original campus buildings have been removed.

Newer classroom/office buildings have been constructed in previously spacious lawn areas south and east of the OAB. The buildings were constructed close to the OAB in anticipation that the building would be removed.

The campus area north of the OAB, extending to Weldon Avenue, previously accommodated a gym, swimming pool, and tennis courts (see Figures 3-2 and 3-6). These

[2] The Fresno City College Library, which was constructed in 1931, is on the Local Register of Historic Resources.

Laval/Madden Library/CSUF

Laval/Madden Library/CSUF

Figure 3-1: OAB Construction and Opening, 1915-1916

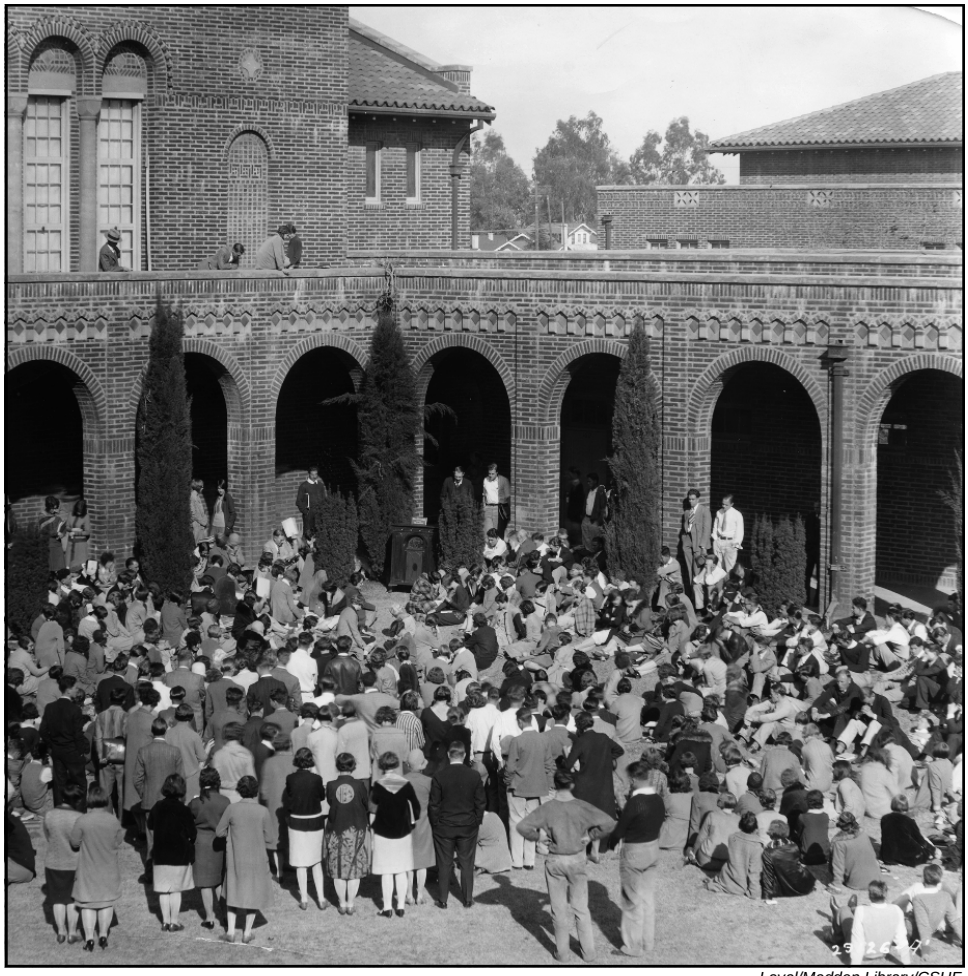
Madden Library/CSUF

The OAB on the Fresno Teachers College campus near Fresno's northern limits (before 1935).

Madden Library/CSUF

A 1942 photo showing the OAB and West Lawn in the foreground and Radcliffe Stadium in the background.

Figure 3-2: Historical Aerial Overviews



Laval/Madden Library/CSUF

Listening to President Herbert Hoover's Inaugural Address, March 4, 1929

Education

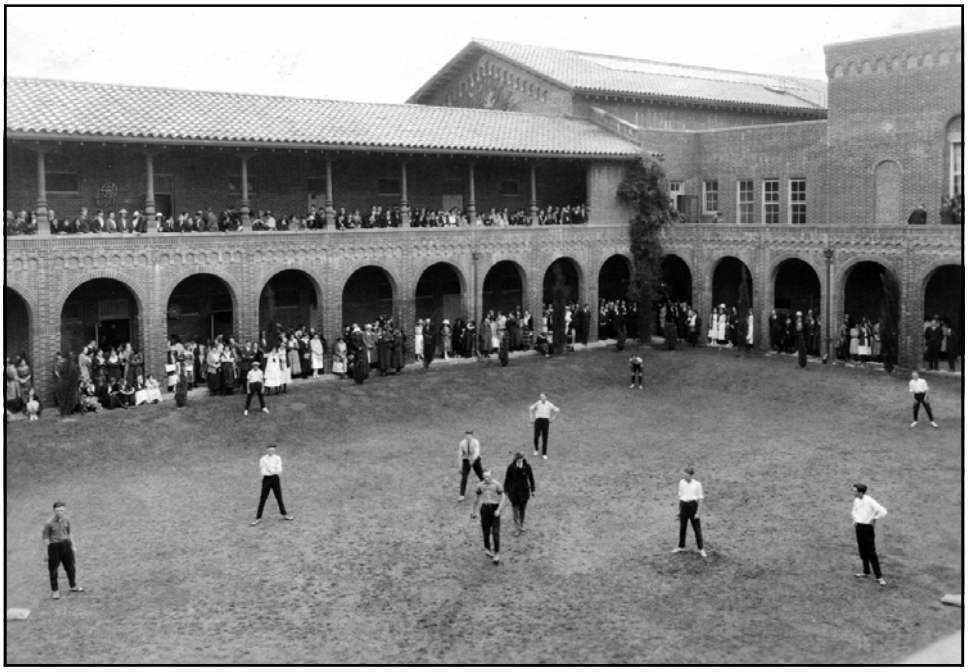
(From President Hoover's Inaugural Address)

Although education is primarily a responsibility of the States and local communities, and rightly so, yet the Nation as a whole is vitally concerned in its development everywhere to the highest standards and to complete universality. Self-government can succeed only through an instructed electorate. Our objective is not simply to overcome illiteracy. The Nation has marched far beyond that. The more complex the problems of the Nation become, the greater is the need for more and more advanced instruction. Moreover, as our numbers increase and as our life expands with science and invention, we must discover more and more leaders for every walk of life. We can not hope to succeed in directing this increasingly complex civilization unless we can draw all the talent of leadership from the whole people. One civilization after another has been wrecked upon the attempt to secure sufficient leadership from a single group or class. If we would prevent the growth of class distinctions and would constantly refresh our leadership with the ideals of our people, we must draw constantly from the general mass. The full opportunity for every boy and girl to rise through the selective processes of education can alone secure to us this leadership.

Figure 3-3: OAB Courtyard 1

Courtyard fountain and the three graces. The fountain will be restored as part of the OAB renovation project

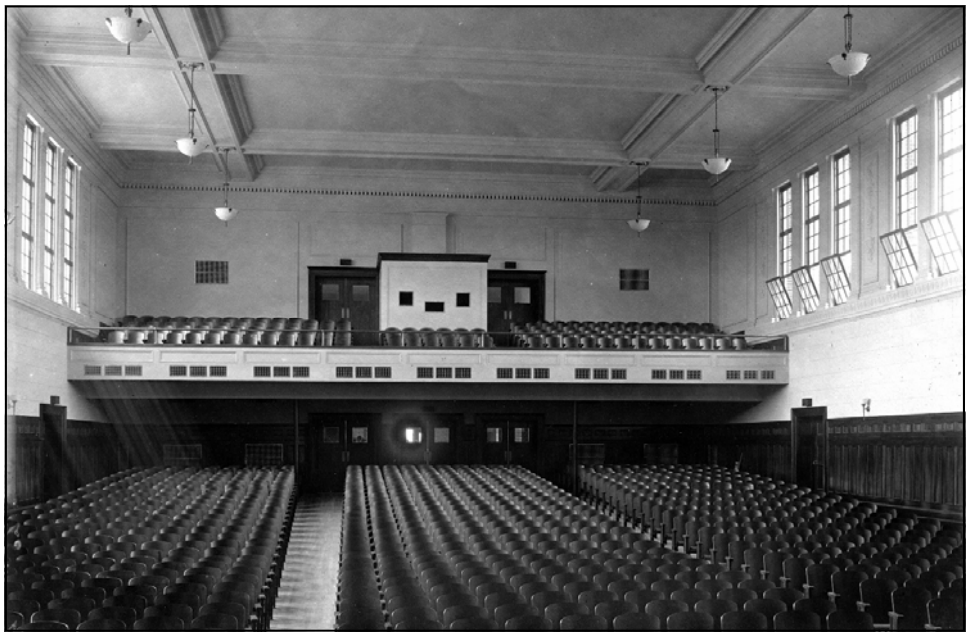
Laval/Madden Library/CSUF



Softball in the courtyard

Laval/Madden Library/CSUF

Figure 3-4: OAB Courtyard 2

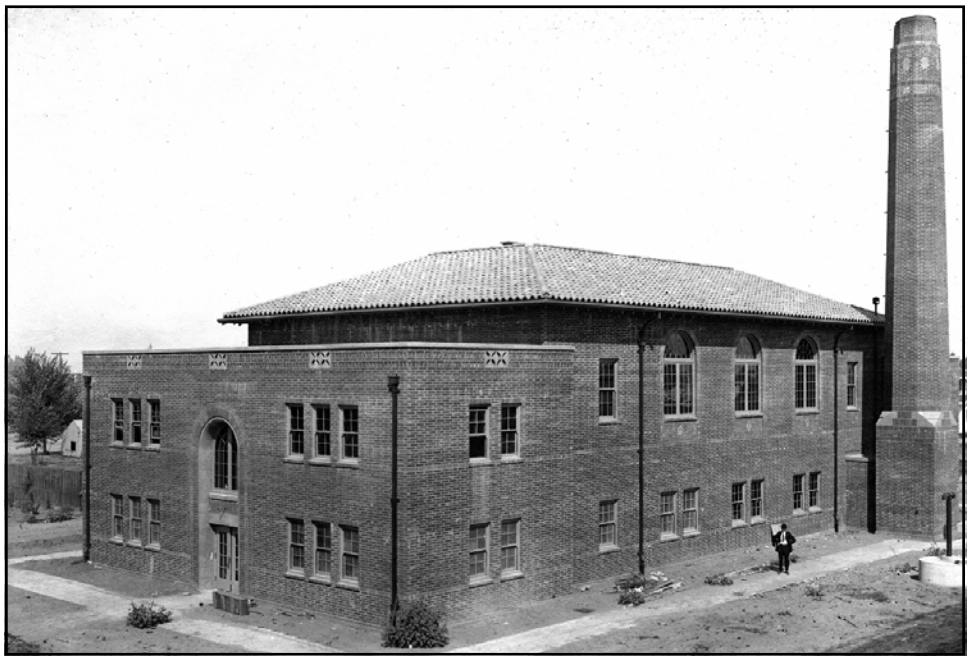


Laval/Madden Library/CSUF

Fresno State College Orchestra, Messiah Performance

Laval/Madden Library/CSUF

Figure 3-5: Auditorium



Laval/Madden Library/CSUF

Campus gym, located behind (north of) the OAB (see Figure 3-2). The boiler (heating) for the OAB was located in the gym.

Laval/Madden Library/CSUF

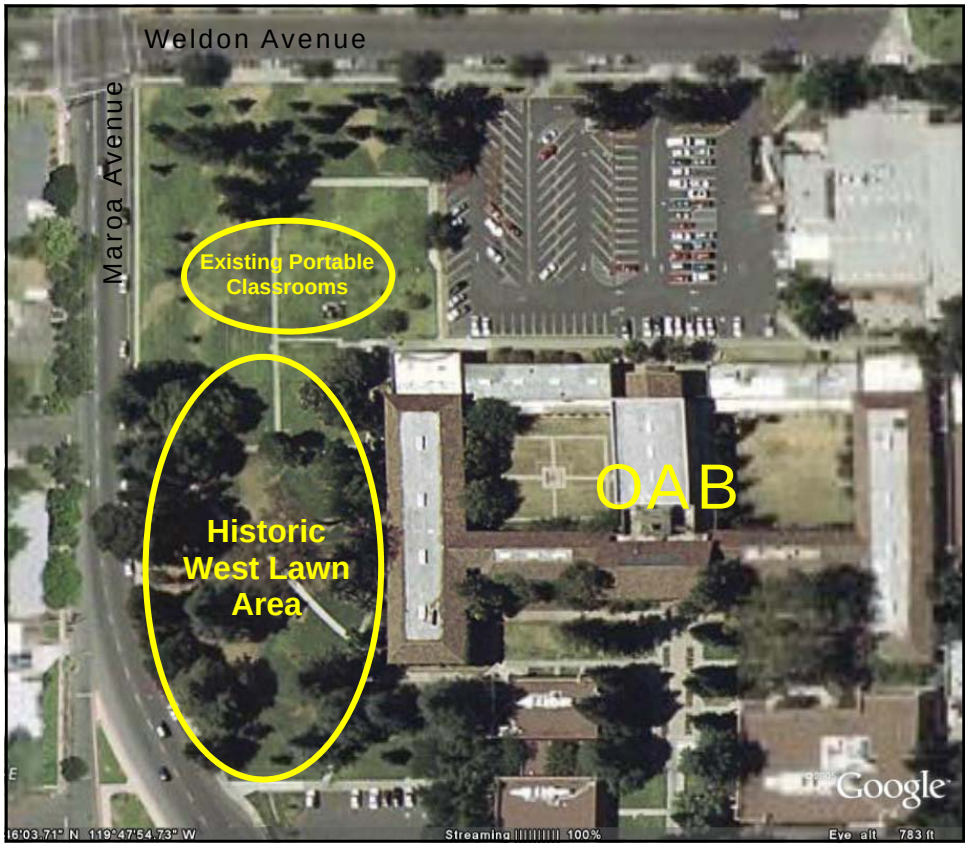
Campus swimming pool, located behind (north of) the OAB (see Figure 3-2).

Figure 3-6: Gym and Pool

Madden Library, CSUF; Paoli & Odell, Inc.

Madden Library, CSUF; Paoli & Odell, Inc.

Figure 3-7: Historic West Lawn Area



Google; Paoli & Odell, Inc.

Paoli & Odell, Inc.

Paoli & Odell, Inc.

Figure 3-8: West Lawn and Vicinity Today

facilities have been replaced by Parking Lots K and L and the campus cafeteria (see Figure 2-2).

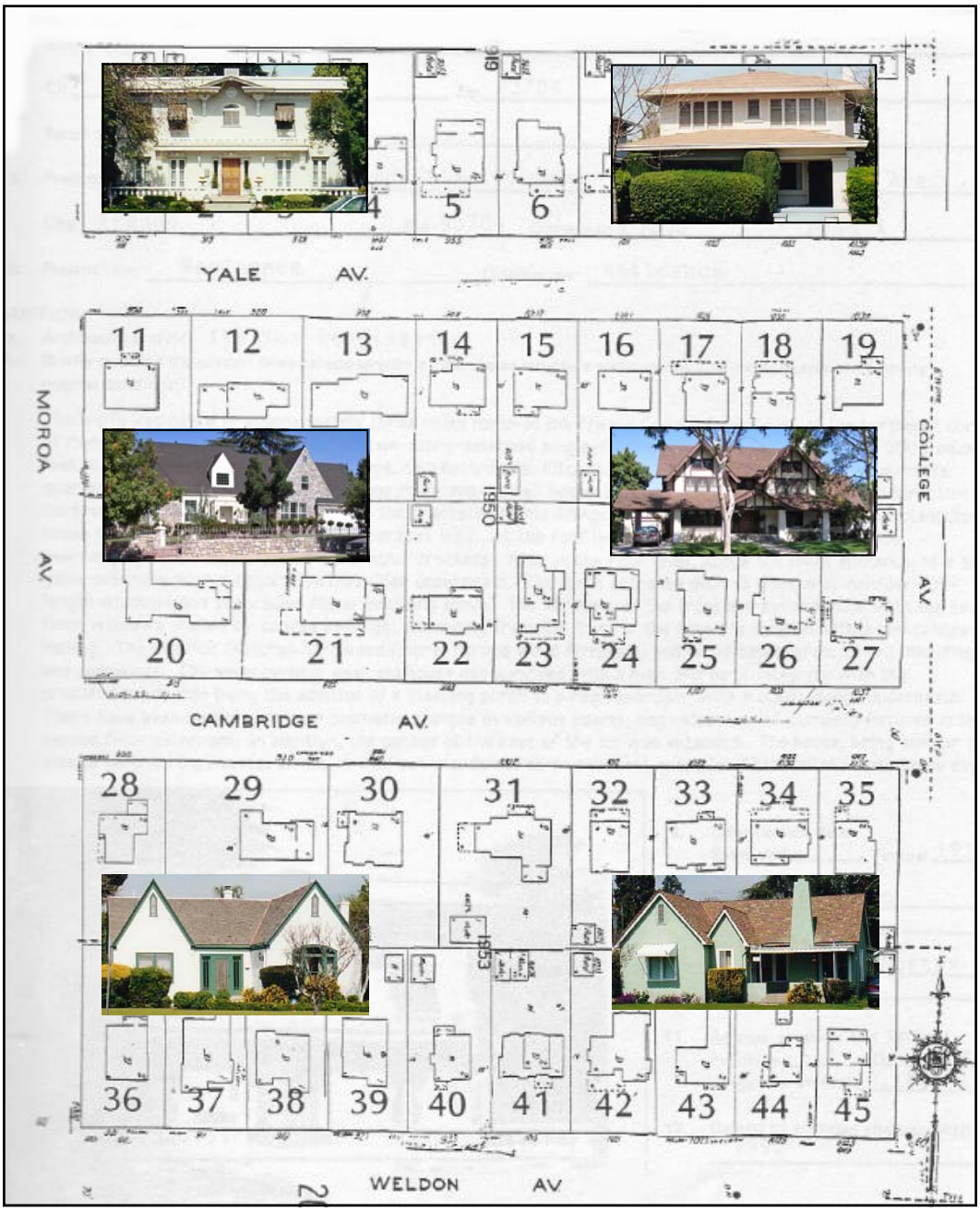
The West Lawn is the only substantially unchanged area near the OAB. (The West Lawn is defined generally as the area between the OAB and Van Ness/Maroa Avenues (see Figures 2-2, 3-7, and 3-8). The West Lawn today closely resembles the area as it appears in historical photographs (see Figures 3-7 and 3-8).

The area north of the West Lawn extending to Weldon Avenue has seen several uses. Photographs show dirt basketball courts and, possibly, athletic fields within this area (see Figures 3-2 and 3-7). During at least three periods, the 1970s, the 1980s, and today, portable classrooms have been placed within the area. In the near future, the District plans to remove the portable classrooms and use this area for OAB construction staging (see Chapter 2).

Off-Campus Historical Setting

Residential neighborhoods bound the northwest corner of the FCC campus, where the OAB is located. The Porter Tract lies directly north of the OAB and Weldon Avenue (see Figure 3-9). Like the OAB, the Porter Tract is a significant historic resource. As described in *A Guide to Historic Architecture in Fresno, California*:

> The Porter Tract was designated a Local Historic District by the Fresno City Council in April 2001. It was the city's first official historic district. The district's boundaries are Weldon Avenue on the south; Maroa Avenue on the west; the rear property line of Yale Avenue on the north, and College Avenue on the east.
>
> The original development of the Porter Tract began circa 1914-1915 within a portion of the College Addition. The College Addition had been carved out of the Poppy Colony and platted in November 1912. The development and ultimate construction of the Fresno Normal School campus in 1915 (today known as Fresno City College) to the south, and later the Fresno High School campus (1920-1922) to the west, contributed greatly to the residential growth of the Porter Tract.
>
> The Porter Tract contains a diverse yet consistent collection of architectural styles. Several design traditions are represented in the area: Prairie and variations on the Prairie Box, Spanish Revival, Neoclassical, Colonial Revival, Tudor Revival, Italian Renaissance, and Craftsman.
>
> The bulk of the housing in the Porter Tract was developed by contractor John G. Porter (1876-1970). Porter set up strict architectural controls that required all homes in the tract to be two-story. He also appears to have exercised considerable control over the architectural design of the homes he built in the tract. Several oral histories suggest that Porter may have designed many of the homes himself, but no information has been found to indicate whether Porter



http://historicfresno.org/district/porter/index.htm; Paoli & Odell, Inc.

Figure 3-9: Historic Porter Tract

had formal architectural training. It is known that he worked as a carpenter for several years before developing the neighborhood. Other oral histories suggest that Porter may have used the services of one or more architects to design the earlier homes in the tract.

Most of the homes in the neighborhoods west and northwest of the OAB were built in the 1920s and 1930s. These neighborhoods are not within a Local Historic District.

Significance Criteria

Based upon Appendix G of the State CEQA Guidelines, a project may be determined to have a significant effect on the environment if it would cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.

Significant Impacts and Mitigation Measures

The project could have several potentially significant impacts on the Porter Tract. These impacts and the mitigation measures that have been identified to avoid them or reduce them to less than significance are addressed in the following chapters: Chapter 4 – Aesthetics; Chapter 6 – Parking; Chapter 7 – Air Quality; and Chapter 8 – Noise.

Impacts Not Found to be Significant

Impact 3.1: Proposed renovation activities will result in a substantial positive change in a historical resource.

Proposed OAB renovation activities are described in Chapter 2. The physical alterations encompassed by these activities are necessary to ensure the OAB will comply with applicable building code requirements and, therefore, be structurally safe, energy efficient, and universally accessible. Moreover, these activities are necessary to facilitate the usefulness of the building for its historical and proposed classroom, office, administrative, and related uses. Most of the alterations, including the required seismic retrofitting, will occur inside the building.

The visual character, or quality, of the OAB will be improved by the proposed renovation activities. The building will be cleaned; cracks patched; and windows, doors, and damaged architectural features repaired (or replaced, if necessary). The chain-link and barbwire fence surrounding the building will be removed and the landscaped areas adjoining the building will be rehabilitated. The renovated exterior will appear as it did in 1916, when the building opened.

The District has incorporated into the project the preservation, rehabilitation, restoration, and reconstruction guidelines from the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and*

Reconstructing Historic Buildings to the extent they are applicable to the project, consistent with the project's objectives, and conform to the California Building Code.

State CEQA Guidelines Section 15064.5(b)(3) provides:

> Generally, a project that follows the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.

Mitigation Measures

No mitigation measures are required. The project description incorporates the *Secretary of Interior's Standards*. Therefore, it is not necessary to incorporate them in the project through a mitigation measure.

Level of Significance

This impact will be less than significant.

Impact 3.2: Proposed renovation activities will be consistent with the 2025 Fresno General Plan Historic Resource Objectives and Polices.

The *2025 Fresno General Plan* Historic Resource objectives and policies applicable to the proposed project and the project's consistency with each are described in Table 3-2.

TABLE 3-2
APPLICABLE 2025 FRESNO GENERAL PLAN HISTORTIC RESOURCE OBJECTIVES AND POLICIES

Row	Objective and Policies	Project Consistency
1	G-11. Objective: Safeguard Fresno's heritage by preserving resources which reflect important cultural, social economic, and architectural features so that community residents will have a foundation upon which to measure and direct physical change.	The project is consistent with this objective. It will renovate and return to its original uses a building listed on the National Register of Historic Places.
2	G-11-c. Policy: Implement and broaden the resource conservation program as set forth by the Preservation of Historic Structures Ordinance.	See Rows 3 - 7.
3	• Perpetuate, protect, enhance, and revitalize historic resources.	For the reason stated in Row 1, the project is consistent with this policy.
4	• Encourage adaptive current uses of historic resources, while preserving their unique features.	For the reason stated in Row 1, the project is consistent with this policy.
5	• Zoning, building, fire, health, housing, landscape/xeriscape, and other related codes shall be liberally construed, and amended if necessary, to provide for a more supportive regulatory structure	The project does not conflict with this policy. As described in Chapter 1, The OAB renovation must comply with the California Building Code, as administered by the Division of the State Architect

TABLE 3-2
APPLICABLE 2025 FRESNO GENERAL PLAN HISTORTIC RESOURCE OBJECTIVES AND POLICIES

Row	Objective and Policies	Project Consistency
	to assist in historic preservation objectives, while maintaining the essential level of protection for health and safety.	(DSA). DSA acts as California's policy leader for building design and construction, and provides design and construction oversight for K-12 schools and community colleges. The OAB is also subject to the California State Historical Building Code (SHBC). The SHBC provides regulations and standards for the renovation of historically significant structures such as the OAB. The District has not identified any circumstances under which the project would conflict with City codes.
6	• Encourage the use of, and educate city staff on the use of, the State Historic Building Code. This code shall be used to guide plan checking and inspections of structures that have been recognized by the Historic Preservation Commission as qualified under the Historic Building Code.	For the reason stated in Row 5, the project does not conflict with this policy.
7	• Before any non-emergency removal of historic trees or landscape elements, the City Historic Preservation Commission shall be given an opportunity to review the proposed action and make a recommendation as to potential alternative actions.	The project does not conflict with this policy. No historic trees or landscape elements will be removed because of the project.

2025 Fresno General Plan; Paoli & Odell, Inc.

Based on the information in Table 3-2, the project is consistent with the Historic Resources objectives and polices of the *2025 Fresno General Plan.*

Mitigation Measures

No mitigation measures are required.

Level of Significance

This impact will be less than significant.

No Impact

No project improvements are proposed within the West Lawn area. The project, therefore, will not change the historical character of this area.

Sources

A Guide to Historic Architecture in Fresno, California (http://historicfresno.org/district/porter/index.htm) (accessed 9/6/2006)

City of Fresno. *2025 Fresno General Plan*

Smith, Ephraim K. (undated). Fresno City College Old Administration Building (1916) (http://historicfresno.org/nrhp/fccadmin.htm) (accessed 11/14/2006)

Hoover, Herbert (1929, March 4). Inaugural Address. http://bartleby.com/124/pres48.html (accessed 1/12/07)

Chapter 4

Aesthetics

Setting

The historically significant visual quality and character of the OAB are documented in Chapter 3. This documentation includes the fact that the building is listed on the National Register of Historic Places.

The uses near the OAB are described in Chapters 2 and 3. In general, the on- and off-campus areas near the OAB are well maintained and visually attractive. The one exception to this conclusion is the area north of the OAB, along the west side of the cafeteria. The most significant visual features in this area are a trash compactor, which is surrounded by a slatted chain link fence, loading docks, and trash bins. The utilitarian appearance of this area is not in character with nearby campus areas or the Porter Tract.

Parking Lots K and L are also utilitarian in appearance. Except along Weldon Avenue, the lots are devoid of landscaping.

Existing lighting in the OAB vicinity includes task and security lighting associated with the existing FCC buildings, parking lot lighting, and street lighting along Weldon and Maroa Avenues.

Significance Criteria

Based upon Appendix G of the State CEQA Guidelines, a project may be determined to have a significant effect on the environment if it would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcropping, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Significant Impacts and Mitigation Measures

Impact 4.1: The presence of the construction staging area will temporarily degrade the visual character of the OAB environs.

The construction staging area is described in Chapter 2. This facility will be northwest of the OAB where portable classrooms are currently located and will be needed for approximately six years. It will be surrounded by a chain link fence draped with a heavy plastic cover for visual screening. The staging area will be visible from on-campus locations, the Porter Tract, Maroa Avenue, and residences west of Maroa Avenue. Existing trees along the south side of Weldon Avenue will provide some visual screening for the Porter Tract.

The construction staging area will be utilitarian in appearance. Although aesthetics is a subjective consideration, it is reasonable to assume that nearby residents will consider the existing visual character of the site substantially degraded by the presence of the staging area.

Mitigation Measures:

4.1(a) The proposed staging area fence shall be at least six feet in height and shall be maintained in good condition.

4.1(b) The construction site shall be kept clean and free from rubbish and debris. Rubbish and debris shall be removed the day it appears.

4.1(c) The public roads and private properties near the OAB shall be kept free from construction-related rubbish and debris. Rubbish and debris shall be removed the day it appears.

4.1(d) Construction equipment and supplies shall be stored within the OAB or the construction staging area.

4.1(e) Portable restrooms shall not be located outside the OAB or the construction staging area.

4.1(f) Construction materials and equipment shall be removed from the site as soon as they are no longer necessary.

4.1(g) Construction materials and equipment shall not be stored on public streets.

4.1(h) Excess excavated material shall be removed from the site immediately.

4.1(i) Any graffiti on the construction staging area wall or elsewhere on the construction site shall be removed the day it appears.

4.1(j) Upon completion of construction, the staging area shall be returned to landscaped open space and maintained as landscaped open space.

Level of Significance

This impact will be less than significant with the incorporation of the mitigation measures.

Impact 4.2: Operation of the OAB and related facilities will create new sources of light in the area.

New sources of light from the project will be limited to task and security lighting provided for the OAB and security lighting for the central plant. These light sources should be expected in a community college campus environment. They should not affect day or nighttime views in the area. This conclusion assumes that the following mitigation measures are incorporated in the project.

Mitigation Measures

4.2(a) Any new parking lot lighting shall employ full cut-off type fixtures. A full cut-off type fixture is a luminaire or light fixture that, by design of the housing, does not allow any light dispersion or direct glare to shine above a 90 degree horizontal plane from the base of the fixture. Full cut-off type fixtures must be installed in a horizontal position as designed.

4.2(b) All external signs and lighting shall be lit from the top and shine downward except where uplighting is required for safety or security purposes. The lighting shall be shielded to prevent direct glare and/or light trespass. The lighting shall also be, as much as physically possible, contained to the target area.

4.2(c) Exterior building lighting shall be full cut-off or a shielded type designed to minimize any upward distribution of light.

4.2(d) Non-essential lighting shall be turned off by 10:00 p.m.

Level of Significance

This impact will be less than significant with the incorporation of the mitigation measures.

Impact 4.3: Modifications to Parking Lots K and L will improve the existing visual character of the OAB environs.

Modifications to Parking Lots K and L, which are recommended in Mitigation Measure 6.1(g) in Chapter 6, would improve the visual character of parking lots. In addition to making access and parking within the lots more efficient, the modifications would include landscaping within the parking lots and providing new light fixtures that would reduce glare and spill-over lighting.

Mitigation Measures

See Mitigation Measure 4.2(a) and Chapter 6, Mitigation Measure 6.1(g).

Level of Significance

This impact will be less than significant with the incorporation of the mitigation measures.

Impacts Not Found to be Significant

Impact 4.4: Construction of the central plant and relocation of the trash compactor will improve the visual character of the OAB environs.

Facilities that will be constructed, modified, or relocated because of the OAB project but will be located outside the building include the central plant and a trash compactor. As described in Chapter 2, these facilities will be placed north of the OAB, along the west side of the cafeteria (see Figures 2-2 and 2-3).

Construction of the central plant and relocation of the trash compactor would improve the visual character of the area in which they will be located. This conclusion is based upon the following considerations: First, the structure enclosing the central plant has been designed in a manner that is architecturally compatible with the adjoining cafeteria. It will have stucco walls with wood trim and landscaping on the walls (see Figure 2-3). Second, the central plant wall will extend east of the plant to provide visual screening for the existing switch gear. This gear is currently screened by the same unsightly slatted chain link fence that surrounds the existing trash compactor. Third, the central plant structure will provide visual screening for the new trash compactor, which will adjoin the south wall of the central plant.

Mitigation Measures

No mitigation measures are required. The project includes the central plant design measures described in this chapter and Chapter 2.

Level of Significance

This impact will be less than significant.

No Impact

No project improvements are proposed within the West Lawn area. The project, therefore, will not change the visual character of this area.

Sources

Brinkley, Douglas R., Vice Chancellor, Finance and Administration, State Center Community College District. Personal communications with Michael Paoli

Speece, Brian R., Associate Vice Chancellor, Business and Operations, State Center Community College District. Personal communications with Michael Paoli

ELS Architecture and Urban Design (project architect). Personal communications with Michael Paoli

Chapter 5

Traffic

Introduction

This chapter evaluates traffic and transportation impacts that would result from the OAB project and identifies mitigation measures for those impacts. The evaluation is primarily based upon the following study, which was prepared for this EIR by Peters Engineering Group: *Traffic Impact Study, Old Administration Building Renovation, Fresno City College, Fresno, California* September 6, 2006.

(Transportation- and parking-related impacts are addressed in Chapter 6.)

Setting

Study Area and Time Period

The traffic study intersections and road segments addressed in this EIR were determined based on the anticipated project traffic distribution and the proximity of the intersections to the site. This chapter includes an analysis of the following intersections:

- Maroa Avenue / Weldon Avenue
- College Avenue / Weldon Avenue
- Blackstone Avenue / Weldon Avenue
- Van Ness Avenue / Site Access
- Blackstone Avenue / University Avenue
- Van Ness Avenue / McKinley Avenue
- Site Access / McKinley Avenue
- San Pablo Avenue / McKinley Avenue
- Blackstone Avenue / McKinley Avenue

In addition, the volumes of project traffic expected at the McKinley Avenue / State Route (SR) 41 interchange and the Van Ness Avenue/ Fulton Street / SR 180 freeway interchange are estimated:

The study time periods include the weekday a.m. and p.m. peak hours determined between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The peak hours are analyzed for the following conditions as required by the City of Fresno:

- Existing Conditions;
- Existing-Plus-Project Conditions;
- Near-Term Conditions With Project;
- Cumulative Conditions Without Project (Year 2025); and
- Cumulative Conditions With Project.

Pending Projects

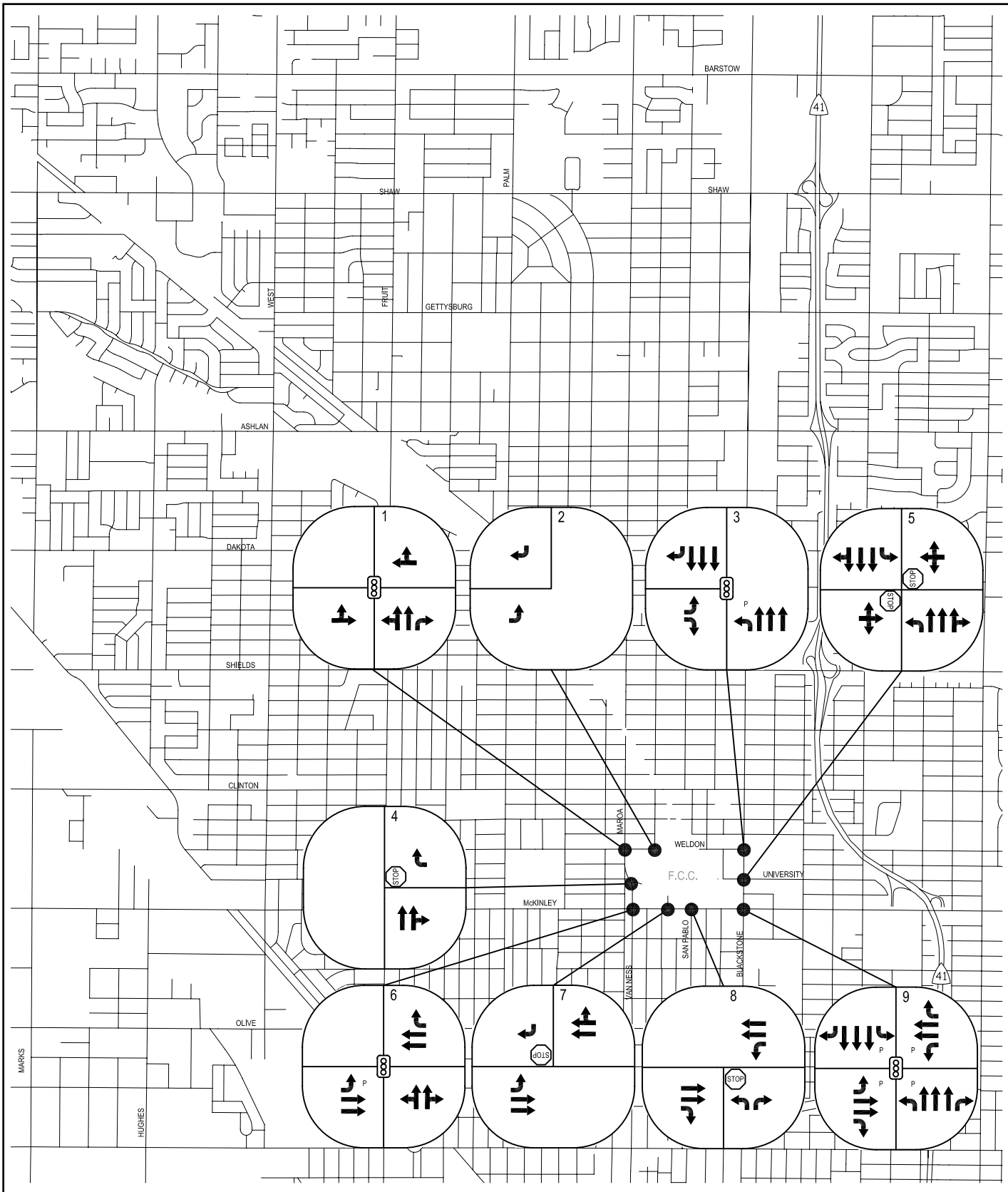
The near-term analyses consider the cumulative effects of traffic expected to be generated by pending projects near the project site. A review of available information and discussions with City of Fresno staff revealed no pending projects that should be included in the analyses. As such, the near-term conditions analyses are essentially identical to the existing-plus-project analyses and will not be considered separately in this chapter.

Lane Configurations and Traffic Control

Existing lane configurations and intersection controls are presented in Figure 5-1. For purposes of analysis (with the exception of the intersection of Blackstone and McKinley Avenues), it is assumed that the existing lane configurations will be maintained through the year 2025 unless impacts requiring mitigations are identified.

The widening of the intersection of Blackstone and McKinley Avenues to provide two left-turn lanes on each approach is included at 100-percent funding in the City of Fresno Traffic Signal Mitigation Impact (TSMI) fee. Therefore, the cumulative year 2025 analyses include the assumption that each approach to the intersection will have two left-turn lanes.

Appendix 2 of *The City of Fresno Draft Master Environmental Impact Report for the 2025 Fresno General Plan* indicates that McKinley Avenue, between Fruit Avenue and First Street, which is currently a four-lane arterial, will require an ultimate mitigation of six lanes. The streets at the remaining study intersections are not identified as requiring additional lanes. This is mentioned for informational purposes only; the cumulative year 2025 analyses do not include an assumption that McKinley Avenue will be widened to six lanes by the year 2025.



EXISTING LANE CONFIGURATIONS
Old Administration Building Renovation
Fresno, California

LEGEND

- SIGNALIZED INTERSECTION
- STOP — STOP SIGN
- DIRECTION OF TRAVEL
- P — PROTECTED LEFT-TURN PHASE

Not to Scale

Figure 5-1

Significance Criteria

Based upon Appendix G of the State CEQA Guidelines, a project may be determined to have a significant effect on the environment if it would:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.

Traffic Study

Trip Generation

Data provided in the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition, (Code 540, Community College) were used to estimate the number of trips anticipated to be generated by the project based on the additional student enrollment of 2,300 students made feasible by the proposed project. Table 5-1 presents the trip generation information.

Pass-by and captured-trip reductions were not applied. The project traffic volumes were distributed to the adjacent road network using engineering judgment and considering the distribution of existing traffic (which includes existing college traffic). The anticipated project traffic volumes at the study intersections are presented in Figure 5-2.

Project Traffic on State Facilities

The volume of project traffic expected at nearby freeway interchanges is presented in Table 5-2.

TABLE 5-1
PROJECT TRIP GENERATION

Land Use	ITE Code	Units	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volumes	
			Rate Split	Enter	Exit	Rate Split	Enter	Exit	Rate	Total
Community College	540	2,300 students	0.12 82/18	226	50	0.12 64/36	177	99	1.2	2,760

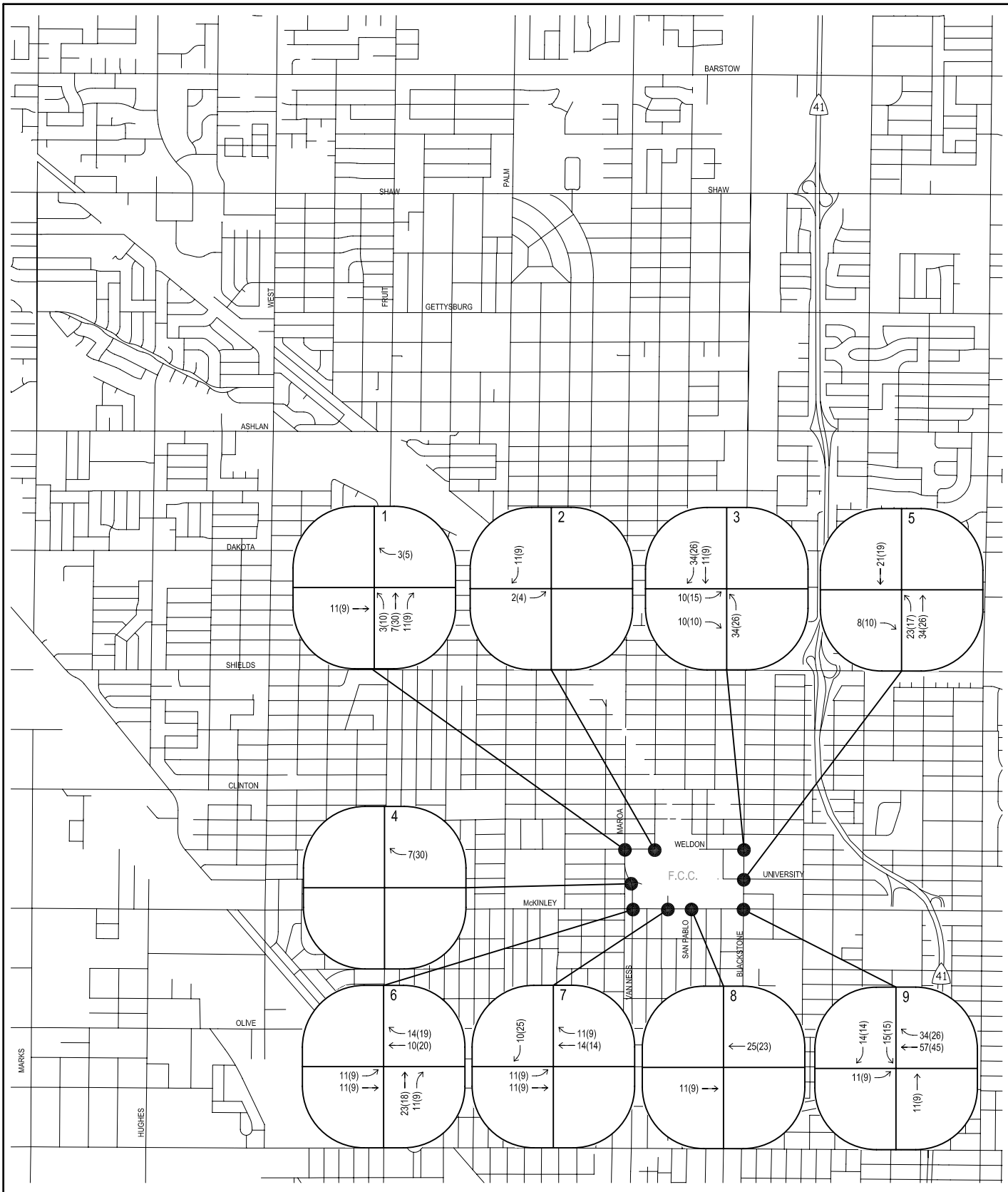
Trip Generation, 7th Edition, Institute of Transportation Engineers 2003; Peters Engineering Group

Rates are reported in trips per student. Splits are reported as Entering/Exiting as a percentage of the total.

TABLE 5-2
YEAR 2025 PROJECT TRAFFIC AT FREEWAY INTERCHANGES

Interchange and Movement	A.M. Peak Hour	P.M. Peak Hour
McKinley Avenue / SR 41		
Northbound off ramp	4	3
Northbound on ramp	5	5
Southbound off ramp	27	21
Southbound on ramp	2	2
Westbound through on McKinley	48	36
Eastbound through on McKinley	6	6
Van Ness Avenue/Fulton Street / SR 180		
Westbound off ramp	10	8
Westbound on ramp	1	3
Eastbound off ramp	3	3
Eastbound on ramp	1	1
Northbound through on Van Ness	3	3
Southbound through on Fulton	2	2

Peters Engineering Group



PROJECT TRAFFIC VOLUMES
Old Administration Building Renovation
Fresno, California

LEGEND

20-AM Peak Hour Volumes
(20)-PM Peak Hour Volumes

Not to Scale

Figure 5-2

Existing and Existing-Plus-Project Traffic Volumes

Existing traffic volumes were determined by performing manual counts at the study intersections between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. on Tuesdays, Wednesdays, or Thursdays.[1] The existing peak-hour volumes are presented in Figure 5-3. Existing-plus-project traffic volumes are presented in Figure 5-4.

Cumulative Year 2025 Traffic Volumes

The Council of Fresno County Governments (COG) maintains a travel model that is typically used to estimate cumulative (year 2025) traffic volumes. Cumulative traffic volumes without the project for the year 2025 were determined using the COG Increment Method, which is described in a document available from the COG entitled *"Model Steering Committee Recommended Procedures for Using Traffic Projections from the Fresno COG Travel Model dated December 2002."* In general, the Increment Method projects future traffic volumes by determining the growth projected by the model between the base year and the horizon year. This growth is then added to the existing traffic volumes. For cases in which the travel model projected little growth, a minimum growth rate of one percent per year was maintained. Traffic volumes on streets not included in the model were also assumed to increase at a rate of one percent per year.

Cumulative (year 2025) turning movements were determined based on the methods presented in Chapter 8 of the Transportation Research Board National Cooperative Highway Research Program Report 255 entitled *"Highway Traffic Data for Urbanized Area Project Planning and Design."* The cumulative-without-project traffic volumes (year 2025) are presented in Figure 5-6. The cumulative-with-project traffic volumes are presented in Figure 5-5.[1]

Site Circulation and Access

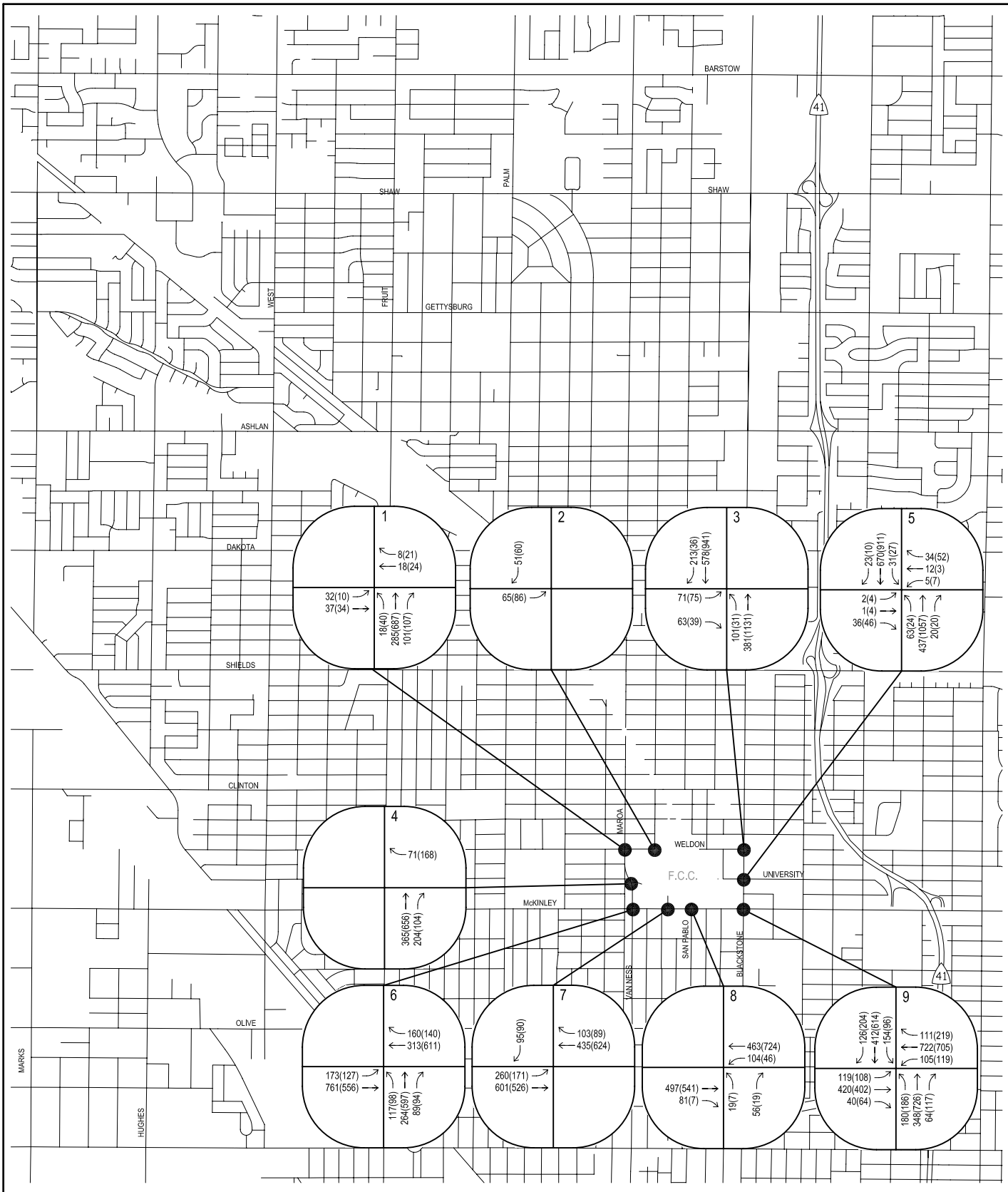
The traffic study assumes that no modifications will be made to FCC circulation facilities as part of the project. A majority of the existing access points are included in the intersection analyses presented in this report.

Intersection and Road Segment Analyses

The levels of service at the study intersections were determined using the computer program Synchro 6 (Build 614), which is based on the 2000 Highway Capacity Manual procedures for calculating levels of service. Levels of service (LOS) characteristics for both unsignalized and signalized intersections are presented in Tables 5-3 and 5-4.[1]

Peak-hour factors (PHF) for the existing-conditions and existing-plus-project conditions analyses were determined based on the existing traffic volumes. The 2000 Highway Capacity Manual suggests that a PHF of 0.92 in urban areas and 0.88 in rural areas may be used in the

[1] The data sheets, COG model data output, and intersection analysis sheets are available for public review from the District Administration, Office, Vice Chancellor, Finance and Administration, 1525 East Weldon Avenue, Fresno, CA 93704 (559/244-5910).



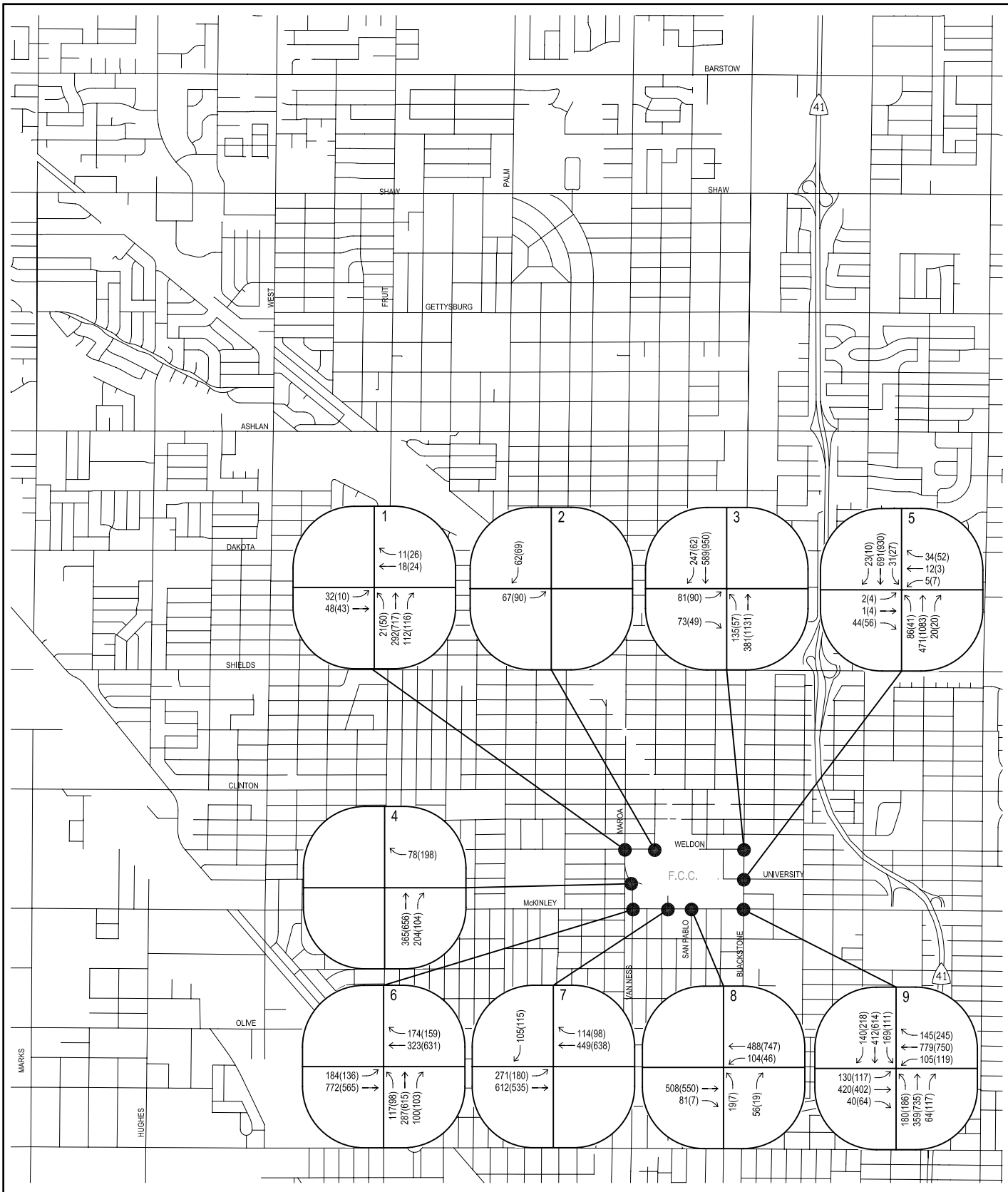
EXISTING TRAFFIC VOLUMES
Old Administration Building Renovation
Fresno, California

LEGEND

20-AM Peak Hour Volumes
(20)-PM Peak Hour Volumes

Not to Scale

Figure 5-3



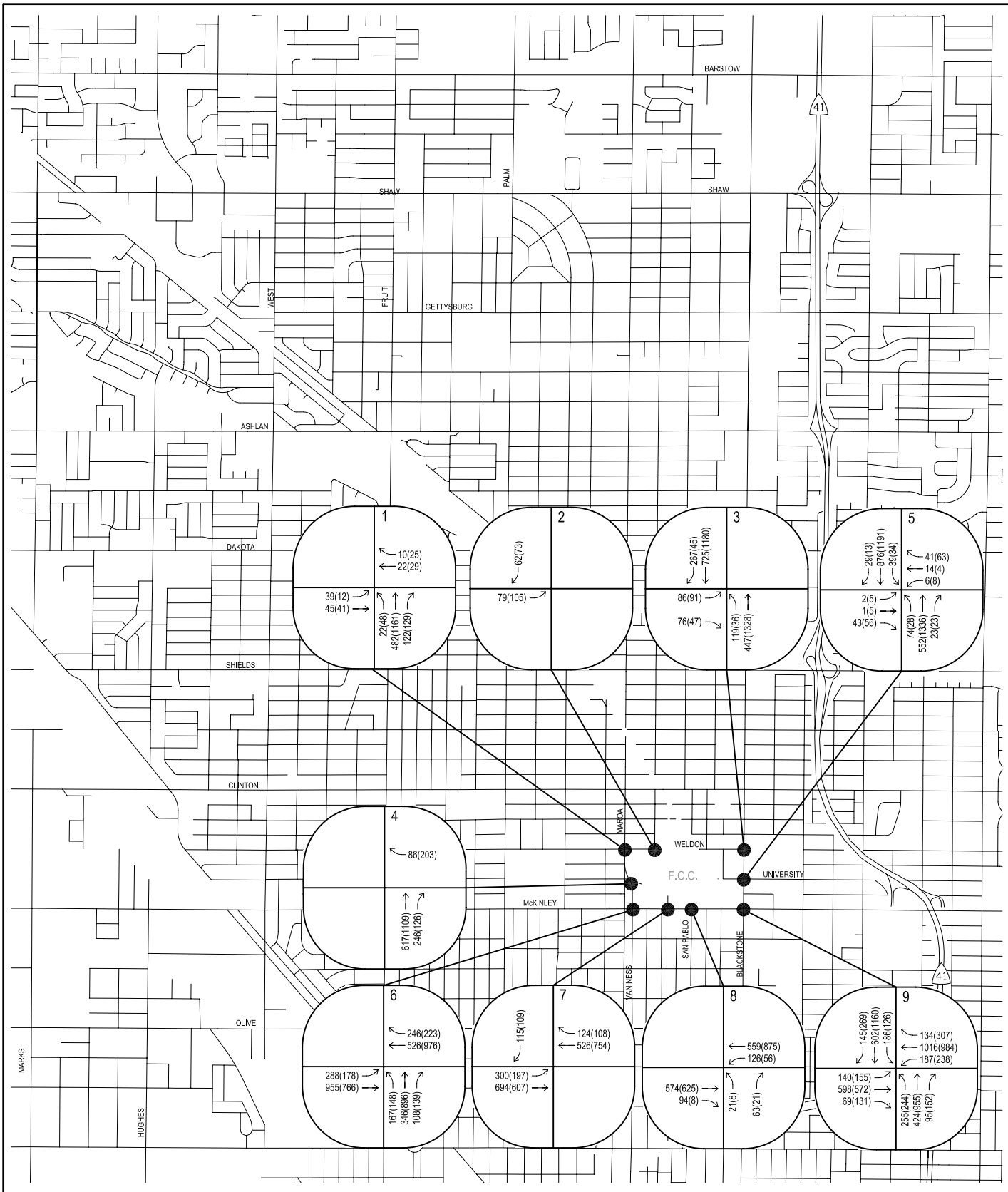
EXISTING PLUS PROJECT TRAFFIC VOLUMES
Old Administration Building Renovation
Fresno, California

LEGEND

20-AM Peak Hour Volumes
(20)-PM Peak Hour Volumes

Not to Scale

Figure 5-4



CUMULATIVE 2025 WITHOUT PROJECT TRAFFIC VOLUMES

Old Administration Building Renovation

Fresno, California

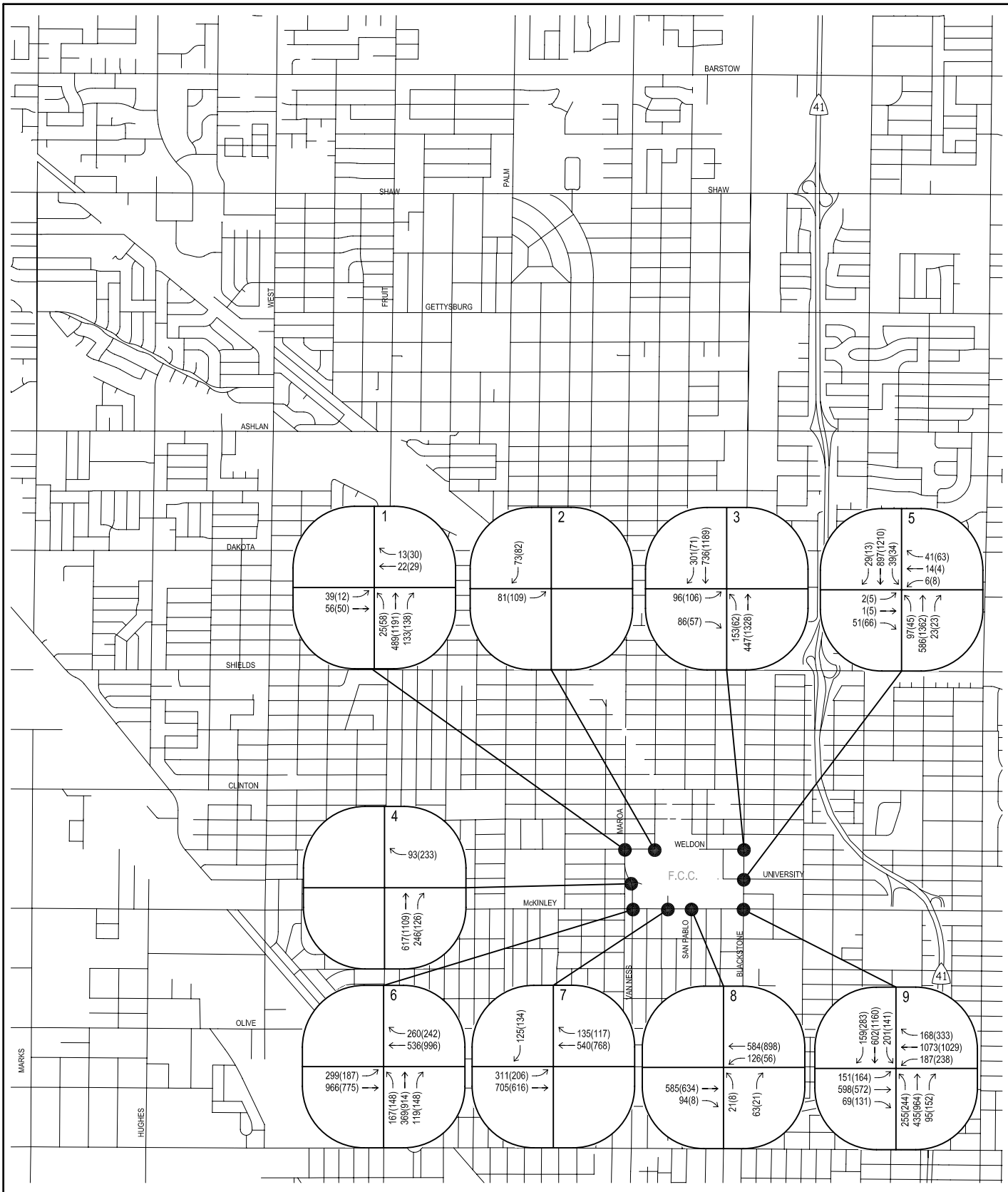
LEGEND

20-AM Peak Hour Volumes

(20)-PM Peak Hour Volumes

Not to Scale

Figure 5-5



CUMULATIVE 2025 WITH PROJECT TRAFFIC VOLUMES

Old Administration Building Renovation

Fresno, California

LEGEND

20-AM Peak Hour Volumes

(20)-PM Peak Hour Volumes

Not to Scale

Figure 5-6

TABLE 5-3
LEVEL OF SERVICE CHARACTERISTICS FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Description	Average Vehicle Delay (seconds)
A	Little or no delay.	0-10
B	Short traffic delays.	>10-15
C	Average traffic delays.	>15-25
D	Long traffic delays.	>25-35
E	Very long traffic delays.	>35-50
F	Stop-and-go conditions.	>50

Highway Capacity Manual, Transportation Research Board; Peters Engineering Group

TABLE 5-4
LEVEL OF SERVICE CHARACTERISTICS FOR SIGNALIZED INTERSECTIONS

Level of Service	Description	Average Vehicle Delay (seconds)
A	Uncongested operations; all queues clear in a single cycle.	≤10
B	Very light congestion; an occasional phase is fully utilized.	>10-20
C	Light congestion; occasional queues on approaches.	>20-35
D	Significant congestion on critical approaches, but intersection is functional. Cars required to wait through more than one cycle during short peaks. No long-standing queues formed.	>35-55
E	Severe congestion with some long-standing queues on critical approaches. Traffic queue may block nearby intersection(s) upstream of critical approach(es).	>55-80
F	Total breakdown, stop-and-go conditions.	> 80

Highway Capacity Manual, Transportation Research Board; Peters Engineering Group

absence of field data. For purposes of the cumulative year 2025 analyses, in which field data is not available and traffic volumes are projected, a PHF of 0.92 is used.

The City of Fresno requires that an intersection level of service D or better be maintained to comply with the *2025 Fresno General Plan*, Transportation and Streets and Highways, Policy E-1-f. Tables 5-5 and 5-6 present the results of the intersection analyses. For signalized intersections and all-way-stop-controlled intersections, the overall intersection level of service and the average delay per vehicle are presented. For one-way and two-way stop-controlled intersections, an overall intersection level of service is not defined by the Highway Capacity Manual. Therefore, for one-way and two-way stop-controlled intersections, the level of service and average delay per vehicle for the approach with the greatest delay is reported.

TABLE 5-5
INTERSECTION LEVEL OF SERVICE SUMMARY – WEEKDAY A.M. PEAK HOUR

Intersection	Existing		Existing Plus Project		Cumulative Without Project		Cumulative With Project	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Maroa / Weldon	6.2	A	6.6	A	6.6	A	6.8	A
College / Weldon	7.7	A	7.8	A	7.9	A	7.9	A
Blackstone / Weldon	10.2	B	11.7	B	11.2	B	13.2	B
Van Ness / Site Access	11.8	B	11.9	B	15.0	B	15.2	C
Blackstone / University	23.1	C	27.8	D	37.7	E	47.2	E
Van Ness / McKinley	21.1	C	18.3	B	27.4	C	29.3	C
Site Access / McKinley	11.5	B	12.0	B	14.0	B	12.8	B
San Pablo / McKinley	16.9	C	17.3	C	21.7	C	22.4	C
Blackstone / McKinley	37.5	D	39.0	D	35.0*	C*	34.8*	C*

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Note: Includes two left-turn lanes on each approach

TABLE 5-6
INTERSECTION LEVEL OF SERVICE SUMMARY – WEEKDAY P.M. PEAK HOUR

Intersection	Existing		Existing Plus Project		Cumulative Without Project		Cumulative With Project	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Maroa / Weldon	5.3	A	6.0	A	7.6	A	8.0	A
College / Weldon	7.9	A	8.0	A	8.1	A	8.2	A
Blackstone / Weldon	7.5	A	8.8	A	8.5	A	10.0	B
Van Ness / Site Access	14.7	B	15.6	C	28.1	D	33.4	D
Blackstone / University	19.9	C	21.0	C	33.9	D	33.8	D
Van Ness / McKinley	18.2	B	19.2	B	29.9	C	31.7	C
Site Access / McKinley	12.3	B	12.8	B	13.8	B	14.7	B
San Pablo / McKinley	14.6	B	14.8	B	16.8	C	16.9	C
Blackstone / McKinley	30.2	C	31.4	C	33.4*	C*	34.1*	C*

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Note: Includes two left-turn lanes on each approach

Level of Service Analysis Discussion

Existing Conditions

The existing conditions analyses indicate that the study intersections are currently operating at acceptable levels of service.

The analyses indicate that the intersection of Blackstone and McKinley Avenues likely experiences 95th-percentile left-turn queues on the northbound approach. These exceed the capacity by approximately two vehicles. The existing northbound left-turn lane is only approximately 190 feet long, which is less than the standard length of approximately 250 feet, because of the proximity of the existing railroad tracks. The intersection is included in the TSMI fee for additional left-turn lanes.

The analyses indicate that the intersection of Van Ness and McKinley Avenues likely experiences 95th-percentile left-turn queues on the eastbound approach that exceed the capacity by approximately two vehicles. The existing eastbound left-turn lane is approximately 150 feet long; however, a two-way left-turn lane provides additional left-turn storage capacity at the intersection. Therefore, the required storage length is accommodated by the existing configuration when considering the additional storage provided by the existing two-way left-turn lane.

Existing-Plus-Project Conditions

The existing-plus-project conditions represent the anticipated conditions upon completion of the proposed project and with an additional 2,300 students enrolled at the campus. The existing-plus-project conditions analyses indicate that the study intersections are expected to operate at acceptable levels of service.

The calculated 95th-percentile queue lengths indicate that queue lengths will be similar to those described above under Existing Conditions in which northbound 95th-percentile queues at the intersection of Blackstone and McKinley Avenues and eastbound 95th-percentile queues the intersection of Van Ness and McKinley Avenues both exceed the capacity by approximately one to two vehicles.

Cumulative-Without-Project Conditions (Year 2025)

The cumulative year 2025 analyses without the project indicate that acceptable levels of service are expected in the year 2025 at the study intersections with the exception of the intersection of Blackstone and University Avenues.

The westbound approach at the intersection of Blackstone and University Avenues is expected to operate at a level of service E during the a.m. peak hour. The intersection is located approximately 1/8 of a mile north of the signalized intersection of Blackstone and McKinley Avenues and approximately 1/8 of a mile south of the signalized intersection of Blackstone and Weldon Avenues. Therefore, the close spacing of the intersection suggests that the Blackstone / University Avenues intersection is not a candidate for signalization. As such, the

City may monitor accidents and/or public complaints related to the intersection and prevent eastbound and westbound left-turn and through movements in the future if necessary. Since the volume of eastbound and westbound traffic turning left and proceeding through is minimal, preventing these movements is not expected to result in a considerable change in the projected conditions at the adjacent intersections. No other mitigations are suggested for this intersection.

The analyses indicate that the intersection of Van Ness and McKinley Avenues is projected to experience 95th-percentile left-turn queues on the eastbound approach that exceed the capacity of the existing left-turn lane by approximately seven to eight vehicles. The existing eastbound left-turn lane is approximately 150 feet long; however, a two-way left-turn lane provides additional left-turn storage capacity at the intersection. Therefore, the required storage length is accommodated by the existing configuration when considering the additional storage provided by the existing two-way left-turn lane.

Cumulative-With-Project Conditions (Year 2025)

The cumulative year 2025 analyses with the project indicate that acceptable levels of service are expected in the year 2025 at the study intersections with the exception of the intersection of Blackstone and University Avenues.

The westbound approach at the intersection of Blackstone and University Avenues is expected to operate at a level of service E during the a.m. peak hour. Although the level of service is not changed from the cumulative-without-project conditions, the average delay for westbound vehicles is exacerbated by the proposed project. The intersection is located approximately 1/8 of a mile north of the signalized intersection of Blackstone and McKinley Avenues and approximately 1/8 of a mile south of the signalized intersection of Blackstone and Weldon Avenues. Therefore, the close spacing of the intersection suggests that the intersection of Blackstone and University Avenues is not a candidate for signalization. As such, the City may monitor accidents and/or public complaints related to the intersection and prevent eastbound and westbound left-turn and through movements in the future if necessary. Since the volume of eastbound and westbound traffic turning left and proceeding through is minimal, preventing these movements is not expected to result in a considerable change in the projected conditions at the adjacent intersections. No other mitigations are suggested for this intersection.

The analyses indicate that the intersection of Van Ness and McKinley Avenues is projected to experience 95th-percentile left-turn queues on the eastbound approach that exceed the capacity of the existing left-turn lane by approximately eight vehicles. The existing eastbound left-turn lane is approximately 150 feet long; however, a two-way left-turn lane provides additional left-turn storage capacity at the intersection. Therefore, the required storage length is accommodated by the existing configuration when considering the additional storage provided by the existing two-way left-turn lane. Considering the minimal additional average delay per vehicle caused by the proposed project, no significant project impacts are identified at this intersection.

Level of Service Sensitivity Analysis: Existing and Cumulative Conditions

An analysis was performed to identify the sensitivity of the calculated intersection levels of service to the increases in traffic volumes on Weldon Avenue between Maroa Avenue and College Avenue. The analysis focused on the intersections of Maroa and Weldon Avenues and College and Weldon Avenues.

As described in Chapter 6, the existing parking lots adjacent to the OAB and Weldon Avenue (Lots K and L) typically reach capacity by 9:00 A.M. Therefore, since the parking lots are considered to be at practical capacity without the project, the traffic impact study did not anticipate that traffic volumes would increase by an amount that would create a significant impact. However, it is anticipated that the project will attract additional vehicles searching for parking spaces in Lots K and L, and additional vehicles dropping off or picking up students.

Tables 5-7 and 5-8 present the results of intersection analyses assuming varying amounts of additional traffic on Weldon Avenue. The actual number of additional peak-hour trips expected to be generated by the project is less than 100. The results of the analyses suggest that the operational capacity of the study intersections to provide acceptable levels of service far exceed the additional trips that are expected to result from the proposed OAB project.

It has been noted in the traffic engineering community that the operational capacity of streets and intersection in residential areas typically exceeds the level of tolerance that residents have for additional traffic. There are no analysis techniques to quantify tolerance levels of residents.

Significant Impacts and Mitigation Measures

Impact 5.1: Under cumulative conditions (year 2025) without and with the project, the intersection of Blackstone and University Avenues will operate at Level of Service E.

Cumulative-Without-Project Conditions (Year 2025)

Acceptable levels of service are expected in the year 2025 at the study intersections with the exception that the westbound approach at the intersection of Blackstone and University Avenues is expected to operate at a level of service E during the a.m. peak hour.

The intersection of Blackstone and University Avenues is not a candidate for signalization. As such, the City may monitor accidents and/or public complaints related to the intersection and prevent eastbound and westbound left-turn and through movements if necessary. No other mitigations are suggested for this intersection or for adjacent intersections in the event that eastbound and westbound left-turn and through movements are prevented.

Cumulative-With-Project Conditions (Year 2025)

The conclusions of the cumulative-with-project conditions analyses are the same as the cumulative-without-project analyses. The project is expected to exacerbate slightly the conditions at the intersection of Blackstone and University Avenues for a minimal number of vehicles.

TABLE 5-7
WELDON AVENUE
INTERSECTION LEVEL OF SERVICE SUMMARY – WEEKDAY A.M. PEAK HOUR

Intersection & Additional Peak Hour Trips on Weldon	Existing		Existing Plus Project		Cumulative Without Project		Cumulative With Project	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Maroa / Weldon								
25 additional trips	6.2	A	6.6	A	6.6	A	6.8	A
200 additional trips	6.2	A	7.8	A	6.6	A	8.0	A
400 additional trips	6.2	A	9.0	A	6.6	A	9.2	A
600 additional trips	6.2	A	10.5	B	6.6	A	10.8	B
College / Weldon								
13 additional trips	7.7	A	7.8	A	7.9	A	7.9	A
200 additional trips	7.7	A	8.2	A	7.9	A	8.4	A
400 additional trips	7.7	A	10.4	B	7.9	A	10.8	B
600 additional trips	7.7	A	16.7	C	7.9	A	18.0	C

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TABLE 5-8
WELDON
INTERSECTION LEVEL OF SERVICE SUMMARY – WEEKDAY P.M. PEAK HOUR

Intersection & Additional Peak Hour Trips on Weldon	Existing		Existing Plus Project		Cumulative Without Project		Cumulative With Project	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Maroa / Weldon								
23 additional trips	5.3	A	6.0	A	7.6	A	8.0	A
200 additional trips	5.3	A	7.3	A	7.6	A	9.9	A
400 additional trips	5.3	A	8.7	A	7.6	A	11.7	B
600 additional trips	5.3	A	10.0	B	7.6	A	13.3	B
College / Weldon								
13 additional trips	7.9	A	8.0	A	8.1	A	8.2	A
200 additional trips	7.9	A	8.5	A	8.1	A	8.8	A
400 additional trips	7.9	A	10.8	B	8.1	A	11.3	B
600 additional trips	7.9	A	16.4	C	8.1	A	18.0	C

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Mitigation Measure

5.1(a) The City of Fresno should monitor accidents and/or public complaints related to the intersection of Blackstone and University Avenues and prevent eastbound and westbound left-turn and through movements if necessary. No other mitigations are recommended for this intersection or for adjacent intersections in the event that eastbound and westbound left-turn and through movements are prevented.

Level of Significance

This impact will be less than significant with the incorporation of the mitigation measure.

Impacts Not Found to be Significant

Impact 5.2: Under existing conditions without and with the project, the study intersections are expected to operate at acceptable levels of service.

Existing Conditions

The study intersections are currently operating at acceptable levels of service. The analyses suggest that excessive 95th-percentile queues occur in the northbound left-turn lane at the intersection of Blackstone and McKinley Avenues. The length of the left-turn lane is limited by existing railroad tracks. The intersection is included in the TSMI fee for the construction of dual left-turn lanes.

Existing-Plus-Project Conditions

The study intersections are expected to operate at acceptable levels of service. The analyses suggest that excessive 95th-percentile queues will be similar to the existing conditions. No project-specific impacts are identified.

Mitigation Measures

No mitigation measures are required.

Level of Significance

This impact will be less than significant.

No Impact

Fresno County does not have a congestion management agency. Therefore, the project will exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

The project does not involve air travel and the project site is not within two miles of an airport. Therefore, the project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

The project traffic study did not identify any circumstances under which the project would substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The project traffic study did not identify any circumstances under which the project would result in inadequate emergency access.

Sources

Peters Engineering Group. *Traffic Impact Study, Old Administration Building Renovation, Fresno City College, Fresno, California* (September 6, 2006).

Sources cites by Peters Engineering Group:

City of Fresno. *City of Fresno Draft Master Environmental Impact Report for the 2025 Fresno General Plan*

City of Fresno. *2025 Fresno General Plan*

Council of Fresno County Governments. *Model Steering Committee Recommended Procedures for Using Traffic Projections from the Fresno COG Travel Model* (December 2002)

Institute of Transportation Engineers (ITE). *Trip Generation, 7th Edition*

Transportation Research Board. National Cooperative Highway Research Program Report 255: *Highway Traffic Data for Urbanized Area Project Planning and Design*

Chapter 6

Parking

Introduction

This chapter evaluates the parking impacts that would result from the project and identifies mitigation measures for those impacts. The evaluation is primarily based upon a parking study prepared for this EIR by Peters Engineering Group (*Parking Study, Old Administration Building Renovation, Fresno City College* (September 8, 2006)). The identification of mitigation measures is based on Peters' Parking Study; research conducted by Paoli & Odell, Inc.; and conceptual parking lots plans prepared for the District by Blair, Church & Flynn Consulting Engineers.

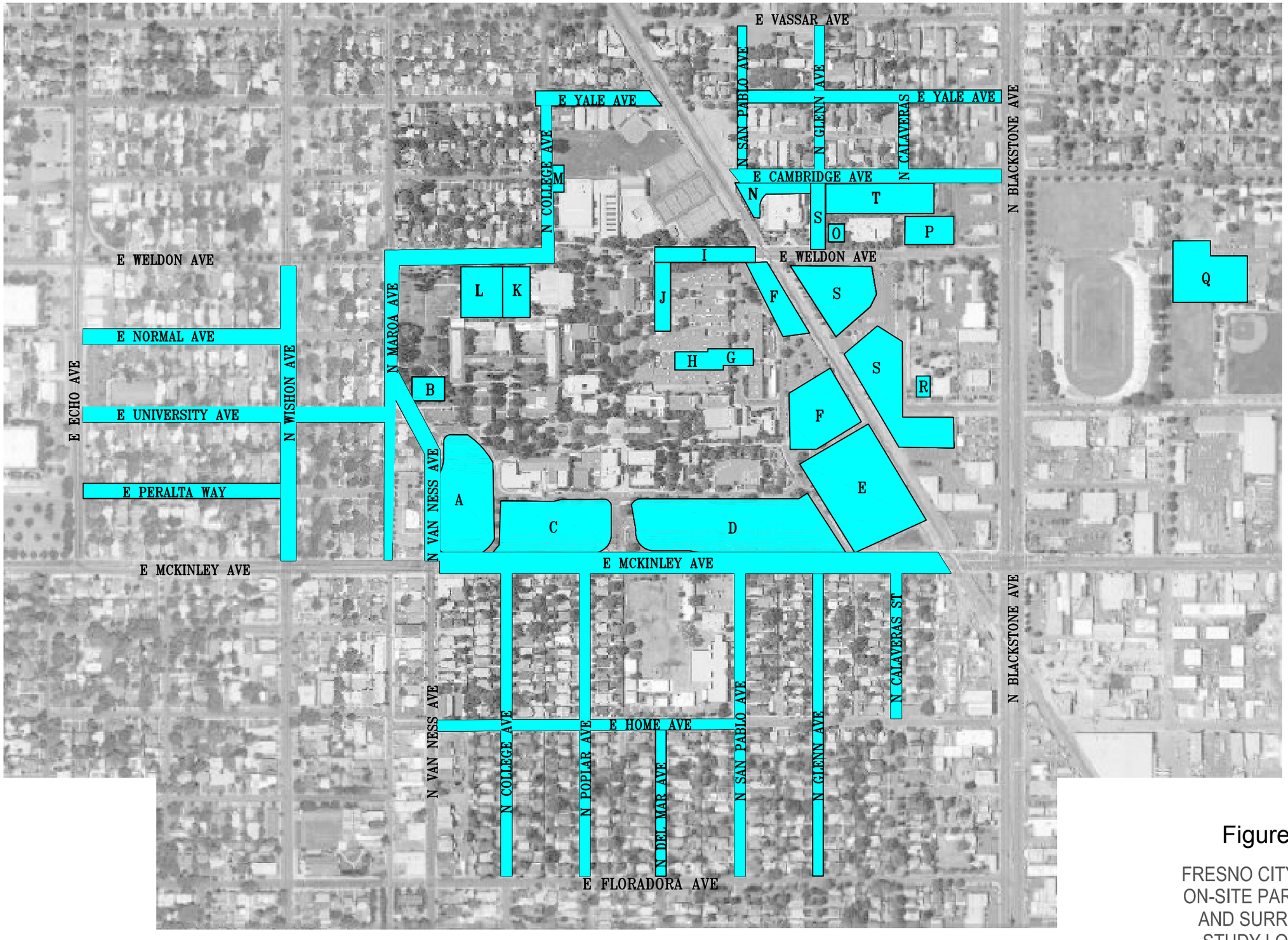
Setting

Study Area

Fresno City College students and staff typically park in on-site parking lots and on-street parking spaces available in the neighborhoods surrounding the college. The study area for this EIR includes the on-site parking lots and the locations in surrounding neighborhoods that are most frequently used for parking. Figure 6-1 illustrates the study locations and identifies each parking lot and street included in the study.

The study area includes the following locations:

- On-Site Parking Lots A through T;
- On-Site Street to Lot J;
- On-Site Street between Lot S and Glenn Avenue;
- Cambridge Avenue between Blackstone and San Pablo Avenues;
- Yale Avenue between Blackstone and San Pablo Avenues;
- Yale Avenue between College Avenue and the railroad tracks;
- Home Avenue between Van Ness and San Pablo Avenues;
- San Pablo Avenue between Cambridge and Vassar Avenues;
- San Pablo Avenue between Yale and Cambridge Avenues;



NOT TO SCALE

Figure 6-1

FRESNO CITY COLLEGE
ON-SITE PARKING LOTS
AND SURROUNDING
STUDY LOCATIONS

- San Pablo Avenue between Floradora and McKinley Avenues;
- Glenn Avenue between Cambridge and Vassar Avenues;
- Glenn Avenue between Floradora and McKinley Avenues;
- Del Mar Avenue between Floradora and Home Avenues;
- College Avenue between McKinley and Floradora Avenues;
- College Avenue between Weldon and Yale Avenues;
- Calaveras Avenue between Home and McKinley Avenues;
- Calaveras Avenue between Yale and Cambridge Avenues;
- Poplar Avenue between Floradora and McKinley Avenues;
- University Avenue between Maroa and Echo Avenues;
- Peralta Avenue between Echo and Wishon Avenues;
- Maroa Avenue between McKinley and Weldon Avenues;
- Normal Avenue between Echo and Wishon Avenues;
- Van Ness Avenue between McKinley and Maroa Avenues;
- Wishon Avenue between McKinley and Weldon Avenues; and
- Weldon Avenue between Van Ness and College Avenues.

The study locations not identified above as "on-site" locations are considered off-site locations.

Parking Regulations and Permits

Parking regulations apply to parking on and near the Fresno City College campus. Parking permits are required for on-site parking. [1] The current fees are $17 per semester for students and staff, $8 per summer session for students and staff, and $42 per year for staff only.

The State Center Community College District Police Department is responsible for enforcing on-site parking regulations. Parking permit enforcement is in effect on days that classes are in session between 7:00 a.m. and 10:00 p.m. on Mondays through Thursdays and between 7:00 a.m. and 5:00 p.m. on Fridays.

[1] Parking regulations for Fresno City College are available to the public in a document entitled *State Center Community College District Policy Governing Operation of Motor Vehicles on College Campuses*. This document is available at the District Administration Office.

The campus parking regulations do not pertain to off-site street parking on City of Fresno streets. The City of Fresno Police Department is responsible for enforcing parking regulations on City streets. City of Fresno Police Department staff has indicated that there is currently a shortage of parking patrol officers and that the patrol area near the Fresno City College requires two additional patrol officers.

Residents must obtain a parking permit from the City of Fresno to park on the following streets:

- Cambridge Avenue west of College Avenue;
- North side of Weldon Avenue between Maroa and College Avenues;
- West side of College Avenue between Weldon and Yale Avenues;
- Weldon Avenue between Echo and Maroa Avenues;
- Normal Avenue between Wishon and Maroa Avenues; and
- Peralta Way between Wishon and Maroa Avenues.

The purpose of the permits is to prevent students and staff from parking on the designated streets.

Students, staff, and visitors can park on the above streets on Friday evenings and weekends. This unrestricted neighborhood parking occurs primarily when athletic and other events are held at the FCC gym, located on College Avenue, between Weldon and Cambridge Avenues.

Parking is also restricted on the west side of San Pablo Avenue between Home and McKinley Avenues because of the adjoining elementary school.

Existing Parking Capacity and Demand

Parking Counts

Parking counts were performed for this EIR by the independent traffic-counting firm of Southland Car Counters. Southland performed hourly parking counts of each parking lot and street segment on Wednesday, April 28, 2006 or Wednesday May 3, 2006 beginning at 7:00 a.m. The final count began at 1:00 p.m. The peak periods were discussed with campus police to determine the hours that counts should be performed. The results of the counts verify that the peak periods were encompassed within the hours counted. Southland also counted the total number of stalls in each on-site location studied.

The on-street parking capacity for the study street segments was determined by Peters Engineering Group based on field measurements. The on-street parking is typically located in residential neighborhoods. Parallel parking stalls are typically not delineated. To determine the average length of curbside frontage required per vehicle, Peters Engineering

Group staff measured the length of curb used by several parked vehicles and divided by the number of vehicles. The results indicated an average of approximately 23 feet per vehicle. It was assumed that 25 feet of curbside frontage represents one parallel parking space. The total curbside frontage, excluding driveways and other non-parking areas, was measured by Peters Engineering Group personnel. The results were divided by 25 to determine the parking capacity.

Table 6-1 summarizes the parking data. The table presents the capacity at each location and the number of parked vehicles counted for each hourly count. It should be noted that construction equipment was parked in Lots G and H at the time of the count. Therefore, these lots were not available for use.

Existing Parking Utilization

Table 6-2 summarizes the parking utilization for each of the study locations. The parking utilization is determined based on the values in Table 6-1 by dividing the number of vehicles parked for any given time period by the capacity. It is common practice to consider the practical capacity of a parking lot to occur at approximately 85 percent utilization. At above 85 percent utilization drivers tend to experience delays and frustration while searching for parking spaces.

The average utilization presented in Table 6-2 is an average of the seven count periods. The actual average daily utilization is expected to be no greater than the averages reported in Table 6-2.

The utilization of each study location for each count period is illustrated in Figures 3 through 8. For purposes of illustration, the following color-coding is employed:

- Green: Parking utilization less than 50 percent
- Yellow: Parking utilization between 50 and 85 percent
- Red: Parking utilization greater than or equal to 85 percent

Table 6-3 presents the excess capacity at each study location based on the concept that 85 percent utilization represents the practical capacity of each location.

The results of the existing conditions analysis indicate that the practical capacity of many of the on-site parking lots is exceeded by approximately 9:00 a.m. and that street parking is required to accommodate the total peak school parking demand. The results in Table 6-3 indicate that the practical excess on-campus parking capacity is approximately 300 to 400 vehicles during the peak demand period. However, these values include Lot Q, which is located east of Ratcliffe Stadium and experiences low utilization during most of the day. Based on the perception of Peters Engineering Group staff and discussions with students, Lot Q is not commonly perceived as a parking option for the main campus. Students are more likely to use street parking than to park in Lot Q. Therefore, Table 6-4 presents the revised totals from Table 6-3 with Lot Q discounted.

TABLE 6-1
EXISTING PARKING CAPACITY AND NUMBER OF PARKED VEHICLES - 7:00 A.M. TO 1:00 P.M.

Lot or Street	Capacity	Number of Parked Vehicles						
		7:00	8:00	9:00	10:00	11:00	12:00	1:00
A	204	27	148	183	188	193	196	198
B	21	9	13	18	19	19	17	17
C	289	68	258	274	283	261	253	230
D	705	273	549	612	610	611	514	429
E	631	427	465	481	503	402	389	213
F	234	194	186	189	196	190	189	180
G & H	22	Lots closed – construction equipment						
I	11	8	7	6	8	8	7	7
J	30	25	30	29	28	30	27	29
K	61	52	54	51	58	58	54	51
L	80	53	74	77	75	77	77	76
M	13	8	11	13	13	12	9	13
N	17	9	12	12	12	12	9	11
O	16	10	16	16	16	16	15	15
P	62	26	47	48	49	47	41	46
Q	237	41	42	155	54	66	50	71
R	9	1	2	7	5	6	4	8
S (north)	182	2	74	128	178	172	104	39
S (south)	282	1	21	86	129	131	86	59
T	132	9	59	98	126	106	84	87
Street – Lot S to Glenn	23	3	8	17	21	18	18	11
Street to Lot J	35	27	33	34	34	34	27	27
Cambridge - Blackstone to San Pablo	59	23	38	47	52	48	42	41
Yale - Blackstone to San Pablo	57	15	20	25	27	25	21	19
Yale - College to the railroad tracks	27	2	2	3	4	3	2	2
Home - Van Ness to San Pablo	54	34	41	44	44	43	44	26
San Pablo - Cambridge to Vassar	38	9	10	15	15	16	14	10
San Pablo - Yale to Cambridge	35	2	9	15	17	14	12	10
San Pablo - Floradora to McKinley	43	38	42	43	43	41	40	35
Glenn - Cambridge to Vassar	36	18	21	22	23	21	20	19
Glenn - Floradora to McKinley	72	20	22	23	23	23	23	19
Del Mar - Floradora to Home	37	14	13	13	10	11	13	14
College - McKinley to Floradora	70	48	45	45	50	55	48	44
College - Weldon to Yale	27	16	17	25	26	24	20	21
Calaveras - Home to McKinley	33	22	30	32	32	28	26	21
Calaveras - Yale to Cambridge	17	4	10	11	12	8	7	7
Poplar - Floradora to McKinley	73	52	55	57	54	55	47	41
University - Maroa to Echo	67	51	52	52	54	57	52	51
Peralta - Echo to Wishon	48	8	8	11	14	18	18	14
Maroa - McKinley to Weldon	80	24	40	62	65	77	69	70
Normal - Echo to Wishon	43	20	18	18	26	30	31	33
Van Ness - McKinley to Maroa	35	17	25	32	34	31	29	28
Wishon - McKinley to Weldon	59	16	24	46	53	59	53	51
Weldon - Van Ness to College	75	27	43	47	51	54	56	55
McKinley - Van Ness to Blackstone	78	46	64	70	74	73	64	65
On-Site Subtotal	3,296	1,273	2,109	2,534	2,605	2,469	2,170	1,817
Off-Site Subtotal	1,163	526	649	758	803	814	751	696
TOTALS	4,459	1,799	2,758	3,292	3,408	3,283	2,921	2,513

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TABLE 6-2
EXISTING PARKING UTILIZATION (PERCENTAGE) - 7:00 A.M. TO 1:00 P.M.

Lot or Street	Existing Percent Utilization (Lots at or exceeding practical capacity (85%) noted in bold)							
	7:00	**8:00**	**9:00**	**10:00**	**11:00**	**12:00**	**1:00**	**Avg.**
A	13	73	**90**	**92**	**95**	**96**	**97**	79
B	43	62	**86**	**90**	**90**	81	81	76
C	24	**89**	**95**	**98**	**90**	**88**	80	80
D	39	78	**87**	**87**	**87**	73	61	73
E	68	74	76	80	64	62	34	65
F	83	79	81	84	81	81	77	81
G & H	Lots closed – construction equipment							
I	73	64	55	73	73	64	64	66
J	83	**100**	**97**	**93**	**100**	**90**	**97**	**94**
K	**85**	**89**	84	**95**	**95**	**89**	84	**89**
L	66	**93**	**96**	**94**	**96**	**96**	**95**	**91**
M	62	**85**	**100**	**100**	**92**	69	**100**	**87**
N	53	71	71	71	71	53	65	65
O	63	**100**	**100**	**100**	**100**	**94**	**94**	**93**
P	42	76	77	79	76	66	74	70
Q	17	18	65	23	28	21	30	29
R	11	22	78	56	67	44	**89**	52
S (north)	1	41	70	**98**	**95**	57	21	55
S (south)	0	7	30	46	46	30	21	26
T	7	45	74	**95**	80	64	66	62
Street – Lot S to Glenn	13	35	74	**91**	78	78	48	60
Street to Lot J	77	**94**	**97**	**97**	**97**	77	77	**88**
Cambridge - Blackstone to San Pablo	39	64	80	**88**	81	71	69	70
Yale - Blackstone to San Pablo	26	35	44	47	44	37	33	38
Yale - College to the railroad tracks	7	7	11	15	11	7	7	10
Home - Van Ness to San Pablo	63	76	81	81	80	81	48	73
San Pablo - Cambridge to Vassar	24	26	39	39	42	37	26	33
San Pablo - Yale to Cambridge	6	26	43	49	40	34	29	32
San Pablo - Floradora to McKinley	**88**	**98**	**100**	**100**	**95**	**93**	81	**94**
Glenn - Cambridge to Vassar	50	58	61	64	58	56	53	57
Glenn - Floradora to McKinley	28	31	32	32	32	32	26	30
Del Mar - Floradora to Home	38	35	35	27	30	35	38	34
College - McKinley to Floradora	69	64	64	71	79	69	63	68
College - Weldon to Yale	59	63	**93**	**96**	**89**	74	78	79
Calaveras - Home to McKinley	67	**91**	**97**	**97**	**85**	79	64	83
Calaveras - Yale to Cambridge	24	59	65	71	47	41	41	50
Poplar - Floradora to McKinley	71	75	78	74	75	64	56	71
University - Maroa to Echo	76	78	78	81	**85**	78	76	79
Peralta - Echo to Wishon	17	17	23	29	38	38	29	27
Maroa - McKinley to Weldon	30	50	78	81	**96**	**86**	**88**	73
Normal - Echo to Wishon	47	42	42	60	70	72	77	58
Van Ness - McKinley to Maroa	49	71	**91**	**97**	**89**	83	80	80
Wishon - McKinley to Weldon	27	41	78	**90**	**100**	**90**	**86**	73
Weldon - Van Ness to College	36	57	63	68	72	75	73	63
McKinley - Van Ness to Blackstone	59	82	**90**	**95**	**94**	82	83	84
On-Site Subtotal	39	64	77	79	75	66	55	65
Off-Site Subtotal	45	56	65	69	70	65	60	61
TOTALS	40	62	74	76	74	66	56	64

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LEGEND:

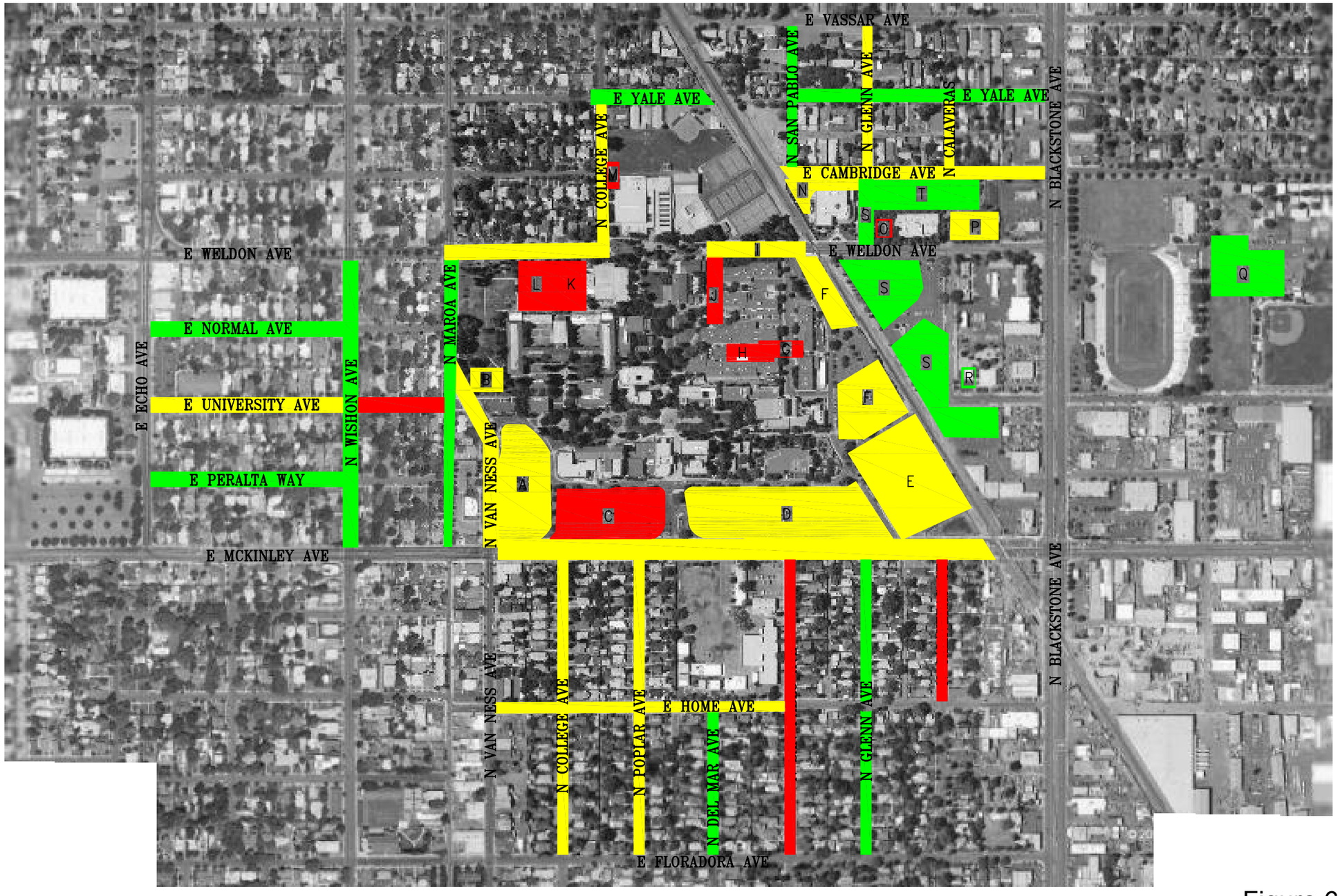
- LESS THAN OR EQUAL TO 50% PARKING UTILIZATION
- BETWEEN 50% AND 85% PARKING UTILIZATION
- GREATER THAN OR EQUAL TO 85% PARKING UTILIZATION

NOT TO SCALE

Figure 6-2

FRESNO CITY COLLEGE
PARKING UTILIZATION
7:00 A.M. TO 8:00 A.M.

FIGURE 6



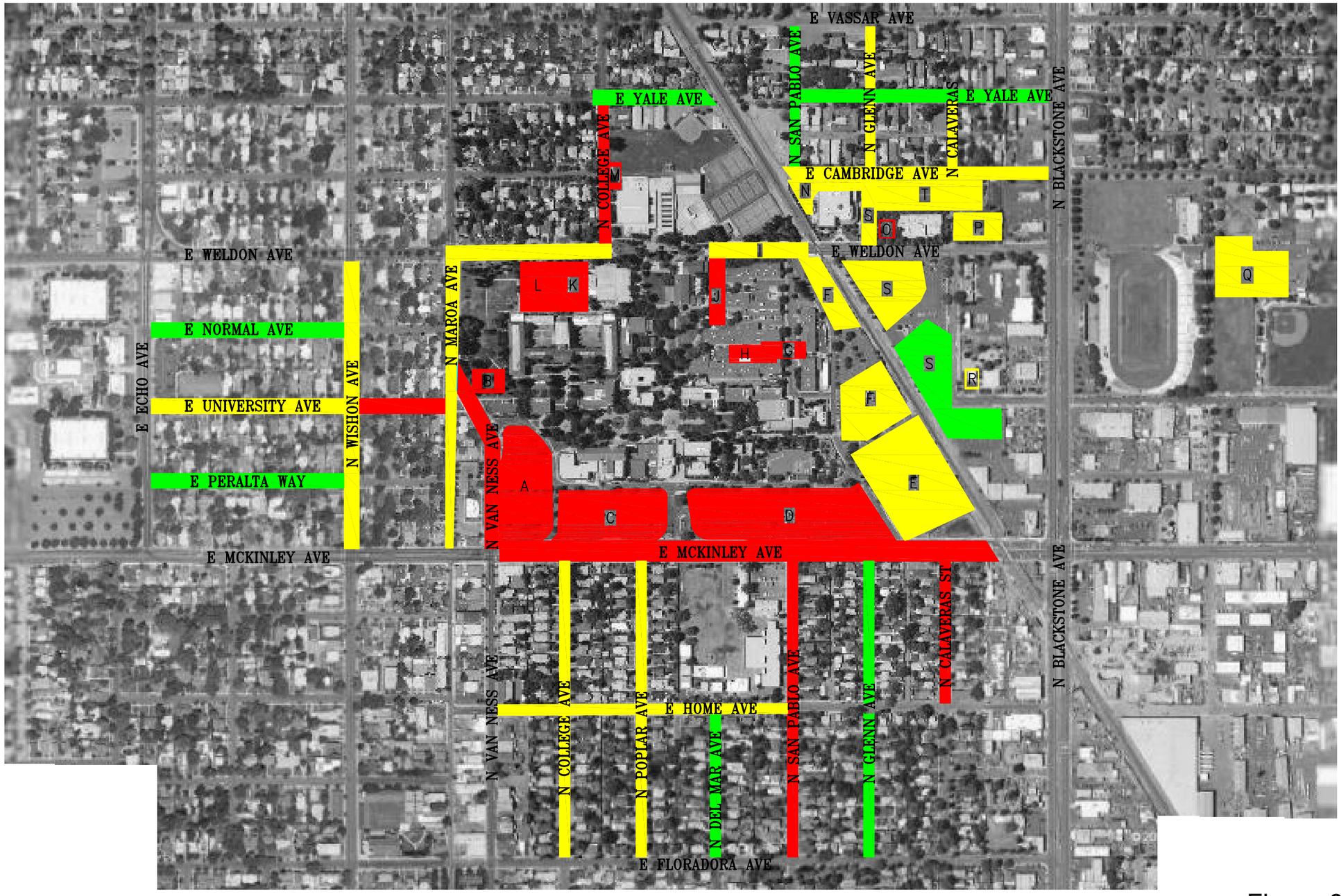
LEGEND:

- LESS THAN OR EQUAL TO 50% PARKING UTILIZATION
- BETWEEN 50% AND 85% PARKING UTILIZATION
- GREATER THAN OR EQUAL TO 85% PARKING UTILIZATION

NOT TO SCALE

Figure 6-3

FRESNO CITY COLLEGE
PARKING UTILIZATION
8:00 A.M. TO 9:00 A.M.



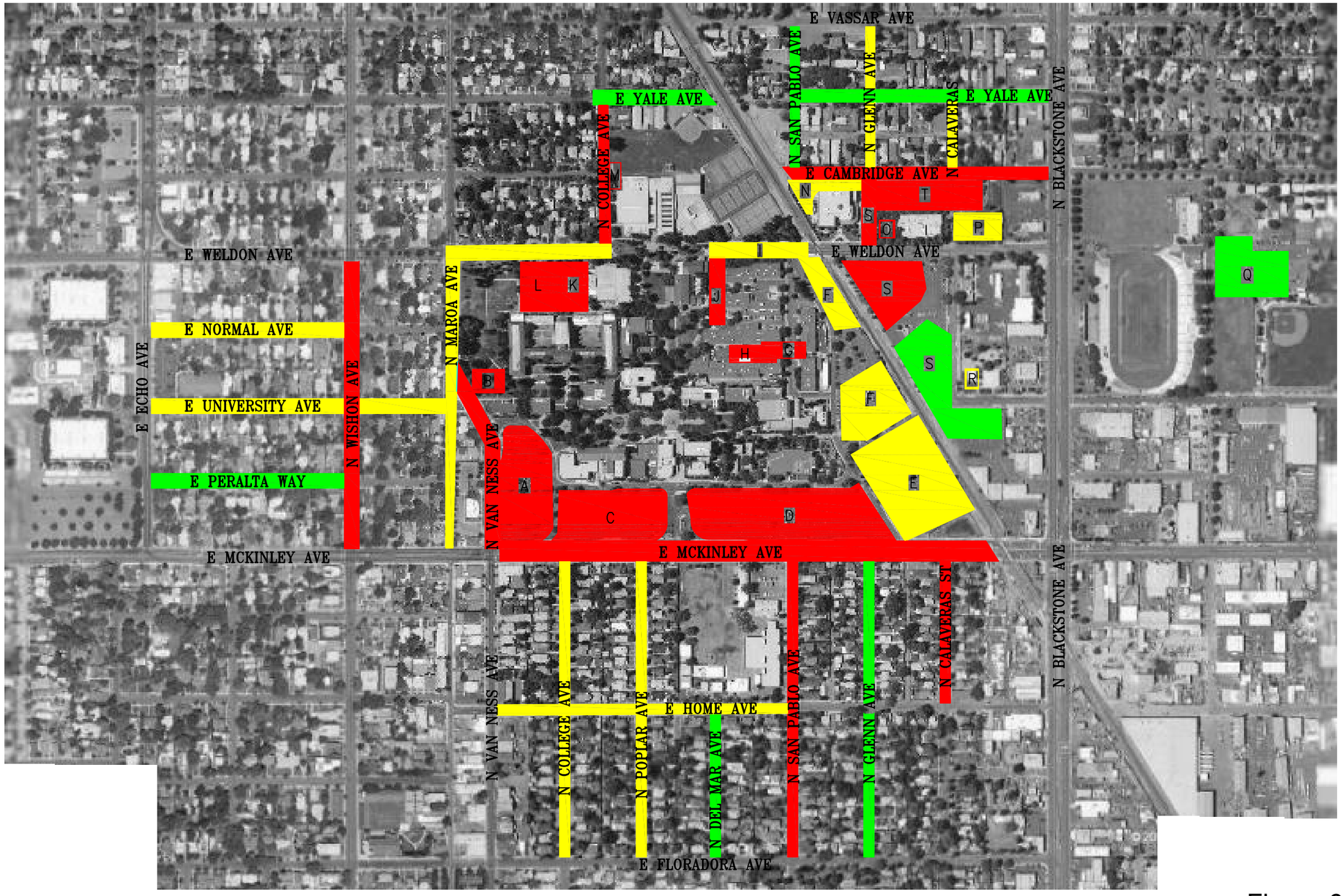
LEGEND:

- LESS THAN OR EQUAL TO 50% PARKING UTILIZATION
- BETWEEN 50% AND 85% PARKING UTILIZATION
- GREATER THAN OR EQUAL TO 85% PARKING UTILIZATION

NOT TO SCALE

Figure 6-4

FRESNO CITY COLLEGE
PARKING UTILIZATION
9:00 A.M. TO 10:00 A.M.



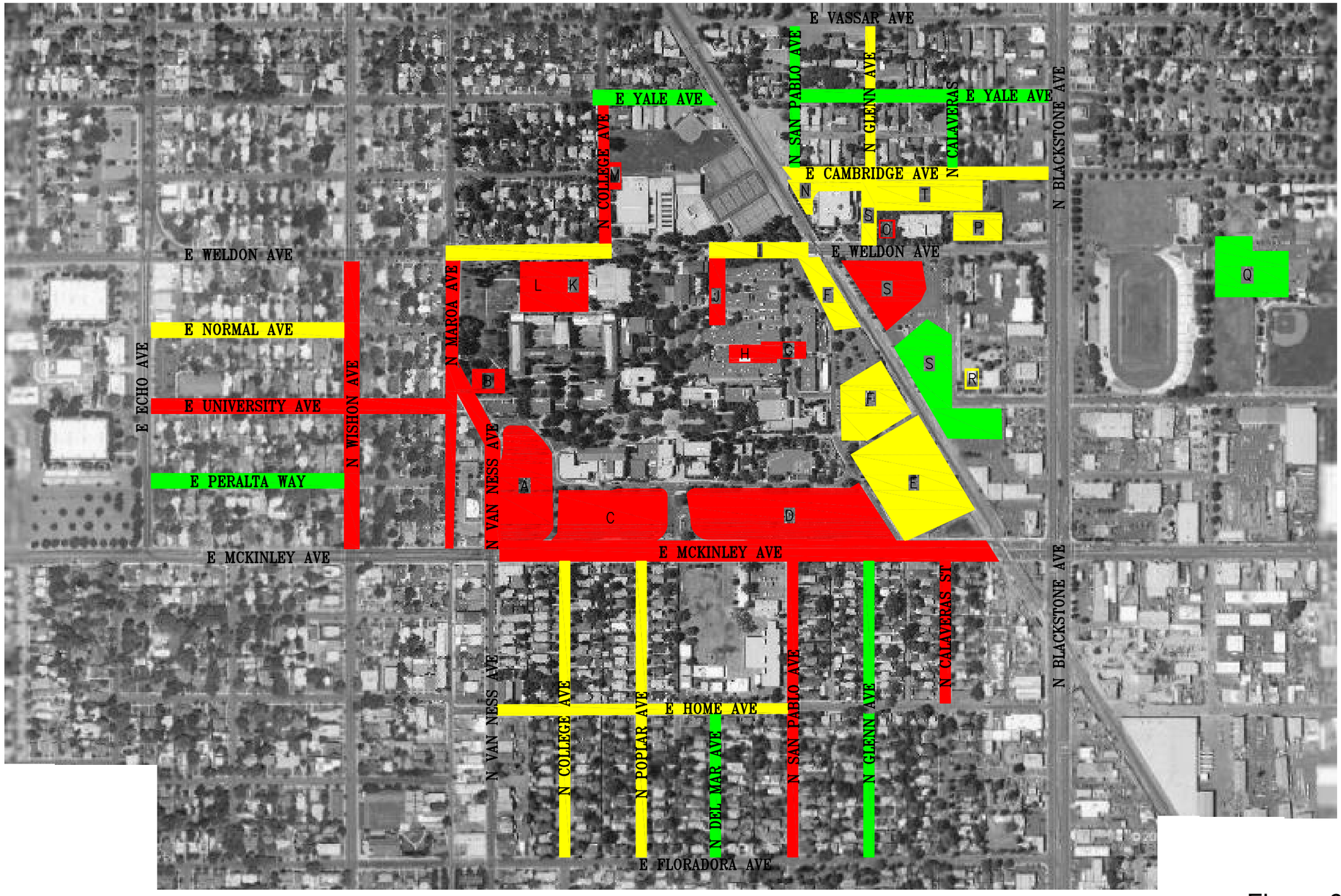
LEGEND:

- LESS THAN OR EQUAL TO 50% PARKING UTILIZATION
- BETWEEN 50% AND 85% PARKING UTILIZATION
- GREATER THAN OR EQUAL TO 85% PARKING UTILIZATION

NOT TO SCALE

Figure 6-5

FRESNO CITY COLLEGE
PARKING UTILIZATION
10:00 A.M. TO 11:00 A.M.



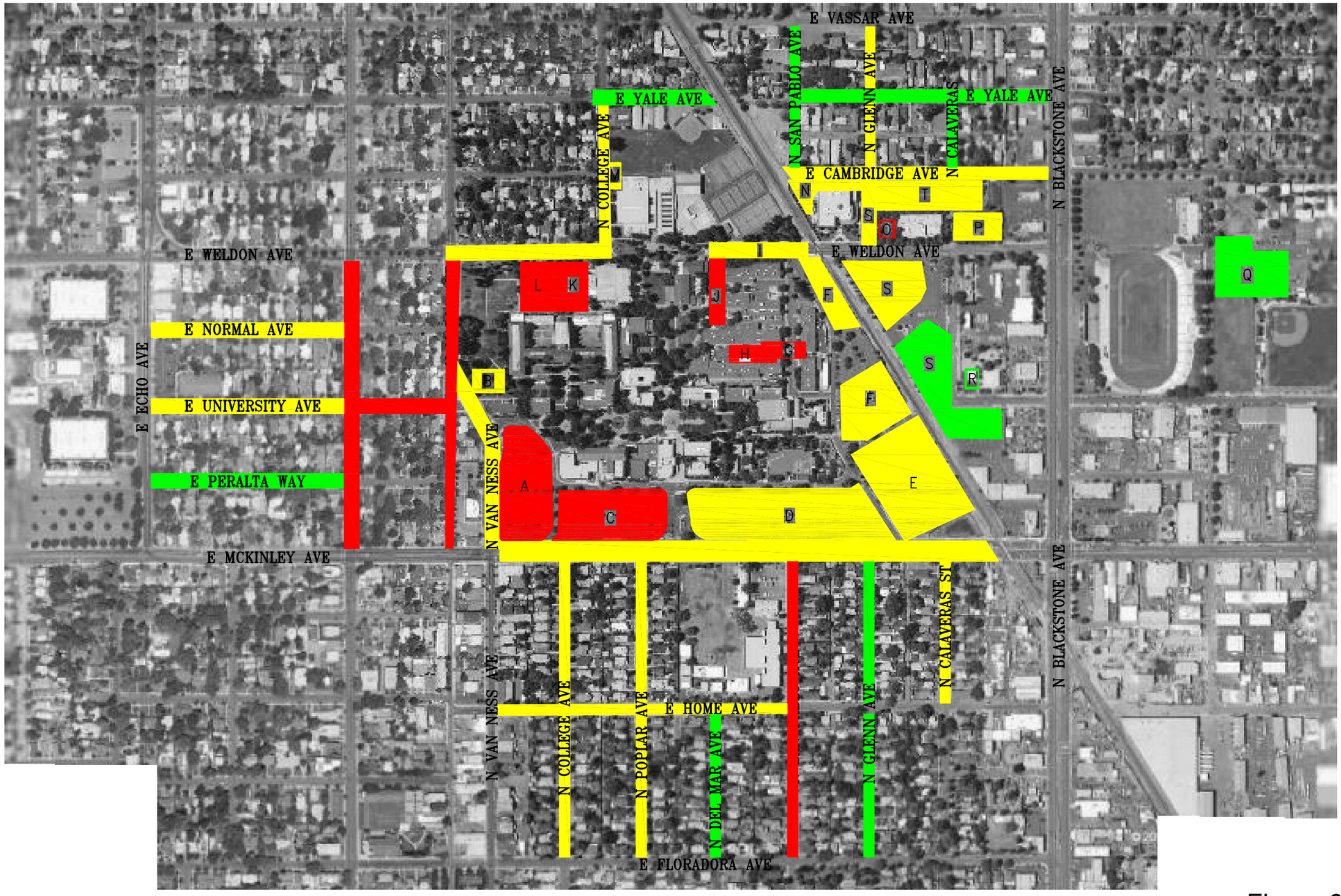
LEGEND:

- LESS THAN OR EQUAL TO 50% PARKING UTILIZATION
- BETWEEN 50% AND 85% PARKING UTILIZATION
- GREATER THAN OR EQUAL TO 85% PARKING UTILIZATION

NOT TO SCALE

Figure 6-6

FRESNO CITY COLLEGE
PARKING UTILIZATION
11:00 A.M. TO 12:00 P.M.



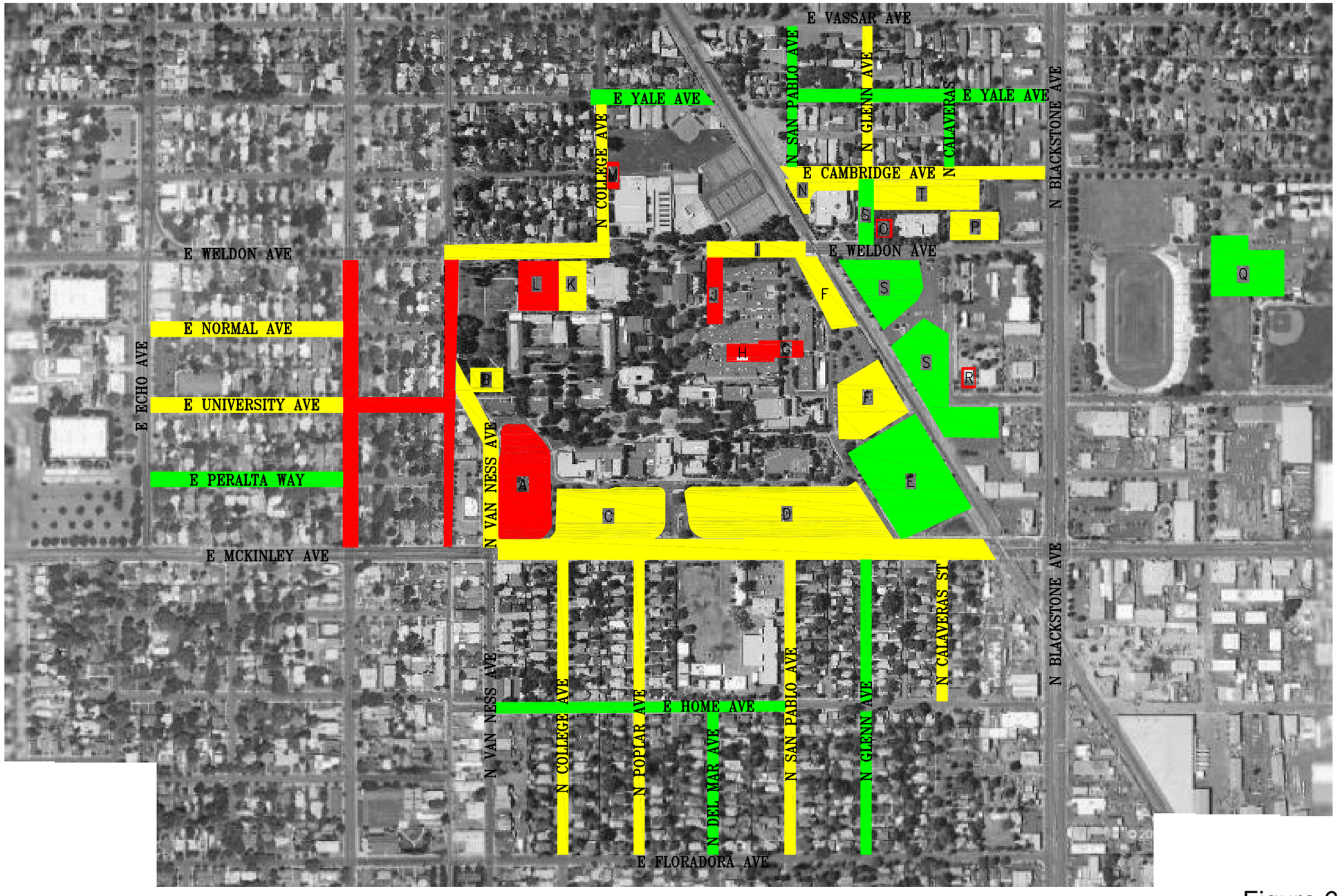
LEGEND:

- LESS THAN OR EQUAL TO 50% PARKING UTILIZATION
- BETWEEN 50% AND 85% PARKING UTILIZATION
- GREATER THAN OR EQUAL TO 85% PARKING UTILIZATION

NOT TO SCALE

Figure 6-7

FRESNO CITY COLLEGE
PARKING UTILIZATION
12:00 P.M. TO 1:00 P.M.



LEGEND:

- LESS THAN OR EQUAL TO 50% PARKING UTILIZATION
- BETWEEN 50% AND 85% PARKING UTILIZATION
- GREATER THAN OR EQUAL TO 85% PARKING UTILIZATION

NOT TO SCALE

Figure 6-8

FRESNO CITY COLLEGE
PARKING UTILIZATION
1:00 P.M. TO 2:00 P.M.

TABLE 6-3
EXCESS PARKING CAPACITY – 7:00 A.M. TO 1:00 P.M.

Lot or Street	Excess Capacity (Parking Spaces)						
	7:00	**8:00**	**9:00**	**10:00**	**11:00**	**12:00**	**1:00**
A	146	25	0	0	0	0	0
B	8	4	0	0	0	0	0
C	177	0	0	0	0	0	15
D	326	50	0	0	0	85	170
E	109	71	55	33	134	147	323
F	4	12	9	2	8	9	18
G & H	Lots closed – construction equipment						
I	1	2	3	1	1	2	2
J	0	0	0	0	0	0	0
K	0	0	0	0	0	0	0
L	15	0	0	0	0	0	0
M	3	0	0	0	0	2	0
N	5	2	2	2	2	5	3
O	3	0	0	0	0	0	0
P	26	5	4	3	5	11	6
Q	160	159	46	147	135	151	130
R	6	5	0	2	1	3	0
S (north)	152	80	26	0	0	50	115
S (south)	238	218	153	110	108	153	180
T	103	53	14	0	6	28	25
Street – Lot S to Glenn	16	11	2	0	1	1	8
Street to Lot J	2	0	0	0	0	2	2
Cambridge - Blackstone to San Pablo	27	12	3	0	2	8	9
Yale - Blackstone to San Pablo	33	28	23	21	23	27	29
Yale - College to the railroad tracks	20	20	19	18	19	20	20
Home - Van Ness to San Pablo	11	4	1	1	2	1	19
San Pablo - Cambridge to Vassar	23	22	17	17	16	18	22
San Pablo - Yale to Cambridge	27	20	14	12	15	17	19
San Pablo - Floradora to McKinley	0	0	0	0	0	0	1
Glenn - Cambridge to Vassar	12	9	8	7	9	10	11
Glenn - Floradora to McKinley	41	39	38	38	38	38	42
Del Mar - Floradora to Home	17	18	18	21	20	18	17
College - McKinley to Floradora	11	14	14	9	4	11	15
College - Weldon to Yale	6	5	0	0	0	2	1
Calaveras - Home to McKinley	6	0	0	0	0	2	7
Calaveras - Yale to Cambridge	10	4	3	2	6	7	7
Poplar - Floradora to McKinley	10	7	5	8	7	15	21
University - Maroa to Echo	5	4	4	2	0	4	5
Peralta - Echo to Wishon	32	32	29	26	22	22	26
Maroa - McKinley to Weldon	44	28	6	3	0	0	0
Normal - Echo to Wishon	16	18	18	10	6	5	3
Van Ness - McKinley to Maroa	12	4	0	0	0	0	1
Wishon - McKinley to Weldon	34	26	4	0	0	0	0
Weldon - Van Ness to College	36	20	16	12	9	7	8
McKinley - Van Ness to Blackstone	20	2	0	0	0	2	1
On-Site Subtotal	1,500	697	314	300	401	649	997
Off-Site Subtotal	453	336	240	207	198	234	284
TOTALS	1,953	1,033	554	507	599	883	1,281

Peters Engineering Group

TABLE 6-4
EXCESS EXISTING PARKING CAPACITY EXCLUDING LOT Q – 7:00 A.M. TO 1:00 P.M.

Parking Lot or Street	Excess Capacity (Parking Spaces)						
	7:00	8:00	9:00	10:00	11:00	12:00	1:00
On-Site Subtotal	1,340	538	268	153	266	498	867
Off-Site Subtotal	453	336	240	207	198	234	284
TOTALS	1,793	874	508	360	464	732	1,151

Peters Engineering Group

The values in Table 6-4 indicate that the practical excess on-campus parking capacity, excluding Lot Q, is as low as approximately 150 vehicles during the peak demand period. A majority of this excess capacity is located in Lot S (south), which does not appear to have ease of access to the main campus. Table 6-4 also suggests that the combined excess capacity of the on-site and off-site study locations (excluding Lot Q) is as low as 360 parking spaces.

Table 6-5 compares the existing on-site parking utilization with and without Lot Q.

TABLE 6-5
EXISTING ON-SITE PARKING UTILIZATION (PERCENTAGE) WITH AND WITHOUT LOT Q - 7:00 A.M. TO 1:00 P.M.

Lot or Street	Existing Percent Utilization (Lots at or exceeding practical capacity (85%) noted in bold)							
	7:00	8:00	9:00	10:00	11:00	12:00	1:00	Avg.
On-Site With Lot Q	39	64	77	79	75	66	60	61
On-Site Without Lot Q	56	82	**91**	**95**	**91**	84	72	82

Paoli & Odell, Inc., Peters Engineering Group

If the underutilized Lot Q is not counted, on-site parking utilization exceeds the 85 percent practical on-site parking capacity from between 8:00 A.M. and 9:00 A.M. to around 12:00 P.M.

Summary of Existing Parking Supply and Demand

- The Fresno City College campus has approximately 3,296 on-site parking spaces, of which 3,059 are west of Blackstone Avenue and 237 are east of Blackstone Avenue in Lot Q.

- In addition to the on-site parking spaces, approximately 1,163 on-street parking spaces were counted within the surrounding neighborhoods that are most frequently used for student and staff parking.

- The practical capacity of many of the on-site parking lots is exceeded by approximately 9:00 a.m., and on-street parking is required to accommodate the total peak school parking demand.

- Parking Lots Q and S (south) are underutilized. Lot Q, with 237 spaces and an average utilization rate of 29 percent, is east of Blackstone Avenue, behind Ratcliffe Stadium, where it is not visible from the main campus. Lot S (south), which has 282 spaces and an average utilization rate of 26 percent, is west of Blackstone Avenue, along the east side of the BNSF Railroad.

- Existing on-site parking near the OAB is limited to 151 spaces in adjoining Lot K and L. Existing vehicular and pedestrian access and circulation within these lots is inefficient.

- Existing on-street parking near the OAB is limited because students and staff are not allowed to park on the residential streets north of the OAB during peak parking demand hours.

Alternative Transportation

Alternative transportation modes addressed in this EIR include public transit and bicycles. Both are relevant to the parking evaluation presented in this chapter because they provide a means of reducing parking demand on and near the campus.

Fresno Area Express (FAX) provides bus service near Fresno City College. The following bus routes serve the college: Route 20 (N. Hughes / N. Marks / E. Olive) – approximately every 30 minutes on weekdays; Route 28 (CSUF / Manchester Center / W. Fresno) – approximately every 15 minutes on weekdays; and Route 45 (Ashlan Cross-town) – approximately every 60 minutes on weekdays. The cash fare is $1.00, tokens are $0.85, and a $35.00 per month pass can be purchased on the FCC campus.

The Fresno/Clovis Bikeways Map designates several bike lanes and bike routes near the FCC campus. Nearby bike lanes are on McKinley Avenue between West and Echo Avenues; Wishon Avenue between Belmont and Olive Avenues; and Echo Avenue between McKinley and Shields Avenues. Designated bike routes near the campus include Echo Avenue between Olive and McKinley Avenues and McKinley Avenue between Echo and Van Ness Avenues.

Significance Criteria

Based upon Appendix G of the State CEQA Guidelines, a project may be determined to have a significant effect on the environment if it would result in inadequate parking capacity.

Significant Impacts and Mitigation Measures

Impact 6.1: The FCC campus does not have adequate on-campus parking to accommodate the parking demand that would be generated by the project, and the project would result in increased on-street parking in neighborhoods near the OAB.

Data provided in the Institute of Transportation Engineers (ITE) *Parking Generation*, 3rd edition (Community College) were used to estimate the number of parked vehicles anticipated to be generated by the project based on the number of students the project will accommodate. *Parking Generation* indicates that the peak parking period for Junior/Community College occurs between 10:00 and 11:00 a.m. on weekdays and that the average peak period parking demand is 0.21 vehicles per student. Table 6-5 presents the parking generation information.

TABLE 6-6
PROJECT PARKING GENERATION

Land Use	ITE Code	Students	Peak Hour Parking Demand	
			Rate	Demand
Junior/Community College	540	2,300	0.21	483

Peters Engineering Group

Reference: *Parking Generation, 3rd Edition*, Institute of Transportation Engineers 2004. Rates are reported in vehicles per student population.

The OAB, when fully operational, will generate a peak parking demand of 483 vehicles.[2] This parking demand will increase the extent to which the practical capacity of many of the existing on-site parking lots is exceeded during peak parking periods unless mitigation measures are incorporated in the project that provide for more efficient use of existing parking and development of additional parking.

The project setting information indicates that off-site parking volumes increased steadily between 7:00 a.m. and 9:00 a.m. This suggests that many students arriving between 7:00 a.m. and 9:00 a.m. park on adjacent streets even though on-site parking is available. Students who do not wish to pay parking permit fees or who perceive street parking as being nearer to their classes are likely to park on adjacent streets. Therefore, the additional parking demand associated with the project would likely result in additional off-site parking throughout the day and is not expected to be limited to periods when on campus parking is highly utilized. Since the OAB is located in the northwestern portion of the campus, parking utilization on streets west of the campus is expected to increase.

[2] The OAB parking demand assumes a worst-case scenario in which all 2,300 OAB occupants are students and that the students reflect a net gain in the FCC enrollment made possible by the additional capacity provided by the OAB. As a practical matter, some of the occupants will be administrators and teachers, which are included in the student peak hour parking demand rate (0.21) used for this EIR. Moreover, it is unlikely that reopening the OAB will result in a net increase of 2,300 students on the FCC campus because some existing spaces used for classroom, administrative, and office purposes may not be over utilized to the extent they are now.

The estimated parking demand does not reflect special events held in the 700-seat OAB auditorium where the attendees are other than students and staff that would normally be on-campus during the time the event is held. Such special events could generate a significant additional demand for parking. The extent to which this demand could be met by existing on-site parking would depend on when the event is held. If held during morning peak parking hours identified in this chapter, the demand could not be met. If held during off-peak hours, at least some of the demand could be met, provided the attendees will walk from existing parking lots that are not in close proximity to the OAB.

As a practical matter, many of the attendees will attempt to park in the residential neighborhoods near the OAB because this on-street parking is closer than many of the on-campus parking lots. While on-street parking north of the OAB is restricted during normal school hours, it would be available during the evening and on weekends, when many special events would be held.

Mitigation Measures

Seven categories of mitigation measures are presented in this EIR to address parking impacts resulting from the project. The categories include: (1) adoption of a parking-responsive campus growth and development policy; (2) development and implementation of parking operations enhancement programs; (3) modifications to existing parking lots; (4) construction of new parking lots; and (5) maximization of alternate transportation options.

The parking mitigation measures are based on the following assumptions:

- FCC will continue to function as a commuter school, with most students and faculty residing in the greater Fresno-Clovis area and attending or teaching classes part time.

- The private automobile will remain the primary transportation mode for FCC students and staff. Use of public transit and bicycles will remain limited, mostly because FCC's many part time students and staff require quick mobility between home, jobs, and the campus.

- FCC students, staff, and visitors will continue to prefer on-campus parking conveniently located near classroom and office destinations.

- Many FCC students will continue to park off-campus because they do not have to pay a parking fee, the parking may be nearer to their on-campus destinations, and the parking may be easier to access.

- The OAB will be a major focal point for classroom, administrative, and related activities on the FCC campus. Many students, staff, and visitors will want to park near the OAB, particularly in Parking Lots K and L.

Each of the following parking mitigation measures should be considered an integral component of an overall, comprehensive parking program, the success of which is dependent upon the timely and effective implementation of all the measures.

Parking-Responsive Campus Growth and Development Policy

6.1 (a) On-campus parking availability and off-campus parking impacts shall be fundamental considerations in any District decisions that would permit additional enrollment growth on the FCC campus. New construction that would accommodate additional enrollment should only be considered when adequate on-campus parking will be available for the enrollment.

Parking Operations Enhancement Programs

6.1(b) Parking-related signage shall be improved and augmented throughout the FCC campus to better identify where parking lots are located, routes to parking lots, and least used parking lots.

6.1(c) Use of the currently underutilized 237-space Parking Lot Q shall be encouraged through implementation of the following measures:

6.1(c)(1) Frequent shuttle transportation shall be provided between the main campus and Parking Lot Q during the first four weeks of each semester, when parking demand is the greatest. The shuttle service shall be extended beyond this period if warranted by demand and funding.

6.1(c)(2) A reduced parking fee shall be charged for Parking Lot Q. Students and staff shall be advised of the availability of the reduced fee when they apply for a parking permit.

6.1(c)(3) The District shall evaluate security conditions for Parking Lot Q, including but not limited to, fencing, lighting, emergency telephone access, and police patrolling, and shall implement measures that may be identified through the evaluation as necessary to maximize security for students and staff using the parking lot.

6.1(c)(4) A safe walking path shall be provided between Parking Lot Q and the main campus. Development of this path shall include making any improvements necessary to ensure a safe pedestrian crossing of Blackstone Avenue. (See also Mitigation Measure 6.1(i)(2))

6.1(c)(5) The District shall encourage District employees that are on-campus throughout the workday to use Parking Lot Q. The encouragement may encompass the frequent shuttle service, enhanced security, reduced parking fee, and other measures that may be identified by the District.

6.1(d) A parking management plan shall be developed that will provide adequate parking for events held in the OAB auditorium and FCC gym. The plan shall be based upon

the principle that adequate on-campus parking must be available for every event scheduled in the gym or OAB. The plan shall be subject to a public hearing and adoption by the Board of Trustees and shall be implemented before the OAB auditorium is opened. At minimum, the plan shall determine:

6.1(d)(1) The number of parking spaces required for the different types of events that will be held in the OAB auditorium and FCC gym;

6.1(d)(2) The specific on-campus locations where the parking will be provided;

6.1(d)(3) How vehicles will be directed to the parking;

6.1(d)(4) The need for shuttle service between the parking and the OAB auditorium or gym;

6.1(d)(5) How the District will remove any litter resulting from event-related off-campus parking by 10:00 AM the day following the event;

6.1(d)(6) How any temporary event-related lighting will be located and designed to prevent direct glare and spill over lighting into nearby neighborhoods;

6.1(d)(7) The need for parking attendants to direct traffic to available parking, provide a presence in nearby neighborhoods during events, and clean up any litter after events; and

6.1(d)(8) How ongoing communications will be maintained between FCC and its neighbors for event-related parking issues.

6.1(e) The District shall encourage the City of Fresno to provide additional parking enforcement officers for the neighborhoods near the campus.

6.1(f) The District shall monitor on- and off-campus parking conditions as each OAB phase opens to determine the effectiveness of the parking mitigation measures and to allow adjustments to the measures as necessary to address parking demand.

Modifications to Existing Parking Lots

6.1(g) Parking Lots K and L (see Figure 2-2) shall be modified as necessary to improve the efficiency and safety of vehicular and pedestrian circulation within the parking lots. The specific modifications shall be determined after the OAB-related vehicular and pedestrian use characteristics of the parking lots have been determined through Mitigation Measure 6.1(f) and shall be completed within three years of completion of the final OAB renovation phase, including the auditorium.

The modified parking lot design shall be based upon the following considerations:

6.1(g)(1) Provide efficient, safe vehicular and pedestrian circulation;

6.1(g)(2) Maintain the parking lots within the same general area encompassed by existing Lots K and L, provided the modified lots may extend west of the existing lots if necessary to achieve an efficient, safe vehicular and pedestrian circulation pattern and to maintain approximately the same number of parking spaces currently within Parking Lots K and L. In no event shall the parking lots extend into the area west of the OAB;

6.1(g)(3) Minimize the number of driveways from Weldon Avenue;

6.1(g)(4) Avoid conflicts between vehicles using the parking lots and those accessing the cafeteria service area;

6.1(g)(5) Provide visual screening between the parking lots and the cafeteria service area;

6.1(g)(6) Provide landscaping within the parking lots;

6.1(g)(7) Increase the width of the walkway along the north side of the OAB;

6.1(g)(8) Provide a safe, attractive walking route through the parking lots from Weldon Avenue to the OAB;

6.1(g)(9) Provide a passenger-loading zone near an OAB north entrance;

6.1(g)(10) Provide a tram stop near an OAB north entrance;

6.1(g)(11) Provide bicycle parking near an OAB north entrance; and

6.1(g)(12) All new parking lot lighting shall have full cut-off type fixtures. A full cut-off fixture is a luminaire or light fixture that, by design of the housing, does not allow any light dispersion or direct glare to shine above a 90-degree plane from the base of the fixture. The lighting fixtures shall be architecturally compatible with the OAB.

Construction of New Parking Lots

6.1(h) A parking lot shall be developed on the District-owned unimproved lot located northwest of the Allied Health Building and Parking Lot N, along the east side of the railroad tracks. This will add approximately 50 fully improved spaces to the FCC campus parking supply. The parking lot shall be available when Phases I and II open.

Implementation of this mitigation measure will result in the same types of construction-related noise, air quality, and aesthetic impacts as described for the modification of Parking Lots K and L. The mitigation measures described for those impacts shall also be applied to construction of the subject parking lot.

Use of the parking lot will not result in new significant traffic impacts because the lot is already used in its unimproved state for parking.

6.1(i) If warranted by further study, the District shall construct a new parking lot on District-owned land east of Blackstone Avenue. The District has determined that up to approximately 300 spaces could be developed in this area.

Before deciding to construct the parking lot and determining how many spaces it should encompass, the District should determine if the parking lot would receive sufficient use to justify its development. Based on the EIR parking study, the existing Parking Lot Q receives relatively little use. Unless the use of Parking Lot Q can be substantially increased through implementation of Mitigation Measure 6.1(c), there would be little justification for developing additional parking east of Blackstone Avenue.

Development of parking east of Blackstone Avenue, therefore, shall be subject to the following:

6.1(i)(1) A parking lot shall be developed only if the potential for substantial utilization of the parking can be verified by a subsequent parking study, which shall include consideration of information developed through the parking monitoring program described in Mitigation Measure 6.1(f) and surveys or other research that would allow projections of potential utilization. The subsequent study shall be undertaken after Mitigation Measure 6.1(c) has been implemented and Phase I and Phase II have been completed. The actual number of spaces that shall be developed, if any, and the timing for development of the spaces, shall be determined based upon the study.

6.1(i)(2) A vehicular access and pedestrian safety evaluation shall be performed to identify measures that the District shall incorporate into the parking lot design and improvements that will ensure safe and efficient vehicular and pedestrian access to the parking lot. The District shall coordinate with the City of Fresno in developing the study and implementing the project. The additional parking shall only be developed after implementation of adequate safety measures is assured.

6.1(i)(3) Shuttle service shall be available to serve the parking lot as described for Parking Lot Q in Mitigation Measure 6.1(c)(1).

In addition to the new parking lots identified in Mitigation Measures 6.1(h) and 6.1(i), the District is implementing a project involving a redesign of Parking Lots E and F that will result in 70 new parking spaces.

Maximize Alternative Transportation

6.1(j) The District shall encourage the City of Fresno to provide additional bus routes to the FCC campus and more frequent service for the campus.

Level of Significance

This impact is significant and unavoidable on a project and cumulative basis. The mitigation measures will reduce the significant parking impacts of the project, but not to a level that can be considered insignificant. The FCC campus has insufficient on-campus parking to meet the existing parking demand during peak hours, and the mitigation measures will not result in sufficient additional parking to satisfy the existing demand or the additional demand resulting from the OAB.

Most of the existing on-campus parking and all of the new parking that might be developed under the mitigation measures is not near the OAB. Development of additional parking near the OAB is not recommended in this EIR because the only locations where the parking could be located without removing existing FCC facilities or structures would be west of the OAB, in the West Lawn area, or next to the FCC gymnasium. Development of parking within the West Lawn is not recommended because this area is historically significant (see Chapter 3). Development of parking near the gym is not recommended because it would result in additional daily traffic on the local streets providing access to the residences within the Porter Tract.

Without additional on-campus parking near the OAB, the project will result in increased use of on-street parking in this area. Student and staff parking are prohibited north of the OAB, within the Porter Tract, during peak demand hours. Therefore, the increased use of on-street parking can be expected west and northwest of the campus and the OAB.

Sources

This chapter is based, in part, upon the following report prepared by Peters Engineering Group: *Parking Study, Old Administration Building Renovation, Fresno City College* (September 8, 2006)) Sources cited by Peters are as follows:

Institute of Transportation Engineers. Parking Generation, 3rd Edition, 2004.

Additional source:

Council of Fresno County Governments' Ridesharing Division (2005, July). Fresno/Clovis Bikeways Map.

Chapter 7

Air Quality

Introduction

This chapter evaluates air quality impacts that would result from the OAB project and identifies mitigation measures for those impacts. The evaluation is primarily based upon the following study, which was prepared for this EIR by Ambient Air Quality and Noise Consulting: *Air Quality Impact Analysis for Fresno City College Old Administration Building Renovation Project* (November 27, 2006).

Setting

Location and Jurisdiction

The project site is located in the San Joaquin Valley Air Basin (SJVAB), which is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). Existing air quality conditions in the SJVAB and the factors affecting air quality conditions in the basin are discussed below.

Topography, Meteorology, and Pollutant Dispersion

The dispersion of air pollution in an area is determined by such natural factors as topography, meteorology, and climate, coupled with atmospheric stability conditions and the presence of inversions. The factors affecting the dispersion of air pollution with respect to the SJVAB are discussed below.

Topography

The SJVAB occupies the southern half of the Central Valley. The Coast Ranges, which have an average elevation of 3,000 feet, are located on the western border of the SJVAB. The San Emigdio Mountains, which are part of the Coast Ranges, and the Tehachapi Mountains, which are part of the Sierra Nevada, are both located on the south side of the SJVAB. The Sierra Nevada forms the eastern border of the SJVAB. There is no topographic feature delineating the northern edge of the basin. The SJVAB is basically flat with a downward gradient in terrain to the northwest.

Meteorology and Climate

The climate of the SJVAB is strongly influenced by the presence of mountain ranges. The mountain ranges to the west and south induce winter storms from the Pacific Ocean to release precipitation on the western slopes producing a partial rain shadow over the valley. In addition, the mountain ranges block the free circulation of air to the east, trapping stable air in the valley for extended periods during the cooler half of the year.

Winter in the SJVAB is characterized as mild and fairly humid, and the summer is typically hot, dry, and cloudless. The climate is a result of the topography and the strength and location of a semi permanent, subtropical high-pressure cell. During summer, the Pacific high-pressure cell is centered over the northeastern Pacific Ocean, resulting in stable meteorological conditions and a steady northwesterly wind flow. Upwelling of cold ocean water from below to the surface as a result of the northwesterly flow produces a band of cold water off the California coast. In winter, the Pacific high-pressure cell weakens and shifts southward, resulting in wind flow offshore, the absence of upwelling, and the occurrence of storms.

The annual temperature, humidity, precipitation, and wind patterns reflect the topography of the SJVAB and the strength and location of the semi permanent, subtropical high-pressure cell. Summer temperatures that often exceed 100°F and clear sky conditions are favorable to ozone formation. Most of the precipitation in the valley occurs as rainfall during winter storms. The winds and unstable atmospheric conditions associated with the passage of winter storms result in periods of low air pollution and excellent visibility. However, between winter storms, high pressure, and light winds lead to the creation of low-level temperature inversions and stable atmospheric conditions resulting in high carbon monoxide (CO) concentrations and particulate matter (PM) accumulation. The orientation of the wind flow pattern in the SJVAB is parallel to the valley and mountain ranges. Summer wind conditions promote the transport of ozone and precursors from the San Francisco Bay Area through the Carquinez Strait, a gap in the Coast Ranges, and low mountain passes such as Altamont Pass and Pacheco Pass.

The climate is semi-arid, with an annual normal precipitation of approximately 14 inches. Temperatures in the Fresno region range from a normal minimum of 37°F, in January, to a normal maximum of 99°F, in July (NOAA 1992). The wind is predominantly from the west-northwest at 9 mph (ARB 1992).

Atmospheric Stability and Inversions

Stability describes the resistance of the atmosphere to vertical motion. The stability of the atmosphere is dependent on the vertical distribution of temperature with height. Stability categories range from "Extremely Unstable" (Class A), through "Neutral" (Class D), to "Stable" (Class F). Unstable conditions often occur during daytime hours when solar heating warms the lower atmospheric layers sufficiently. Under Class A stability conditions, large fluctuations in horizontal wind direction occur coupled with large vertical mixing depths. Under Class B stability conditions, wind direction fluctuations and the vertical mixing depth are less pronounced because of a decrease in solar heating. Under Class C stability conditions, solar heating is weak along with horizontal and vertical fluctuations because of a combination of thermal and mechanical turbulence. Under Class D stability conditions, vertical motions are primarily generated by mechanical turbulence. Under Class E and Class F stability conditions, air pollution emitted into the atmosphere travels downwind with poor dispersion. The dispersive power of the atmosphere decreases with progression through the categories from A to F.

With respect to the SJVAB, Classes D through F are predominant during the late fall and winter because of cool temperatures and entrapment of cold air near the surface. March and

August are transition months with equally occurring percentages of Class F and Class A. During the spring months of April and May and the summer months of June and July, Class A is predominant. The fall months of September, October, and November have comparable percentages of Class A and Class F.

An inversion is a layer of warmer air over a layer of cooler air. Inversions influence the mixing depth of the atmosphere, which is the vertical depth available for diluting air pollution near the ground, thus significantly affecting air quality conditions. The SJVAB experiences both surface-based and elevated inversions. The shallow surface-based inversions are present in the morning but are often broken by daytime heating of the air layers near the ground. The deep elevated inversions occur less frequently than the surface-based inversions but generally result in more severe stagnation. The surface-based inversions occur more frequently in the fall, and the stronger elevated inversions usually occur during December and January.

Regulatory Background

Overview

Air quality within the SJVAB is regulated by several jurisdictions including the United States Environmental Protection Agency (U.S. EPA), California Air Resources Board (ARB), and the SJVAPCD. Each of these jurisdictions develops rules, regulations, and policies to attain the goals or directives imposed upon them through legislation. Although U.S. EPA regulations may not be superseded, both state and local regulations may be more stringent.

Pollutants subject to federal ambient standards are referred to as "criteria" pollutants because the U.S. EPA publishes criteria documents to justify the choice of standards. One of the most important reasons for air quality standards is the protection of those members of the population who are most sensitive to the adverse health effects of air pollution, termed "sensitive receptors." The term “sensitive receptors” refers to specific population groups, as well as the land uses where they would reside for long periods. Commonly identified sensitive population groups are children, the elderly, the acutely ill, and the chronically ill. Commonly identified sensitive land uses are residences, schools, playgrounds, childcare centers, retirement homes or convalescent homes, hospitals, and clinics. Criteria air pollutants, common sources, and associated effects are summarized in Table 7-1. The federal and state standards for the criteria pollutants and other state regulated air pollutants are shown in Table 7-2.

Federal Air Quality Regulations

At the federal level, the U.S. EPA has been charged with implementing national air quality programs. The U.S. EPA’s air quality mandates are drawn primarily from the Federal Clean Air Act (FCAA), which was signed into law in 1970. Congress substantially amended the FCAA in 1977 and again in 1990.

The FCAA required the U.S. EPA to establish National Ambient Air Quality Standards (NAAQS) and set deadlines for their attainment. Two types of NAAQS have been

TABLE 7-1

CRITERIA AIR POLLUTANTS
SUMMARY OF COMMON SOURCES AND EFFECTS

Pollutant	Description	Sources	Health Effects	Welfare Effects
Carbon Monoxide	Colorless, odorless gas	Motor vehicle exhaust, indoor sources include kerosene wood-burning stoves	Headaches, reduced mental alertness, heart attack, cardio-vascular diseases, impaired fetal development, death.	Contribute to the formation of smog.
Sulfur Dioxide	Colorless gas that dissolves in water vapor to form acid, and interacts with other gases and particulates in the air	Coal-fired power plants, petroleum refineries, manufacture of sulfuric acid and smelting of ores containing sulfur	Eye irritation, wheezing, chest tightness, shortness of breath, lung damage.	Contribute to the formation of acid rain, visibility impairment, plant and water damage, aesthetic damage.
Nitrogen Dioxide	Reddish brown, highly reactive gas	Motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuels	Susceptibility to respiratory infections, irritation of the lung and respiratory symptoms (e.g., cough, chest pain, difficulty breathing).	Contribute to the formation of smog, acid rain, water quality deterioration, global warming, and visibility impairment.
Ozone	Gaseous pollutant when it is formed in the troposphere	Primarily vehicle exhaust. Formed from the combination of reactive organic gases and oxides of nitrogen in the presences of sunlight.	Eye and throat irritation, coughing, respiratory tract problems, asthma, lung damage.	Plant and ecosystem damage.
Lead	Metallic element	Metal refineries, smelters, battery manufacturers, iron and steel producers, use of leaded fuels by racing and aircraft industries.	Anemia, high blood pressure, brain and kidney damage, neurological disorders, cancer, lowered IQ	Affects animal and plants, affects aquatic ecosystems.
Particulate Matter	Very small particles of dust, soot, or other matter, including tiny droplets of liquids	Diesel engines, power plants, industries, windblown dust, wood stoves.	Eye irritation, asthma, bronchitis, lung damage, cancer, heavy metal poisoning, cardiovascular effects.	Visibility impairment, atmospheric deposition, aesthetic damage, impaired plant photosynthesis.

U.S. EPA 2006

TABLE 7-2

SUMMARY OF AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards [a, c]	National Standards [b, c]	
			Primary [d]	Secondary [e]
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	- -	Same as Primary
	8-hour	0.070 ppm (137 µg/m^3)	0.08 ppm (157 µg/m^3)	
Particulate Matter (PM_{10})	AAM	20 µg/m^3	(Revoked)[f]	
	24-hour	50 µg/m^3	150 µg/m^3	
Fine Particulate Matter ($PM_{2.5}$)	AAM	12 µg/m^3	15 µg/m^3	
	24-hour	No Standard	35 µg/m^3 [f]	
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	None
	8-hour	9 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	
	8-hour (Lake Tahoe)	6 ppm (7 mg/m^3)	–	
Nitrogen Dioxide (NO_2)	AAM	–	0.053 ppm (100 µg/m^3)	Same as Primary
	1-hour	0.25 ppm (470 µg/m^3)	–	
Sulfur Dioxide (SO_2)	AAM	–	0.03 ppm (80 µg/m^3)	–
	24-hour	0.04 ppm (105 µg/m^3)	0.14 ppm (365 µg/m^3)	–
	3-hour	–	–	0.5 ppm (1,300 µg/m^3)
	1-hour	0.25 ppm (655 µg/m^3)	–	–
Lead	30-day Average	1.5 µg/m^3	–	–
	Calendar Quarter	–	1.5 µg/m^3	Same as Primary
Sulfates	24-hour	25 µg/m^3	No Federal Standards	
Hydrogen Sulfide	1-hour	0.03 ppm (42 µg/m^3)		
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m^3)		
Visibility-Reducing Particle Matter	8-hour	Extinction coefficient of 0.23 per kilometer —visibility of 10 miles or more (0.07—30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70%.		

TABLE 7-2

SUMMARY OF AMBIENT AIR QUALITY STANDARDS

[a]California standards for O_3, CO (except Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, PM (PM_{10} and $PM_{2.5}$), and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded.

[b]National standards (other than O_3, PM, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of daily concentrations, average over three years, are equal to or less than the standard.

[c]Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25EC and a reference pressure of 760 torr.

[d]The levels of air quality necessary to protect the public health.

[e]The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[f]Based on revised particulate standards adopted by the US EPA on September 21, 2006. Due to lack of evidence linking health problems to long-term exposure to coarse particulate pollution, the US EPA has revoked the annual PM10.

AAM = Annual Arithmetic Mean

ARB 2006; US EPA 2006

established: primary standards, which protect public health, and secondary standards, which protect public welfare from non-health-related adverse effects, such as visibility restrictions.

State Air Quality Regulations

The California Clean Air Act (CCAA), 1988, requires that all air districts in the state endeavor to achieve and maintain California Ambient Air Quality Standards (CAAQS) for O_3, CO, SO_2, and nitrogen dioxide (NO_2) by the earliest practical date. Plans for attaining CAAQS were to be submitted to ARB by June 30, 1991. The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources, and the act provides districts with authority to regulate indirect sources. Each district plan is required to either (1) achieve a 5-percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each non-attainment pollutant or its precursors, or (2) to provide for implementation of all feasible measures to reduce emissions. Any planning effort for air quality attainment would thus need to consider both state and federal planning requirements.

The ARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the CCAA of 1988. The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS for O_3, CO, SO_2, and nitrogen dioxide (NO_2) by the earliest practical date. Each district plan is to achieve a 5-percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each nonattainment pollutant or its precursors. Any additional development within the region obviously would impede the reduction goals of the CCAA.

Other ARB duties include monitoring air quality (in conjunction with air monitoring networks maintained by air pollution control districts and air quality management districts, establishing CAAQS (which in many cases are more stringent than the NAAQS), and setting emissions standards for new motor vehicles. The emission standards established for motor vehicles differ

depending on various factors including the model year, and the type of vehicle, fuel, and engine used.

San Joaquin Valley Air Pollution Control District Regulations

The SJVAPCD is the agency primarily responsible for ensuring that NAAQS and CAAQS are not exceeded and that air quality conditions are maintained in the San Joaquin Valley Air Basin (SJVAB), within which the project is located. Responsibilities of the SJVAPCD include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the federal Clean Air Act (CAA) and the California Clean Air Act (CCAA). In an attempt to achieve NAAQS and CAAQS and maintain air quality, the SJVAPCD has recently completed the following air quality attainment plans and reports: *2004 Extreme Ozone Attainment Demonstration Plan*, *2003 PM10 Attainment Demonstration Plan*, *2002-2005 Amended Ozone Rate of Progress Plan*, *2000 Ozone Rate of Progress Report*, *2001 Update to Ozone Attainment Demonstration Plan, 1997-1999 PM10 Progress Report,* and the *2003 PM10 Plan*. In coordination with the ARB and other north/central California air districts, the SJVAPCD has begun development of the *8-hour Ozone Attainment Demonstration Plan*. SJVAPCD Rules and regulations that may be applicable to the proposed project are summarized in Appendix 7-1 of this EIR.

Toxic Air Contaminants

Overview

Toxic air contaminants (TACs) are regulated through implementation of federal and state laws. Federal law uses the term "hazardous air pollutants" (HAPs) to refer to the same types of compounds considered as TACs under state law. Both terms encompass essentially the same compounds. For purposes of this report, the term "TACs" will be used when referring to these pollutants. It is important to note that TACs are not considered criteria pollutants in that the federal and California Clean Air Acts do not address them specifically through the setting of NAAQS or CAAQS. However, enforcement of the NAAQS and CAAQS for the control of criteria pollutants, such as ozone and PM, can result in reducing airborne emissions of TACs. For example, controls on volatile organic compound emissions to attain the ozone standard can significantly reduce emissions of TACs from stationary sources. The following is a summary of the major current federal and state regulations and programs for controlling TACs.

Federal HAP/TAC Program

Title III of the CAA requires the U.S. EPA to promulgate National Emissions Standards for Hazardous Air Pollutants (NESHAP) for certain categories of sources that emit one or more pollutants identified as HAPs/TACs. Emission standards may differ between "major sources" and "area sources" of TACs. Major sources are defined as stationary sources with potential to

emit more than 10 tons per year (TPY) of any TAC or more than 25 TPY of any combination of TACs; all other sources are considered area sources. Promulgation of the emission standards involves two phases. In the first phase (1992–2000), the U.S. EPA developed technology-based emission standards designed to produce the maximum emission reduction achievable. These standards are generally referred to as requiring Maximum Achievable Control Technology. For area sources, the standards may be different, based on generally available control technology. In the second phase (2001–2008), the U.S. EPA is required to promulgate health risk–based emissions standards where such standards are deemed necessary to address risks remaining after implementation of the technology-based NESHAP standards.

The 1990 amendments to the CAA required the U.S. EPA to promulgate vehicle or fuel standards containing reasonable requirements to control toxic emissions, applying at a minimum to benzene and formaldehyde. Performance criteria were established to limit mobile-source emissions of toxics, including benzene, formaldehyde, and 1,3-butadiene. In addition, Section 219 of the CAA also required the use of reformulated gasolines in selected U.S. cities (those with the most severe ozone nonattainment conditions) to further reduce mobile-source emissions, including toxics.

State and Local TAC Programs

The ARB works in partnership with the local air districts to enforce regulations that reduce TACs in the state. It has authority for motor vehicles, fuels, and consumer products. The ARB identifies the TACs, researches prevention or reduction methods, adopts standards for control, and enforces the standards. The local air districts have the authority over stationary or industrial type sources. SJVAPCD Rule 2010 requires permits for all source operations that may emit TACs. All projects that require air quality permits from the SJVAPCD are evaluated for TAC emissions (SJVAPCD 1998). The SJVAPCD limits emissions and public exposure to TACs through a number of programs. The SJVAPCD prioritizes TAC-emitting stationary sources based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors. It requires a comprehensive health risk assessment for facilities that are put in the significant risk category under the Assembly Bill (AB) 2588 Program (Air Toxics "Hot Spot" Information and Assessment Act of 1987).

The ARB identified particulate emissions from diesel-fueled engines (diesel PM) as a TAC in August 1998. Diesel PM is currently the ARB's primary TAC of concern for mobile sources, in part because, of all controlled TACs, diesel PM emissions are estimated to be responsible for approximately 70% of the total ambient TAC risk (ARB 2000). In 2000, the ARB developed and approved the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* and the *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines*. The ARB is now implementing an aggressive plan to require cleaner diesel fuel and cleaner diesel engines and vehicles (ARB 2002) and is currently developing regulations designed to reduce diesel PM emissions from diesel-fueled engines and vehicles. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. These regulations require substantial reductions in

diesel PM emissions beginning with the 2004 model year. Additional, more stringent standards will apply to engines starting in the 2007 model year. Off-road vehicles will come under more stringent regulation beginning with the 2005 model year. Each of these sets of regulations will serve to significantly reduce diesel PM emissions and long-term human health risks attributable to diesel-fueled vehicles and equipment.

The California State Legislature has also examined TAC hazards and has adopted several bills to control TACs. Implementation of state-adopted legislation pertaining to the control of TACs is the responsibility of the ARB and local air pollution control districts. The most important legislation applicable to the proposed project is summarized below.

The Tanner Toxics Act

The Tanner Toxics Act established the California toxic air contaminant control program (AB 1807, Health and Safety Code Section 39666 et seq.) to identify and control TACs. Under the act, the ARB is required to identify a substance as a TAC based on the review of the scientific data and the recommendations by both the Office of Environmental and Health Hazard Assessment and the Scientific Review Panel. After designation, the ARB investigates appropriate measures to limit emissions of the TACs. These measures may include emission limitations, control technologies, operation and maintenance requirements, closed-system engineering, cost, or substitution of compounds. The ARB then prepares a report on the appropriate degree of regulation and adopts Air Toxics Control Measures. These control measures are the minimum regulations that must be imposed by each of the local air districts in the form of regulations. Districts must adopt rules that are at least as stringent as those of the state.

Air Toxics "Hot Spots" Information and Assessment Act

The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588) is a state law enacted in 1987. The law requires certain facilities to submit information regarding emissions of more than 550 TACs to their local air pollution control districts. The act addresses public concerns that emissions from individual facilities might cause local concentration of air toxics "hot spots" at a level where individuals may be exposed to an excess risk of adverse health effects. The program requires facilities to notify all exposed persons if it is determined that there is a significant health risk. AB 2588 was amended in 1993 by Senate Bill (SB) 1731, the Facility Toxic Air Contaminant Risk Reduction Audit and Plan. In accordance with SB 1731, local air districts are required to establish a program to reduce risks from existing facilities that are deemed to pose a significant health risk.

Toxic Emissions Near Schools Program (AB 3205/SB 352)

Assembly Bill (AB) 3205 (Health and Safety Code Sections 42301.6–42301.9) addresses stationary sources of hazardous air pollutants near schools. It requires public notice to the parents or guardians of children enrolled in any school located within one-quarter mile of the source and to each address within a 1,000-foot radius of a TAC source. Senate Bill (SB) 352 (Education Code Section 17213, Public Resources Code Section 21151.8) expands previous requirements to review sources of TACs near school sites. SB 352 directs school districts to

include in the school site analysis any emissions sources, including, but not limited to, freeways and other busy traffic corridors, large agricultural operations, and rail yards within one-quarter mile of a school site. SB 352 requires that any school site located within 500 feet of the edge of the closest travel lane of a freeway or other busy traffic corridor be reviewed for potential health risks.

Odors

Although offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable stress among the public and often generating citizen complaints to local governments and the SJVAPCD. The SJVAPCD has determined some common types of facilities that have been known to produce odors, including wastewater treatment facilities, chemical manufacturing plants, painting/coating operations, feed lots/dairies, composting facilities, landfills, and transfer stations. Because offensive odors rarely cause any physical harm and no requirements for their control are included in state or federal air quality regulations, the SJVAPCD has no rules or standards related to odor emissions other than its nuisance rule. Any actions related to odors are based on citizen complaints to local governments and the SJVAPCD (SJVAPCD 1998).

Two situations increase the potential for odor problems. The first occurs when a new odor source is located near existing sensitive receptors. The second occurs when new sensitive receptors are developed near existing sources of odor. In the first situation, the SJVAPCD recommends operational changes, add-on controls, process changes, or buffer zones where feasible to address odor complaints. In the second situation, the potential conflict is considered significant if the project site is at least as close as any other site that has already experienced significant odor problems related to the odor source. For projects locating near a source of odors where there is no nearby development that may have filed complaints, and for odor sources locating near existing sensitive receptors, the SJVAPCD requires the determination of potential conflict to be based on the distance and frequency at which odor complaints from the public have occurred in the vicinity of a similar facility (SJVAPCD 1998).

Ambient Air Quality

Overview

Air pollutant concentrations are measured at several monitoring stations in Fresno County. The Fresno-N. First Street air quality monitoring station is the closest representative monitoring site to the proposed project site with sufficient data to meet U.S. EPA and/or ARB criteria for quality assurance. The Fresno-N. First Street monitoring station monitors ambient concentrations of ozone, nitrogen dioxide, carbon monoxide, and airborne particulates. Ambient monitoring data for this station was obtained for the last three years of available measurement data (i.e., 2003 through 2005) and is summarized in Table 7-3. As depicted, the state and federal ozone standards were exceeded several times during the past 3 years. The national standard for PM_{10} was not exceeded; however, the state standards for PM_{10} and $PM_{2.5}$ were exceeded on several occasions. With respect to CO and NO_2, neither the state nor the national standards were exceeded during the past 3 years.

TABLE 7-3

SUMMARY OF AMBIENT AIR QUALITY MONITORING DATA
FRESNO-1ST STREET AIR QUALITY MONITORING STATION

	2003	2004	2005
OZONE			
State standard: 1-hour average, 0.09 ppm National standard: 1-hour/8-hour average, 0.12/0.08 ppm			
Maximum concentration (1-hour/8-hour average)	0.135/0.111	0.123/0.103	0.134/0.111
Number of days state/national 1-hour standard exceeded	56/5	23/0	31/3
Number of days national 8-hour standard exceeded	47	18	27
CARBON MONOXIDE (CO)			
State standard: 1-hour/8-hour average, 20/9.1 ppm National standard: 1-hour/8-hour average, 35/9 ppm			
Maximum concentration (1-hour/8-hour average)	4.9/3.56	3.9/2.84	4.1/2.95
Number of days state 1-hour/8-hour standard exceeded	0/0	0/0	0/0
Number of days national 1-hour/8-hour standard exceeded	0/0	0/0	0/0
NITROGEN DIOXIDE (NO_2)			
State standard: 1-hour average, 0.25 ppm National standard: Annual average, 0.053 ppm			
Maximum concentration (1-hour average)	0.090	0.077	0.084
Annual average	0.019	0.017	0.017
Number of days state standard exceeded	0	0	0
SUSPENDED PARTICULATE MATTER (PM_{10})			
State standard: 24-hour average, 50μg/m^3 National standard: 24-hour average, 150μg/m^3			
Maximum concentration	74.0	54.0	106.0
Number of days state standard exceeded (measured/calculated[1])	13/79.6	5/30.2	10/58.1
Number of days national standard exceeded (measured/calculated[1])	0/0	0/0	0/0
SUSPENDED PARTICULATE MATTER ($PM_{2.5}$)			
No separate state standard National standard: 24-hour average, 65 μg/m^3			
Maximum concentration	63.0	71.0	86.0
Number of days national standard exceeded	0	2	10

ppm = parts per million by volume
μg/m3 = micrograms per cubic meter

[1] Measured days are those days that an actual measurement was greater than the level of the state daily standard or the national daily standard. Measurements are typically collected every six days. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

California Air Resources Board 2005

Attainment Status

Under the CCAA, the ARB is required to designate areas of the state as attainment, nonattainment, or unclassified with respect to applicable standards. An "attainment" designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A "nonattainment" designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. Depending on the frequency and severity of pollutants exceeding applicable standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. An "unclassified" designation signifies that the data do not support either an attainment or nonattainment status. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The U.S. EPA designates areas for ozone, CO, and NO_2 as "does not meet the primary standards," "cannot be classified," or "better than national standards." For SO_2, areas are designated as "does not meet the primary standards," "does not meet the secondary standards," "cannot be classified," or "better than national standards." However, the ARB terminology of attainment, nonattainment, and unclassified is more frequently used. The sub-categories for nonattainment status; serious, severe, and extreme; are also used by U.S. EPA. In 1991, new nonattainment designations were assigned to areas that had previously been classified as Group I, II, or III for PM_{10} based on the likelihood that they would violate national PM_{10} standards. All other areas are designated "unclassified."

The state and national attainment status designations pertaining to the SJVAB are summarized in Table 7-4. The SJVAB is currently designated as a nonattainment area with respect to the state PM_{10} standard, as well as the state and national 1-hour ozone standards. The SJVAB is also designated nonattainment for the national 8-hour ozone and $PM_{2.5}$ standards (SJVAPCD 2006).

Significance Criteria

The following thresholds of significance, obtained from the SJVAPCD's *Guide for Assessing and Mitigating Air Quality Impacts* (SJVAPCD 2002), are used to determine whether implementation of the proposed project would result in a significant air quality impact:

- Short-term Emissions of Particulate Matter (PM)—Construction impacts associated with the proposed project would be considered significant if the feasible control measures for construction in compliance with Regulation VIII as listed in the SJVAPCD guidelines are not incorporated or implemented.

TABLE 7-4

SJVAB ATTAINMENT STATUS DESIGNATIONS

Pollutant	National Designation	State Designation
Ozone, 1 hour	Nonattainment/Extreme	Nonattainment/Severe
Ozone, 8 hour	Nonattainment/Serious	No state standard
PM_{10}	Attainment*	Nonattainment
$PM_{2.5}$	Nonattainment	No State Standard
CO – Fresno Urbanized Area	Unclassified/Attainment	Unclassified/Attainment
Nitrogen dioxide	Unclassified/Attainment	Attainment
Sulfur dioxide	Unclassified/Attainment	Attainment
Lead (particulate)	No designation	Attainment
Hydrogen sulfide	No federal standard	Unclassified
Sulfates	No federal standard	Attainment
Visibility-reducing particulates	No federal standard	Unclassified
*The SJVAB was recently designated "attainment" for the national PM_{10} standard on October 17, 2006.		

SJVAPCD 2006

- Short-term Emissions of Ozone Precursors (ROG and NOx)—Construction impacts associated with the proposed project would be considered significant if the project generates emissions of ROG or NOX that exceeds 10 TPY.

- Long-term Emissions of Ozone Precursors (ROG and NOx)—Operational impacts associated with the proposed project would be considered significant if the project generates emissions of ROG or NOX that exceeds 10 TPY.

- Hazardous Air Pollutants—Exposure to HAPs would be considered significant if the probability of contracting cancer for the Maximally Exposed Individual would exceed 10 in 1 million or would result in a Hazard Index greater than 1.

- Odorous Emissions—Odor impacts associated with the proposed project would be considered significant if the project has the potential to frequently expose members of the public to objectionable odors.

- Local Mobile-Source CO Concentrations—Local mobile source impacts associated with the proposed project would be considered significant if the project contributes to CO concentrations at receptor locations in excess of the CAAQS (i.e., 9.0 ppm for 8 hours or 20 ppm for 1 hour).

Significant Impacts and Mitigation Measures

Impact 7.1: Project construction activities may result in significant short-term emissions of airborne particulate matter.

The SJVAPCD emphasizes implementation of effective and comprehensive control measures rather than requiring a detailed quantification of construction emissions. Construction generated emissions are "short-term," temporary in duration, and possess the potential to represent a significant air quality impact, particularly PM_{10} emissions. Construction emissions may potentially result in substantial increases in localized PM concentrations, adverse health effects, and nuisance concerns such as reduced visibility and soiling of exposed surfaces. PM emissions are typically greatest during initial site preparation, including grading and excavation activities, as well as vehicle travel on unpaved roadways and surfaces.

Construction activities associated with the proposed project would not involve extensive site preparation (e.g., grading and excavation) or extended use of off-highway equipment. As a result, mobile-source emissions of ROG and NOx would not be anticipated to exceed the SJVAPCD's annual significance thresholds of 10 TPY. However, the proposed project does not include SJVAPCD-recommended measures for the control of PM emissions for construction-related activities. Because the significance of short-term PM emissions is dependent on whether or not SJVAPCD-recommended control measures are implemented, short-term construction-generated PM emissions resulting from implementation of the proposed project would be considered a potentially significant air quality impact.

Mitigation Measures

7.1(a) Demolition and construction activities shall comply with all applicable SJVAPCD regulations, including but not limited to Regulation VIII for the control of fugitive dust emissions and Rule 4002 for identification of asbestos-containing building materials to be removed prior to demolition. Actual measures to be implemented for the control of fugitive dust emissions would be dependent on the specific construction activities conducted. SJVAPCD-recommended dust control measures potentially applicable to the proposed project include, but would not necessarily be limited to, the following:

7.1(a)(1) All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, or vegetative ground cover.

7.1(a)(2) All onsite unpaved construction roads and offsite unpaved construction access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.

7.1(a)(3) All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.

7.1(a)(4) When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, or at least 6 inches of freeboard space from the top of the container shall be maintained.

7.1(a)(5) All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden).

7.1(a)(6) Following the addition of materials to, or the removal of materials from, the surfaces of outdoor storage piles, piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.

7.1(a)(7) Excavation and grading activities shall be suspended when wind speeds exceed 20 mph.

7.1(a)(8) Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.

7.1(a)(9) Limit visible dust emissions to 20% opacity.

Level of Significance

This impact will be less than significant with the incorporation of the mitigation measure.

Impact 7.2: Project construction activities may result in significant temporary cumulative contributions to regional air quality degradation.

In accordance with SJVAPCD-recommended methodology for the assessment of air quality impacts, projects that result in significant air quality impacts at the project levels are also considered to have a significant cumulative air quality impact (SJVAPCD 1998). Emissions of ozone-precursor pollutants attributable to the proposed project would not result in a significant project-related impact to regional air quality. However, uncontrolled emissions of fugitive dust generated during the construction process could contribute, on a cumulative basis, to a temporary increase in airborne particulate concentrations at nearby receptors. This impact, therefore, is considered potentially significant.

Mitigation Measures

See Mitigation Measure 7.1(a).

Level of Significance

This impact will be less than significant with the incorporation of the mitigation measure.

Impacts Not Found to be Significant

Impact 7.3: Project generated long-term emissions of ozone precursor pollutants will be less than significant.

Operational emissions of ROG and NO_X attributable to the proposed project were estimated using URBEMIS 2002 (Version 8.7) computer program, based on the default parameters contained in the model for the SJVAB. The URBEMIS computer program is designed to model stationary, area, and mobile-source emissions for land use development projects. To ensure a conservative analysis, modeling was conducted assuming a buildout year of 2011. Vehicle trip generation rates were based on the default assumption of 1.2 trips per student, as contained in the model. Pass-by and captured-trip reductions are negligible with respect to community colleges and, therefore, were not applied. Estimated annual emissions are summarized in Table 7-5.

Based on the modeling conducted, estimated operational emissions associated with the proposed project would be approximately 7 tons/year of ROG and 6 tons/year of NO_X. Estimated operational emissions associated with the proposed project would not exceed SJVAPCD significance thresholds of 10 tons/year/pollutant. As a result, the project's contribution to regional air quality conditions would be considered less than significant.

TABLE 7-5

PROPOSED PROJECT EMISSIONS

Project Alternative/Source	Estimated Emissions (tons/year)	
	ROG	**NOx**
Area Sources		
Natural Gas Use	0.03	0.38
Landscape Maintenance	0.01	0.00
Architectural Coatings	0.40	
Mobile Sources	6.53	5.36
Total	6.96	5.74
SJVAPCD-Recommended Significance Thresholds	10	10

Emissions were calculated using the URBEMIS2002 (v8.7) computer program. To be conservative, estimated emissions do not include pass-by or internally captured trips. Totals may not sum due to rounding. Refer to Appendix 7-2 for modeling assumptions and results.

Ambient Air Quality and Noise Consulting

Mitigation Measure:

No mitigation is required.

Level of Significance

This impact will be less than significant.

Impact 7.4: Project contributions to local mobile-source CO concentrations will not exceed ambient air quality standards.

Local mobile source CO emissions near roadway intersections are a direct function of traffic volume, speed, and delay. Carbon monoxide transport is extremely limited; it disperses rapidly with distance from the source under normal meteorological conditions. Under certain meteorological conditions, however, CO concentrations close to a congested roadway or intersection may reach unhealthy levels, affecting local sensitive receptors (residents, school children, hospital patients, the elderly, etc.). As a result, the SJVAPCD recommends analysis of CO emissions at a local rather than regional level. Local CO concentrations at intersections projected to operate at level of service (LOS) D, or better, do not typically exceed national or state ambient air quality standards. For this reason, modeling of CO concentrations is typically recommended for receptors located near signalized intersections that are projected to operate at LOS E or F.

Based on the traffic analysis presented in Chapter 5, the intersections near the project site would operate at LOS E, or better, for both existing-plus-project and cumulative-plus-project conditions. Because these intersections would not operate at an unacceptable LOS, predicted CO concentrations near these intersections would not be anticipated to exceed ambient air quality standards. This impact would be considered less than significant.

Mitigation Measure

No mitigation is required.

Level of Significance

This impact will be less than significant.

Impact 7.5: Exposure to any toxic air contaminants resulting from the project will be less than significant.

Particulate exhaust emissions from diesel-fueled engines (diesel-exhaust PM) were identified as a TAC by the ARB in 1998. Implementation of the proposed project would result in the generation of diesel PM emissions during construction from the use of off-road diesel equipment for any excavation, paving, demolition, and other construction activities.

Health-related risks associated with diesel-exhaust emissions are primarily associated with long-term exposure and associated risk of contracting cancer. For residential land uses, the calculation of cancer risk associated with exposure of to TACs are typically calculated based on a 70-year period of exposure. The use of diesel-powered construction equipment, however, would be temporary and episodic and would occur over a relatively large area. For this reason, diesel-exhaust PM generated by project construction, in and of itself, would not be expected to create conditions where the probability of contracting cancer is greater than 10 in 1 million for nearby receptors. Long-term health risks associated with short-term exposure to diesel-exhaust emissions would be considered less than significant. However, as noted in Impact 7.1, renovation activities may result in the disturbance of asbestos-containing building materials.

Demolition and construction activities would be required to comply with SJVAPCD Rule 4002 for identification of asbestos-containing building materials to be removed prior to demolition. With compliance with existing SJVAPCD Rule 4002, as identified in Mitigation Measure 7.1(a), exposure to airborne concentrations of asbestos due to renovation activities would be considered less than significant.

Implementation of the proposed project would not result in the long-term operation of any major on-site stationary sources of toxic air contaminants. In addition, no major stationary or area sources of toxic air contaminants have been identified near the proposed project site. As a result, long-term operation of the proposed project would not be anticipated to result in the exposure of sensitive land uses to toxic air contaminants. As a result, this impact is considered less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance

This impact will be less than significant.

Impact 7.6: Exposure to any objectionable odors resulting from the project will be less than significant.

Construction of the proposed project would result in diesel exhaust emissions from on-site diesel equipment and evaporative emissions associated with the use of architectural coatings. Emissions from such sources may be considered objectionable to some individuals. However, emissions associated with short-term construction activities would be intermittent and temporary and would dissipate rapidly from the source with an increase in distance. As a result, substantial reoccurring emissions of odors during construction would not be anticipated to occur. Therefore, construction activities would not be anticipated to generate odors that would affect a substantial number of people.

No existing odorous emission sources are located near the proposed project site. In addition, the long-term operation of the proposed project would not involve the use of any major odor emission sources. Minor emissions of odors may sometimes be detectable near the proposed waste compactor. To limit odor generation potential, this unit would be equipped with ozone odor control features and sealed doors (Foth 2006). Consequently, long-term operation of the proposed project would not be anticipated to result in the creation of or frequent exposure to an objectionable odor. Increased exposure of individuals to odors, therefore, would be considered less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance

This impact will be less than significant.

Impact 7.7: No significant inconsistencies with applicable air quality plans will result from the project.

The proposed project is located within the jurisdiction of the SJVAPCD, which is currently designated as a nonattainment area for the national and state ozone and PM10 standards. In an attempt to achieve NAAQS and CAAQS and maintain air quality, the SJVAPCD has recently completed the following air quality attainment plans and reports: *2004 Extreme Ozone Attainment Demonstration Plan, 2003 PM10 Attainment Demonstration Plan, 2002-2005 Amended Ozone Rate of Progress Plan, 2000 Ozone Rate of Progress Report, 2001 Update to Ozone Attainment Demonstration Plan, 1997-1999 PM10 Progress Report*, and the *2003 PM10 Plan*. In coordination with the ARB and other north/central California air districts, the SJVAPCD has also begun development of the *8-hour Ozone Attainment Demonstration Plan*. The emissions inventories contained in these plans are based on projected population growth and vehicle miles traveled for the region based, in part, on the predicted growth identified in regional and community plans. Major stationary sources of emissions are also accounted for in these plans.

Proposed projects resulting in an increase in population or employment growth beyond that identified in local air quality attainment plans may result in an increase in vehicle miles traveled (VMT) and associated mobile source emissions, which may not be accounted for in air quality attainment plans. Consequently, an increase in VMT beyond projections in local plans would typically be considered to result in an adverse incremental effect on the region's ability to attain and/or maintain state and national ambient air quality standards.

Implementation of the proposed project would not be anticipated to result in an increase in population growth. As a result, implementation of the proposed project would not be anticipated to result in an increase in VMT beyond that already assumed and accounted for in the emissions budgets used for development of air quality attainment plans. Thus, implementation of the proposed project would not be anticipated to conflict with or obstruct implementation of applicable air quality plans. This impact is considered less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance

This impact will be less than significant.

Sources

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Chapter

8

Noise

Introduction

This chapter evaluates noise impacts that would result from the OAB project and identifies mitigation measures for those impacts. The evaluation is primarily based upon the following study, which was prepared for this EIR by Ambient Air Quality and Noise Consulting: *Noise Impact Analysis for Fresno City College Old Administration Building Renovation Project* (November 27, 2006).

Acoustics Fundamentals

Noise

Noise is often defined as unwanted sound. Sound is a mechanical form of radiant energy transmitted by pressure waves in the air. It is characterized by two parameters: amplitude (loudness) and frequency (tone).

Amplitude

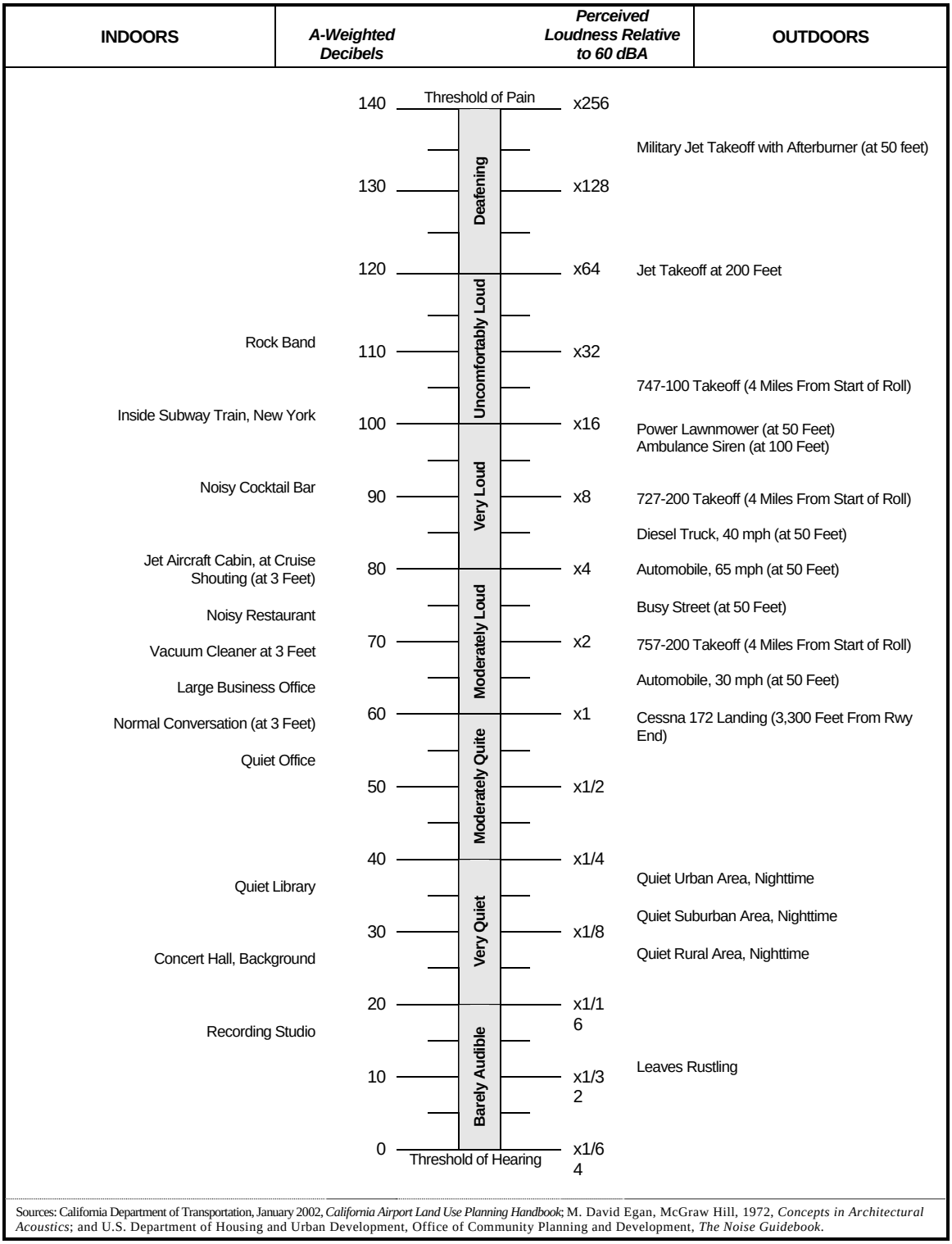
Amplitude is the difference between ambient air pressure and the peak pressure of the sound wave. Amplitude is measured in decibels (dB) on a logarithmic scale. For example, a 10 dB sound is 10 times the pressure difference of a 0 dB sound; a 20 dB sound is 100 times the pressure difference of a 0 dB sound. Another feature of the decibel scale is the way in which sound amplitudes from multiple sources add together. A 65 dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). Amplitude is interpreted by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10 dB increase in amplitude with a perceived doubling of loudness and establish a 3 dB change in amplitude as the minimum audible difference perceptible to the average person.

Frequency

Frequency is the number of fluctuations of the pressure wave per second. The unit of frequency is the Hertz (Hz). One Hz equals one cycle per second. The human ear is not equally sensitive to sound of different frequencies. Sound waves below 16 Hz or above 20,000 Hz cannot be heard at all, and the ear is more sensitive to sound in the higher portion of this range than in the lower. To approximate this sensitivity, environmental sound is usually measured in A-weighted decibels (dBA). On this scale, the normal range of human hearing extends from about 10 dBA to about 140 dBA. Common noise levels are depicted in Figure 8-1.

Figure 8-1

TYPICAL NOISE LEVELS



Sources: California Department of Transportation, January 2002, *California Airport Land Use Planning Handbook*; M. David Egan, McGraw Hill, 1972, *Concepts in Architectural Acoustics*; and U.S. Department of Housing and Urban Development, Office of Community Planning and Development, *The Noise Guidebook*.

Noise Descriptors

The intensity of environmental noise fluctuates over time, and several descriptors of time-averaged noise levels are used. The three most commonly used descriptors are L_{eq}, L_{dn}, and CNEL. The energy-equivalent noise level, L_{eq}, is a measure of the average energy content (intensity) of noise over any given period. Many communities use 24-hour descriptors of noise levels to regulate noise. The day-night average noise level, L_{dn}, is the 24-hour average of the noise intensity, with a 10-dBA "penalty" added for nighttime noise (10 p.m. to 7 a.m.) to account for the greater sensitivity to noise during this period. CNEL, the community equivalent noise level, is similar to L_{dn} but adds an additional 5-dBA penalty for evening noise (7 p.m. to 10 p.m.). Noise analyses often depend on measurements of L_{max}, the maximum instantaneous noise level during a specific period of time (sometimes referred to as the "peak noise level"), and L_{min}, the minimum instantaneous noise level during a specific period.

Characteristics of Sound Propagation and Attenuation

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates at a rate between 3.0 to 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate of 6.0 to 7.5 dBA per doubling of distance. Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver. Buildings, concrete walls, and berms can all act as effective noise barriers. Wooden fences or broad areas of dense foliage can also reduce noise, but are less effective than solid barriers.

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks demanding concentration or coordination. Hearing loss can occur at the highest noise intensity levels. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases. The acceptability of noise and the threat to public well-being are the basis for land use planning policies preventing exposure to excessive community noise levels.

Setting

Noise-Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are also considered sensitive to increases in exterior noise levels. School classrooms, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

Nearby noise-sensitive land uses consist primarily of residential dwellings, the nearest of which are located north of the project site, across Weldon Avenue. On-site classrooms within nearby buildings, including the Business Education and Social Science buildings, would also be considered noise-sensitive receptors. Receptor locations are depicted in Figure 8-2.

Ambient Noise Levels

The existing noise environment within the project area is influenced primarily by surface transportation noise emanating from vehicular traffic on area roadways, including McKinley, Maroa, and Weldon avenues. To a lesser extent, vehicular traffic within on-site parking areas and on-site student activities also contribute to ambient noise levels.

An ambient noise survey was conducted on October 21, 2005 to document the existing daytime noise environment near the project site. Measurements were taken for a period of 10 minutes near on-site and off-site noise-sensitive receptors using a Larson Davis model 820 integrating sound level meter placed at a height of approximately 4.5 feet above the ground surface. Measurement locations and A-weighted daytime sound levels are depicted in Figure 8-2.

Based on the measurements conducted, average daytime noise levels (measured in L_{eq}) within the project area generally range from the low to upper 50's, dependent primarily on distance from area roadways and associated traffic volumes. Maximum intermittent noise levels ranged from the low 50's to the mid 70's. As noted above, ambient noise measurements were influenced primarily by surface transportation noise emanating from vehicular traffic on area roadways.

Regulatory Background

State of California

The State of California General Plan Guidelines (State of California 2002), published by the State Governor's Office of Planning and Research, provides guidance for the acceptability of projects within specific CNEL/L_{dn} contours. Recommended noise criteria for various land uses are summarized in Table 8-1. As depicted, school uses are considered to be "normally

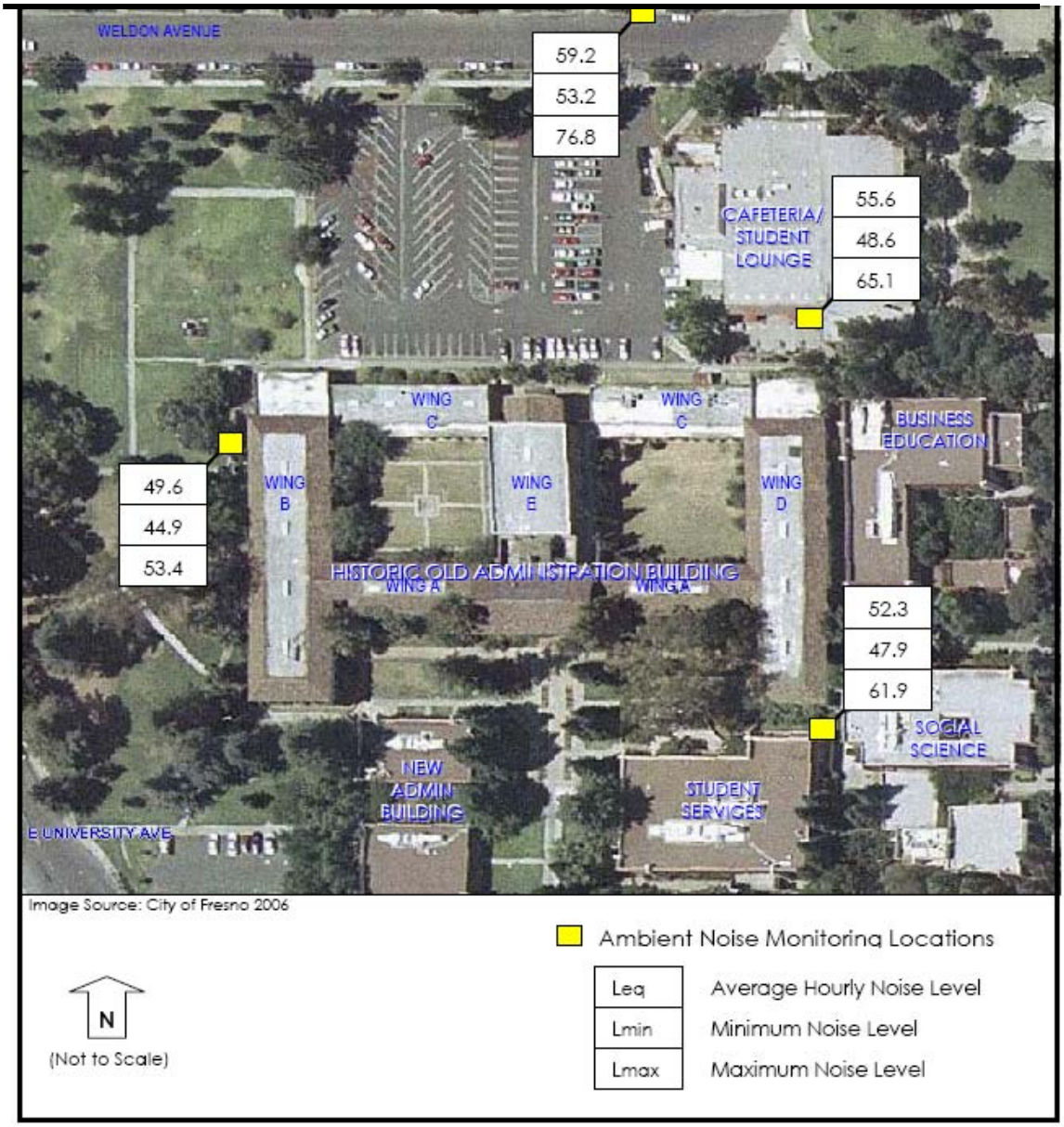


Figure 8-2
Ambient Noise Monitoring Locations

TABLE 8-1
STATE OF CALIFORNIA GENERAL PLAN GUIDELINES
COMMUNITY NOISE CRITERIA FOR LAND USE COMPATIBILITY

Land Use	Community Noise Exposure (Exterior) Ldn, dBA			
	Normally Acceptable	Conditionally Acceptable	Generally Unacceptable	Land Use Discouraged
Residential Low-Density Single Family, Duplex, Mobile Homes	<60	55 – 70	70 – 75	>75
Residential Multi-family	<66	60 – 70	70 – 75	>75
Transient Lodging – Motels, Hotels	<65	60 – 70	70 – 80	>80
Schools, Libraries, Churches, Hospitals, Nursing Homes	<70	60 – 70	70 – 80	>80
Auditoriums, Concert Halls, Amphitheaters	Not Specified	<70	Not Specified	>65
Sports Arena, Outdoor Spectator Sports	Not Specified	<75	Not Specified	>70
Playgrounds, Neighborhood Parks	<70	Not Specified	67.5 – 75	>72.5
Golf Courses, Riding Stables, Water Recreation, Cemeteries	<75	Not Specified	70 – 80	>80
Office Buildings, Business Commercial and Professional	<70	67.5 – 77.5	>75	Not Specified
Industrial, Manufacturing, Utilities, Agriculture	<75	70 – 80	>75	Not Specified

State of California 2003

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Generally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Land Use Discouraged: New construction or development should generally not be undertaken.

acceptable" in areas where exterior noise levels do not exceed 70 dBA CNEL/L_{dn}. However, school uses should be considered "conditionally acceptable" in areas where exterior noise levels range from 60 to 70 dBA CNEL/L_{dn}. A "conditionally acceptable" designation implies that new construction or development should be undertaken only after a detailed analysis of the noise reduction measures is made and needed noise insulation features incorporated. Incorporation of heating, ventilation, and air conditioning systems into the building design to facilitate the closure of windows is typically considered sufficient to mitigate interior noise levels for sites located within "conditionally acceptable" noise regions. Development is typically considered "normally unacceptable" in areas exceeding 70 dBA CNEL/L_{dn}. The guidelines also present adjustment factors that may be used to derive noise standards that

reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

City of Fresno

The *2002 Fresno General Plan* Noise Element includes noise standards for both stationary and transportation noise sources for determination of land use compatibility. In accordance with general plan policies, new noise-sensitive land uses impacted by existing or projected future transportation or stationary noise sources shall include mitigation measures so that resulting noise levels do not exceed these standards (City of Fresno 2002). The land use compatibility noise standards for stationary and transportation noise sources are summarized in Table 8-2 and Table 8-3, respectively.

The City of Fresno has also adopted a noise ordinance that contains additional noise performance standards intended to prevent noise that may create dangerous, injurious, noxious, or otherwise objectionable conditions. As opposed to the City's general plan noise standards, the City's noise ordinance standards are primarily used for the regulation of existing uses and activities, including construction activities, and are not typically used as a basis for land use planning. The ordinance establishes maximum allowable exterior standards, for daytime, evening, and nighttime periods, based on land use designations. Construction activities occurring during the daytime hours of 7:00 a.m. to 10:00 p.m. are typically considered exempt from the City's noise ordinance standards. The Fresno City noise ordinance standards are summarized in Table 8-4.

Community Ambient Noise Degradation

In addition to the guidelines and standards presented above, another consideration is the degradation of the existing ambient noise environment because of an increase in the ambient noise levels. With respect to noise levels, a 3 dBA increase is barely perceptible, a 5 dBA increase is clearly perceptible, and a 10 dBA increase is subjectively perceived as approximately twice as loud. When evaluating exposure of noise-sensitive land uses to increases in ambient noise levels, the following criteria are often used:

- Where existing noise levels are less than 60 dBA Ldn at outdoor activity areas of noise-sensitive uses, a 5 dBA Ldn increase in noise levels would be considered significant;

- Where existing noise levels are between 60 and 65 dBA Ldn at outdoor activity areas of noise-sensitive uses, a 3 dBA Ldn increase in noise levels would be considered significant;

- Where existing noise levels are greater than 65 dBA Ldn at outdoor activity areas of noise-sensitive uses, a 1.5 dBA Ldn increase in noise levels would be considered significant.

TABLE 8-2
CITY OF FRESNO GENERAL PLAN
MAXIMUM ALLOWABLE NOISE EXPOSURE - STATIONARY NOISE SOURCES

Descriptor	Noise Level Standards (dBA)[1]	
	Daytime (7 am - 10 pm)	Nighttime (10 pm – 7 am)
Hourly Equivalent Sound Level (L_{eq})	50	45
Maximum Sound Level (L_{max})	70	65

City of Fresno 2002

[1] As determined at outdoor activity areas. Where the location of outdoor activity areas is unknown or not applicable, the noise exposure standard shall be applied at the property line of the receiving land use. When ambient noise levels exceed or equal the levels in this table, mitigation shall only be required to limit noise to the ambient plus five (5) dB.

TABLE 8-3
CITY OF FRESNO GENERAL PLAN
MAXIMUM ALLOWABLE NOISE EXPOSURE - TRANSPORTATION NOISE SOURCES

Land Use [4]	Outdoor Activity Areas [1] (CNEL/Ldn dBA)	Interior Spaces (dBA)	
		Average Daily (CNEL/Ldn)	Average Hourly (Leq) [2]
Residential	60 [3]	45	--
Transient Lodging	60 [3]	45	--
Hospitals, Nursing Homes	60 [3]	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	60 [3]	--	45
Office Buildings	--	--	45
Schools, Libraries, Museums	--	--	45

City of Fresno 2002

[1] Where the location of outdoor activity areas is unknown or is not applicable, the exterior noise level standard shall be applied to the property line of the receiving land use.

[2] As determined for a typical worst-case hour during periods of use.

[3] Noise levels up to 65 dBA Ldn adjacent to the Burlington Northern Santa Fe and Union Pacific mainline tracks may be allowed by the project approving authority when it is determined that it is not possible to achieve 60 dB Ldn in outdoor activity areas using a practical application of the best-available noise reduction technology, and when all feasible exterior noise reduction measures have been proposed.

[4] The Planning and Development Director, on a case-by-case basis, may designate land uses other than those shown in this table to be noise-sensitive, and may require appropriate noise mitigation measures.

TABLE 8-4
CITY OF FRESNO NOISE ORDINANCE
MAXIMUM ALLOWABLE EXTERIOR NOISE STANDARDS

Land Use	Noise Level Standards (dBA)		
	Daytime (7 am - 7 pm)	Evening (7 pm – 10 pm)	Nighttime (10 pm – 7 am)
Residential	60	55	50
Commercial	65	65	60
Industrial	70	70	70

City of Fresno 1972

Significance Criteria

- Short-term Exposure to Construction-Generated Noise: Construction noise impacts would be considered significant if the proposed project would result in noise levels that would exceed applicable noise standards of the City of Fresno (Tables 8-2 and 8-4) or result in increased levels of annoyance or increased potential for sleep disruption during the more noise-sensitive periods of the day. Construction activities occurring between the hours of 7 a.m. to 10 p.m. are considered exempt from the City's noise ordinance requirements. For purposes of this EIR, noise-sensitive periods of the day are defined as between the hours of 7 p.m. to 7 a.m. on weekdays and between the hours of 5 p.m. to 7 a.m. on Saturdays. Sundays and major holidays are considered noise sensitive throughout the day and night.

- Long-term Operational Stationary Source Noise: Long-term stationary-source noise impacts would be considered significant if the proposed project would result in stationary source noise levels that would exceed applicable noise criteria of the City of Fresno (Tables 8-2 and 8-4) or result in a noticeable increase in ambient noise levels.

- Long-term Increases in Traffic Noise: Long-term increases in traffic noise would be considered significant if implementation of the proposed project would result in a substantial increase in transportation noise levels at noise-sensitive land uses. For purposes of this analysis, substantial increases in ambient noise levels are defined as:

    - Where existing noise levels are less than 60 dBA Ldn at outdoor activity areas of noise-sensitive uses, a 5 dBA Ldn increase in noise levels would be considered significant;

    - Where existing noise levels are between 60 and 65 dBA Ldn at outdoor activity areas of noise-sensitive uses, a 3 dBA Ldn increase in noise levels would be considered significant;

    - Where existing noise levels are greater than 65 dBA Ldn at outdoor activity areas of noise-sensitive uses, a 1.5 dBA Ldn increase in noise levels would be considered significant.

- Groundborne Vibration: Groundborne vibration levels would be considered significant if predicted groundborne vibration levels attributable to the proposed project would exceed 0.2 inches per second (peak particle velocity) at nearby buildings; or, if predicted on-site vibration levels from off-site sources would exceed 0.2 inches per second at existing or proposed on-site structures.

Significant Impacts and Mitigation Measures

Impact 8. 1: Project construction noise may result in significant short-term noise impacts to on-site and off-site noise-sensitive receptors.

OAB Renovation: Overview

Renovation of the OAB will occur in four phases. Phases I and II are scheduled to begin in summer 2007 and be completed by summer 2009. These phases include renovation of the entire building shell (complete seismic retrofit and basic plumbing, electrical, and mechanical equipment), build-out and occupancy of the south (A) and west (B) wings (both floors), construction of the central plant, and relocation of the trash compactor currently located at the northwest corner of the cafeteria. Subsequent phases would involve renovation of the remaining building areas (wings C and D), depending on the availability of future funding. A temporary construction equipment staging area will be developed northwest of the OAB. The staging yard will be surrounded by a chain-link fence, which will be draped with a heavy plastic cover.

As described in Chapter 2, normal hours and days of construction will be from 7:00 A.M. to 3:00 P.M., Monday through Friday. Construction activities may occur beyond these times and days if necessary to maintain the construction schedule, complete specific construction activities requiring extended schedules, or for other circumstances as may be determined by the District.

Noise generated by construction equipment can reach high levels. As noted in Table 8-5, noise levels generated by individual pieces of construction equipment typically ranges from approximately 74 dBA to 89 dBA at 50 feet (FTA 2006). Typical operating cycles may involve 2 minutes of full power, followed by 3 or 4 minutes at lower settings. Average hourly noise levels at construction sites typically range from approximately 65 to 89 dBA Leq at 50 feet, depending on the activities performed (EPA 1971). Temporary noise-related impacts associated with the proposed improvements are discussed separately, as follows:

Renovation of the OAB would include installation of seismic reinforcement materials, as well as plumbing, electrical, and mechanical improvements. Specific equipment required for renovation of the OAB have not yet been identified. However, interior improvements would be anticipated to involve the occasional use of portable power tools (e.g., saws, drills, hammers, etc.), electrical compressors, and pneumatic tools. As noted in Table 8-5, predicted noise levels associated with the use of such equipment would range from approximately 76 to 85 dBA. During the initial phases of construction (i.e., Phases I and II), interior renovation would be largely limited to within the interior portions of the south and west wings (i.e., Wings A and B) of the OAB. The nearest existing occupied on-campus structures include the New Administration Building, which is located approximately 35 feet southwest of Wing B; the Student Services Building, located approximately 30 feet south of Wing D; the Social Science and Business Education buildings, which are located approximately 19 feet and 10 feet east of Wing D, respectively. Use of noise-generating equipment would be largely limited

TABLE 8-5
TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS

Equipment	Typical Noise Level (dBA) 50 feet from Source
Backhoe	80
Compactor	82
Dozer	85
Grader	85
Loader	85
Truck	88
Air Compressor	81
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Mobile	83
Generator	81
Impact Wrench	85
Jack Hammer	88
Caisson Drill	89
Paver	89
Pneumatic Tool	85
Pump	76
Roller	74
Saw	76

Federal Transit Administration 2006

to within the interior portions of the buildings. Minor patching, painting, and related repairs may be necessary around the exterior perimeter of the building, but would not be anticipated to require the use of any major noise-generating equipment. The nearest off-site receptors include residential dwellings located approximately 345 feet north of the OAB, across Weldon Avenue.

Predicted noise levels at nearby receptors during renovation of the OAB are summarized in Table 8-6. To be conservative, predicted noise levels at these nearest receptors were calculated assuming a maximum noise level of 85 dBA within the interior of the OAB. A range of predicted noise levels was calculated assuming an average exterior-to-interior noise attenuation rate of 20 dBA with windows of the OAB closed and 15 dBA with windows of the OAB open.

TABLE 8-6
PREDICTED NOISE LEVELS AT NEARBY RECEPTORS
DURING RENOVATION OF THE OAB

Receptor	Predicted Exterior Noise Levels
Nearest Residential Dwelling	48-53
New Administration Building	68-73
Student Services Building	69-74
Social Sciences and Business Education Buildings	76-81

Ambient Air Quality & Noise Consulting

Predicted exterior noise levels are based on a range of maximum average-hourly noise levels of 76 to 88 dBA. Assumes an average noise attenuation rate of 6 dBA per doubling of distance from the source.

OAB Renovation: Off-site Noise Impacts

As noted earlier, construction-related activities occurring during the daytime hours are typically considered exempt from the City's noise ordinance. However, with regard to residential land uses, construction-related activities occurring during the more noise-sensitive nighttime hours can often result in increased levels of annoyance and sleep disruption to building occupants. Based on the modeling conducted, predicted maximum exterior noise levels at the nearest residential dwellings could potentially exceed the City's nighttime noise standard of 45 dBA. Renovation activities occurring during the nighttime hours could, therefore, result in potential increases in annoyance and sleep disruption to occupants of these nearest residential dwellings. As a result, renovation of the OAB would be anticipated to result in a potentially significant impact to occupants of nearby residential dwellings.

OAB Renovation: On-site Noise Impacts

Construction activities occurring during the daytime hours, although typically exempt from the City's noise ordinance, may result in potential impacts to land uses where maintaining a quiet environment is considered essential. Such uses would include nearby on-site classrooms. For classrooms, an average interior noise standard of 45 dBA is typically recommended. Predicted interior noise levels of on-site buildings were calculated based on the predicted exterior noise levels noted in Table 8-5 and assuming an average exterior-to-interior noise attenuation rate of 25 dBA, which is typical of newer building construction equipped with heating, ventilation, and air conditioning systems capable of maintaining a closed interior environment. Based on the modeling conducted, predicted maximum average-hourly interior noise levels within the northern-most portions of the New Administration Building and the Student Services Building would be approximately 49 dBA. Predicted maximum interior noise levels at the nearest classrooms located within the Social Science and Business Education buildings would be approximately 56 dBA. As a result, renovation of the OAB would be anticipated to result in a potentially significant impact to occupants of the nearest on-site structures.

Central Plant: Overview

The central plant is proposed for construction adjacent to the northwest corner of the Cafeteria/Student Lounge. The nearest on-site classrooms are located in the Business Education Building, which is located approximately 200 feet southeast of the construction site and would be shielded from direct line-of-site by the Cafeteria/Student Lounge. The nearest off-site receptors include residential dwellings located approximately 150 feet north of the proposed plant, across Weldon Avenue.

The specific equipment required for construction of the central plant has not been identified. However, based on equipment typically required for similar projects, it is anticipated that construction activities would likely involve the use of portable equipment (i.e., compressors, pneumatic tools, jackhammers, and saws, etc.), material delivery trucks, and a mobile crane for placement of equipment. As noted in Table 8-5, individual equipment noise levels range from approximately 76 to 88 dBA for brief periods. Average-hourly noise levels would be dependent on the specific activities conducted. However, because equipment use is typically intermittent, combined average-hourly noise levels associated with demolition and construction-related activities would typically be slightly less than the individual equipment noise levels presented in Table 8-5. Based on activities associated with similar construction projects, combined average-hourly noise levels typically range from approximately 77 to 84 dBA L_{eq} (EPA 1971).

The predicted noise levels at nearby receptors during construction of the central plant are summarized in Table 8-7. A range of predicted average-hourly noise levels were calculated assuming a low of approximately 76 dBA L_{eq} and, to be conservative, a high of 88 dBA L_{eq} at 50 feet from the project site. Predicted noise levels at the nearest classrooms located in the Business Education Building include an approximate 10 dBA reduction to account for shielding provided by intervening buildings.

TABLE 8-7
PREDICTED NOISE LEVELS AT NEARBY RECEPTORS
DURING CENTRAL PLANT CONSTRUCTION

Receptor	Predicted Exterior Noise Levels (dBA Leq)
Nearest Residential Dwelling	68-79
Nearest Classroom (Business Education Building)	55-65

Ambient Air Quality and Noise Consulting

Predicted exterior noise levels are based on a range of maximum average-hourly noise levels of 76 to 88 dBA. Assumes an average noise attenuation rate of 6 dBA per doubling of distance from the source.

Central Plant: Off-site Noise Impacts

Based on the modeling conducted, predicted maximum exterior average-hourly noise levels at the nearest residential dwellings would range from approximately 68 to 79 dBA L_{eq}, which would exceed the City's applicable nighttime noise standard of 45 dBA L_{eq}. Any construction activities occurring during the nighttime hours could, therefore, result in potential increases in

annoyance and sleep disruption to occupants of these nearest residential dwellings. As a result, construction of the proposed central plant would be considered to result in a potentially significant impact to occupants of nearby residential dwellings.

Central Plant: On-site Noise Impacts

As noted earlier, an average interior noise standard of 45 dBA L_{eq} is typically recommended for classrooms. Based on the maximum exterior noise levels presented in Table 8-7 and assuming an average exterior-to-interior noise attenuation rate of 25 dBA, which is typical for newer building construction, predicted maximum interior noise levels within the nearest classrooms would be approximately 40 dBA L_{eq} and would not be anticipated to exceed the commonly applied noise standard of 45 dBA L_{eq}. As a result, construction activities associated with the proposed central plant would be anticipated to result in a less-than-significant impact to on-site noise-sensitive receptors.

Solid Waste Compactor: Overview

The existing solid waste compactor, currently located at the northwest corner of the cafeteria building, will be replaced by a new compactor. The new compactor will be located along the west side of the cafeteria building, adjoining the south wall of the proposed central plant. The existing compactor will moved to the northwest corner of Building T-500 (Applied Technology).

The specific equipment required for construction and placement of the compactors has not yet been identified. However, the relocation of the existing trash compactor as well as placement of the new trash compactor would be anticipated to include the possible use of a mobile crane or forklift, compressors, and pneumatic tools. Construction of footings for the compactors may also be required, which could involve the temporary use of jackhammers, as well as a concrete delivery truck. As noted in Table 8-7, individual equipment noise levels typically associated with such equipment can range from approximately 76 to 88 dBA.

Solid Waste Compactor: Off-site Noise Impacts

Predicted maximum average-hourly noise levels at the nearest off-site residential land uses associated with the placement of the new compactor would be similar to those noted above for the construction of the proposed central plant. As noted for construction of the proposed central plant, temporary construction noise associated with the placement of the new compactor would be anticipated to exceed the City's applicable nighttime noise standard at nearby residential dwellings located north of the project site, across Weldon Avenue. As a result, predicted impacts to off-site residential land uses would be considered potentially significant.

Solid Waste Compactor: On-site Noise Impacts

Predicted maximum average-hourly noise levels at the nearest on-site classrooms associated with the placement of the new compactor would be similar to those noted above for the construction of the proposed central plant (refer to Table 8-7). Temporary construction noise associated with the placement of the new compactor would not be anticipated to exceed the

commonly applied interior noise standard of 45 dBA L_{eq} within nearby classrooms. However, as previously discussed, the existing compactor would be relocated on-site to the northwest corner of the Applied Technology building. Construction activities associated with the proposed relocation and placement of the existing compactor may result in temporary increases in classroom noise within the interior of the Applied Technology building. Depending on the specific construction-related equipment required for relocation of the existing compactor, predicted interior noise levels of nearby classrooms located in the Applied Technology building could potentially exceed 45 dBA L_{eq}. As a result, predicted impacts to on-site noise-sensitive uses associated with the relocation of the existing compactor would be considered potentially significant.

Parking Lot Modifications: Overview

Modifications to Parking Lots K and L as presented in Mitigation Measure 6.1(g) would be anticipated to include the occasional use of material delivery trucks, concrete trucks, jackhammers, and asphalt paving equipment. The nearest noise-sensitive receptors would include residential dwellings, the nearest of which are located approximately 100 feet to the north, across Weldon Avenue. The nearest on-site classrooms would be located within the Business Education building, which would be largely shielded from direct line-of-sight to the parking lot improvement areas.

The specific equipment required for the modifications has not yet been identified. However, equipment would likely include the temporary use of jackhammers, material and equipment delivery trucks, and asphalt paving equipment. As noted in Table 8-5, individual equipment noise levels typically associated with such equipment can range from approximately 76 to 89 dBA. Combined average-hourly noise levels would be dependent on the equipment used and activities conducted, but typically range from approximately 75 to 88 dBA L_{eq} at 50 feet (EPA 1971).

Parking Lot Modifications: Off-site Noise Impacts

Predicted maximum average-hourly noise levels at the nearest residential dwellings would vary depending on the specific activities conducted and distance from the source. For instance, based on the maximum average-hourly noise levels noted above and assuming the construction activities were to occur along the northern boundary of the parking lot, the predicted maximum average-hourly noise levels at the nearest residential dwellings would be approximately 83 dBA L_{eq}. Assuming that modification activities were to occur further from the residences near the southern boundary of the parking lots, predicted maximum noise levels at the nearest residential dwellings would decrease to approximately 73 dBA L_{eq}. Predicted construction-related activities associated with the modifications would exceed the City's nighttime noise standard and, as a result, could result in an increased level of annoyance and potential sleep disruption to occupants of these nearest dwellings. Temporary noise impacts to nearby off-site receptors therefore, would be considered potentially significant.

Parking Lot Modifications: On-site Noise Impacts

The nearest on-site classrooms would be located within the Business Education building, which would be largely shielded from direct line-of-sight to the parking lot modification areas. Predicted noise levels at these nearest classrooms would be similar to those discussed for the proposed central plant (Table 8-7) and would not be anticipated to exceed commonly applied interior noise standards of 45 dBA L_{eq}. As a result, lot modifications would be considered to have a less-than-significant impact to on-site noise-sensitive receptors.

Temporary Construction Equipment Staging Area

The construction equipment staging area would be located northwest of the OAB, adjacent to and west of Parking Lot L. The equipment staging area would be used for the storage of equipment and materials. Activities involving the prolonged use of equipment, such as material fabrication activities, would not be conducted at this location. As a result, noise generated at this location would be intermittent and would typically be associated with the start-up and short-term idling of construction equipment. Based on measurements of various pieces of construction equipment, the start-up of heavy-duty construction equipment can generate intermittent noise levels of approximately 70 to 80 dBA at 50 feet. At idle, operational equipment noise levels typically range from approximately 50 to 60 dBA at 50 feet. Because equipment-generated noise levels would be intermittent, overall increases in daytime noise levels at the nearest off-site and on-site noise-sensitive receptors would not be anticipated to occur and would be largely masked by vehicular traffic in the area. However, during the quieter evening and nighttime hours, resultant operational noise levels at the nearest residential uses could potentially exceed the City's more restrictive evening and nighttime noise standards. As a result, the operation of construction equipment within the staging area would be considered to have a potentially significant impact to nearby residential dwellings.

Construction Noise Impact Summary

The project does not include specific hourly restrictions for construction activities. Activities occurring during the nighttime hours (i.e., 10:00 p.m. to 7:00 a.m.) would not be exempt from noise ordinance requirements. In addition, construction-generated noise levels occurring during the more noise-sensitive periods of the day (7 p.m. to 7 a.m.) could result in increased levels of annoyance and sleep disruption for occupants of nearby existing residential dwellings. Renovation of the OAB and construction activities associated with the relocation of the existing compactor may also result in temporary increases in interior noise levels of nearby classrooms that could exceed typical noise threshold of 45 dBA Leq. Noise-generating construction activities, therefore, would be considered to have a potentially significant short-term noise impact to on-site and off-site noise-sensitive receptors.

Mitigation Measures

8.1(a) Noise generating construction activities shall be limited to the hours of 7 a.m. to 7 p.m. on weekdays and between the hours of 7 a.m. to 5 p.m. on Saturdays. No noise generating construction activities shall occur on Sundays or major holidays.

8.1(b) Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.

8.1(c) When not in use, motorized construction equipment shall not be left idling.

8.1(d) Exterior windows of the OAB that are within line-of-sight of the adjacent New Administration, Student Services, Business Education, and Social Science buildings shall be covered during periods when interior renovation activities within adjacent wings would involve the repeated use of noise-generating construction equipment. Window coverings may consist of vinyl noise-attenuation curtains (minimum STC-rating 22), wood sheeting (minimum ¾ inch thickness), or other material with similar sound-attenuating properties. Window coverings shall be placed so that no visible air gaps are detectable around the perimeter of the windows.

8.1(e) Noise-generating construction activities associated with the relocation of the existing compactor shall be scheduled during periods that would minimize noise-related impacts to nearby classrooms, such as on Saturdays, between 7:00 a.m. and 5:00 p.m.

Level of Significance

This impact will be less than significant with the incorporation of the mitigation measures.

Impact 8. 2: Noise generated by the central plant may result in a significant long-term noise impact to off-site noise-sensitive receptors.

The proposed central plant would contain the heating, ventilation, and air condition equipment (HVAC) and water heating/chiller equipment for the OAB. It would be constructed at the northwest corner of the cafeteria. With the exception of the cooling towers, all equipment would be located within an enclosed concrete masonry unit (CMU) block building (see Chapter 2). The cooling towers would not exceed the height of the building, but because of air circulation requirements, would not be under a roof.

Exterior noise levels associated with the proposed central plant would be primarily associated with the cooling towers. Noise generated by cooling towers is typically directional and can vary depending on the type, size, and number of pieces of equipment installed. Based on data obtained from the equipment manufacturer, average noise levels at 5 feet from the individual cooling towers would range from approximately 44 to 81 dBA (BAC 2006). Depending on the specific equipment proposed, noise reduction features incorporated, and operational speeds of the fans, combined operational noise levels of multiple units would likely be slightly higher than the noise levels identified for the individual units.

Operation of the cooling towers would generally coincide with normal operational hours of the college and, therefore, would typically occur during the daytime hours. Maximum operational noise levels would be anticipated to occur during peak-demand periods (i.e., daytime hours of the warmer summer months). The proposed units would be equipped with

variable speed motors, which would allow the units to operate at lower speeds during low-demand periods and would result in lower operational noise levels during the cooler evening hours (Lindeman 2006, Reuter 2006).

The nearest off-site receptors include the residential dwellings located approximately 150 feet north of the proposed plant, across Weldon Avenue. The central plant has been designed to incorporate various noise-reduction features (e.g., sound-rated barriers, variable speed motors, and low-sound-rated fan units for evaporative cooling units, etc.), so that it can be operated in compliance with the City of Fresno noise ordinance standards (Lindeman 2006, Reuter 2006).

As discussed above, operation of the cooling units would primarily occur during the daytime hours. Based on noise measurements conducted for this project, ambient daytime noise levels near the closest residential dwellings average approximately 59 dBA at the property line located adjacent to Weldon Avenue. In comparison to ambient daytime noise conditions, operation of the proposed central plant would not be anticipated to result in a substantial increase in ambient noise levels at nearby residential dwellings and would be largely masked by vehicular traffic noise on area roadways.

As previously noted, the proposed central plant has been designed so that it can be operated in compliance with City of Fresno noise ordinance standards. However, in the event the plant needs to be operated under maximum capacity, particularly during the quieter evening or nighttime hours, resultant hourly-average noise levels at the nearest residential dwellings could potentially exceed the City's noise standards (Lindeman 2006, Reuter 2006). For this reason, long-term operational noise impacts associated with the plant would be considered potentially significant.

The nearest on-site classrooms are located in the Business Education Building, which is located approximately 200 feet southeast of the proposed plant location. Based on the maximum hourly-average noise levels identified above and assuming an average exterior-to-interior noise attenuation rate of 25 dBA, predicted interior operational noise levels at the nearest classrooms would not be anticipated to exceed commonly applied noise standard of 45 dBA L_{eq}. As a result, long-term operational noise impacts to on-site noise-sensitive receptors would be considered less than significant.

Mitigation Measures

8.2(a) The central plant shall be operated in compliance with the City of Fresno noise ordinance standards.

8.2(b) A post-construction acoustical analysis shall be conducted to evaluate the operational noise levels associated with the central plant. The acoustical analysis shall evaluate operational noise levels in comparison to the City's noise standards. If the plant exceeds the standards, additional noise-reduction measures or operational restrictions shall be implemented to ensure the plant will meet the standards.

Level of Significance

This impact will be less than significant with the incorporation of the mitigation measures.

Impact 8.3: Short- and long-term cumulative increases in ambient noise may result from the project.

As noted in Impacts 8.1 and 8.2 of this report, implementation of the proposed project would result in potential increases in short-term and long-term noise levels at nearby off-site residential dwellings, as well as increases in interior noise levels at some nearby classrooms. The cumulative noise impacts associated with the short-term and long-term operation of various on-site equipment, as well as noise generated by existing noise sources near the project, could result in noticeable increases in ambient noise levels that could exceed applicable noise standards for these nearest noise-sensitive receptors. Implementation of the proposed mitigation measures, as noted under Impacts 8.1 and 8.2, would reduce the project's contribution to less than significant levels. With implementation of mitigation measures, the project's contribution to cumulative noise levels at nearby noise-sensitive receptors would be considered less than significant.

Mitigation Measures

See the mitigation measures under Impacts 8.1 and 8.2.

Level of Significance

This impact will be less than significant with the incorporation of the mitigation measures.

Impacts Not Found to be Significant

Impact 8.4: Operation of the solid waste compactor will not exceed applicable noise standards.

The existing solid waste compactor, currently located at the northwest corner of the cafeteria building, will be replaced by a new compactor. The existing compactor will moved to the northwest corner of Building T-500 (Applied Technology). The new trash compactor will be located along the west side of the cafeteria building, adjoining the south wall of the new central plant structure. Both the existing and proposed compactors have a capacity of 30 yards. The hours of operation for the existing compactor occur between the hours of 7:00 a.m. and 9:00 p.m. The proposed compactor would operate between the hours of 7:00 a.m. and 10:00 p.m. (Foth, 2006).

Noise generated by compactors is typically directional and varies depending on location and exposure to the various parts of the compactor. Based on noise data provided by the manufacturer, noise levels associated with the compactors would range from approximately 68 to 73 dBA at 5 feet (Marathon 2005). The compactors would be operated on an intermittent basis for short periods. Based on data provided by the manufacturer, the average compaction cycle time is approximately 33 seconds.

Operational noise levels associated with the new compactor would be similar to those currently generated by the existing compactor. However, the proposed compactor would be located on the south side of the proposed central plant building, and would be shielded from direct line-of-sight to the nearest residential dwelling. Based on the operational noise levels noted above and assuming a minimum noise reduction of 10 due to shielding from the central plant building, predicted operational noise levels at the nearest residential dwelling would be less than approximately 30 dBA. Because operation of the compactors would occur on an intermittent basis and for short periods (i.e., approximately 33 seconds in duration), operational noise levels associated with the proposed compactor would not result in increases in average-hourly noise levels at nearby receptors. For these reasons, operation of the proposed compactor would have a less than significant noise impact to off-site receptors.

Based on the above operational noise levels and assuming the compactors would be located within approximately 5 feet of adjacent buildings and an average exterior-to-interior noise attenuation of 25 dBA, predicted intermittent noise levels within adjacent buildings during compactor operation would be approximately 48 dBA for brief periods of time. As previously noted, the interior average-hourly noise threshold for classrooms is typically 45 dBA. Because operation of the compactors would occur on an intermittent basis (i.e., approximately 33 seconds), increases in average-hourly noise levels within adjacent buildings would not be anticipated. In addition, short-term increases in operational noise levels, though possibly detectable within interior areas of adjacent buildings, would not be anticipated to reach levels that would interfere with normal speech communication (i.e., 60 dBA). As a result, long-term operational noise impacts associated with the solid waste compactors would be considered to have a less than significant impact to on-site noise-sensitive receptors.

Mitigation Measures

No mitigation is required.

Level of Significance

This impact will be less than significant.

Impact 8.5: Long-term increases in traffic noise resulting from the project will be less than significant.

Based on the traffic analysis prepared for this project, primarily affected roadway segments associated with implementation of the proposed project would include Weldon Avenue, East of Maroa Avenue, and approximately Maroa Avenue, South of Weldon Avenue. Predicted traffic noise levels were modeled based on data obtained from the traffic analysis prepared for this project using the Federal Highway Administration (FHWA) noise prediction model and are summarized in Table 8-8. Based on the traffic data obtained, implementation of the proposed project would result in an approximate 12-percent increase in traffic volumes along Weldon Avenue and an approximate 5-percent increase in traffic volumes along Maroa Avenue. Predicted increases in traffic noise levels along Weldon Avenue and Maroa Avenue would be approximately 0.5 and 0.2 dBA, respectively. Predicted increases in project-

generated traffic along these two primarily affected roadway segments would not result in a noticeable increase in traffic noise levels. Predicted increases in traffic along other area roadways that are less affected by the proposed project, likewise, would not result in a noticeable increase in ambient noise levels.

TABLE 8-8
PREDICTED INCREASES IN TRAFFIC NOISE LEVELS
ALONG PRIMARILY AFFECTED ROADWAY SEGMENTS

Roadway Segment	Predicted Noise Levels at 50 feet from Near Travel Lane Centerline (dBA CNEL)		
	Existing Without Project	Existing With Project	Increase
Weldon Avenue, East of Maroa Avenue	56. 9	57.4	0.5
Maroa Avenue, South of Weldon Avenue	63.8	64.0	0.2

Ambient Air Quality and Noise Consulting

Predicted traffic noise levels were calculated using the FHWA noise prediction model, based on data obtained from the traffic analysis prepared for this project.

In comparison to existing noise conditions, the modifications to Parking Lots K and L would not result in a substantial increase in parking lot capacity and associated noise levels. Moreover, replacement and relocation of the existing compactor would result in an overall decrease in waste collection truck trips. For instance, one solid waste transfer truck will access the new compactor approximately once every ten days. The existing compactor is accessed about once every ten days and the trash bins are accessed every weekday.

(Foth 2006). For these reasons, implementation of the proposed project would not be anticipated to result in a noticeable increase in vehicular noise at nearby residences. Increases in traffic noise attributable to the proposed project would be considered less than significant.

Mitigation Measure

No mitigation is required.

Level of Significance

This impact will be less than significant.

Impact 8.6: Exposure to groundborne vibration levels will be less than significant.

Ground vibration generated by construction equipment and groundborne transportation sources spreads through the ground and diminishes in strength with distance. The effects of ground vibration can vary from no perceptible effects at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels. At the highest levels of vibration, damage to structures is primarily

architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely result in structural damage. For most structures, a peak particle velocity (ppv) threshold of 0.5 inches per second (in/sec) is sufficient to avoid structure damage, with the exception of fragile historic structures or ruins. At the request of the U.S. Environmental Protection Agency the Committee of Hearing, Bio-Acoustics, and Bio-Mechanics (CHABA) have developed guidelines for safe vibration limits for ruins and ancient and/or historic buildings. For fragile structures, the CHABA recommends a maximum limit of 0.25 inches per second ppv (FTA 2006). For the protection of fragile, historic, and residential structures, the California Department of Transportation recommends a more conservative threshold of 0.2 inches per second ppv. This same threshold would represent the level at which vibrations would be potentially annoying to people in buildings (Caltrans 2002).

Long-term operational activities associated with the proposed project would not involve the use of any equipment or processes that would result in potentially significant levels of ground vibration. Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities.

Groundborne vibration levels associated with construction equipment are summarized in Table 8-9. Construction activities associated with the proposed improvements would likely require the use of various tractors, trucks, and jackhammers. The use of pile drivers is not anticipated for this project. Based on the vibration levels presented in Table 8-9, ground vibration generated by construction equipment would be less than 0.09 inches per second ppv at 25 feet. Predicted vibration levels at the nearest on-site and off-site structures would not be anticipated to exceed even the most conservative threshold of 0.2 inches per second ppv. Short-term groundborne vibration impacts would be considered less than significant.

Mitigation Measure

No mitigation is required.

TABLE 8-9
REPRESENTATIVE VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment		Peak Particle Velocity at 25 feet (in/sec)
Pile Driver (impact)	upper range	1.518
	typical	0.644
Pile Driver (sonic)	upper range	0.734
	typical	0.170
Large Tractors		0.089
Caisson Drilling		0.089
Loaded Trucks		0.076
Jackhammer		0.035
Small Tractors		0.003

FTA 2006

Level of Significance

This impact will be less than significant.

Sources

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Chapter
9

Growth Inducing Impacts

Introduction

As required by the State CEQA Guidelines, this chapter identifies and discusses ways in which the proposed project could encourage economic or population growth or the development of housing in its vicinity.

Setting

Please see Chapters 2 through 8 for a description of the physical environment in which the project study area is situated.

Significance Criteria

Pursuant to Section 15126.2(d) of the State CEQA Guidelines, a project may be determined to have a significant effect on the environment with respect to growth-inducement if it would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

Impacts Not Found to be Significant

Impact 9.1: The project would not have the potential to foster economic or population growth or the construction of new housing.

A project can induce growth in several ways. First, a project can establish a precedent for urban development in an area not currently developed or planned for development. This will not be the case for the proposed project because it involves renovating an existing building located on an existing community college campus situated within an existing urban area.

Second, the project can serve as a focus or amenity around which a neighborhood or community develops. Neighborhoods and the Fresno community have already developed around the OAB and Fresno City College.

Third, a project can extend urban infrastructure (streets, sewers, water, etc.) into an area that can serve other development. The urban infrastructure necessary to serve the OAB and surrounding development is already in place.

Finally, creating jobs in an area can induce additional housing development. Except during construction, the project is not expected to create a significant number of new jobs. The

District anticipates that most of the construction jobs would be filled by individuals already residing in the Fresno area.

The District estimates that the project may generate approximately 30 new full- and part-time on-campus jobs. This number of jobs should not result in significant new housing development in the Fresno area.

Mitigation Measures

No mitigation is required.

Level of Significance

This impact will be less than significant.

Chapter
10

Cumulative Impacts

Introduction

A cumulative impact is an impact created because of the combination of the project evaluated in the EIR together with other projects causing related impacts. Section 15130 of the State CEQA Guidelines requires that an EIR shall discuss cumulative impacts when the project's incremental effect is cumulatively considerable. As defined in Guidelines Section 15065(a)(3), "cumulatively considerable means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

Under Guidelines Section 15130(b)(1), the cumulative impact analysis in an EIR can be based upon either:

> (A) A list of a past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
>
> (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.

The cumulative impacts evaluation in this EIR is based upon the cumulative impacts analysis presented in *Master Environmental Impact Report No. 10130 – 2025 Fresno General Plan* (MEIR) (State Clearinghouse No. 2001071097). The MEIR and the *2025 Fresno General Plan* encompasses all land within the City of Fresno, including the project site. In addition, both documents encompass considerable surrounding unincorporated land that the City has designated for eventual annexation and urban development. (The *2025 Fresno General Plan* and the MEIR are available for public review at the District Administration Office.)

Setting

Please see Chapters 2 through 8 for a description of the project's physical setting.

Cumulative Impacts

The following evaluation presents the summary description of cumulative impacts from the Draft MEIR and a discussion of the project's relationship to each impact. Only those

environmental resources and conditions that were identified for evaluation in this EIR are addressed.

A. Cultural (Historical) Resources

1. MEIR Conclusion: Cumulative impact is not considerable. (DMEIR, p. VI-3)

2. MEIR Rationale: Development in the City's General Plan area has the potential to affect historic buildings and cultural resources. However, the objectives and polices proposed in the *2025 Fresno General Plan* work to strengthen historic protection and conservation. (DMEIR, p. VI-3)

3. Project Relationship: The project would not change the conclusion in the MEIR. The project is consistent with the *2025 Fresno General Plan* objectives and policies for historic buildings. It would not contribute incrementally or cumulatively to any adverse effects on historic buildings (see Chapter 3).

B. Aesthetics

1. MEIR Conclusion: Cumulative impact is not considerable. (DMEIR, p. VI-4)

2. MEIR Rationale: The cumulative impact study area for potential aesthetic impacts is the same as the study area for direct impacts. It is the City's standard practice to evaluate projects, as required by CEQA, for their environmental effects, including light and glare. In addition, the *2025 Fresno General Plan* included policies related to designating certain streets as scenic corridors and boulevards. (DMEIR, p. VI-4)

3. Project Relationship: The project would not change the conclusion in the MEIR. No project-related cumulative aesthetic impacts were identified in this EIR (see Chapter 4).

C. Traffic and Transportation

1. MEIR Conclusion: Significant and unavoidable cumulative impacts. (DMEIR, p. VI-1)

2. MEIR Rationale: Future development in accordance with the *2025 Fresno General Plan* will contribute to the present and projected adverse traffic congestion on urban and arterial streets under the jurisdiction of the City of Fresno and the County. There are no mitigation measures available to reduce these impacts below a level of significance. (DMEIR, p. VI-1)

3. Project Relationship: The project would not change the conclusion in the MEIR. With one exception, the project will have no significant cumulative traffic-related impacts. The exception involves the intersection of Blackstone and University Avenues. The project is expected to exacerbate slightly adverse traffic conditions at this intersection. Implementation of a mitigation measure specified in Chapter 5 would render this impact incrementally and cumulatively less than significant (see Chapter 5).

D. Parking

1. MEIR Conclusion: The MEIR does not address parking as a separate issue.

2. MEIR Rationale: See D, 1, above.

3. Project Relationship: As described in Chapter 6, the FCC campus does not have adequate on-campus parking to accommodate the parking demand that would be generated by the project, and the project would result in increased on-street parking in neighborhoods near the OAB.

E. Air Quality

1. MEIR Conclusion: Significant and unavoidable cumulative impacts. (DMEIR, p. VI-1)

2. MEIR Rationale: The *2025 Fresno General Plan* contains objectives and policies to moderate effects to air quality. The *2025 Fresno General Plan* also calls for an increase in the densities of certain parcels, mixed land uses, and a refocus on existing neighborhoods. These policies work to reduce dependence on the private automobile and to reduce vehicle miles traveled through supporting multiple centers. Although these measures will result in positive air quality effects, they will not offset the effects caused by increased population. (DMEIR, p. VI-1)

3. Project Relationship: The project's incremental contribution to this significant and unavoidable cumulative impact will be less than significant (see Chapter 7).

F. Noise

1. MEIR Conclusion: Significant and unavoidable cumulative impacts. (DMEIR, p. VI-3)

2. MEIR Rationale: Noise impacts from increased traffic levels will be increased within the boundaries of the *2025 Fresno General Plan* area. Noise impacts from the Fresno Yosemite International Airport, Chandler Airport, and Sierra Sky Park will also increase, given increased use of those airports. Finally, increased use of railroads for transport of freight and passengers will also contribute to increased noise levels in the community. (DMEIR, p. VI-3)

3. Project Relationship: With implementation of mitigation measures described in Chapter 8, the project's contribution to cumulative noise levels at nearby noise-sensitive receptors would be less than significant.

G. Growth Inducement

1. MEIR Conclusion: Cumulative impact is not considerable. (DMEIR p. VI-1)

2. MEIR Rationale: The *2025 Fresno General Plan* was developed to accommodate Fresno's fair share of the region's growth forecast. (DMEIR p. VI-1)

3. Project Relationship: The project would not have the potential to foster economic or population growth or the construction of new housing (see Chapter 9).

Sources

Fresno, City of (2002, May). *Draft Master Environmental Impact Report No. 10130, 2025 Fresno General Plan.*

Fresno, City of (2002, October 22). *Responses to Written Comments for Draft Master Environmental Impact Report No. 10130 and 2025 Fresno General Plan.*

Fresno, City of (2002, February 1) *City of Fresno 2025 General Plan.*

Chapter
11

Significant Environmental Effects That Cannot Be Avoided and Significant Irreversible Environmental Changes

Significant Environmental Effects That Cannot Be Avoided

State CEQA Guidelines Section 15126(b) requires that an EIR discuss "significant environmental effects which cannot be avoided if the proposed project is implemented." For the proposed project, the only unavoidable environmental effect is that the FCC campus does not have adequate on-campus parking to accommodate the parking demand that would be generated by the project, and the project would result in increased on-street parking in neighborhoods near the OAB.

As described in Chapter 6-1, while the identified mitigation measures will reduce the parking impact, it is uncertain if the degree of reduction will result in a less than significant impact. This can only be determined after the project has been implemented and the results of the monitoring required under Mitigation Measure 6.1(f) have been analyzed.

Moreover, regardless of the mitigation measures, a significant number of students and staff will continue to park on City streets. This problem will be increased by the project, both because of the existing inadequate number of on-campus spaces and because most of these spaces are not near the OAB.

Significant Irreversible Environmental Changes

State CEQA Guidelines Section 15126(c) requires that EIRs discuss "significant irreversible environmental changes which would be involved in the proposed project should it be implemented." This requirement is further explained in Section 15126.2(c):

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Nonrenewable resources that will be irreversibly used during the initial and continued phases of the project are as follows:

- Building materials (e.g. sand, gravel, cement, bituminous materials, metals) and energy resources (e.g. gasoline and diesel fuel) would be used to construct the project. This impact would be minimal considering the project involves renovating an existing building instead of constructing a new classroom and office building.

- Energy resources would be consumed to operate the project (e.g. natural gas) and for transportation to and from the project (e.g. gasoline, diesel fuel, and oil). This impact will not be significant because the renovated building will have state-of-the-art heating, ventilation, and air conditioning equipment, and the FCC campus is centrally located within the Fresno community.

This EIR has not identified any accidents that could occur during project operations that would result in significant damage to environmental resources.

Chapter
12

Alternatives to the Project

Introduction

Section 15126.6(a) of the State CEQA Guidelines states the following regarding consideration and discussion of project alternatives:

> An EIR shall describe a range of reasonable alternatives to the project or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose it's reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

No Project Alternative

In accordance with State CEQA Guidelines, this EIR must address the No Project alternative. The No Project alternative must discuss the existing conditions at the time the Notice of Preparation for this EIR was published as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

Under the No Project alternative, none of the project objectives would be achieved. The OAB would not be renovated for classroom, office, and other uses as described in Chapter 2. Most likely, it would continue to deteriorate, and it is reasonable to expect that the building eventually would have to be removed.

The significant environmental effects identified in this EIR would not occur under the No Project alternative. However, with the exception of parking, all of the identified environmental effects can be reduced to insignificance.

If the OAB were removed, based on past District plans, it is likely the building site would be developed with a building (or buildings) housing the same types of classroom, administrative, and office uses proposed for the project. The environmental impacts associated with constructing and operating the new building would be similar to those described for the OAB

in this EIR, with the possible exception that the building could be sized to accommodate fewer students, which would result in a lesser demand for parking. If this were the case, the unavoidable parking impact resulting from the project would be avoided, but would be replaced by the unavoidable impact of removing a nationally significant historic building.

Other Alternatives

The identification and evaluation of alternative locations for the project is not relevant for this EIR because the project involves an existing historically significant building that cannot be moved. Moreover, the identification and evaluation of alternative designs for the project would be inappropriate and infeasible because of the historic significance of the existing building design.

Environmentally Superior Alternative

State CEQA Guidelines Section 15126(c)(2) requires that "if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." The No Project alternative would avoid the project's significant environmental effects. However, as previously noted, with the possible exception of parking, all of the identified environmental effects can be reduced to insignificance. Because of the extent to which the project impacts can be mitigated and because the no project alternative would result in the removal of a building on the National Register of Historic Places, the no project alternative cannot be considered superior to the proposed project.

Chapter
13

Effects Not Found To Be Significant

Introduction

State CEQA Guidelines Section 15143 specifies:

> The EIR shall focus on the significant effects on the environment. The significant effects should be discussed with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an Initial Study as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless the Lead Agency subsequently receives information inconsistent with the finding in the Initial Study. A copy of the Initial Study may be attached to the EIR to provide the basis for limiting the impacts discussed.

The significant and insignificant effects of the OAB project were identified for this EIR through a process involving:

- Preparation of an Initial Study;
- Distribution of a Notice of Preparation and a Notice of Consultation;
- Review of comments received in response to the notices,
- Holding two public scoping meetings; and
- Review of comments received during the scoping meetings.

Identification of Significant Effects

Initial Study

The Initial Study prepared for the OAB project is presented in Appendix 13-1. This document was prepared to assist in the preparation of the EIR by focusing the EIR on the environmental effects of the project determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant.

Notice of Preparation

The Notice of Preparation for this EIR and the comments that were received in response to the notice are presented in Appendix 13-2. As required by State CEQA Guidelines Section 15082, the Notice of Preparation was sent to the Office of Planning and Research, to each responsible and trustee agency, and to agencies other than responsible and trustee agencies that might have

an interest in the project. The District also published the Notice of Preparation in the Fresno Bee, a newspaper of general circulation. The Initial Study was attached to the Notice of Preparation that was sent to the agencies.

Notice of Consultation

The Notice of Consultation for this EIR and the responses that were received to the notice are presented in Appendix 13-3. The Notice of Consultation was mailed to the owners of parcels located near the Fresno City College campus and to residents within the same area. The Notice of Consultation was based on the "early public consultation" provisions of State EIR Guidelines Section 15083, which provides, in part, "prior to completing the draft EIR, the Lead Agency may also consult directly with any person or organization it believes will be concerned with the environmental effects of the project." The District's Notice of Consultation invited property owners and residents "to submit written comments describing any concerns you may have about the environmental effects of the project. Your comments will be considered by the District in preparing the EIR."

Scoping Meetings

The District held two scoping meetings for the EIR. The notice for the meetings was included in the Notice of Preparation and Notice of Consultation. The purpose for the meetings, as described in the notice, was to "…provide an opportunity for you [i.e. agencies, property owners, and residents] to learn more about the project and to provide suggestions on the range of actions, alternatives, mitigation measures, and significant effects that should be evaluated in the EIR." The comments that were received by the District during the scoping meetings are summarized in Appendix 13-4.

Conclusion

Based upon the Initial Study, comments received in response to the Notice of Preparation and Notice of Consultation, and comments made during the scoping meetings, the District determined that the resources and conditions upon which the project may have significant effects and upon which this EIR should focus include historical resources, aesthetics, traffic, parking, air quality, and noise.

The EIR does not address resources and conditions where a determination was made in the Initial Study, which was not contradicted by subsequent comments or other information, that the project's effect(s) on the resource or condition would be clearly less than significant or where the project would have no impact.

Chapter 14

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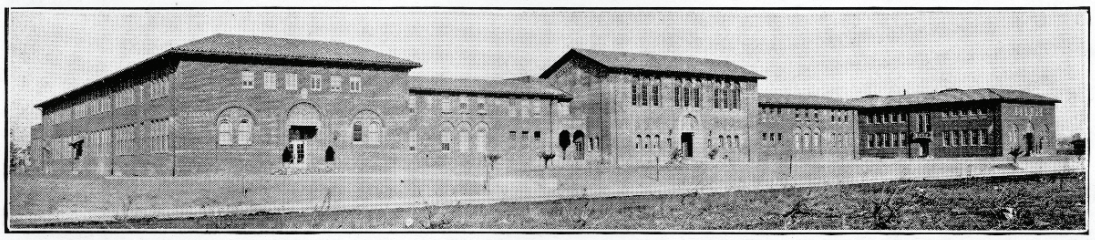
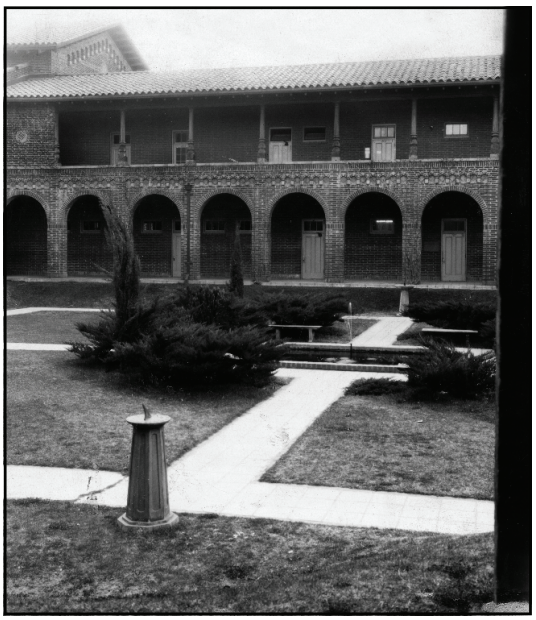


FRESNO STATE NORMAL SCHOOL

Madden Library/CSUF

APPENDICES

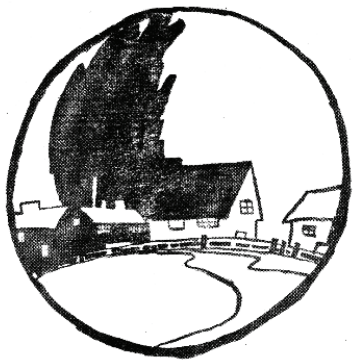
Laval/Madden Library/CSUF



Laval/Madden Library/CSUF

Dedication

TO the old Buildings, the temporary structures in which the Fresno State Normal School has been sheltered during its infancy, but which now will be cast aside for the larger, finer buildings of its maturity; to those homely rooms, not pleasing to the eye and soon to be effaced, by progress, from the world of fact, but which in sentiment have been indelibly associated in our memories, where they will always be to the Class of '16, "The Normal"—this issue of the PROSPECT is affectionately dedicated.



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APPENDIX 2-1

Fresno City College
Old Administration Building

HISTORICAL BUILDING: HISTORIC STRUCTURES REPORT (HSR)

Prepared by
ELS Architecture and Urban Design

Historic Status

The Old Administration Building was placed on the National Register of Historic Places in May of 1974. There is a bronze plaque, located at the west side of the main south entry doors, with the listed status by U.S. Department of the Interior.

The building is important in the early history of higher education in the San Joaquin Valley, being the home of the Fresno State Normal School for teacher training. Its brick and other exterior decorative elements are called "rich Moorish details, classic Spanish Renaissance arched entrances, stone balconies, and (they) reflect an era of gracious living and environment of our early 20th century…" in J.J. Nargis's report to the Historical Preservations Committee of the San Joaquin Chapter of the AIA in 1973.

History of the Old Administration Building

The Old Administration Building on the Fresno City College campus was designed and built in the years 1914-1916 specifically for the Fresno State Normal School. A precast concrete medallion over the front entry doors gives the school's founding date as 1910 (see Front Cover). Original building plans, prepared by the State, were signed in December 1914 by the State Engineer and the State Architect. Groundbreaking for the new building was March 15, 1915 and a Dedication Ceremony photograph is dated November 17, 1916.

Over the years, Fresno State Normal School became Fresno State College and in 1921, the predecessor to Fresno City College (then called Fresno Junior College) joined it on the same campus. About 40 years later the building was sold to Fresno City College and they had moved into this teaching facility by 1956. The building interior spaces underwent some modifications with these changes in occupancy, but the exterior appearance of the building changed very little over the years.

The building has been closed and boarded up since 1975. Given the high cost of seismic renovation of unreinforced masonry buildings, the expectation was that it would be demolished.

Areas of Work Required for Rehabilitation of the Building

General description: The building is an unreinforced brick masonry structure. The proposed work includes seismic rehabilitation and return of the building to use as an educational facility. The building will have a full automatic fire sprinkler system.

Specific interior changes: Due to deterioration of the roof during the decades when the building was closed, there is considerable interior water damage, mostly cosmetic but some structural as well. Floors, wall & ceiling finishes will be repaired. Lighting, power, mechanical and other equipment will be installed for classroom and office uses.

Over the years, some original classroom spaces were partitioned into small office spaces, original ceilings covered or replaced with acoustical materials, and a few doors were closed off or relocated to new cut openings in the brick. In the proposed renovation, these rooms will generally be returned to their original sizes and configurations, except for the reinforced concrete support applied to the brick walls for seismic strengthening. A few interior walls will be relocated to provide for toilet rooms, faculty offices and other space planning. In three classrooms, pairs of rooms are to be combined into one larger room, to help meet campus teaching needs. However, in all the rooms, the exterior walls are preserved clear of obstacles wherever possible, with their characteristic window & wood trim patterns restored on the shotcrete, so as to be visible and shared by all.

Where shotcrete is added to reinforce the brick walls, interior finishes and wood window trim will be extended out to the new location, preserving the historical appearance of the window and door embrasures. New trim will match existing trim being maintained on other walls of each space.

Level maneuvering clearance at the push side of doors is currently hampered by the depth of the existing alcove due to wide brick exterior walls. At main exit doors from each group of rooms, the seismic shotcrete walls will be held back from the latch side jamb and finishes in the alcove will be kept tight against the wall to provide required clearance of 12” on push side for the doors with both latch and closer.

In addition, an Area Separation wall and Occupancy separations will be installed for fire/ life safety. For accessibility and convenience, two elevators will be installed. Their shafts & equipment will stay within the building shell, a design solution with low impact on the historical building’s appearance. Both elevators will be accessible (Title 24) and are located near the accessible ramp entries.

Interior Auditorium exit stairs at Stage sides are to be relocated due to landing dimension deficiencies in the historical layout, and an access lift will be added to the Stage. Accessible, companion and semi-ambulant seating will be provided in Auditorium and Balcony. Wheelchair users can enter the Lower Level of the Auditorium through the main Lobby south of the Auditorium. A ramped main floor provides wheelchair seating at both front and back of the Auditorium. Wheelchair access to the Stage will be provided with an interior lift, necessitating some changes to the stage’s extent and the original wall paneling. Reworking of door pairs too close to the bottom riser at the exit stairs adjacent to the Stage would have been required even without this lift, causing similar changes to the historic paneling.

Where classroom-teaching areas have been raised to provide line of sight to board and professor, ramps and stairs will be provided. In two classrooms, wheelchair lifts have been provided to access the platforms. In two other classrooms, about a third of the desks will be on raised steps in the back of the space.

At the four existing toilet room locations, restrooms will have plumbing fixtures and wall, floor tile finishes reminiscent of historical finishes.

Specific exterior changes: The clay barrel tile roofing, in 4 or 5 flashed color variations, will be removed during seismic work and reinstalled on the new roof diaphragm. The brick walls, along with decorative ceramic tile & precast concrete elements incorporated in them, have generally survived weathering and seismic events well. However, many precast concrete balustrades, columns, lintels, wall caps and the like, called out as "art. Stone" or "artificial stone" on original drawings have cracked & spalled. These historical materials and special features shaping the building exterior will be cleaned and restored during this project where possible, but a few in poor condition may have to be replaced. Brick cracks will be repaired. Missing brick, cast stone or other pieces will be faithfully replicated, only where necessary. Painted sheet metal downspouts will be repaired or replicated to match the originals, including the leader head boxes impressed with the construction date 1915.

At each side of the central front doors are Loggias, exterior porches set back into the building exterior perimeter, which feature precast stone columns, wrought iron railings and cast stone balustrades. The East Loggia has been infilled with window walls at both Lower & Upper Level, as has the Lower level at the West Loggia. The historical appearance of the two Loggias will be restored at both levels. Loggias will be returned to exterior space, requiring some reconstruction of the historical precast work and railings. At the West Loggia, on its interior wall facing the West Courtyard, new openings will provide a passageway to the courtyard from the main accessible entrance. These openings will be extended down from the historical high windows in the brick wall.

Structural concrete buttresses will be added inside the exterior arcaded walkways or "Cloisters" in four places to brace Auditorium walls. These are given an arched shape partly to keep them to a minimal size, given the reinforcing required. Plans for these buttresses are shown at the end of this section. Also shown are the concrete column reinforcements cut (or chased) into the historical brick columns, to lessen their visual impact.

Wood windows and doors have deteriorated, some to a considerable extent. This project will repair them or, if necessary, replace them with similar profiles. Doors and windows will be restored to original appearance, painted, reglazed and new wood frames will be installed where needed. All doors on accessible Paths of Travel will be made fully accessible. Three decorative iron gates at Courtyard entries will be re-swung to open in the direction of exiting and have hardware added for security and accessibility.

There will be some new openings required in the historic exterior brick walls for exiting and accessibility. These code related modifications are:

1) The introduction of a new, second exit door from the Auditorium Balcony at Upper Level. It will be placed within an existing blind arch in the brick wall, and the interior plaster wall panels will be designed to accommodate it.

2) The opening of a new passage from the north parking area to the NE corner of the East Courtyard will provide the required second exit out of the courtyard. The door openings will be placed at existing window openings in the brick walls; this is a general approach to minimize visual disruption of the strongest characteristic feature, the patterned brick exterior walls. This passage will include a new stair to ascend the approximate three-foot rise to the inner walkway level. New concrete stairs will match existing examples.

3) A new stair will be installed to provide the required second exit from the Electrical Room containing the main service, matching the historical stairs. In addition, one non-historical exterior stair will be removed and the brick face restored at the door opening.

4) A fourth change will allow an accessible wheelchair ramp to enter the historical Loggia adjacent to, and within less than 60' of, the main entry doors. The west Loggia will become part of this primary accessible entrance. By locating the ramp at the Loggia, the design preserves the central entry's brick & granite stair and the decorative, white precast concrete archway surrounding it.

Paths of Travel: Two more ramped entries will be provided, one into each Courtyard from the campus parking area immediately north of the building where accessible car and van spaces are located. The new ramp at the NW corner will be installed over an historical brick stair and will continue though an existing brick opening, without damaging the original fabric. The Path of Travel will lead directly to the West Courtyard & to the entry at the elevator in the West wing, or continue around the West Courtyard walkways to other destinations in the building.

The third ramp will lead to the NW corner of the East Courtyard for a similar Path of Travel, following the circulation pattern shared by all users of the building. When work is completed, two of the three main entries from the north parking lot H/C spaces will be wheelchair accessible. In addition, signage will be posted at other entrances to direct wheelchair users to the various ramped entrances.

Also, in both the East and West Courtyards, ramps will be provided from the courtyard perimeter sidewalks to access the walks and landscaped areas approximately 3 feet below.

Significant Character-defining Elements

Exterior walls: Key character defining materials of the Old Administration Building are most prominent on the exterior elevations. The major building material is a locally produced dark red brick with a deep "ruffled" texture produced by rolling a pattern in the formed clay prior to firing. It is a 12" long brick laid in a 1/3 running bond (with joints offset by 4") that gives the building façade a distinctive appearance. By adding or omitting wythes of brick as well as changing the bond patterns, the historical designers have created emphasis at window and door surrounds and interest at head, sill and rooflines. Flashed black, brick header courses are laid for visual emphasis near the top of

some walls. Specially cast rounded bricks form cylindrical columns at the south wall of the (former) Library, over the main entry doors.

Warm colored clay tiles have been pieced to create medallions within the brick face. These occur at special areas of the building, such as the Library gables, over the south front entry, the major exit stair doors, and Auditorium windows. Cast "artificial stone" balusters and caps, in a light 'limestone' gray, form narrow balconies projecting over the major door entries at the four exit stairs. Cast "artificial stone" also caps all roof parapets and some stair sidewalls. Lintels and columns at exterior Auditorium windows are also pre-cast.

Openings: The Old Administration Building's historic wood framed windows and doors are beautifully proportioned, with small panes of clear glass. Their placement adds to the design quality of the brick exterior walls. Sidelites and transom sections fill out larger door openings. Frequent tall windows admit light across the full depth of the classrooms and, through high transom windows, into the interior Corridors as well. The number and variety of the window sizes and door shapes (up to 80 different types or combinations) is an important element in the historical design. Skylights in the former Library and Art rooms will be restored as important features of those spaces.

Roof: Clay roof pantiles of a tapered Mission style have a single curve, tapered barrel shape. They are fired or flashed with four or five complementary colors, tans to reds. Of necessity, they will be removed for seismic work on the roof. As much as possible the original clay roof tiles will be reinstalled. They will be overlapped in the historical, reversing up- and down- pattern and will have appropriate anchors for seismic safety. Gutters, edge trims, eave rafters, wood columns, and other historical elements will also be restored to their historic appearance.

Configuration: The overall configuration of the building is a classic two-story double-doughnut shape with a center core containing the main entry Lobby, the Auditorium and Library. The North wing is only one story, with two higher classrooms at its east & west ends. The building's classroom wings form the sides of the interior courtyards, square open spaces with covered walkways at perimeter and a lowered center yard. Many classroom windows look out to the courtyard landscaping and to the building corners where graceful windows, exterior brick, tile and other details can be appreciated from within.

Interior: There is a distinctive interior wall pattern breaking down the flat expanse of plaster walls, typically into four horizontal bands. Wood trim defines blackboard space above a wood baseboard and plaster wainscot, display areas above door heads, and a higher band, finished with wood picture molding, above the transom window level. Renovated classrooms will retain these horizontal divisions and use them for similar teaching board and display areas.

Office suites will also retain the character-defining wood trim, typically including a shaped wood base, door & window casings and sometimes a picture molding. Open office furniture will allow sharing of windows for day lighting and views. This concept will maintain the historical look and feel of the building interior spaces.

Proposed Alterations Where Use of the CBHC is Proposed

Accessible entrances and Path of Travel: The primary accessible entrance will be adjacent to the central south entry to the building. This entry opens to the Lobby, the Auditorium, the primary center stairs, and glass and sash doors lead to exterior walkways to other rooms. This entry also links directly to the campus pedestrian circulation system outside. To focus attention on these central entry doors and the white concrete archway distinguishing them, the East and West wings form a u-shaped enclosure. A precast medallion with founding date, a tapered lintel and the unusual rounded brick columns above emphasize the importance of this entry. Historic brick, granite and concrete stairs lead through the entry arch, with three more stair risers inside the arch. Installing a ramp at this location would be destructive of the historical character of the stairs and the decorative precast concrete pilasters flanking the stairs. A good alternative is within 200 feet of the entrance (closer than 100') through the historical west Loggia, as allowed by the Historical Building Code, Section 8-603.1-1.

Auditorium access: While wheelchair and companion seating is distributed throughout Auditorium and Balcony, and access to the Stage has been addressed, the small historical Projection Booth in the Balcony will not be accessible. There is no apparent solution to provide accessibility to the existing projection booth without significant change to the historical fabric, per Historical Building Code, Section 8-605. Such modifications would seriously reduce Balcony seating and affect the historical booth appearance. In addition, the projection system is becoming digital, in which case the projector would be mounted to the Balcony front and operated remotely.

Gates: Historic wrought iron courtyard gates will be provided with power assist hardware and remote wall mounted release pads to secure these entries at night. During the day, these gates would remain open and unlocked. Per the Historical Building Code, Chapter 8-6, this is an acceptable alternative to panic hardware. Panic devices mounted on the gates would not be secure without additional protection; both the panic hardware and security baffles preventing its triggering would adversely affect the historical appearance of these gates.

Doors: All the doors on accessible Paths of Travel are accessible widths.

At three Exit stairs there are 5-foot wide pairs, with 2'-6" leafs that are less than standard allowed widths. These historical wood and glass door pairs are set tightly within brick walls, so replacing with wider doors is not possible without significant change to the brick entryways. The doors are three steps down from interior floor level and three steps up form grade, so are not accessible; alternative routing and signage provisions will lead wheelchair users to accessible entrances.

At the Main entry (south, center), the historical design shows one pair and two single leaf doors, of wood sash and glass. The pair was 5'-0" wide, and this entry is also set tightly into the brick wall. The project proposes to replicate the historical opening design, replacing the modern aluminum storefront doors with doors matching those shown on historical plans and existing on all other exterior entries. Door leafs are under the 2'-9½" minimum.

Stair handrails: At the four east and west Exit Stairs, existing oak handrails have an extra large diameter and are mounted on only one side, the stair wall side, of stairways. These historical railings will remain on that one side. On the inside edge, the plaster walls are capped by wood rails, but have no handrail although it was shown on the historical plans. A code compliant wood handrail will be added to these inside edge walls.

At the Center wing the central stairs have historical metal railings with carved wood caps on the inside edge. Oak railings on the wall side are 2 ½" in diameter. These will be replaced with code compliant oak handrails finished to match the historical one.

Interior corridor construction: Openings in corridors include historical (solid) wood doors and almost continuous rows of transom windows. These clear glass transoms provide daylight to interior Corridors from the high windows of classrooms and add to the historical character of each room. To achieve 1-hour construction the wood doors, windows and frames would all have to be demolished and replaced. As permitted by CHBC 8-402.2, additional fire sprinkler heads will protect the rows of historical transom windows and their wood frames. Corridor doors will either be replaced with rated doors or existing doors will be rated for one (1) hour. In lieu of removing wood door and window frames from original walls, the additional sprinkler protection at the window transom over each door is provided.

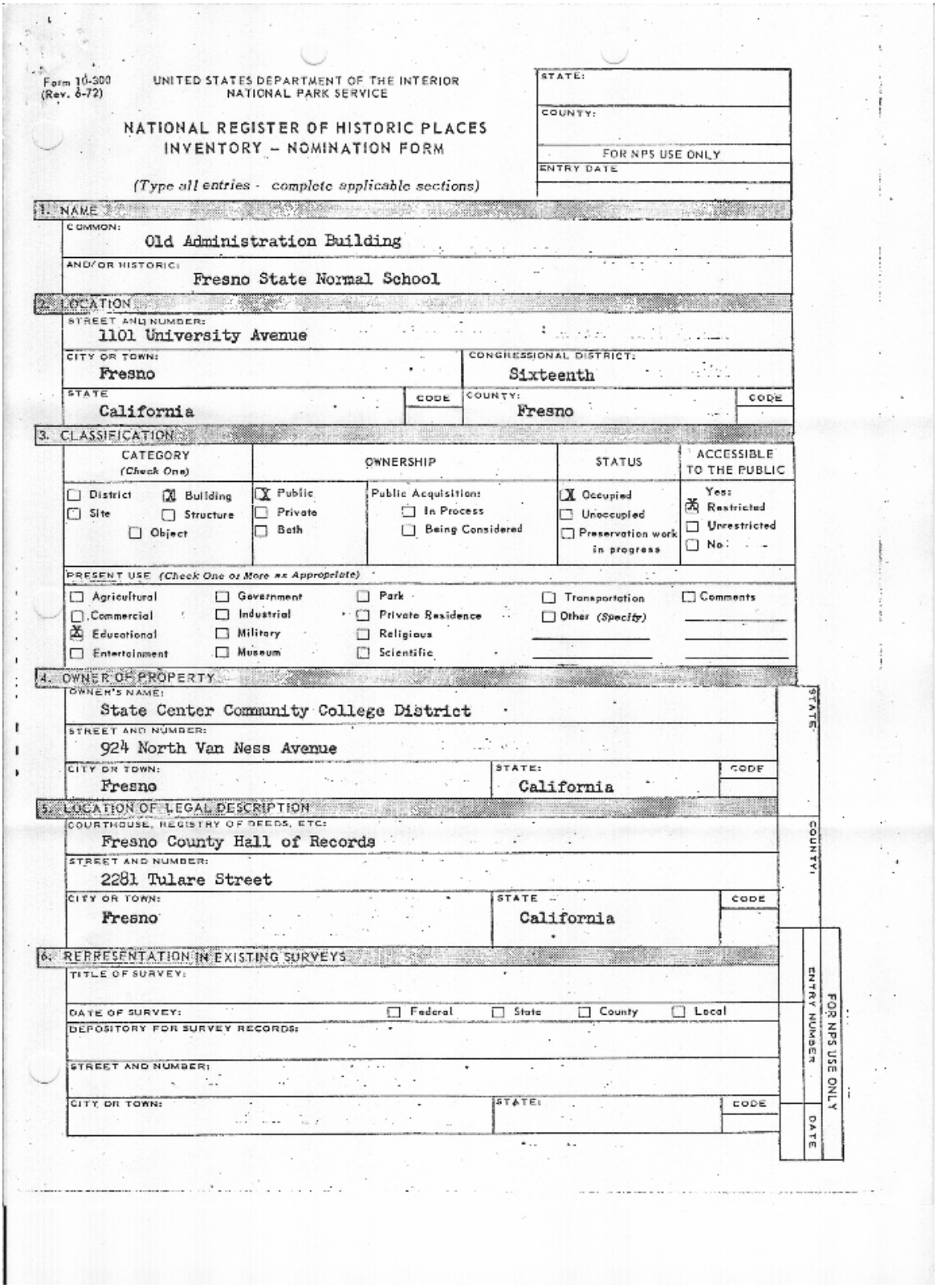
Maximum travel distance: From the Library at the Upper Level, center wing to the exit doors at Lower Level exceeds the 250-foot code minimum for sprinkler-protected corridors. In the East wing, this distance has been reduced to less than 250' by the introduction of an Area Separation wall, which was required for exiting and number of occupants reasons. On the West side, as allowed by CHBC 8-102.1.5, the 360 foot travel distance, from the new Balcony exit door at the west roof, is a continuation of existing use. New cross-corridor doors on hold-opens are added at the 2nd floor Foyer to create separate smoke environments for people exiting from the Balcony. These doors will also direct exiting to the west wing exits when the fire alarm system activated the hold-opens. In addition, the last 110' feet of the exit route is through an existing stair and corridor with concrete walls, inflammable finishes, and sprinkler-protected door & window openings.

APPENDIX 3-1

Fresno City College
Old Administration Building

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY – NOMINATION FORM

Please see the following pages.



Form 10-300 (Rev. 8-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY – NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:
COUNTY:
FOR NPS USE ONLY
ENTRY DATE

1. NAME

COMMON: Old Administration Building

AND/OR HISTORIC: Fresno State Normal School

2. LOCATION

STREET AND NUMBER: 1101 University Avenue

CITY OR TOWN: Fresno

CONGRESSIONAL DISTRICT: Sixteenth

STATE: California — CODE:

COUNTY: Fresno — CODE:

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
☐ District ☒ Building ☐ Site ☐ Structure ☐ Object	☒ Public ☐ Private ☐ Both	Public Acquisition: ☐ In Process ☐ Being Considered	☒ Occupied ☐ Unoccupied ☐ Preservation work in progress	Yes: ☒ Restricted ☐ Unrestricted ☐ No:

PRESENT USE (Check One or More as Appropriate)

☐ Agricultural	☐ Government	☐ Park	☐ Transportation	☐ Comments
☐ Commercial	☐ Industrial	☐ Private Residence	☐ Other (Specify)	
☒ Educational	☐ Military	☐ Religious		
☐ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: State Center Community College District

STREET AND NUMBER: 924 North Van Ness Avenue

CITY OR TOWN: Fresno — STATE: California — CODE:

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Fresno County Hall of Records

STREET AND NUMBER: 2281 Tulare Street

CITY OR TOWN: Fresno — STATE: California — CODE:

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY: ☐ Federal ☐ State ☐ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: — STATE: — CODE:

STATE | COUNTY | FOR NPS USE ONLY | ENTRY NUMBER | DATE

7. DESCRIPTION

CONDITION	(Check One) ☐ Excellent	☒ Good	☐ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One) ☐ Altered	☒ Unaltered		(Check One) ☐ Moved	☒ Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

DESCRIPTION

Exterior walls: solid brick with tapestry face brick.

Corridors: walls, floors, and stairways are of concrete.

Interior partitions: metal lath and plaster.

Ceilings: metal lath and plaster.

Typical floors: hardwood on wood framing.

Lobby and foyer floors: quarry tile.

Roof construction: mission clay tile on wood roof construction. Tile roof in excellent condition.

GENERAL

Exterior: Original physical appearance maintained in original condition and appearance. Tapestry face brick and details are in good condition. All stone work, except for a few minor areas, show no sign of deterioration. Covered arcades in courts are in good condition. A large portion of brick details are covered with ivy and not exposed to visual appreciation. However, brick details surrounding inner courts are not covered. Wood columns with fine wood details are in good condition.

Interior: The old library room on the second floor of the main unit has been subsequently divided by a partition. On one side, carpeting has been installed over the wood floors and steel cubicles have been set up for faculty office use. The skylight on this side has been maintained in its original condition. On the other side of the partition, the original hardwood floors are still exposed. This room is currently being used as a classroom. The skylight on this side has been covered over. Elsewhere in the complex, some of the classrooms and vocational rooms have been modified and adapted for other educational or administrative functions. The lecture halls are in good condition and could be reused again for this purpose. Naturally, all of the rooms have been repainted or revarnished as required for maintenance. However, maintenance has more or less maintained original environment of all the rooms in general.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

☐ Pre-Columbian	☐ 16th Century	☐ 18th Century	☒ 20th Century
☐ 15th Century	☐ 17th Century	☐ 19th Century	

SPECIFIC DATE(S) *(If Applicable and Known)*

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

Aboriginal	☒ Education	☐ Political	☐ Urban Planning
☐ Prehistoric	☐ Engineering	☐ Religion/Phi-	☐ Other *(Specify)*
☐ Historic	☐ Industry	losophy	
☒ Agriculture	☐ Invention	☐ Science	
☒ Architecture	☐ Landscape	☐ Sculpture	
☐ Art	Architecture	☐ Social/Human-	
☐ Commerce	☐ Literature	itarian	
☐ Communications	☐ Military	☐ Theater	
☐ Conservation	☐ Music	☐ Transportation	

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

The Old Administration Building on the present Fresno City College campus holds a position of unique historical significance in relationship to the institutions of higher learning in Fresno and in the entire San Joaquin Valley. It is the only surviving complex remaining from the Fresno State Normal School which was the first institution of higher education for the training of teachers in the San Joaquin Valley. Prior to the establishment of the Fresno State Normal School in 1911, there was a serious shortage of trained teachers in this region. Mr. Charles McLane, Superintendent of Schools for Fresno at this time, found it difficult to secure and retain teachers who had graduated from accredited normal schools. The nearest State Normal Schools were at Los Angeles and San Jose with the latter institution supplying 90% of the normal trained teachers to this area. Not only were these two closest normal schools over-crowded, but many of their graduates, after gathering one or two years of experience in Fresno, often returned to teach in their own home communities. Believing that the only practical solution was the establishment of a State Normal School in Fresno, Superintendent McLane appeared before the Fresno County Chamber of Commerce in November, 1908, and successfully urged the start of a campaign to establish just such an institution. Ultimately, a committee composed of some of the leading citizens in the community sought after and secured the passage of legislation in 1911 providing for a Normal School in Fresno. After holding the initial classes at the old Fresno High School campus in 1911 and 1912, the administrators moved classes in 1913 to temporary quarters on what is now the present location of Fresno City College. Construction on the Administration Building followed in the spring of 1915. Containing administrative offices, classrooms, and even a large room for a library on its second floor, the Administration Building complex, at the time of its completion in 1916, offered the first permanent structure on the Fresno State Normal School campus. Moreover, since the building housing the old Junior College was subsequently demolished and its present site now occupied by an automobile agency, the Old Administration Building complex is the only remaining structure symbolizing the founding of facilities of higher education in the San Joaquin Valley. It is also

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(July 1969)

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NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
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(Continuation Sheet)

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FOR NPS USE ONLY	
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(Number all entries)
(8) A.

apparently one of the few buildings in the entire state, still in use on a college campus, which dates back to the pre-1921 Normal School period.

The Old Administration Building, or what was originally the first permanent structure on the Fresno State Normal School campus, also has a unique historical significance in relationship to agriculture. Its establishment fulfilled a need for the training of teachers in agriculture. That such a need existed was recognized by those involved in public education at that time. Mr. J. W. McClymonds, Superintendent of Schools for Oakland, California, responding to a circular letter from McLane outling his plans for a normal school which would provide agricultural and other industrial training, wrote in early 1909 that the proposed Normal School "ought not to graduate a teacher from it who has not had complete work in manual training, who is not a capable cook and an exceptionally good seamstress, and who does not know something of the practical work of agriculture." (Fresno Morning Republican, January 26, 1909). He was "in favor of this school," McClymonds added, "simply to get a new type of a normal school, because I believe that the only way to change the educational viewpoint is to change the educational viewpoint of the teacher, and certain it is that we must return to more practical things in the training of the children." (Fresno Morning Republican, January 26, 1909). Likewise, President Morris E. Dailey of San Jose State Normal School, referring to the efforts to bring a normal school to Fresno which would "pay special attention to agriculture and the training of teachers in agriculture," stated on February 6, 1909, that there "is need for that kind of a normal school for there is no school now teaching teachers of that kind." (Fresno Morning Republican, February 7, 1909).

Thus, when Fresno State Normal School was established two years later, it was apparently the first Normal School in California, and possibly the first Normal School in the west, to offer agricultural training for teachers. In the legislative act of April 10, 1911, which provided for the establishment of a State Normal School in Fresno, it was specified that the course of study was to include agriculture and manual training. By 1914, the Normal School's catalog listed courses on: California Soils and Crops, Irrigation Farming, California Fruits and Garden Crops, Rural Architecture and Sanitation, Live Stock and Dairying, Rural Economics and Sociology, and Agricultural Education and Dry Farming. According to a Stanford master"s thesis prepared by Mr. W. F. Hogan on "The Fresno State Teachers College," the offering of agricultural courses meant that: "Our basic industry Agriculture was for the first time to have a place in the course of study in the West." (Hogan, p. 17)

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NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

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(Number all entries)

(8) B.

Fresno State Normal School also made other distinctive contributions to the field of education. During the first two years of its existence before moving out to temporary buildings on its present campus, the Fresno Normal School shared facilities at the old Fresno High School with the Junior College. A special relationship was immediately established with the Junior College which greatly enhanced the academic program for Normal School students. Normal School students were allowed to challenge some of the required Normal School subjects by examination. Upon satisfactory completion of such examination or examinations, students were then allowed to take one or more electives from the Junior College. Since it was not until a decade later that the State Legislature passed legislation allowing the newly named State Teacher's Colleges to affiliate with local junior colleges, this seems to have provided a unique early opportunity, albeit temporary, for Normal School students in California. Such an opportunity was clearly beneficial to the educational process. "To be thrown into such an educational environment where ambitious students could be in touch with advanced work of university standards," Hogan has written, "was only one of the signals for higher attainment." (Hogan, p. 17). This contact with the Junior College, as well as the offering of agricultural training for teachers, were, according to Hogan, among the "several distinctive features of the Fresno State Normal School which placed it in the vanguard of teacher training institutions in the west, and gave it a strategic position of leadership among the normal schools of California." (Hogan, p. 17).

There seems to be yet another distinctive feature as to the training of teachers at Fresno State Normal. While many normal schools had established model or training schools by the turn of the century, there was growing criticism that such schools, by emphasizing an idealized situation, were not properly preparing students for actual teaching conditions. Dr. Eugenia Rowland, in a University of California (Berkeley) doctoral dissertation, emphasized the significance of the Normal Training School which was opened in 1913. "At the time," Dr. Rowland wrote, "there was no other normal training school in California, and very few such schools in the United States, that had a training department conducted on the same basis as that of Fresno." (Rowland, pp. 164-165). "Every effort," Rowland added, "was made to approximate actual conditions in a classroom; regular classes and regular teachers of the city schools were utilized for training purposes." (Rowland, p. 165)

The Old Administration Building also acquires a significance status if considered in the broader context of a campus which developed from Fresno State Normal School into Fresno State Teacher's

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(8) C.

College in 1921, into Fresno State College in 1935, and into Fresno City College in 1956 when Fresno State College, the present California State University at Fresno, moved to a new campus several miles to the north. Some of the other campus facilities associated with this growing expansion have acquired an unusual significance of their own. This was the case with the University Street Playhouse, formerly a Methodist Church, which was used on the Fresno State campus for college productions and as a broadcasting and recording studio. Although recently demolished, it was described by Rowland in 1949 as "one of the most complete theatrical centers to be found on a college campus west of the Rocky Mountains." (Rowland, p. 180). Moreover, the West Coast Relays, which were established in 1927 by Fresno State Teacher's College officials and local civic leaders, and held at the college's Ratcliffe Stadium, are of even greater historical significance. "Aside from having been the scene of world record achievement," Dr. Rowland wrote in 1949, "the West Coast Relays have provided a stimulus to the development of track and field competition on the Pacific Coast." (Rowland, p. 222). "The first track carnival of its kind west of the Rocky Mountains, the West Coast Relays were also the first major outdoor meet to be held at night under lights." (Rowland, p. 222). Lastly, the "fast clay track of Ratcliffe Stadium, particularly conducive to outstanding sprint performances, is generally considered to be one of the best in the world." (Rowland, p. 222)

It is also obvious that the evolution of Fresno State Normal School into Fresno State Teacher's College into Fresno State College and into Fresno City College and California State University, Fresno, has greatly contributed to the intellectual, cultural, physical, and economic development of the community. In this sense, the old Administration Building complex, as the first permanent structure on the Fresno State Normal School campus, thus serves as a symbol linking the accomplishments of the past with the hopes for the future through Fresno's commitment to higher education.

In addition to its historical significance, the Old Administration Building has architectural significance. In a statement prepared by the State Architect, Mr. George McDougall, for inclusion in the Souvenir Program of November 17, 1916, it was noted that the sunny features of the California climate were largely responsible for the remarkable open air features of the courtyards. He had decided, McDougall wrote, "to use brick and stone in warm shades and of a style reminiscent of the Renaissance architecture built with these materials in Northern Itay and Spain." While modern requirements had necessitated "a free translation of these styles," he had nevertheless introduced themes "recalling Spanish woodturning and Lombard brickwork." The roof was covered with tile in the shape and color of those materials utilized by the old Spanish buildings.

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(July 1969)

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(Number all entries)

(8) D.

"We think," McDougall concluded, "the building of the Fresno Normal School is a distinct step in the advancement of school architecture in this state."

An examination of the building today reinforces Mr. McDougall's conclusion. With its handmade hard-burned bricks, its tile roofs, its classic ornamentation at the main and secondary entrances, its classic brick arches and stone balconies overlooking the courtyards, and with its lavish and rich Moorish geometric details in brick on the east and west walls of the auditorium and above the arches of the covered walks around the perimeter of the courts, the whole complex represents an era of gracious living and environment characteristic of the early twentieth century which contrasts vividly with the utilitarian architecture used for our contemporary schools. The serenity and dignity of the inner courts, providing a retreat from the hot sun and a cool area for relaxation, is all in the spirit and traditions of the Spanish Renaissance buildings in Spain mixed with the traditional Early Spanish Architecture of the west coast. The Old Administration Building is thus not only an historical landmark but it is also architecturally one of the few remaining examples in the State of California of college campus buildings of the Spanish Renaissance style.

(9) A.

manuscript, University Archives, California State University, Fresno.

Nargis, James J., A.I.A. "Report On Historical Preservation Of The Existing Administration Complex Now Used By The Fresno City College And Formerly Used As The Administration Unit For The Old Fresno State College." December 3, 1973.

Rowland, Eugenia. "Origin and Development of Fresno State College." Unpublished Ph. D. dissertation, University of California, Berkeley, 1949.

Selected articles, Fresno Morning Republican, 1909-1916.

GPO 921-724

Form 10-301
(July 1968)

UNITED STATES DEPARTMENT OF THE IN[illegible]OR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

1. NAME

COMMON	AND/OR HISTORIC	NUMERIC CODE *(Assigned by NPS)*
Old Administration Building	Fresno State Normal School	

2. LOCATION

STATE	COUNTY	TOWN
California	Fresno	Fresno

STREET AND NUMBER

1101 University Avenue

3. MAP REFERENCE

SOURCE	DATE	SCALE
U.S. Geological Survey	1965	

REQUIREMENTS: PROPERTY BOUNDARIES, WHERE REQUIRED, AND NORTH ARROW.

Scale on enclosed site plan increased to 1" = 100'

GPO 932-010

B. F. SISK
16TH DISTRICT, CALIFORNIA

COMMITTEE ON RULES

COMMITTEE ON AGRICULTURE

HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515

CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, D.C. 20515

TONY COELHO
ADMINISTRATIVE ASSISTANT

DISTRICT OFFICE:
BETTY CLOUGH CORNELIUS
FIELD REPRESENTATIVE
ROOM 2001
FEDERAL OFFICE BUILDING
1130 O STREET
FRESNO, CALIFORNIA 93721
485-5000, EXT. 261

May 10, 1974

Dr. Ephraim K. Smith
Chairman, Preservations Committee
Fresno County Historical Society
7160 W. Kearney Blvd.
Fresno, California 93706

Dear Dr. Smith:

I wanted to take this moment to inform you that I have been notified by Mr. Ronald Walker, Director, National Park Service, that the Old Administration Building at Fresno City College has been entered in the National Register of Historic Places effective May 1, 1974.

If you have any questions on this or any other matter at the federal level, please do not hesitate to contact me. It was a pleasure to have been of assistance.

With kind regards.

Sincerely,

Bernie Sisk

B. F. SISK
MEMBER OF CONGRESS

BFS:la/em

STATE OF CALIFORNIA—RESOURCES AGENCY

RONALD REAGAN, Governor

DEPARTMENT OF PARKS AND RECREATION

BOX 2390
SACRAMENTO 95811

May 17, 1974

RECEIVED
MAY 20 1974
OFFICE OF THE SUPERINTENDENT
STATE CENTER COMMUNITY
COLLEGE DISTRICT

State Center Community College District
924 North Van Ness Avenue
Fresno, California

Gentlemen:

We are pleased to inform you that the property, Old Administration Building, located at 1101 University Avenue, Fresno, has been placed on the National Register of Historic Places on May 1, 1974.

Sincerely,

John H. Michael, Supervisor
History Preservation Section

K-5/440

APPENDIX 7-1

Fresno City College
Old Administration Building

SUMMARY OF APPLICABLE
SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT
REGULATIONS

Following is a summary of SJVAPCD Rules and Regulations that may be applicable to the proposed project. SJVAPCD Rules and Regulations are periodically revised and new regulations are promulgated. Project applicants are strongly advised to contact the SJVAPCD to determine the Rules and Regulations applicable to the proposed project.

- Regulation VIII (Fugitive Dust Prohibitions). Regulation VIII (Rules 8011-8081) is a series of rules designed to reduce particulate emissions generated by human activity, including construction and demolition activities, carryout and trackout, paved and unpaved roads, bulk material handling and storage, unpaved vehicle/traffic areas, open space areas, etc. If a non-residential area is 5.0 or more acres in area, a Dust Control Plan must be submitted as specified in Section 6.3.1 of Rule 8021. Additional requirements may apply, depending on total area of disturbance.

- Rule 4002 (National Emissions Standards for Hazardous Air Pollutants). This rule may apply to projects in which portions of an existing building would be renovated, partially demolished or removed. Prior to demolition activity, an asbestos survey of the existing structure may be required to identify the presence of any asbestos containing building materials (ACBM). Removal of identified ACBM must be removed by a certified asbestos contractor in accordance withCAL-OSHA requirements.

- Rule 4102 (Nuisance). Applies to any source operation that emits or may emit air contaminants or other materials.

- Rule 4601 (Architectural Coatings). Limits volatile organic compounds from architectural coatings.

- Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). This rule applies to the manufacture and use of cutback, slow cure, and emulsified asphalt during paving and maintenance operations.

APPENDIX 7-2

Fresno City College
Old Administration Building

EMISSIONS MODELING

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\FCC OAB.urb
Project Name: Historic OAB Renovation

Project Location: San Joaquin Valley
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	3.24	2.08	2.37	0.00	0.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	42.73	25.14	241.58	0.18	31.52

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	45.97	27.22	243.95	0.18	31.53

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\FCC OAB.urb
Project Name: Historic OAB Renovation
Project Location: San Joaquin Valley
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Tons/Year)

CONSTRUCTION EMISSION ESTIMATES

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	0.43	0.38	0.37	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	6.53	5.36	45.76	0.03	5.75

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	6.96	5.74	46.14	0.03	5.75

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\FCC OAB.urb
Project Name: Historic OAB Renovation
Project Location: San Joaquin Valley
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Tons/Year)

AREA SOURCE EMISSION ESTIMATES (Tons per Year, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10

Natural Gas	0.03	0.38	0.32	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00
Landscaping	0.01	0.00	0.06	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.40	-	-	-	-
TOTALS (tpy, unmitigated)	0.43	0.38	0.37	0.00	0.00

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UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Junior college (2 yrs)	6.53	5.36	45.76	0.03	5.75
TOTAL EMISSIONS (tons/yr)	6.53	5.36	45.76	0.03	5.75

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Season: Annual

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Junior college (2 yrs)		1.20 trips/students	2,324.00	2,788.80

Sum of Total Trips 2,788.80
Total Vehicle Miles Traveled 20,797.48

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.70	1.10	98.70	0.20
Light Truck < 3,750 lbs	15.20	2.00	96.00	2.00
Light Truck 3,751- 5,750	16.20	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	68.80	31.20	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

Junior college (2 yrs)	5.0	2.5	92.5

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Changes made to the default values for Land Use Trip Percentages
The Primary Trip % for Discount store changed from 45 to 55
The Diverted Trip % for Discount store changed from 45 to 40
The Pass-By Trip % for Discount store changed from 10 to 5
Changes made to the default values for Construction
Changes made to the default values for Area
The landscape year changed from 2005 to 2011.
Changes made to the default values for Operations
The operational emission year changed from 2005 to 2010.

APPENDIX 13-1

Fresno City College
Old Administration Building

INITIAL STUDY

Please see the following pages.

STATE CENTER COMMUNITY COLLEGE DISTRICT

CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY / ENVIRONMENTAL CHECKLIST FORM

A. PROJECT BACKGROUND INFORMATION

Project Title

Historic Old Administration Building Renovation Project

Lead Agency and Project Sponsor

Name:	State Center Community College District	
Contact Person:	Douglas R. Brinkley, Vice Chancellor, Finance and Administration	
Mailing Address:	1525 E. Weldon Avenue	
City, State, Zip:	Fresno, CA 93704-6398	
Telephone: (559) 244-5910	Fax: (559) 243-1949	Email: doug.brinkley@scccd.com

Project Location

The Historic Old Administration Building (OAB) is located on the Fresno City College (FCC) campus in the City of Fresno, California (see Figures 1 and 2).[1]

The FCC campus is in south-central Fresno, along the east and west sides of Blackstone Avenue, generally between McKinley and Clinton Avenues. The OAB is west of Blackstone Avenue, in the northwest quarter of the campus). Project construction and operational activities would most directly involve the buildings and areas shown on Figures 1 and 2 as the Old Administration Building and the Cafeteria/Student Lounge.

The OAB occupies a portion of a parcel identified by Fresno County Assessor's Parcel Number 444-30-328T. The FCC campus is shown on the Fresno North, Calif. 7.5 Minute Series USGS Map in the southeast quarter of Section 28, Township 13 South, Range 20 east, M.D.B.&M. The campus elevation is approximately 300 feet above mean sea level.

Project Description

Historic Significance

The OAB was entered in the National Register of Historic Places effective on May 1, 1974. The following descriptions of the building and its historical significance were adapted from the original National Register of Historic Places Nomination by Ephraim K. Smith:

Description

The Fresno City College Old Administration Building, located on the west side of the college campus, is built of solid brick with tapestry face brick. The roof covering is mission clay tile. Among its decorative features are handmade hard-burned bricks, classic ornamentation at the main and secondary entrances, classic brick arches and stone balconies overlooking central courtyards, and lavish Moorish geometric details in brick on the east and west walls of the auditorium and above the arches of the covered walks around the perimeter of the courts.

[1] All figures are located following the Initial Study text.

In a statement prepared by the State Architect, George McDougall, in 1916, he noted that the sunny California climate was largely responsible for the remarkable open air features of the building's courtyards. He had decided, "to use brick and stone in warm shades and of a style reminiscent of the Renaissance architectures built with these materials in Northern Italy and Spain." While modern requirements had necessitated "a free translation of these styles," he had nevertheless introduced themes "recalling Spanish woodturning and Lombard brickwork." McDougall concluded that "we think the building of the Fresno Normal School is a distinct step in the advancement of school architecture in this state."

Historical significance

The OAB "…is the only surviving complex remaining from the Fresno State Normal School, the first institution of higher education for the training of teachers in the San Joaquin Valley. Construction began in 1915 and was completed in 1916; it was the first permanent building on the campus. The building originally contained administrative offices, classrooms and a library on the second floor.

The Normal School developed into Fresno State teacher's college in 1921, into Fresno State college in 1935, and into Fresno City College in 1956 when Fresno State College (now California State University, Fresno) moved to a new campus several miles to the north. (Smith)

The OAB has been closed since the mid-1970s because it does not meet Field Act (earthquake) standards.

Project Need, Objectives, and Purpose

In November 2002 State Center Community College District (District) voters approved Measure E, a $161 million dollar bond measure intended to enable the District to refurbish aging facilities, build new facilities to accommodate enrollment growth, and purchase needed equipment for classrooms. The OAB was included as part of the Measure E bond measure because of the building's educational significance – important in the past, but more importantly – for its promise of future contributions to student learning and the San Joaquin Valley's cultural and social vitality.

Resurrecting the OAB as an essential anchor for the future of the FCC campus will provide much needed physical capacity for FCC. The campus has had to limit enrollment in certain classes and deny students space for activities. FCC is in dire need of more lecture halls and student activity spaces. More classes are required in math, engineering, the arts, and social sciences. To fulfill its mission FCC also needs to provide students and the community an enhanced performance venue for music and dance concerts as well as studio-theater productions. In addition to fulfilling these needs, the OAB will offer a stunning courtyard environment in which the College and community can host culturally significant social gatherings.

Project Renovation Activities

The project will restore the OAB to its original appearance and uses. The OAB will undergo a seismic retrofit; structural, mechanical, and electrical upgrades; and fire, life safety, and access code compliance improvements. The renovated building will include administration, faculty, and campus organization offices; classrooms; an auditorium; a library; a music/choral room; staff workrooms; and restrooms. The existing exterior walls will remain intact within the new space configuration.

OAB-related improvements outside the confines of the actual building will be limited to constructing a new chilled and hot water plant and providing a new main electrical transformer at the northwest corner of the cafeteria building, where a trash compactor is located. The trash compactor will be moved to a new location near the Applied Technology buildings (see Figure 1).

When fully restored and operational, the OAB, except the auditorium, will have capacity for a total of approximately 2,324 students, faculty, and administrators. The auditorium will seat approximately 700 after renovation.

Restoration of the OAB will result in interior modifications to some existing campus buildings. The interior modifications will result from existing operations, such as the FCC administrative offices, moving into the OAB, leaving the former office space available for modification to other uses.

Restoration of the OAB is projected to begin in 2008 and will proceed in several phases.

5. Other Public Agencies Whose Approval is Required

City of Fresno: Any street improvements or modifications

B. PROJECT SETTING

Land Use:	The OAB is located on the Fresno City College Campus. Non-campus land uses near the OAB include mostly residences located north of Weldon Avenue and west of Maroa Avenue.
General Plan	The City of Fresno's general plan land use designation for the FCC campus is "Public Facility/College" and is "Medium Density Residential" for the non-campus land near the OAB.
Access and Circulation:	The public streets nearest the OAB are Van Ness Avenue / Maroa Avenue to the west and Weldon Avenue to the north.
Public Utilities and Services	The City of Fresno provides water, sewer, solid waste, police protection, and fire protection services for FCC and the surrounding area. The District also has its own police department. The Fresno Metropolitan Flood Control District provides flood control services.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

	Aesthetics		Mineral Resources
	Agricultural Resources	x	Noise
x	Air Quality		Population/Housing
	Biological Resources		Public Services
	Cultural Resources		Recreation
	Geology/Soils	x	Transportation/Traffic
	Hazards & Hazardous Materials		Utilities/Service Systems
	Hydrology/Water Quality		Mandatory Findings of Significance
	Land Use/Planning		

D. EVALUATION OF ENVIRONMENTAL IMPACTS

Introduction

The following information is presented for each environmental issue addressed in this section:

- A determination of whether the project would have a potentially significant impact, less than significant impact with mitigation incorporation, less than significant impact, or no impact;
- A brief explanation for each determination, including the significance criteria or threshold, if any, used to evaluate each question;
- A description of any mitigation measures and how they would reduce an effect to a less significant level; and
- The source(s) for each explanation in parenthesis. A list of all sources used in preparing the Initial Study (including abbreviations used for the sources) is presented in Section G.

One of the following determinations is made for each environmental issue:

- A *potentially significant impact* (A) determination is made if an effect is significant or potentially significant, or if the Lead Agency lacks information to make a finding of insignificance. If there are one or more potentially significant impact entries, an EIR is required.
- A *less than significant impact with mitigation incorporation* (B) determination is made where the incorporation of mitigation measures has reduced an effect from a potentially significant impact to a less than significant impact.
- A *less than significant impact* (C) determination is made if an effect is clearly less than significant, as documented in the explanation and referenced sources.
- A *no impact* (D) determination is made if the impact does not apply to the project. The determination may not be explained if information in the referenced source(s) demonstrates that the impact does not apply. The *no impact* determination is explained where it is based on project-specific factors as well as general standards.

Issues and Supporting Information (***A*** – Potentially significant impact; ***B*** – Less than significant impact with mitigation incorporation; ***C*** – Less than significant impact; ***D*** – No impact)	***A***	***B***	***C***	***D***
1. Aesthetics. Would the project:				
a. Have a substantial adverse effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?				X
Explanation: The project will restore the OAB to its original, historically significant appearance. No existing landscaped open space areas or trees near the building will be removed. The building will be a new source of light in the area. However, the extent of the light will not exceed what is found throughout the FCC campus. No lighting fixtures that would produce direct or sky-reflected glare are planned for the project. *Mitigation:* None required *Sources:* P&O, District				
2. Agricultural Resources. *In determining whether impacts to agricultural resources are significant environmental effects, the Lead Agency may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.* Would the project:				
a. Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X
Explanation: The FCC campus, including the project site, is not farmland and is not near any farmland. *Mitigation:* None required				

Issues and Supporting Information (***A*** – Potentially significant impact; ***B*** – Less than significant impact with mitigation incorporation; ***C*** – Less than significant impact; ***D*** – No impact)	***A***	***B***	***C***	***D***
Sources: P&O, District				
3. Air Quality. *The significance criteria established by the San Joaquin Valley Unified Air Pollution Control District in its "Guide for Assessing and Mitigating Air Quality Impacts" are relied upon to make the following determinations.* Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?		X		
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?		X		
d. Expose sensitive receptors to substantial pollutant concentrations?		X		
e. Create objectionable odors affecting a substantial number of people?				X

Explanation: An air quality impact analysis will be performed for the EIR as follows:

Regional air quality and local air quality in the vicinity of the project site will be described. Meteorological conditions in the vicinity of the project site that could affect air pollutant dispersal or transport will be described, if needed. However, field monitoring of meteorology and pollutant emissions is not included. The local topographic effects on pollutant dispersal will be discussed. Applicable air quality regulatory framework, standards, and significance thresholds will be discussed.

The analysis of air quality impacts will be based on the San Joaquin Valley Air Pollution Control District's (SJVAPCD) *Guide to Assessing and Mitigating Air Quality Impacts* (January 2002) methodology. The air quality impact analysis will include a general discussion of potential short-term (i.e., construction) air pollutant emissions. Consistent with the SJVAPCD methodology for assessing construction emissions, the determination of significance with respect to construction emissions will be based on a consideration of the control measures to be implemented. Accordingly, SJVAPCD-recommended control measures for construction related emissions will be provided as mitigation measures for construction impacts.

Long-term (i.e., operational) regional air pollutant emissions, including stationary and mobile source emissions, will be assessed for the proposed project. Regional mobile source emissions will be estimated based on trip generation data from the traffic analysis prepared for this project. The California Air Resources Board (ARB)-approved URBEMIS2002 computer model will be used to estimate regional mobile source emissions associated with the proposed project.

Local mobile source carbon monoxide (CO) impacts will be assessed using the CALINE4 model, based on the traffic analysis prepared for this project. Local mobile source impacts are typically quantified for congested areas (i.e., LOS E, or worse) with high background CO concentrations. If required, adversely affected intersections will be modeled for p.m. peak-hour traffic for existing, existing-plus-project, and cumulative-plus-project scenarios to determine the potential for localized "hot spots." Localized concentrations of odorous and toxic air pollutants will be qualitatively assessed.

Air quality impacts will be compared with applicable SJVAPCD significance thresholds for determination of significance. To the extent feasible, a list of mitigation measures will be prepared

Issues and Supporting Information (***A*** – Potentially significant impact; ***B*** – Less than significant impact with mitigation incorporation; ***C*** – Less than significant impact; ***D*** – No impact)	***A***	***B***	***C***	***D***
for any impacts found to be significant or potentially significant.				
Mitigation: To be determined by air quality study				
Sources: P&O, District, Ambient Air Quality and Noise Consulting				
4. Biological Resources. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?				X
b. Have a substantially adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Wildlife Service?				X
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional or state habitat conservation plan?				X
Explanation: The project involves the renovation and operation of an existing building located on an existing community college campus situated within a major urban area. The only vegetation in the project vicinity is urban landscaping and the only wildlife is birds and small mammals common to urban areas. As a result, none of the conditions or impacts identified in items a through f would apply to the project.				
Mitigation: None required				
Sources: P&O, District				
5. Cultural Resources. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in State CEQA Guidelines Section 15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines Section 15064.5?				X
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d. Disturb any human remains, including those interred outside of formal cemeteries?				X
Explanation: The project would result in the renovation and reuse of a historical resource. It would not have any				

Issues and Supporting Information (***A*** – Potentially significant impact; ***B*** – Less than significant impact with mitigation incorporation; ***C*** – Less than significant impact; ***D*** – No impact)	***A***	***B***	***C***	***D***
impacts on archaeological or other cultural resources. *Mitigation:* None required *Sources:* P&O, District				
6. Geology and Soils. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
(ii) Strong seismic ground shaking?		X		
(iii) Seismic-related ground failure, including liquefaction?		X		
(iv) Landslides				X
b. Result in substantial soil erosion or the loss of topsoil?				X
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d. Be located on expansive soil, as defined in Table 18-a-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
Explanation: The project site is not on a known earthquake fault or within an area subject to landslides, lateral spreading, or liquefaction. The project will not involve the use of septic tanks or alternative wastewater disposal systems. *Mitigation:* Exposure of people or structures to potential substantial adverse effects resulting from seismic activity will be mitigated to a less than significant level by seismic retrofit measures that will be incorporated into the building. *Sources:* P&O, District				
7. Hazards and Hazardous Materials. Would the project?				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?				X
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X

Issues and Supporting Information (***A*** – Potentially significant impact; ***B*** – Less than significant impact with mitigation incorporation; ***C*** – Less than significant impact; ***D*** – No impact)	***A***	***B***	***C***	***D***
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?				X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f. For a project within two miles of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?				X
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildland areas are adjacent to urbanized areas or where residences are intermixed with wildland areas?				X
Explanation: The administrative, classroom, and other functions planned for the OAB would not involve the use of hazardous materials, substances, or wastes, except incidentally for cleaning or pest control, in which case the materials and substances would be used in limited amounts in accordance with labeled instructions. No laboratory classrooms involving the use of chemicals are planned for the OAB. As a result of the above, the project would not create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment nor would the project have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. The project site is not a hazardous materials site, within two miles of any airport or airstrip, or in a wildland area. The District is not aware of any emergency response or evacuations plans with which the project could interfere. *Mitigation:* None required *Sources:* P&O, District, USGS, WAC				
8. Hydrology and Water Quality. Would the project:				
a. Violate any water quality standards or waste discharge requirements?				X
b. Substantially degrade groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate of surface runoff in a manner which would result in flooding on- or off-site?				X

Issues and Supporting Information (***A*** – Potentially significant impact; ***B*** – Less than significant impact with mitigation incorporation; ***C*** – Less than significant impact; ***D*** – No impact)	***A***	***B***	***C***	***D***
e. Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				X
f. Otherwise substantially degrade water quality?				X
g. Place housing within a 100-year floodplain, as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Placed within a 100-year flood hazard area structures that would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j. Inundation by seiche, tsunami, or mudflow?				X
Explanation: For items a and b, the City of Fresno provides water service for the FCC campus and, therefore, the City is responsible for complying with all applicable water and wastewater requirements and for groundwater pumping and recharge. The project would not affect the volume, direction, or quality of drainage on or near the FCC campus. No grading will be required for the renovation project, and no new impervious surfaces (e.g. paving, walkways) will be constructed as a result of the project. The project site is not in a 100-year floodplain; a dam flood inundation area in which people or structures could be subject to a significant risk of loss, injury, or death, or within an area subject to inundation by a seiche, tsunami, or mudflow. *Mitigation:* None required *Sources:* P&O, District, USGS				
9. Land Use and Planning. Would the project:				
a. Physically divide an established community?				X
b. Conflict with an applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c. Conflict with any applicable habitat conservation plan or natural communities' conservation plan?				X
Explanation: Renovation and operation of the existing OAB on the FCC campus would have no characteristics that could divide an established community. The project is consistent with the City of Fresno's adopted land use plans, which designate the FCC campus, including the OAB site, for a community college. No habitat conservation plans or natural communities' conservation plans are applicable to the project site. *Mitigation:* None required *Sources:* P&O, District, City of Fresno General Plan				

Issues and Supporting Information (***A*** – Potentially significant impact; ***B*** – Less than significant impact with mitigation incorporation; ***C*** – Less than significant impact; ***D*** – No impact)	***A***	***B***	***C***	***D***
10. Mineral Resources. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X
Explanation: The FCC campus is not a known mineral resource or mineral resource recovery site. *Mitigation:* None required *Sources:* P&O, District				
11. Noise. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e. For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
Explanation: A noise impact analysis will be performed for the EIR. The noise impact analysis will include a description of the existing noise environment, including nearby noise sources and noise-sensitive receptors, based on existing environmental documentation and a review of site reconnaissance data. As part of the site reconnaissance, short-term noise monitoring will be conducted at various locations on and in the vicinity of the proposed project site to document the existing noise environment. Relevant background information, including noise fundamentals, descriptors, and applicable federal, state, and local regulatory framework, will be described. To assess potential construction noise impacts, sensitive receptors and their relative exposure to the proposed project area (considering topographic barriers and distance) will be identified. Noise levels of specific construction equipment will be determined and resultant noise levels at nearby receptors (at given distances from the source) will be calculated. The assessment of operational noise impacts will include an assessment of potential increases in traffic noise levels attributable to the proposed project. The Federal Highway Administration (FHWA) roadway noise prediction model will be used to determine roadway traffic noise levels under existing and existing-plus-project conditions, based on data obtained from the traffic analysis prepared for this project. The evaluation of operational noise impacts will also include an evaluation of the potential for existing nearby stationary noise sources to affect proposed onsite land uses and				

Issues and Supporting Information (***A*** – Potentially significant impact; ***B*** – Less than significant impact with mitigation incorporation; ***C*** – Less than significant impact; ***D*** – No impact)	***A***	***B***	***C***	***D***
of the potential for proposed onsite noise sources to affect both onsite and offsite receptors. The significance of noise impacts will be determined in comparison to state and local noise standards. Mitigation measures will be prepared for any impacts found to be significant or potentially significant. The project site is not within two miles of a public or private airport. *Mitigation:* To be determined by noise study *Sources:* P&O, District, Ambient Air Quality and Noise Consulting				
12. Population and Housing. Would the project:				
a. Induce substantial population growth either in an area, directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
Explanation: Renovation and operation of the OAB would have no characteristics that could directly or indirectly induce population growth. The project does not involve the removal of housing or displacement of people. *Mitigation:* None required *Sources:* P&O, District				
13. Public Services. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?				X
b. Police protection?				X
c. Schools?				X
d. Parks?				X
e. Other public facilities?				X
Explanation: Renovation and operation of the OAB would have no design or operational characteristics that could result in the need for new or altered fire, police, park, school, or other public facilities. *Mitigation:* None required *Sources:* P&O, District				

Issues and Supporting Information (***A*** – Potentially significant impact; ***B*** – Less than significant impact with mitigation incorporation; ***C*** – Less than significant impact; ***D*** – No impact)	***A***	***B***	***C***	***D***
14. Recreation. Would the project:				
a. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X
Explanation: Renovation and operation of the OAB would have no characteristics that could affect existing recreation facilities or require construction of new facilities. *Mitigation:* None required *Sources:* P&O, District				
15. Transportation/Traffic. Would the project:				
a. Cause an increase in the traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		X		
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?				X
e. Result in inadequate emergency access?				X
f. Result in inadequate parking capacity?		X		
g. Conflict with adopted policies or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		X		
Explanation: Fresno County does not have a congestion management agency and the project has no design or operational characteristics that would involve air traffic patterns, street design-related hazards, or emergency access. A traffic and parking study will be performed for the EIR, the scope of which is as follows: To satisfy the requirements of the City of Fresno and other affected agencies, the traffic impact study will be performed in two phases. Based on the results of the first phase of the traffic impact study, the reviewing agencies will determine the requirements for the second phase of the study. PHASE I – DEVELOPMENT OF SCOPE Task 101 Project Kickoff Meeting Consultant will attend a project kickoff meeting with the District to determine the pertinent details of the project to be used in the traffic analyses and the parking study. Task 102 Trip Generation/Trip Distribution (Trip Trace) Consultant will calculate the number of vehicle trips expected to be generated by the project based				

Issues and Supporting Information (***A*** – Potentially significant impact; ***B*** – Less than significant impact with mitigation incorporation; ***C*** – Less than significant impact; ***D*** – No impact)	***A***	***B***	***C***	***D***

on information provided by District or the District's representative. The calculations will utilize data available in the Institute of Transportation Engineers *Trip Generation, 7th Edition*.

The anticipated project traffic will be distributed to the adjacent road network by either manual methods or with the assistance of the Fresno County travel model. A trip distribution diagram will be generated illustrating the project traffic volumes.

Task 103 Coordination With Reviewing Agencies

It is anticipated that the affected agencies may include the County of Fresno, the City of Fresno, and Caltrans. Consultant will provide a trip distribution diagram (trip trace) to the affected agencies. A scoping meeting will be requested with the City of Fresno, which the other affected agencies will be invited to attend. At this meeting, the scope of the traffic impact study, including the intersections and road segments to be included in the study, will be determined.

PHASE II – TRAFFIC ANALYSES

Task 201 Field Review

Consultant will perform a field review to ascertain the existing road conditions (i.e., number of lanes, intersection control, etc.) at the required locations. The review will include visual observation of the existing traffic patterns adjacent to the project and at the study intersections.

Task 202 Traffic Counts

Manual traffic counts, including turning movements, will be performed at the study intersections required by the reviewing agencies between the hours of 7:00 and 9:00 a.m. on a weekday morning and, if required, between the hours of 4:00 and 6:00 p.m. on a weekday evening. Twenty-four hour counts will not be performed.

Task 203 Traffic Analyses

Consultant will perform intersection and road segment analyses as required by the reviewing agencies. It is anticipated that analyses will be required for at least the following scenarios:

Existing Conditions;

Cumulative-Without-Project Conditions (includes pending projects),

Cumulative-With-Project Conditions,

Future (Year 2025) Conditions Without Project, and

Future (Year 2025) Conditions With Project.

The time periods to be analyzed are expected to include weekday a.m. and p.m. peak hours. Forecasted traffic volumes for future conditions will be obtained from the COG travel model and the COG *Increment Method*. Mitigations for impacts will be developed and the levels of service for the mitigated conditions will also be evaluated.

PHASE III – PARKING STUDY

Task 301 District and Public Coordination

Consultant will attend a meeting with District and representatives of Fresno City College to discuss parking issues, including identification of known parking concerns.

Task 302 Parking Inventory

Consultant will retain the services of the independent traffic counting firm of Southland Car Counters to perform a field parking inventory consisting primarily of hourly counts of parked

Issues and Supporting Information (***A*** – Potentially significant impact; ***B*** – Less than significant impact with mitigation incorporation; ***C*** – Less than significant impact; ***D*** – No impact)	***A***	***B***	***C***	***D***
vehicles in both the on-site parking lots and the surrounding neighborhoods. It is anticipated that the parking inventory will be performed on either a Tuesday or Wednesday. A baseline will be established at approximately 6:00 a.m. followed by hourly determinations of parking utilization between approximately 8:00 a.m. and 1:00 p.m. Task 303 Parking Analysis Consultant will analyze the results of the parking inventory to develop a comparison of the existing parking demand and the available parking stalls. Recommendations will be developed to provide alternatives that may increase on-campus parking utilization while minimizing offsite parking. The parking analysis will also include an estimate of the additional parking demand that will be generated by the proposed project. The calculations will utilize data available in the Institute of Transportation Engineers *Parking Generation, 3rd Edition,* to the extent possible. Recommendations will be developed to mitigate expected parking deficiencies. PHASE IV – TRAFFIC IMPACT AND PARKING STUDY REPORT Task 401 Traffic Impact and Parking Study Report Consultant will prepare a report, signed and stamped by a registered civil or traffic engineer, for review by the District and the reviewing agencies. The report will include presentation of the results of the tasks outlined herein.				
Mitigation: To be determined by traffic and parking study				
Sources: P&O, District, Peters Engineering				
16. Utilities and Service Systems. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b. Require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e. Result in a determination by the wastewater treatment provider, which services or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g. Comply with federal, state, and local statues and regulations related to solid waste?				X
Explanation: Renovation and operation of the OAB would have no design or operational characteristics that could exceed wastewater treatment requirements, require or result in the need for new or expanded water, wastewater, or storm water facilities, or exceed the capacity of the City of Fresno's wastewater treatment facilities. The FCC campus is served by a solid waste contractor that must comply with all federal, state, and local statutes and regulation related				

Issues and Supporting Information (***A*** – Potentially significant impact; ***B*** – Less than significant impact with mitigation incorporation; ***C*** – Less than significant impact; ***D*** – No impact)	***A***	***B***	***C***	***D***
to solid waste. *Mitigation:* None required *Sources:* P&O, District				
17. Mandatory Findings of Significance.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				X
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		X		
Explanation: See Section D, 1-16 *Mitigation:* See Section D, 1-16 *Sources:* See Section D, 1-16				

E. DETERMINATION

On the basis of this initial evaluation, I find that the proposed project may have a significant effect on the environment, and an Environmental Impact Report is required. The EIR shall focus on the significant effects on the environment. Effects dismissed in this Initial Study as clearly insignificant and unlikely to occur will not be discussed in the EIR unless the SCCCD subsequently receives information inconsistent with the finding in the Initial Study. A copy of this Initial Study shall be attached to the EIR to provide the basis for limiting the impacts discussed.

[Original signed by Mr. Brinkley]

Signature Date

Douglas R. Brinkley, Vice Chancellor, Finance and Administration
State Center Community College District

F. NAMES OF PERSONS WHO PREPARED OR PARTICIPATED IN THE INITIAL STUDY/ENVIRONMENTAL CHECKLIST

This Initial Study/Environmental Checklist was prepared for the State Center Community College District by Michael P. Paoli, Principal, Paoli & Odell, Inc., 377 W. Fallbrook, Suite 205, Fresno, CA 93711. Telephone - (559) 432-4890; fax - (559) 432-4895; email – mpp01@pacbell.net

G. SOURCES CONSULTED AND AVAILABILITY OF DOCUMENTS

The following table lists the sources used for preparing this Initial Study, the identifiers used in the text to reference the sources, and the locations where source documents can be reviewed:

SOURCES CONSULTED	
Source	**Location[a]**
Brinkley, Douglas R., Vice Chancellor, Finance and Administration, State Center Community College District. Personal communications.	NA
Cannon, Merle, Consultant to State Center Community College District. Personal communications.	NA
City of Fresno General Plan. http://dpuweb.ci.fresno.ca.us/DevGPFr.CFM	www
Legleiter, Kurt, Ambient. Air Quality and Noise Studies Proposal and personal communications.	Paoli & Odell
Rowland, John, P.E., Peters Engineering. Traffic and Parking Study Proposal and personal communications.	Paoli & Odell
Smith, Ephraim K. (last modified 1998, December 7). Fresno City College Old Administration Building (1916). http://historicfresno.org/nrhp/fccadim.htm	www
Speece, Brian R., Associate Vice Chancellor, Business and Operations, State Center Community College District. Personal Communications.	NA

APPENDIX 13-2

Fresno City College
Old Administration Building

ENVIRONMENTAL IMPACT REPORT
NOTICE OF PREPARATION (NOP)
AND
RESPONSES TO NOP

Please see the following pages.

State Center Community College District

NOTICE OF PREPARATION AND SCOPING MEETINGS
for the
HISTORIC OLD ADMINISTRATION BUILDING RENOVATION PROJECT
ENVIRONMENTAL IMPACT REPORT

DATE: January 19, 2006

TO: Responsible, Trustee, and Interested Agencies

FROM:

Lead Agency:	***Environmental Consultant:***
State Center Community College District Contact: Douglas R. Brinkley Vice Chancellor, Finance and Administration 1525 East Weldon Avenue Fresno, CA 93704-6398	Paoli & Odell, Inc. Contact: Michael P. Paoli 377 W. Fallbrook, Suite 205 Fresno, CA 93711
Telephone: (559) 244-5910 Fax: (559) 243-1949 Email: doug.brinkley@scccd.com	Telephone: (559) 432-4890 Fax: (559) 432-4895 Email: mpp01@pacbell.com

The State Center Community College District (District) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the proposed Historic Old Administration Building Renovation Project (project). We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by the District when considering your permit or other approval for the project.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than March 6, 2006. Please send your response to the District's environmental consultant, Paoli & Odell, Inc., Attention: Michael P. Paoli, at the address shown above. Please provide the name of a contact person for your agency.

The project and its location and potential environmental effects are described on following pages.

An Initial Study has been prepared for the project, a copy of which is attached for your review.

The District will hold two public scoping meetings on the EIR. The meetings will provide an opportunity for you to learn more about the project and to provide suggestions on the range of actions, alternatives, mitigation measures, and significant effects that should be evaluated in the EIR. You are invited to attend and participate in the scoping meetings. The meetings will be held as follows:

- Thursday, February 16, 2006 at 3:30 PM in the in the District Administration Board Room, 1525 East Weldon Avenue, Fresno, CA; and
- Thursday, February 23, 2006 at 6:30 PM in the Fresno City College Cafeteria, Staff Dining Room, 1101 East University Avenue, Fresno, CA.

Please contact Michael Paoli at (559) 432-4890 if you have any questions on this notice.

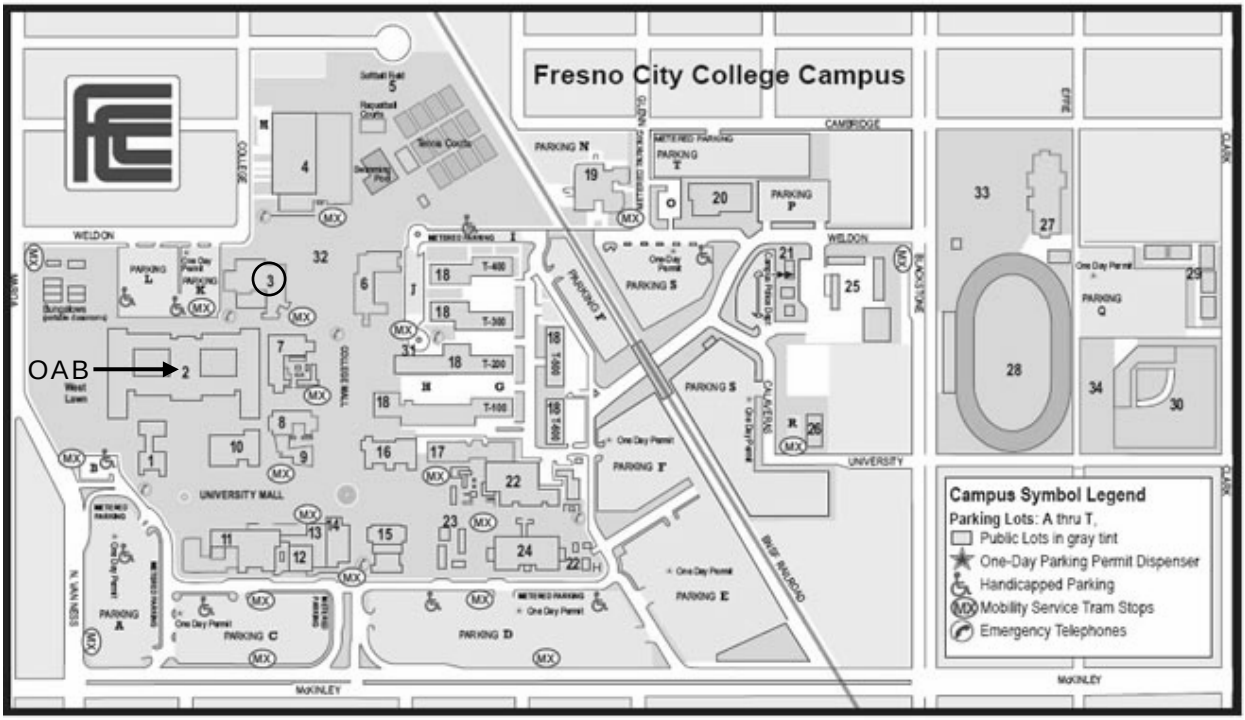
Signature: *[Original signed by Mr. Brinkley]* Date: _____

Douglas R Brinkley
Vice Chancellor for Administration and Finance
State Center Community College District

Fresno City College
Historic Old Administration Building Restoration Project
Project Location, Description, and Environmental Effects

Location: The Historic Old Administration Building (OAB) is located on the Fresno City College (FCC) campus in the City of Fresno, California (Fresno County Assessor's Parcel Number 444-30-328T).

The FCC campus is in south-central Fresno, along the east and west sides of Blackstone Avenue, generally between McKinley and Clinton Avenues. The OAB is west of Blackstone Avenue, in the northwest quarter of the campus. Project construction and operational activities would most directly involve the buildings and areas shown on the following map as Building 2, the Old Administration Building, and Building 3, the Cafeteria/Student Lounge.

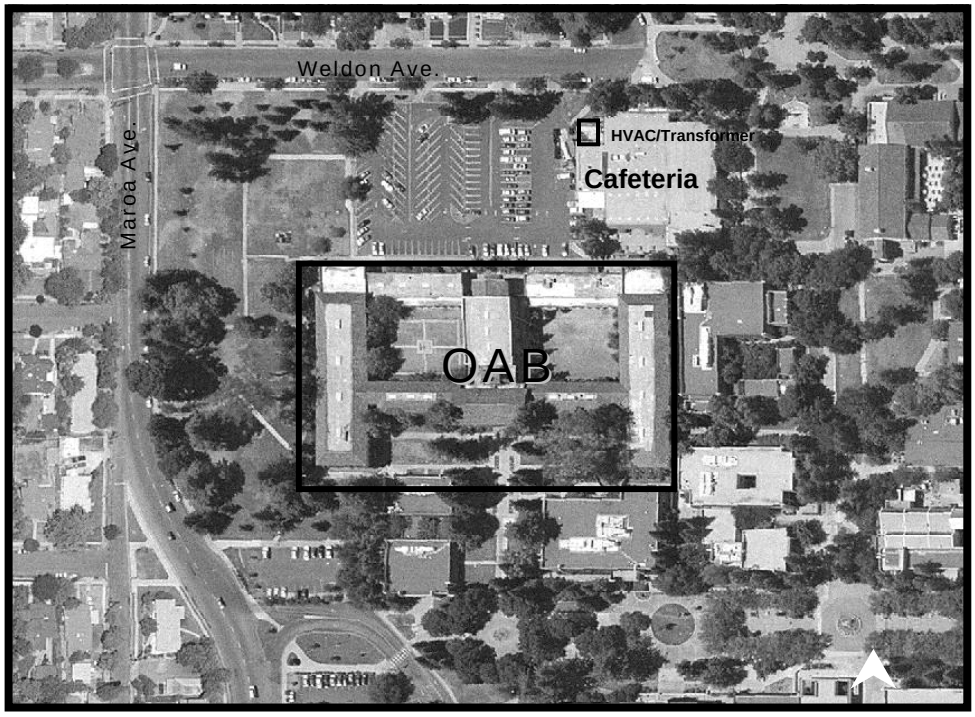


Description: In November 2002, State Center Community College District's (District) voters approved Measure E, a $161 million dollar bond measure intended to enable the District to refurbish aging facilities, build new facilities to accommodate enrollment growth, and purchase needed equipment for classrooms. Renovation of the OAB was included as part of the Measure E bond measure because of the building's educational significance – important in the past, but more importantly – for its promise of future contributions to student learning and the San Joaquin Valley's cultural and social vitality.

The OAB was entered in the National Register of Historic Places on May 1, 1974. The OAB has been closed since the mid-1970s because it does not meet Field Act (earthquake) standards. As described by John Edward Powell, "the Old Administration Building is the only surviving complex remaining from the Fresno State Normal School, the first institution of higher education for the training of teachers in the San Joaquin Valley. Construction began in 1915 and was completed in 1916; it was the first permanent building on the campus. The building originally contained administrative offices, classrooms and a library on the second floor."

The project will restore the OAB to its original appearance and uses. The OAB will undergo a seismic retrofit; structural, mechanical, and electrical upgrades; and fire, life safety, and access code compliance improvements. The renovated building will include administration, faculty, and campus organization offices; classrooms; an auditorium; a library; a music/choral room; staff workrooms; and restrooms. The existing exterior walls will remain intact within the new space configuration.

OAB-related improvements outside the confines of the actual building will be limited to constructing a new chilled and hot water plant at the southwest corner of the cafeteria building, where a storage room is now located, and providing a new main electrical transformer at the northwest corner of the cafeteria building.



When fully restored and operational, the OAB, except the auditorium, will have capacity for a total of approximately 2,324 students, faculty, and administrators. The auditorium will seat approximately 700 after renovation.

Restoration of the OAB will result in interior modifications to some existing campus buildings. The interior modifications will result from existing operations, such as the FCC administrative offices, moving into the OAB, leaving the former office space available for modification to other uses.

Restoration of the OAB is projected to begin in 2008 and will proceed in several phases.

Probable Environmental Effects: The probable environmental effects of the OAB are listed below. These effects have been identified based on an Initial Study, and may or may not be identified as potentially significant effects once evaluated in the Draft EIR. There may be other environmental effects identified in response to this notice, or during the preparation of the Draft EIR. The OAB Project may:

1. Conflict with or obstruct implementation of the applicable air quality plan
2. Violate an air quality standard or contribute substantially to an existing or projected air quality violation
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard
4. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking or seismic-related ground failure
5. Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance

6. Cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project
7. Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project
8. Cause an increase in the traffic which is substantial in relation to the existing traffic load and capacity of the street system
9. Result in inadequate parking capacity
10. Conflict with adopted policies or programs supporting alternative transportation

3,66

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

ORB WOP BeSP

Arnold Schwarzenegger
Governor

Sean Walsh
Director

Notice of Preparation

RECEIVED
FEB - 6 2006
BUSINESS OFFICE
STATE CENTER COMMUNITY
COLLEGE DISTRICT

February 1, 2006

To: Reviewing Agencies

Re: Historic Old Administration Building Renovation Project
SCH# 2006021005

Attached for your review and comment is the Notice of Preparation (NOP) for the Historic Old Administration Building Renovation Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Douglas Brinkley
State Center Community College District
1525 East Weldon Avenue
Fresno, CA 93704-6398

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Copy to: Michael Paoli
2/8/06

Attachments
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Bas

SCH# 2006021005
Project Title Historic Old Administration Building Renovation Project
Lead Agency State Center Community College District

Type NOP Notice of Preparation

Description The project will restore the Old Administration Building (OAB) to its original appearance and uses. The OAB will undergo seismic retrofit; structural, mechanical, and electrical upgrades; and fire, life safety, and access code compliance improvements. The renovated building will include administration, faculty, and campus organization offices; classrooms; an auditorium; a library; music/choral; staff workrooms; and restrooms. The existing exterior walls will remain intact within the new space configuration.

Lead Agency Contact

Name Douglas Brinkley
Agency State Center Community College District
Phone (559) 244-5910 **Fax**
email
Address 1525 East Weldon Avenue
City Fresno **State** CA **Zip** 93704-6398

Project Location

County Fresno
City Fresno
Region
Cross Streets E. Weldon and Marpa Avenues
Parcel No. 444-30-328T (portion)
Township 13S **Range** 20E **Section** 28 **Base** MDB&M

Proximity to:

Highways 41 and 180
Airports
Railways Santa Fe
Waterways
Schools
Land Use PLU: Fresno City College; GP: Public Facility/College

Project Issues Air Quality; Archaeologic-Historic; Geologic/Seismic; Noise; Traffic/Circulation

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Reclamation Board; Native American Heritage Commission; Department of Fish and Game, Region 4; Public Utilities Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 6; Department of Toxic Substances Control; Regional Water Quality Control Bd., Region 5 (Fresno)

Date Received 02/01/2006 **Start of Review** 02/01/2006 **End of Review** 03/02/2006

NOP Distribution List

County: Fresno SCH#

Resources Agency
- ☐ Resources Agency — Nadell Gayou
- ☐ Dept. of Boating & Waterways — David Johnson
- ☐ California Coastal Commission — Elizabeth A. Fuchs
- ☐ Colorado River Board — Gerald R. Zimmerman
- ☐ Dept. of Conservation — Rosanne Taylor
- ☐ California Energy Commission — Roger Johnson
- ☐ Dept. of Forestry & Fire Protection — Allen Robertson
- ☐ Office of Historic Preservation — Wayne Donaldson
- ☐ Dept of Parks & Recreation — Environmental Stewardship Section
- ☐ Reclamation Board — DeeDee Jones
- ☐ S.F. Bay Conservation & Dev't. Comm. — Steve McAdam
- ☐ Dept. of Water Resources — Resources Agency — Nadell Gayou
- ☐ _____ Conservancy

Fish and Game
- ☐ Depart. of Fish & Game — Scott Flint — Environmental Services Division
- ☐ Fish & Game Region 1 — Donald Koch
- ☐ Fish & Game Region 2 — Banky Curtis
- ☐ Fish & Game Region 3 — Robert Floerke
- ☐ Fish & Game Region 4 — Mike Mulligan
- ☐ Fish & Game Region 5 — Don Chadwick — Habitat Conservation Program
- ☐ Fish & Game Region 6 — Gabrina Gatchel — Habitat Conservation Program
- ☐ Fish & Game Region 6 I/M — Tammy Allen — Inyo/Mono, Habitat Conservation Program
- ☐ Dept. of Fish & Game M — George Isaac — Marine Region

Other Departments
- ☐ Food & Agriculture — Steve Shaffer — Dept. of Food and Agriculture
- ☐ Depart. of General Services — Public School Construction
- ☐ Dept. of General Services — Robert Sleppy — Environmental Services Section
- ☐ Dept. of Health Services — Veronica Rameriz — Dept. of Healthy Drinking Water

Independent Commissions, Boards
- ☐ Delta Protection Commission — Debby Eddy
- ☐ Office of Emergency Services — Dennis Castrillo
- ☐ Governor's Office of Planning & Research — State Clearinghouse
- ☐ Native American Heritage Comm. — Debbie Treadway
- ☐ Public Utilities Commission — Ken Lewis
- ☐ State Lands Commission — Jean Sarino
- ☐ Tahoe Regional Planning Agency (TRPA) — Cherry Jacques

Business, Trans & Housing
- ☐ Caltrans - Division of Aeronautics — Sandy Hesnard
- ☐ Caltrans - Planning — Terr Pencovic
- ☐ California Highway Patrol — John Olejnik — Office of Special Projects
- ☐ Housing & Community Development — Lisa Nichols — Housing Policy Division

Dept. of Transportation
- ☐ Caltrans, District 1 — Rex Jackman
- ☐ Caltrans, District 2 — Marcelino Gonzalez
- ☐ Caltrans, District 3 — Katherine Erstham
- ☐ Caltrans, District 4 — Tim Sable
- ☐ Caltrans, District 5 — David Murray
- ☐ Caltrans, District 6 — Marn Birnbaum
- ☐ Caltrans, District 7 — Cheryl J. Powell
- ☐ Caltrans, District 8 — Dan Kopulsky
- ☐ Caltrans, District 9 — Gayle Rosander
- ☐ Caltrans, District 10 — Tom Dumas
- ☐ Caltrans, District 11 — Mario Orso
- ☐ Caltrans, District 12 — Bob Joseph

Cal EPA

Air Resources Board
- ☐ Airport Projects — Jim Lamer
- ☐ Transportation Projects — Kurt Karperos
- ☐ Industrial Projects — Mike Tollstrup
- ☐ California Integrated Waste Management Board — Sue O'Leary
- ☐ State Water Resources Control Board — Jim Hockenberry — Division of Financial Assistance
- ☐ State Water Resources Control Board — Student Intern, 401 Water Quality Certification Unit — Division of Water Quality
- ☐ State Water Resources Control Board — Steven Herrera — Division of Water Rights
- ☐ Dept. of Toxic Substances Control — CEQA Tracking Center
- ☐ Department of Pesticide Regulation

Regional Water Quality Control Board (RWQCB)
- ☐ RWQCB 1 — Cathleen Hudson — North Coast Region (1)
- ☐ RWQCB 2 — Environmental Document Coordinator — San Francisco Bay Region (2)
- ☐ RWQCB 3 — Central Coast Region (3)
- ☐ RWQCB 4 — Jonathan Bishop — Los Angeles Region (4)
- ☐ RWQCB 5S — Central Valley Region (5)
- ☐ RWQCB 5F — Central Valley Region (5) — Fresno Branch Office
- ☐ RWQCB 5R — Central Valley Region (5) — Redding Branch Office
- ☐ RWQCB 6 — Lahontan Region (6)
- ☐ RWQCB 6V — Lahontan Region (6) — Victorville Branch Office
- ☐ RWQCB 7 — Colorado River Basin Region (7)
- ☐ RWQCB 8 — Santa Ana Region (8)
- ☐ RWQCB 9 — San Diego Region (9)
- ☐ Other _____

Last Updated on 08/10/05

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STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY — ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
1352 WEST OLIVE AVENUE
P. O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 445-6666
FAX (559) 488-4088
TTY (559) 488-4066

Flex your power!
Be energy efficient!

February 8, 2006

2131-IGR/CEQA
6-FRE-41-25.3+/-
HISTORIC OLD ADMINISTRATION
BUILDING RENOVATION PROJECT
SCH NO. 2006021005

Copy to: Brian Speece
Mike Paoli
2/10/06

Mr. Douglas Brinkley
State Center Community College District
1525 East Weldon Avenue
Fresno, CA 93704

Dear Mr. Brinkley:

We have reviewed the Notice of Preparation for the Historic Old Administration Building Renovation Project draft Environmental Impact Report (EIR). Caltrans has the following comments:

It is our understanding that a traffic study will be prepared for the draft EIR. We further understand that the consultant will prepare a trip distribution diagram illustrating the project traffic volumes that will be routed to Caltrans for our review and comment prior to a scoping meeting to discuss the traffic study. Caltrans concurs with this approach.

We look forward to working with you on this project.

If you have any questions, please call me at (559) 445-6666.

Sincerely,

Moses Stites

MOSES STITES
Office of Transportation Planning
District 6

C: State Clearinghouse
Ms. Barbara Goodwin, Council of Fresno County Governments

"Caltrans improves mobility across California"

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FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

File 210.83 "RR"
170.90 "RR"
310. "RR"
550.30

February 15, 2006

Michael P. Paoli
Paoli & Odell, Inc.
377 W. Fallbrook, Suite 205
Fresno, CA 93711

Dear Mr. Paoli,

Notice of Preparation of EIR for the proposed Historic Old Administration Building Renovation Project
Drainage Areas "RR"

The Fresno Metropolitan Flood Control District (District) bears responsibility for storm water management within the Fresno-Clovis metropolitan area, including the area of the project site. Within the metropolitan area, storm runoff produced by land development is to be controlled through a system of pipelines and storm drainage retention basins. The proposed project lies within the District's Drainage Area "RR".

The proposed project will not be required to construct Master Plan facilities. Permanent drainage service is available provided the developer can verify to the satisfaction of the City of Fresno that runoff can be safely conveyed to the Master Plan inlet.

The proposed development does not appear to be located within a flood prone area as designated on the latest Flood Insurance Rate Map available to the District.

If you have any further questions, please contact the District (559) 456-3292.

Sincerely,

Mitzi M. Molina
Engineer II

MM/lrl/ts

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PAOLI & ODELL, INC.

5469 E. OLIVE • FRESNO, CA 93727 • (559) 456-3292 • FAX (559) 456-3194

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City of
FRESNO

Planning and Development Department

2600 Fresno Street • Third Floor
Fresno, California 93721-3604
(559) 621-8003 FAX (559) 498-1012

Nick P. Yovino
Director

February 28, 2006

Michael P. Paoli
Paoli and Odell, Inc.
377 W. Fallbrook, Suite 205
Fresno, CA 93711

Dear Mr. Paoli:

The Historic Preservation Commission reviewed the Notice of Preparation and Initial Study for the "Historic Old Administration Building Renovation Project" at its public hearing, Monday February 27th. The commission also received testimony from the public on this matter.

The Commission has previously gone on record in full support of the restoration and rehabilitation of the Old Administration Building, which is listed on both Fresno's Local Register of Historic Resources as well as the National Register of Historic Places. Project staff from the State Center Community College District in fact gave a progress report on the building's restoration to the Commission at the August 2005 meeting.

The Commission on a 5-0 voted to ask that the following be included in the EIR:

- Project staff will use the Secretary of Interior's Standards for the Treatment of Historic Properties as the guidebook for the building's restoration. The Standards need to be referenced by name in the EIR. As an example, the standard protocol is to repair rather than replace existing historic fabric, whenever possible.
- The phrase "No existing landscaped open space areas or trees near the building will be removed" (p. 4 of the Initial Study) is a bit vague. The Commission and public take this to mean that the lawn and green space west of the building, which are critical to the historic context and setting, will not be affected and that a former plan for a parking lot at this site has been abandoned. In addition, it is also important that the courtyards within the actual OAB be restored with historic-era landscaping.

Thank you for the opportunity to review and comment on the Initial Study.

Sincerely,

Karana Hattersley-Drayton, M.A.
Historic Preservation Project Manager
City of Fresno

xc Darrell Unruh, Planning Manager
Kevin Enns-Rempel, Chair Historic Preservation Commission

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BUSINESS OFFICE
STATE CENTER COMMUNITY
COLLEGE DISTRICT

San Joaquin Valley
Air Pollution Control District

Reference No.: C20060216

March 1, 2006

Copy to: Mike Paoli
Brian Speece
3/6/06

Douglas R. Brinkley
State Center Community College District
1525 East Weldon Avenue
Fresno, CA 93704-6398

Re: Notice of Preparation and Scoping Meetings for the Historic Old Administration Building Renovation Project Environmental Impact Report

Dear Mr. Brinkley,

The entire San Joaquin Valley Air Basin is designated non-attainment for ozone and particulate matter (PM10 and PM2.5). The San Joaquin Valley Air Pollution Control District (SJVAPCD) concurs with the initial study/environmental checklist that renovation of this property would contribute to the overall decline in air quality due to construction activities in preparation of the site, and ongoing traffic and other operational emissions. Future development will require additional environmental study and mitigation efforts to reduce emission factors.

The District recommends that the air quality section of the EIR have four main components:

1. **A description of the regulatory environment and existing air quality conditions impacting the area**. This section should be concise and contain information that is pertinent to analysis of the project. The District has several sources of information available to assist with the existing air quality and regulatory environment section of the EIR. The District's *Guide for Assessing and Mitigating Air Quality Impacts, 2002 Revision* (GAMAQI) contains discussions regarding the existing air quality conditions and trends of the San Joaquin Valley Air Basin, including those pollutants of particular concern: ozone, PM10, and carbon monoxide. In addition, it provides an overview of the regulatory environment governing air quality at the federal, state, and regional levels. The GAMAQI provides air monitoring data and other relevant information for PM-10 and other pollutants. The most recent air quality data for the District is Available at the California Air Resources Board (ARB) website at http://www.arb.ca.gov/html/aqe&m.htm.
The air quality section of EPA's Region 9 (which includes information on the San Joaquin Valley Air Basin) can be found at http://www.epa.gov/region09/air/index.html. Additionally, this section should also contain a discussion regarding growth projections that Fresno County provided to the SJVAPCD (through Fresno Council of Government) for inclusion in the Ozone and PM10 Attainment Plans and any impacts this project will have on Federal Conformity for Fresno County and the San Joaquin Valley Air Basin. Lastly, this section should clearly describe the air pollution regulatory authority of the

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SJVAPCD and the California Air Resources Board various emission sources at the Historic Old Building Renovation (OHB).

2. **Estimates of existing emissions and projected pollutant emissions related to the increase in project source emissions and vehicle use, along with an analysis of the effects of these increases.** The EIR should include the methodology, model assumptions, inputs and results for pollutant emissions. The cumulative impact analyses should consider current existing and planned development both within the project area and in surrounding areas. The EIR needs to address the short-term and long term local and regional adverse air quality impacts associated with the operation of construction equipment (reactive organic gases, nitrogen oxides, carbon monoxide, and PM10) and emission generated from stationary and mobile sources. The EIR should identify the components and phases of the project. The EIR should provide emissions projections for the project at the build out of each phase (including ongoing emissions from each previous phase). URBEMIS 2002 v8.7 may be used to quantify these emissions.

3. **Identify and discuss all existing District regulations that apply to the project.** The EIR should identify and discuss all existing District regulations that apply to the project. It would be appropriate to discuss proposed rules that are being developed that would apply to the proposed project. Current rules and regulations are available on the District's website at http://www.valleyair.org/rules/1ruleslist.htm. District rules and regulations are periodically revised, and new regulations are promulgated. The District strongly advises the City to contact the District for any rule updates and new rules when the project development begins. Current District rules and regulations applicable to the proposed project are requirements.

4. **Identify and discuss all feasible measures that will reduce air quality impacts generated by the project.**
"Feasible" means "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors: (California Code of Regulations (CCR § 15364)). The California Environmental Quality Act (CEQA) requires that EIRs "describe measures which could minimize significant adverse impacts" (CCR §15126(c)). Additionally, the CCR requires that "a public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures that would substantially lessen any significant effects that the project would have on the environment " (CCR § 15021(a)(2)). For each potential adverse impact, mitigation measures should be identified to reduce impacts below air quality threshold levels of significance. Therefore, the EIR should identify which mitigation measures will be included in the project, and how each mitigation measure will be implemented. The reduction of air quality impacts from implementation of mitigation measures should be quantified to the extent possible. If a measure cannot be quantified a qualitative discussion should be provided explaining the benefits of the proposed mitigation measure. The EIR should discuss how project design modifications could reduce project impacts

Mitigation measures are emission reduction measures beyond those required in Section 3. This section should provide an analysis of existing mass transit/bicycle access to or near the site, and discuss if additional infrastructure will be needed. The section should identify which mitigation measures will be included in the project, and how each

mitigation measure will be implemented. Site design, equipment alternatives, construction, and operational measures that would reduce emissions should be identified. It should also analyze opportunities to mitigate urban heat island effects. The reduction of air quality impacts from implementation of mitigation measures should be quantified when possible. The EIR should discuss how the project design would encourage alternative transportation (including car pool parking), pedestrian and bicycle access/infrastructure, smart growth design, energy efficient project and building design, reduce urban heat island impacts, and include business programs that further reduce air pollution in the valley (such as carpooling). Mitigation measures must be included in the EIR that reduce the emissions of reactive organic gases, nitrogen oxides, and PM10 to the fullest extent possible. Site design and building construction measures that would reduce air quality impacts should be included. The Districts *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI) describes these features. The current GAMAQI can be found at:
http://www.valleyair.org/transportation/ceqa_guidance_documents.htm. The Local Government Commission (LGC) website, http://www.lgc.org, contains valuable information and resources on subjects from street design to energy efficiency. The use of the principles of the document *Landscape of Choice* is encouraged to reduce air quality impacts.

Based on the information provided, the proposed project will be subject to the following District rules. The following items are rules that have been adopted by the District to reduce emissions throughout the San Joaquin Valley, and are required. This project may be subject to additional District Rules not listed below. To identify additional rules or regulations that apply to this project, or for more information, the applicant is encouraged to contact the District's Small Business Assistance Office at (559) 230-5888. Current District rules can be found at http://www.valleyair.org/rules/1ruleslist.htm.

Regulation VIII (Fugitive PM10 Prohibitions) Rules 8011-8081 are designed to reduce PM10 emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and trackout, landfill operations, etc. The District's compliance assistance bulletin for construction sites can be found at the following SJVAPCD website: http://www.valleyair.org/busind/comply/PM10/Reg%20VIII%20CAB.pdf.

If a non-residential project is 5.0 or more acres in area or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials on at least three days, a Dust Control Plan must be submitted as specified in Section 6.3.1 of Rule 8021. Construction activities shall not commence until the District has approved the Dust Control Plan. A template of the District's Dust Control Plan is available at http://www.valleyair.org/busind/comply/PM10/forms/DCP-Form%20-%2012-01-2005.doc.

If a non-residential site is 1.0 to less than 5.0 acres, an owner/operator must provide written notification to the District at least 48 hours prior to his/her intent to begin any earthmoving activities as specified in Section 6.4.2 of Rule 8021. A template of the District's Construction Notification Form is available at the following website:
http://www.valleyair.org/busind/comply/PM10/forms/Notification%20Form%20Final%2012.01.2005.doc.

mitigation measure will be implemented. Site design, equipment alternatives, construction, and operational measures that would reduce emissions should be identified. It should also analyze opportunities to mitigate urban heat island effects. The reduction of air quality impacts from implementation of mitigation measures should be quantified when possible. The EIR should discuss how the project design would encourage alternative transportation (including car pool parking), pedestrian and bicycle access/infrastructure, smart growth design, energy efficient project and building design, reduce urban heat island impacts, and include business programs that further reduce air pollution in the valley (such as carpooling). Mitigation measures must be included in the EIR that reduce the emissions of reactive organic gases, nitrogen oxides, and PM10 to the fullest extent possible. Site design and building construction measures that would reduce air quality impacts should be included. The Districts *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI) describes these features. The current GAMAQI can be found at:
http://www.valleyair.org/transportation/ceqa_guidance_documents.htm. The Local Government Commission (LGC) website, http://www.lgc.org, contains valuable information and resources on subjects from street design to energy efficiency. The use of the principles of the document *Landscape of Choice* is encouraged to reduce air quality impacts.

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http://www.valleyair.org/busind/comply/PM10/forms/Notification%20Form%20Final%2012.01.2005.doc.

If a non-residential project is 5.0 or more acres in area or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials on at least three days, a ***Dust Control Plan*** must be submitted as specified in Section 6.3.1 of Rule 8021. Construction activities shall not commence until the District has approved the Dust Control Plan. A template of the District's Dust Control Plan is available at http://www.valleyair.org/busind/comply/PM10/forms/DCP-Form%20-%2012-01-2005.doc.

Rule 3135 (Dust Control Plan Fee) This rule requires the applicant to submit a fee in addition to a Dust Control Plan. The purpose of this fee is to recover the District's cost for reviewing these plans and conducting compliance inspections. Information on the fee and a Dust Control Plan template are available at the following District website:
More information on the fee is available at:
http://www.valleyair.org/rules/currntrules/Rule%203135%201005.pdf.

Rule 4002 (National Emission Standards for Hazardous Air Pollutants) In the event that any portion of an existing building will be renovated, partially demolished or removed, the project will be subject to District Rule 4002. Prior to any demolition activity, an asbestos survey of existing structures on the project site may be required to identify the presence of any asbestos containing building material (ACBM). A certified asbestos contractor in accordance with CAL-OSHA requirements must remove any identified ACBM having the potential for disturbance. If you have any questions concerning asbestos related requirements, please contact Mr. Brian Dodds of this office at (559) 230-5962, Ms. Jan Sudomier at (209) 557-6422, Mr. Sherman Yount at (661) 326-6933 or contact CAL-OSHA at (559) 454-1295.
The District's Asbestos Requirements Bulletin can be found at:
http://valleyair.org/busind/comply/asbestosbultn.htm

Rule 4102 (Nuisance) This rule applies to any source operation that emits or may emit air contaminants or other materials. In the event that the project or construction of the project creates a public nuisance, it could be in violation and be subject to District enforcement action.

Rule 4601 (Architectural Coatings) This rule limits volatile organic compounds from architectural coatings by specifying architectural coatings storage, clean up and labeling requirements.

Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations) If asphalt paving will be used, then paving operations of this project will be subject to Rule 4641. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.

The project is located on the Fresno City College campus; consequently, students and faculty are considered sensitive receptors. On page 43 of the District's *Guide for Assessing and Mitigating Air Quality Impacts, 2002 Revision* (GAMAQI), the District addresses and defines sensitive receptors with respect to CEQA. The proposed project should be analyzed for Hazardous Air Pollutants (HAPs). Potential HAPs sources include project construction equipment, operations, and vehicle. The California Air Resources Board (ARB) has designated diesel particulate emissions as a toxic air contaminant. The proposed project should be analyzed to see if it is considered near a location of sensitive receptors and if diesel toxicity is a

potential source of concern. If the project is near sensitive receptors and HAPs are a concern, the project developer should perform a Health Risk Assessment (HRA). HRA guidelines promulgated by the California Office of Environmental Health Hazard Assessment (OEHHA) and OEHHA toxicity criteria must be used. The District recommends use of the latest version of the Hot Spots Analysis and Reporting Program (HARP) released by the Air Resources Board for a health risk assessment because it is the only software that is compliant with the OEHHA guidelines. An HRA should include a discussion of the toxic risk associated with the proposed project, including project equipment, operations, and vehicles. The GAMAQI defines the significance levels for toxic impacts as a cancer risk greater than 10 in a million and/or a hazard index (HI) of 1.0 or greater for chronic non-carcinogenic or acute risks.

The project consultant should contact the District to review the proposed modeling approach before modeling begins. For question about HRA's please contact Mr. Leland Villalvazo, Supervising Air Quality Specialist, at (559) 230-5881.

Rule 9510 (Indirect Source Review) This rule requires the applicants of certain development projects to submit an application to the District when applying for the development's last discretionary approval. The rule requires developers to mitigate emissions at the project site, to the extent feasible, and to pay a mitigation fee to the District for a percentage of the remaining emissions. The ISR rule becomes effective March 1, 2006.

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. If you have any questions or require further information, please call me at (559) 230-5800.

Sincerely,

Debbie Johnson
Air Quality Specialist

c: file

3.66
WOP Resp.

Bruce A. Owdom
718 East Carmen Avenue
Fresno, California 93728

March 3, 2006

VIA FACSIMILE AND
UNITED STATES MAIL

Mr. Michael P. Paoli
Paoli & Odell, Inc.
377 West Fallbrook Avenue, Suite 205
Fresno, California 93711

Re: OAB Initial Study

Dear Mr. Paoli:

In addition to my oral comments made at the scoping session on the EIR on February 23, 2006, I offer the following:

1. The initial study indicates the restoration is projected to begin in 2008. My understanding was that the actual construction work was to begin in 2007. (Page 2.)

2. The initial study indicates a no impact determination with respect to scenic resources and existing visual character or quality of the site and its surroundings. The further explanation is that "no existing landscaped open spaces or trees near the building will be removed." I understand this aesthetic determination to mean that none of the green/open space, including trees west and north of the OAB and east and south of Maroa and Weldon Avenues, respectively, will be modified, removed, or otherwise impacted by the project. (Page 4, ¶ 1.)

3. The oral presentation at the February 23, 2006, scoping session indicated that windows in the OAB would be replaced. My understanding has been that the Secretary of Interior's Standards for the Treatment of Historic Property would be followed for the project and that the windows of this national register structure would be retained and repaired. I have previously given the contact information for RPM Planning Mill, Fresno, California, to the lead architects, ELS, to investigate the repair or replacement to match the existing windows. If this

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is not the case, the initial study determination of no impact on the building may be incorrect. (Page 5, ¶ 5a.)

4. As I mentioned at the scoping session, I recommend that transportation and parking alternatives be explored with other agencies, such as the City and County of Fresno. Transportation alternatives, such as park and ride programs, discount FAX fares for students and faculty, increased parking fees for spaces close to campus and reduced parking fees for more remote spaces, for example, near Radcliff Stadium, with a shuttle service, among other alternatives, may be feasible to mitigate adverse impacts to the campus and surrounding neighborhoods from potential increased automobile traffic and parking.

Thank you for considering my views and the opportunity to work with you on this project.

Very truly yours,

Bruce A. Owdom

BAO/llb
cc: Ms. Jill Moffat, Fresno City and County Historical Society

3.66
WOP
Response

904 E. Cambridge Avenue
Fresno, CA 93704

March 6, 2006

Mr. Michael P. Paoli
Paoli & Odell, Inc.
377 W. Fallbrook, Suite 205
Fresno, CA 93711

Re: "Improvement" Project at Fresno City College

Dear Mr. Paoli:

Reading about the probable effects of this project, all I can think of is that I will never get any sleep. As it is, any driver who exceeds 30-35 miles per hour on Maroa causes a lot of noise. I daresay I have missed sleep at least half the nights I have lived in my house since I moved here nearly 7 years ago. Since I am hearing impaired and wear bilateral hearing aids in the outside world, you can imagine how loud the street noise gets.

I would be satisfied if noise and traffic abatements were incorporated into this plan. For instance, speed bumps would help keep speeders in line. So would another stop sign or two between McKinley and Clinton, not to mention more and prominent speed limit signage.

As far as the air quality effect, our air is so bad right now, I doubt the project would really worsen it. And fortunately, there is already in place help with the parking situation in the form of requiring permits to leave us residents some space for us and our guests to park.

But I am really, really tired (literally) of being startled whenever I am home during the day, and most particularly when I have fallen asleep at night. I love my home, but I would really appreciate some help here.

Very truly yours,

Sharii E. Rey

3.66 NOP Response

County of Fresno
Department of Community Health
Edward L. Moreno, M.D., M.P.H., Director-Health Officer

March 10, 2006

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LU0011388
PE 2600

Michael P. Paoli, Principal
Paoli & Odell, Inc.
377 W. Fallbrook, Ste. 205
Fresno, CA 96711

Dear Mr. Paoli:

SUBJECT: NOP of an EIR for State Center Community College District Fresno City College Historic Old Administration Building Restoration Project
LOCATION: Fresno City College Campus

The Fresno County Department of Community Health, Environmental Health Division has reviewed the subject project and offers the following comments:

- Schools, which are classified as noise sensitive receivers, are a land use that requires lower ambient noise levels, therefore, consideration should be given to conformance with the Noise Element of the City of Fresno General Plan.

- Appropriate measures should be incorporated into the project to minimize potentially significant short-term localized noise impacts to noise sensitive receivers caused by the operation of construction equipment. Construction specifications for the project should require that all construction equipment be maintained according to the manufacturers specifications, and that noise generating construction equipment be equipped with mufflers. In addition, consideration should be given to limiting noise-generating construction activities to daytime hours as specified in the City of Fresno Municipal Code.

If I can be of further assistance, please contact me at (559) 445-3357.

Sincerely,

Glenn Allen, R.E.H.S.
Environmental Health Specialist II
Environmental Health Division

ga

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State Center Community College District Fresno City College OAB Project

1221 Fulton Mall / P.O. Box 11867 / Fresno, California 93775 / (559) 445-3357 / FAX (559) 445-3379

COMMENT LETTERS RECEIVED PRIOR TO NOTICE OF PREPARATION

Please see the following pages.

3.66 NOP Responses

CONCERNED NEIGHBORS OF FRESNO CITY COLLEGE

April 12, 2005

Thomas A. Crow, Ph.D.
Chancellor
State Center Community College District
1525 East Weldon Avenue
Fresno CA 93704
(559) 226-0720

Dr. Crow:

I am providing you with a copy of the letter my neighborhood, The Porter Tract, has prepared and will be presenting to Ned Doffoney in a meeting we have scheduled with him this coming Tuesday, April 19.

My wife, Susan, has briefed us on the conversation you and she had, and we appreciate the information you provided. I would like to follow through and plan that you do have the opportunity to meet with our neighborhood and have an informal discussion on some of The SCC District's plans and get to know us and let us tell you how much we have enjoyed being a neighbor to FCC.

As you know, The Porter Tract, The Tower District and a great deal of Fresno as a whole are very concerned with any plans to pave over the fields remaining on the Fresno City College campus. We are equally, and, perhaps, more concerned with the potential for plans where access to this parking would be via residential streets.

Again, thank you for the information you've shared. I look forward to meeting you and working to address your neighbor's and the public's concerns and establishing better alternatives to mitigate FCC issues in a way that both the college and the community at large will benefit.

Susan or I will contact you once we've met with Dr. Doffoney as we would like to plan possible times to have a small gathering at our home to afford us the opportunity to meet each other.

Best Regards,

Jon D. Edwards
1021 E. Weldon Ave
[559] 227-3760
[559] 353-5042 *(work)*

3.66 NOP Responses

CONCERNED NEIGHBORS OF FRESNO CITY COLLEGE

May 11, 2005

Thomas A. Crow, Ph.D., Chancellor
State Center Community College District
1525 East Weldon Avenue
Fresno, Ca 93704

Dear Dr. Crow:

Last month, Wilfred Pimentel and I met with Ned Doffoney; President of Fresno City College to discuss the rumored expansion of paved parking lots into currently unpaved green space. This meeting was a result of the letter sent to Dr. Doffoney stating our concern and hopes that SCCCD and FCC alike would, as a neighbor and out of courtesy, inform us of current and future plans on the parking situation.

Unfortunately, I have not had the response from the FCC administration I was told I could expect. With this correspondence, therefore, I would like to make two specific requests of SCCCD. The first request I have is, as a representative of the Neighbors of Fresno City College, I am asking that an active, involved task force of Tower/Central Fresno area residents be formally included in the planning and decision making process, to the point where a single plan is presented to the SCCCD board of Trustees for final approval. I can only expect that SCCCD would extend an invitation for its neighbors to participate in any decision-making process where the outcomes have a significant community impact.

Of course, this task force needs to include 'stakeholders' in the project outside of SCCCD and FCC administrators, planners and board members. That is, people who live in the neighborhood, the city of Fresno at large and those whom utilize the FCC grounds for non-student activity on a regular basis.

Secondly, My wife Susan has raised the possibility of you personally coming to our home and meeting the neighborhood and seeing we are a close-knit group, probably very much like your own neighborhood. We would like to schedule this get-together and follow through with this informal gathering to get to know each other and learn first hand a little about State Center and offer some of our input on possible plans.

We know very little about what is going on within 'the walls' of FCC. There are alternatives that I don't believe have adequately been investigated nor considered with any seriousness. We want to provide the input essential to ensure we remain good neighbors to each other.

Best Regards,

Jon D. Edwards
1021 East Weldon Avenue
Fresno, Ca 93704
[559] 227-3760-H / [559] 353-5042-W

3.66 NOP Responses

CONCERNED NEIGHBORS OF FRESNO CITY COLLEGE

April 4, 2005

Ned Doffoney, Ed.D.
President
Fresno City College
1101 E. University Avenue
Fresno, Ca 93704

Dear Dr. Doffoney:

We individually and collectively, are neighbors of Fresno City College. Many of us are residents with 40 plus years of tenure in the surrounding neighborhood. We like to think that we, along with you and Fresno State University before you, have been good, cooperative neighbors.

Your neighbors are very disappointed with the news from the February 2, 2005 *Rampage* that State Center Community College District is considering the option to convert two large green spaces to accommodate additional parking spaces. We were further dismayed by the realization we had learned of this impact on our neighborhood only from that source, without any prior role, communication or contact with or from SCCCD or FCC. We wonder if this portends a change in the neighborhood relationship we believe existed with you.

Fresno as a whole is ignoring the need for green space. As it contemplates changes to its campus, Fresno City College must act as an example and show a commitment to the community and to being a good neighbor. City College has an opportunity to produce a plan that will be forward looking, bold in its concept and compatible with the environment and ecological concerns and goals of the 21st century.

The green space considered for sacrifice to parking is vital to the Tower District, The Porter Tract Historic District and many other residents throughout Fresno. Both the West Lawn and the North Field are heavily utilized and enjoyed by these communities; this parkland hosts such activities as sporting events, animal rescue operations, the Renaissance Faire, family picnics, dog walks and countless other formal and informal activities. This use, along with the general population of City College is part of what makes North Central Fresno great and immeasurably adds to the desirability of the community in FCC's neighborhood.

The problems associated with adding additional parking spaces and access to those proposed spaces on the residential sides of the college are too predictable. Traffic issues will intensify creating increased volume and more speed; both of which will create enormous safety concerns, and inevitably a tragedy. We are a neighborhood experiencing a re-birth with more and more families with young children making their home in the immediate surrounds. Couple this with the young student population and a crisis is certain.

3.66 NOP Responses

CONCERNED NEIGHBORS OF FRESNO CITY COLLEGE

There are many viable and arguably better solutions to the alleged parking shortage at Fresno City College. A plan of paving over existing parkland, removing old, established trees and having traffic flow access parking via a residential neighborhood is shortsighted and thoughtless. Your neighbors vehemently oppose any such plan.

As we appreciate the logistical difficulty in communicating with each of us, our "point person" will be:

Jon Edwards
1021 East Weldon Avenue
Fresno, Ca 93704
[559] 227-3760

We do specifically request, however, that we, through Mr. Edwards, be advised and informed concerning any future plans, studies and/or budget allocations which relate to Fresno City College parking, whether such are included in any public meeting agenda.

Fresno City College and The State Center Community College District should be seeking solutions that benefit the entire community it serves. In the spirit of good neighbors, we are:

Jon Edwards	1021 E Weldon
William McDermott	1037 E Cambridge
Diana McDermott	1037 E Cambridge
Wilfred Pimintel	1035 E Cambridge

Cc: Thomas A. Crow, Ph.D., Chancellor
State Center Community College District

APPENDIX 13-3

Fresno City College
Old Administration Building

ENVIRONMENTAL IMPACT REPORT
NOTICE OF CONSULTATION

Please see the following pages.

State Center Community College District

NOTICE OF PUBLIC CONSULTATION AND SCOPING MEETINGS
for the
HISTORIC OLD ADMINISTRATION BUILDING RENOVATION PROJECT
ENVIRONMENTAL IMPACT REPORT

DATE: January 19, 2006

TO: Interested Property Owners and Residents

FROM:

Lead Agency:	***Environmental Consultant:***
State Center Community College District Contact: Douglas R. Brinkley Vice Chancellor, Finance and Administration 1525 East Weldon Avenue Fresno, CA 93704-6398	Paoli & Odell, Inc. Contact: Michael P. Paoli 377 W. Fallbrook, Suite 205 Fresno, CA 93711
Telephone: (559) 244-5910 Fax: (559) 243-1949 Email: doug.brinkley@scccd.com	Telephone: (559) 432-4890 Fax: (559) 432-4895 Email mpp01@pacbell.com

Purpose: The State Center Community College District (District) is preparing an Environmental Impact Report (EIR) for the proposed Historic Old Administration Building Renovation Project (project) as required by the California Environmental Quality Act. The project and its location and potential environmental effects are described on following pages. You are invited to submit written comments describing any concerns you may have about the environmental effects of the project. Your comments will be considered by the District in preparing the EIR. Please submit your comments to Paoli & Odell, Inc., Attention: Michael Paoli, at the address listed above.

Comment Deadline: The deadline for submission of written comments is March 6, 2006.

Public Scoping Meetings: The District will hold two public scoping meetings on the EIR. The meetings will provide an opportunity for you to learn more about the project and to provide suggestions on the range of actions, alternatives, mitigation measures, and significant effects that should be evaluated in the EIR. You are invited to attend and participate in the scoping meetings. The meetings will be held as follows:

- Thursday, February 16, 2006 at 3:30 PM in the in the District Administration Board Room, 1525 East Weldon Avenue, Fresno, CA; and
- Thursday, February 23, 2006 at 6:30 PM in the Fresno City College Cafeteria, Staff Dining Room, 1101 East University Avenue, Fresno, CA.

Initial Study: An Initial Study has been prepared for the project. The purpose of the Initial Study is to assist the District in preparing the EIR by focusing the EIR on the environmental effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant. You may obtain a copy of the Initial Study by contacting Paoli & Odell, Inc. at the address listed above.

Questions: Please contact Michael Paoli at (559) 432-4890 if you have questions on this notice.

Signature: *[Original signed by Mr. Brinkley]* Date: _____

Douglas R. Brinkley
Vice Chancellor for Administration and Finance
State Center Community College District

[EIR Note: The project description, location, and potential environmental effects information provided in the Notice of Consultation is the same as in the Notice of Preparation (see Appendix 13-2) and, therefore, is not provided in this appendix.]

APPENDIX 13-4

Fresno City College
Old Administration Building

SUMMARY OF COMMENTS FROM SCOPING MEETINGS
February 16, 2006
and
February 23, 2006

Please see the following pages.

1. How will parking be addressed?
2. Will comments be received during the DEIR?
3. When will the parking study be done?
4. How will noise levels be evaluated?
5. Will esthetics be considered?
6. What is being considered for construction hours?
7. Is there a vision document? Tiering?
8. What are the exact boundaries of the historic property? Historical context?
9. Tower District plan?
10. How will funding for parking be addressed? What measures for parking shortages?
11. Will alternative transportation be addressed?
12. Overbuilding parking if there is a shift in transportation modes?
13. Will there be a study of population dynamics, enrollment growth projections?
14. Will seasonal fluctuations in parking be addressed?
15. Will economic issues be considered in the parking study?
16. Will Saturday parking within the residential permit area be addressed?
17. Will study address utilization of parking spaces?
18. How will air quality issues be addressed during and after construction?
19. Will multi-deck parking structures be considered?
20. What are the dynamics of construction? (Location, access, air quality, dust, noise, and mitigation)
21. Will opportunities for public transportation alternatives be explored, i.e., collaboration with City of Fresno, tram service, parking at Radcliffe.
22. Preservation of green space and historic landscaping.
23. How will parking structure be addressed?
24. Will flood lighting be addressed?
25. Will litter and debris in the neighborhood be addressed?
26. How was decision to locate power plant made?
27. Concern with use of sporting area for parking.

28. Proliferation of handicap parking. How many spaces will be allowed?

29. Will special activities in the green space be taken into consideration, e.g. volleyball tournaments, Renaissance Faire, etc.?

30. What is the status of the parking study?

31. Will integrity of entire area be taken into account?

32. Analyze impacts of loss of open space and aesthetics.

33. Will Dept. of Interior standards be utilized for renovation?

34. How will parking study be defined?

35. What is City of Fresno's jurisdictional authority regarding parking?

36. What are the standards for noise during construction?

37. How will students be informed about the EIR process and community concerns? Can project information be published in the Rampage?

38. Will closing off traffic flow through residential areas be considered?

39. Will other parcels be acquired to increase green space and additional parking?

40. Is it possible to incorporate utilities inside the OAB?

41. Will trash compactor and utility structure be similar to the one at the gym?

42. Why is NEPA process not being utilized?

43. Are federal dollars available for green space?