California Environmental Quality Act

Initial Study

(State Clearinghouse No. 2022010052)

Fresno City College Softball Field Improvement Project

Fresno, California

Lead Agency and Project Sponsor:

State Center Community College District

AUGUST 2022

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Executive Summary

This Initial Study has been prepared on behalf of State Center Community College District ("SCCCD" or "the District") for its proposed Fresno City College Softball Field Improvement Project ("project"). The Initial Study has prepared in compliance with the requirements of the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines ("CEQA Guidelines"). The purpose of preparing this report is to inform SCCCD and the public of significant environmental effects of the project and identify possible ways to avoid the significant effects or reduce the impacts to a less than significant level.

The project site is located on the north side of the Fresno City College campus, south of Yale Avenue, east of College Avenue and west of the BNSF railroad tracks. The project would take place within the area of the campus currently occupied by the college's existing softball field and a portion of the grass-turfed area located immediately west of the softball field. The area surrounding the project site consists of other existing Fresno City College athletic facilities (gymnasium, swimming pools, tennis courts), single-family and multifamily residential development, green space, and railroad tracks. The project does not entail an expansion of the existing campus boundaries.

The project would make substantial improvements to Fresno City College's existing softball facilities for the purposes of addressing long-standing facility inequities at the women's softball field and increasing the overall quality and student experience of those enrolled in courses at the facility and women's softball program. The proposed improvements include new permanent bleacher seating (200-person seating capacity), an announcer's booth, in-ground dugout enclosures, a batting cage area, two pitching warm-up areas, backstop fencing (minimum 30-foot-tall netting style system), windscreens (replacing existing windscreens on chain-link fencing), and field lighting. The project utilizes the existing softball field's outfield fencing, foul poles, and scoreboard. Field lighting would consist of light fixtures mounted on six 60-foot-tall poles. The lighting fixtures would utilize state-of-the-art LED lighting designed and oriented to light the field and project areas adjacent to the field that need to be lighted with little or no spillover on non-project areas. The project would also construct a team building (measuring 1,756 square feet and containing a team room, coach's office, restrooms, snack bar, and storage areas), three ADA parking stalls, and concrete sidewalk areas. The three ADA parking stalls would be accessed via an existing on-campus access road and existing driveway on the east side of College Avenue near Cambridge Avenue.

The project would operate year-round, with most activity occurring during the January-May collegiate softball season. The project is expected to host up to 20 games plus team practices during the softball season. The project may also be utilized for hosting occasional collegiate softball tournaments. Games and practices would be held on weekdays and weekends and would be scheduled for both daytime and evening hours. Operational hours would range from 7:00am to 10:00pm. If approved, the project is anticipated to begin construction in late 2022 and be completed by fall 2023.

The conclusions of the Initial Study regarding the significance of the project's environmental impacts are as follows:

1. The Initial Study identified a number of potentially significant environmental effects of the project in the following subject areas: aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, and noise. All of the potentially significant impacts can be avoided or reduced to less than significant levels by incorporating in the project the mitigation measures listed in Summary Table of Mitigation Measures on the following pages.
2. The project would have a less than significant impact or no impact on many of the environmental resources and conditions evaluated in the Initial Study. The Initial Study explains why there would be no impacts or the impacts would be less than significant.
3. Based on items 1 and 2 above, the District should adopt a Mitigated Negative Declaration for the project.

SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Timing and Responsibility	Level of Significance with Mitigation
Aesthetics			
Impact: The project would create new sources of light and glare, which could adversely affect nearby residential areas.	***MM AES-1 and AES 2: Mitigation for Potential Lighting and Glare Impacts*** **MM AES-1**. Cutoff times for lights and activities. To ensure the potential impacts of light sources to not infringe upon nighttime hours, any activities on the softball field and related facilities shall be limited to between the hours of 7:00 a.m. and 10:00 p.m. The District shall endeavor to shut off the lights earlier than 10:00 pm whenever possible. **MM AES-2**. Light Trespass. Based on the Photometric Analysis (Appendix A) for the softball field lighting, the footcandle standard for light trespass (0.74 fc) will not be exceeded at any residential property near the softball field except for a small area in the southeast corner of one adjacent residential parcel (APN 444-163-31) that contains a triplex. The area affected by the elevated footcandles is covered by thick tree cover and a patio cover that would prevent appreciable light trespass. However, the District does not control the condition and longevity of the existing tree cover since it is not located on District-owned property. Therefore, if the tree cover were to be removed or die, the District shall provide and maintain screening on its property (which may be in the form of trees/landscaping or man-made screening material) to ensure adequate protection from light trespass.	During operation of the project (SCCCD, Fresno City College)	Less Than Significant
Air Quality			
Impact: The project could expose sensitive receptors to substantial pollutant concentrations.	***MM AQ-1 through AQ-9: Measures to Reduce Localized Pollutant Concentrations Upon Sensitive Receptors*** **MM AQ-1**. Demolition of onsite structures shall comply with all applicable regulatory requirements, including, but not limited to, SJVAPCD Rule 4002 (NESHAP), and National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP), Lead in Construction Standard (29CFR1926.62) and California Code of	During construction of the project (SCCCD)	Less Than Significant

SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS AND MITIGATION MEASURES

	Regulations Title 8, Section 1532.1, Lead. These requirements may include: 1) responsible agency notifications, 2) lead-based paint or asbestos surveys, and 3) applicable removal and disposal requirements. More information on asbestos-containing materials and applicable regulatory requirements can be found at: https://www.valleyair.org/newsed/asbestos.pdf. Additional information regarding lead-based paint and applicable regulatory requirements can be found at: https://www.epa.gov/lead/lead-abatement-inspection-and-risk-assessment and https://www.dir.ca.gov/title8/1532_1.html. **MM AQ-2**. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles: a. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and, b. Shall not operate a diesel-fueled auxiliary power system to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation. **MM AQ-3**. Off-road diesel equipment shall comply with the five-minute idling restriction identified in Section 2449(d)(2) of the California Air Resource Board's In-Use Off-Road Diesel regulation. The specific requirements and exceptions in the regulations can be reviewed at: www.arb.ca.gov/msprog/truck-idling/2485.pdf and www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf. **MM AQ-4**. Signs shall be posted at the project site construction entrance to remind drivers and operators of the state's five-minute idling limit.		

SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS AND MITIGATION MEASURES

	MM AQ-5. To the extent available, fossil-fueled equipment shall be replaced with alternatively-fueled (e.g., natural gas) or electrically-driven equivalents. **MM AQ-6**. Construction truck trips shall be scheduled, to the extent possible, to occur during non-peak hours, and truck haul routes shall be selected to minimize impacts to nearby residential dwellings. **MM AQ-7**. The burning of vegetative material shall be prohibited. **MM AQ-8**. Low VOC-content (50 grams per liter, or less) exterior and interior building paints shall be used. To the extent locally available, use prefinished/pre-colored materials. **MM AQ-9**. The proposed project shall comply with SJVAPCD Regulation VIII for the control of fugitive dust emissions. Regulation VIII can be obtained on the SJVAPCD's website: https://www.valleyair.org/rules/1ruleslist.htm. At a minimum, the following measures shall be implemented: a. 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, covered with a tarp or other suitable cover or vegetative ground cover. b. All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant. c. All land clearing, grubbing, scraping, excavation, land leveling, grading, and cut & fill activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking. d. When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained. e. Trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday. (The use		

SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS AND MITIGATION MEASURES

	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.) f. Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant. g. On-road vehicle speeds on unpaved surfaces of the project site shall be limited to 15 mph. h. Sandbags or other erosion control measures shall be installed sufficient to prevent silt runoff to public roadways from sites with a slope greater than one percent. i. Excavation and grading activities shall be suspended when winds exceed sustained speeds of 20 miles per hour (Regardless of wind speed, an owner/operator must comply with Regulation VIII's 20 percent opacity limitation). **MM AQ-10**. The above measures for the control of construction-generated emissions shall be made available to project contractors and included on site grading and construction plans.		
Biological Resources			
Impact: Project construction could adversely affect nesting migratory birds protected by the Migratory Bird Treaty Act.	***MM BR-1: Mitigation for Potential Impacts to Nesting Migratory Birds*** 1. <u>Avoidance.</u> If feasible, project construction shall take place between September 1 and February 1 to avoid impacts to nesting birds in compliance with the Migratory Bird Treaty Act. No surveys will be required if project timing occurs outside the bird nesting season. If project construction must occur during the nesting season, construction is at risk of being delayed due to actively nesting birds and their required protective buffers. 2. <u>Pre-construction Surveys.</u> If construction is to begin during the nesting season (February 1 through August 31), a qualified biologist shall conduct a pre-construction survey within 10 days prior to initiation of construction activities. This survey will search for nest	During construction of the project (SCCCD)	Less Than Significant

SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS AND MITIGATION MEASURES

	sites within and adjacent to the project area. If the pre-construction survey does not detect any active nests, then no further action is required. If the survey does detect an active nest, then the District shall implement the following: 3. Minimization/Establish Buffers. If any active nests are discovered (and if construction will occur during bird breeding season), the USFWS and/or CDFW will be contacted to determine protective measures required to avoid take. These measures could include fencing off an area where a nest occurs, or shifting construction work temporally or spatially away from the nesting birds. Biologists are required on site to monitor construction while protected migratory birds are nesting in the project area to ensure that the buffer is adequate and that the nest is not stressed and/or abandoned. If an active nest is found after the completion of the pre-construction surveys and after construction begins, all construction activities will stop until a qualified biologist has evaluated the nest and erected the appropriate buffer around the nest.		
Energy			
Impact: The project could result in wasteful, inefficient, or unnecessary consumption of energy resources	***MM E-1: Project Energy Demand Reduction Measures*** **MM E-1:** The following measures shall be implemented to further reduce energy use associated with the development of proposed facilities: a. The installation of natural gas infrastructure for new buildings shall be prohibited. b. New buildings shall be designed to meet or exceed Title 24 building energy-efficiency standards with a goal of achieving net-zero energy use. To the extent available, natural-gas fired appliances and building mechanical equipment shall be replaced with electric-powered equipment. c. Utilize high efficiency exterior lighting in parking lots and other public areas.	During construction and operation of the project (SCCCD, Fresno City College)	Less Than Significant

SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS AND MITIGATION MEASURES

	d. Incorporate measures and building design features that reduce energy use, water use, and waste generation (e.g., light-colored roofing materials, installation of automatic lighting controls, planting of trees to provide shade). e. Install energy-efficient appliances and building components sufficient to achieve overall reductions in interior energy use beyond those required at the time of development by CalGreen standards. f. Plant drought-tolerant landscaping and incorporate water-efficient irrigation systems where necessary.		
Geology and Soils			
Impact: The project could potentially disturb or destroy subsurface paleontological resources.	***MM GS-1: Mitigation for Potential Discovery of Subsurface Paleontological Resources*** **MM GS-1:** If paleontological resources are discovered during ground disturbing activities, work shall stop in the immediate vicinity of the find and a qualified paleontologist shall be consulted to determine whether the resources require further study. If the resources are determined to be potentially significant, the qualified paleontologist shall make recommendations to the District on the measures that shall be implemented to protect the discovered resources, including but not limited to, excavation and evaluation of the find, as well as providing the resources to an appropriate institution or person who is capable of providing long-term preservation to allow future scientific study.	During construction of the project (SCCCD)	Less Than Significant
Greenhouse Gas Emissions			
Impact: The project would potentially conflict with an applicable plan, policy, or regulation of an agency adopted to reduce GHG emissions.	***MM GHG-1: GHG Reduction Measures in Furtherance of State Goals*** **MM GHG-1:** The following measures shall be implemented to reduce GHG emissions in support of the State's future GHG-reduction goal of achieving carbon neutrality by 2045, per EO B-55-18 and the State's Draft 2022 Scoping Plan: a. The installation of natural gas infrastructure for new buildings shall be prohibited.	During construction and operation of the project (SCCCD, Fresno City College)	Less Than Significant

SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS AND MITIGATION MEASURES

	b. The proposed project shall meet or exceed CalGreen building standards for electric vehicle parking spaces.		
Noise			
Impact: The project may result in a substantial temporary or permanent increase in ambient noise levels in its vicinity that exceed standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	***MM N-1: Reduction of Construction-Generated Noise Levels*** **MM N-1:** The following measures shall be implemented to reduce construction-generated noise levels. a. Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the hours of 7:00 a.m. and 10:00 p.m. Construction activities shall be prohibited on Sundays and legal holidays. b. Construction truck trips shall be scheduled, to the extent feasible, to occur during non-peak hours and truck haul routes shall be selected to minimize impacts to nearby residential dwellings . c. 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. d. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers . e. Stationary construction equipment (e.g., portable power generators) should be located at the furthest distance possible from nearby residences. If deemed necessary, portable noise barriers shall be erected sufficient to shield nearby residences from direct line-of-sight of stationary construction equipment. f. When not in use, all equipment shall be turned off and shall not be allowed to idle. Clear signage that posts this requirement for workers shall be provided at the entrances to the site.	N-1: During construction of the project (SCCCD) N-2: During operation of the project (SCCCD, Fresno City College)	Less Than Significant

SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS AND MITIGATION MEASURES

	MM N-2: Reduction of Operational Noise Levels **MM N-2:** The following measures shall be implemented to reduce long-term operational noise impacts: a. The scheduled operation of the proposed softball field and related facilities shall be limited to between the hours of 7:00 a.m. and 10:00 p.m. b. Building mechanical equipment (e.g., HVAC units) associated with the proposed team building shall be shielded from direct line-of-sight of nearby residential land uses. Air conditioning units shall be located on rooftop areas and/or shielded from line of sight of nearby residential land uses by incorporation of shielding or building parapets along the perimeter of the roof. c. Building mechanical equipment (e.g., HVAC units) associated with the proposed team building shall comply with the City of Fresno's daytime and nighttime noise standards of 50 and 45 dBA Leq, respectively, when measured at the property line of the nearest residential land use. d. The proposed bullpen on the home side of the field shall be shielded from line of sight of the nearest residential land use located adjacent to and west of the bullpen. Shielding may include construction of a solid barrier located along the eastern property line of the residential land use and/or enclosure of the bullpens western and southern walls. The barrier shall be constructed of material having a Sound Transmission Class (STC) rating of 20, or greater. Example materials include masonry block, wood, or exterior sound insulation blankets. Barrier shielding shall be constructed to a minimum height of six feet above ground level with no visible air gaps between barrier components or at the base of the barrier.		

1. Introduction

1.1 Purpose and Scope of Environmental Review

This Initial Study has been prepared on behalf of State Center Community College District (SCCCD or "the District") for its proposed Fresno City College Softball Field Improvement Project ("project"). The Initial Study is an informational document that will inform SCCCD and the public generally of the significant environmental effects of the project and identify possible ways to minimize the significant effects. It focuses primarily on the changes in the environment that would result from the project and examines all phases of the project including planning, construction, and operation. Under CEQA and the CEQA Guidelines, "significant effect or impact" means "a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including but not limited to land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."

To promote efficiency and reduce redundancy, this Initial Study incorporates by reference information from other documents and sources that is germane to the proposed project and is available for public review. Most of the information incorporated by reference is from the City of Fresno's General Plan and Development Code Update Master Environmental Impact Report ("City of Fresno General Plan MEIR"), which provides a comprehensive evaluation of impacts associated with implementation of the City of Fresno's General Plan.

1.2 Public Review Process

The public review process for this Initial Study includes the following:

- SCCCD distributed a Notice of Preparation (NOP) for the project to all responsible, trustee, and interested agencies for the project, as well as nearby property owners and residents. The NOP included a summary description of the project, its location, and potential environmental effects. The purpose of the NOP was to solicit guidance from the agencies as to the scope and content of the environmental information that should be included in the project's evaluation of environmental impacts, and to allow nearby property owners and residents to provide environmental comments on the project for the District's consideration.
- SCCCD has distributed a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) for the project. The notice states that the District has prepared an Initial Study and proposed Mitigated Negative Declaration for the project, includes a brief description of the project and its location, an address where copies of the Initial Study are available for public review, and the beginning and end dates for a 30-day review period during which the District will receive public comments on the Initial Study. SCCCD sent the NOI to the California Office of Planning and Research's State Clearinghouse and all responsible, trustee and interested agencies; posted the notice at the Fresno County Clerk's Office and in a newspaper of general circulation in the area affected by the project; mailed the notice to all individuals and organizations who previously requested the notice in writing; and mailed the notice to nearby owners and residents.
- Following completion of the 30-day public review period for the Mitigated Negative Declaration, the SCCCD Board of Trustees will meet to consider adoption of a Mitigated Negative Declaration and approval of the project. Comments and recommendations received on the Initial Study from agencies and individuals; a list of persons, organizations, and public agencies who have commented on the Initial Study; and the responses of the District to significant environmental points raised in the review and consultation process will be provided to the Board. Additionally, individuals and agency representatives may appear in person to present testimony to the District on the Mitigated Negative Declaration and the project when the Board of Trustees meets to consider adopting the Mitigated Negative Declaration and approving the project.

2. Project Description

2.1 Project Title, Lead Agency, and Lead Agency Contact Information

Project Title: Fresno City College Softball Field Improvement Project

Lead Agency and Project Sponsor:

State Center Community College District
1171 Fulton Street
Fresno, CA 93721

Lead Agency Contact Person:

Shannon Robertson
District Director of Construction Services
Telephone: (559) 243-7192
Email: Shannon.Robertson@scccd.edu

State Center Community College District (SCCCD) is a public community college district within the California Community Colleges system. SCCCD's service population includes approximately 1.7 million people in more than 5,743 square miles of urban and rural territory, including most of Fresno and Madera counties and portions of Kings and Tulare counties. SCCCD is governed by a seven-member board of trustees who represent seven trustee areas. Total District enrollment for 2021-22 is over 51,000 students (with over 20,000 students enrolled at Fresno City College alone). At present, SCCCD operates four community college campuses (Fresno City College, Reedley College, Clovis Community College, and Madera Community College) and two educational centers (Madera Community College at Oakhurst and the Career and Technology Center).

In addition to being the project proponent for the Fresno City College Softball Field Improvement Project, SCCCD will serve as the Lead Agency for the project. The Lead Agency, as defined by CEQA, is the public agency that has the primary responsibility for carrying out or approving a project (State CEQA Guidelines Section 15367). The Lead Agency also has the primary responsibility for determining what level of CEQA review is required for a project and for preparing and approving the appropriate type of CEQA document. SCCCD has the primary responsibility for considering whether to grant its discretionary approval of the project. Additionally, SCCCD will be responsible for the implementation of all mitigation measures identified in the Initial Study.

2.2 Project Background and Objectives

The Fresno City College Softball Field Improvement Project is intended to serve the Fresno City College softball program, which is among the 20 athletic programs offered by the college. The softball team is a member of the California Community College Athletic Association (CCCAA) and competes in the Central Valley Conference. The softball program operates year-round, with most of its activities occurring during the January-May collegiate softball season, during which the team hosts approximately 20 home games[1]. Additional games and scrimmages occur during the fall season, which takes place from September through November. Currently, all regular-season games are played as doubleheaders (i.e., the FCC team plays an opponent twice in back-to-back games). Additional games are played as part of tournaments. Per information from FCC's athletic department, FCC typically hosts between one and five collegiate softball tournaments per year, and there are 3-8 teams that participate per tournament.

The existing softball field was constructed in 1994 and has been in continuous use by the softball program since that time. Existing facilities consist of a softball diamond with outfield fencing, foul poles, a scoreboard, a 24-foot-tall chain-link backstop, above-ground dugouts, bullpens, and batting practice areas. Existing spectator seating is provided by portable metal bleachers that are placed behind home plate and along the right field area. The total capacity of these bleachers is approximately 200 spectators. Games and practices are currently held on weekdays

[1] CCCAA regulations allow for a maximum of 40 games and two scrimmages during the regular (spring) softball season, and usually half of the team's games are played at home.

and weekends, with operational hours ranging from 7:00am to dusk. Additionally, because the existing field does not have on-site locker rooms, it is noted that the softball program utilizes locker room and restroom facilities in the FCC gymnasium located south of the field.

Title IX of the Education Amendments of 1972 (20 U.S.C. 1681 et seq.) prohibits discrimination on the basis of sex in education programs receiving Federal financial assistance. Athletics are considered an integral part of an institution's education program and are therefore covered by this law. (U.S. Department of Education Office of Civil Rights. https://www2.ed.gov/about/offices/list/ocr/docs/interath.html) The existing women's softball field has outdated and inadequate facilities that are not equitable compared to other athletic programs, such as baseball.

SCCCD's objectives in seeking to carry out the Fresno City College Softball Field Improvement Project are as follows:

- Provide for improved and modernized facilities to improve and enhance the athletic/educational program for students at FCC
- Address the longstanding inequities that exist with the women's softball field
- Provide an improved softball venue for the benefit of the college and community at large
- Allow for flexibility in game and practice scheduling by allowing for evening games and practices

2.3 Project Setting

Project Location and Vicinity

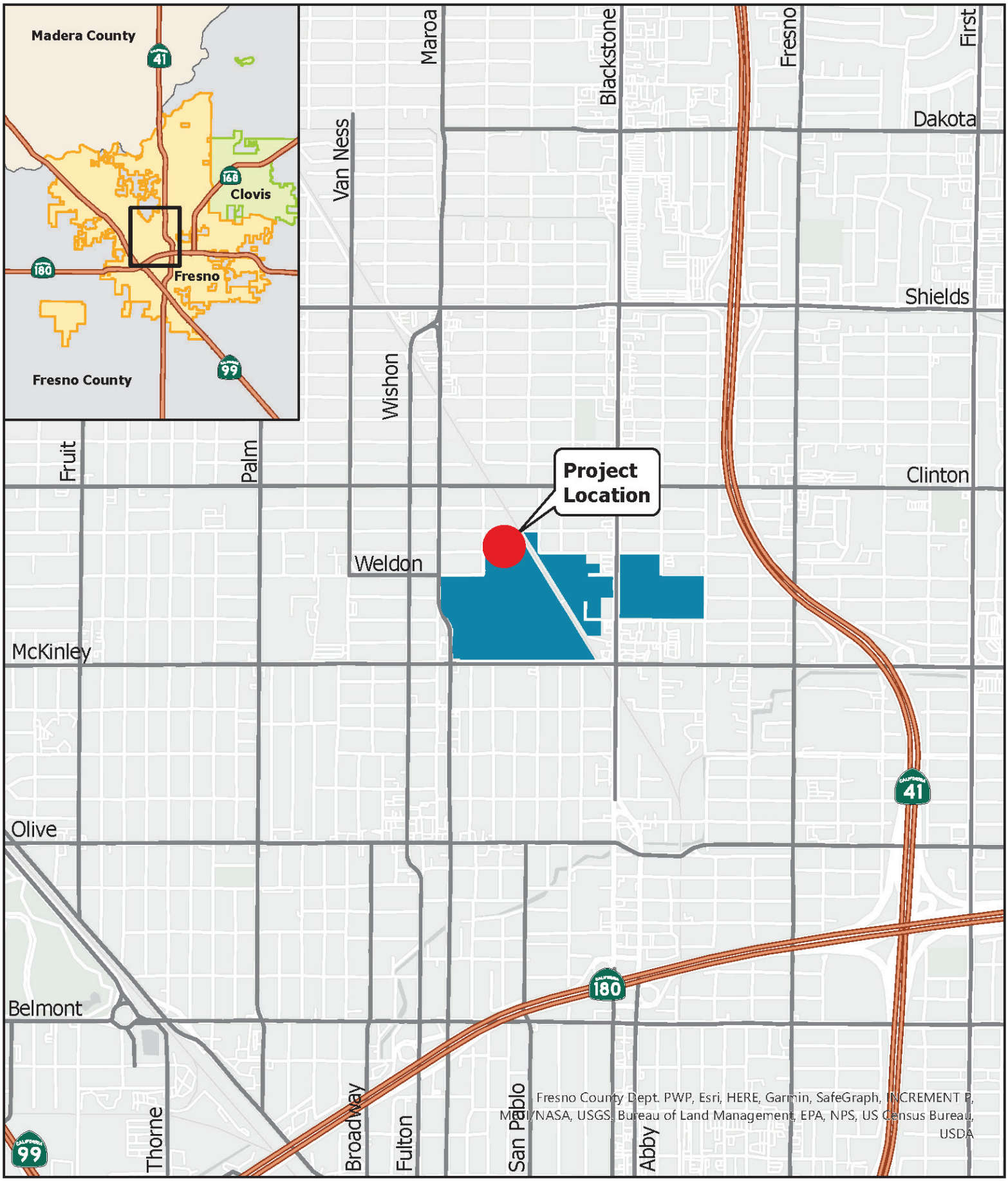
The project is located at the site of the existing Fresno City College campus softball field, which is located on the south side of Yale Avenue east of College Avenue in the City of Fresno. The project site encompasses approximately 2.0 acres at the northeast portion of the campus. Figure 1 shows the regional location of the project site in relation to the greater Fresno area. Figure 2 provides an aerial view of the project site and its immediate vicinity. Additional project site information is presented in Table 2.5-A.

Table 2.5-A: Project Location Information

City, County, and State	Fresno, Fresno County, California
Cross Streets	South side of Yale Avenue east of College Avenue
Site Area	± 2.0 acres
USGS Map	Fresno North, California Quadrangle, 7.5 Minute Series
Latitude & Longitude	36°46'12"N; 119°47'47"W
Section, Township, and Range	Section 28, Township 13 South, Range 20 East, MDB&M
Elevation	300 feet above mean sea level

Fresno City College is located within an established urbanized area near the center of the City of Fresno. The campus is situated among primarily residential areas located to the west, north, and south of the campus and commercial and industrial areas located to the east of the campus along Blackstone Avenue.

At the project site, the area to the south of the site consists of existing campus facilities at Fresno City College, including the gymnasium, swimming pool, tennis courts, classroom and administrative buildings, walkways, and landscaping. Immediately east of the project site is the BNSF railroad. Development further to the east includes other FCC campus facilities, a mixture of single-family and multifamily residential development, and commercial uses along Blackstone Avenue. The areas to the north and west of the project site are developed primarily with established single-family residences (including homes within the Porter Tract Historic District, located west of the site across College Avenue) plus some multifamily residential buildings with 3-8 units apiece.



Regional Location **Figure 1**

Fresno City College Softball Field Improvement Project
State Center Community College District

ODELL *Planning & Research, Inc.*
Environmental Planning • School Facility Planning • Demographics

Project Site

Figure 2

Fresno City College Softball Field Improvement Project
State Center Community College District

ODELL *Planning & Research, Inc.*
Environmental Planning • School Facility Planning • Demographics

Project Site

N

0 25 50 100 Feet

Public Land Use Policy

City of Fresno Citywide Development Code (Zoning)

The City of Fresno's Citywide Development Code implements the City's General Plan (plus other operative plans) to protect and promote the public health, safety, peace, comfort, convenience, prosperity, and general welfare of the City of Fresno. The Development Code sets forth a broad range of land use regulations, including defining and identifying zoning districts within the City of Fresno. The City of Fresno's zoning designation for the project site is "PI" (Public and Institutional), reflective of its location within the existing FCC campus boundaries. The PI district is used for public or quasi-public facilities, including City facilities, utilities, schools, health services, corporation yards, utility stations, and similar uses. Accessory retail uses and services, including food facilities and childcare, are also permitted in the PI district.

Tower District Specific Plan

The project site is located within the boundaries of the Tower District Specific Plan. Originally adopted in 1991, the Tower District Specific Plan sets forth land use policies for the Tower District – an older "streetcar suburb" area within the City of Fresno that is known as a hub of local culture. The Tower District Specific Plan was created in response to major upheaval occurring from the construction of the CA-180 freeway plus incremental development activity that presented conflicts with the established character and identity of the area. The Tower District Specific Plan's stated purpose is "to provide the City and the residents of the district with a comprehensive structure for managing historic resources and neighborhoods in the face of future change and development. The Plan is intended to address urban conservation and new development, with a framework of goals and policies for neighborhood quality and stability, for economic development and reinvestment, and for fiscal responsibility." The plan includes several objectives and policies reflected in the current City of Fresno General Plan, such as encouragement of pedestrian- and transit-oriented development and emphasizing urban form factors (including implementation of the Tower District Design Guidelines).

Community College District Land Use Powers and Authority

A community college district is afforded unique discretion when developing educational facilities. In addition to being able to act as its own lead agency, a community college district may take action pursuant to provisions of the California Government Code when developing a project to act independently from land use regulations of the City or County in which the project is located. Government Code Section 65402(c) allows a community college district to overrule findings of a City or County regarding the General Plan conformity of a proposed project. Government Code Section 53094 allows a community college district to exempt a proposed project from the zoning ordinances of the City or County. However, subdivision (b) of Section 53094 limits the availability of the zoning override as follows: "The governing board of the school district may not take this action when the proposed use of the property by the school district is for nonclassroom facilities, including, but not limited to, warehouses, administrative buildings, and automotive storage and repair buildings." It is important to note in this regard that athletic activities and facilities are considered an integral of part of the educational program and are thus allowed to be exempted from City or County zoning ordinances per Government Code Section 53094[2].

SCCCD Facilities Master Plan

SCCCD's Facilities Master Plan is a document which serves as a guide for future development at each of the campuses within the District. It provides a blueprint for the potential placement of future facilities, removal and/or renovation of existing facilities, and various site improvements. For some future development concepts, the plan includes conceptual drawings and schematic layouts that identify the location and purpose of improvements, with final designs for sites and projects occurring as projects are funded and detailed programming and design occur.

[2] See for reference *City of Santa Cruz vs. Santa Cruz City School Bd. of Education* (1989) 210 Cal.App.3d 1; and *Taxpayers for Accountable School Bond Spending v. San Diego Unified School Dist.* (2013) 215 Cal.App.4th 1013.

2.4 Proposed Project Facilities and Operational Details

Facilities proposed as part of the project include new permanent bleacher seating (200-person seating capacity), an announcer's booth, in-ground dugout enclosures, a batting cage area, two pitching warm-up areas, backstop fencing (minimum 30-foot-tall netting style system), windscreens (replacing existing windscreens on chain-link fencing), and field lighting. The project utilizes the existing softball field's outfield fencing, foul poles, and scoreboard. Field lighting would consist of light fixtures mounted on six 60-foot-tall poles. The lighting fixtures would utilize state-of-the-art LED lighting designed and oriented to light the field and project areas adjacent to the field that need to be lighted with little or no spillover on non-project areas. The project would also construct a 1,756 square-foot team building, three ADA parking stalls, and concrete sidewalk areas. The team building would include a team room, coach's office, restrooms, snack bar, and storage areas. The three ADA parking stalls would be accessed via an existing on-campus access road and existing driveways on the east side of College Avenue near Cambridge Avenue. The proposed concrete sidewalk areas would provide connectivity from the proposed ADA parking area and other areas within the campus to the softball field. (Refer to Figures 3-A and 3-B for the proposed Site Plan and Landscape Plan, and refer to Figures 4-A and 4-B for elevations of the proposed team building and interior gate.)

Operationally, with the installation of lighting equipment, the project would allow for softball games and related activities to be scheduled during evening hours. Games and practices would be held on weekdays and weekends and would be scheduled for both daytime and evening hours. Operational hours would range from 7:00am to 10:00pm. Per information provided by SCCCD, the project would not increase in the total number of games or overall number of tournaments per year that already occur under existing conditions. Further, the project's use would be limited to the FCC softball program; other unaffiliated uses are not entailed as part of the project.

The project also includes buildout and installation of public utilities infrastructure necessary for the project's operation, which may include water, wastewater, electricity, natural gas, and telecommunications. The project would receive water and wastewater services from the City of Fresno via infrastructure that is in place at the Fresno City College campus.

If approved, the project is anticipated to begin construction in late 2022 and be completed by fall 2023. The project would begin operating during the 2023-24 academic year.

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Figure 3-A: Site Plan

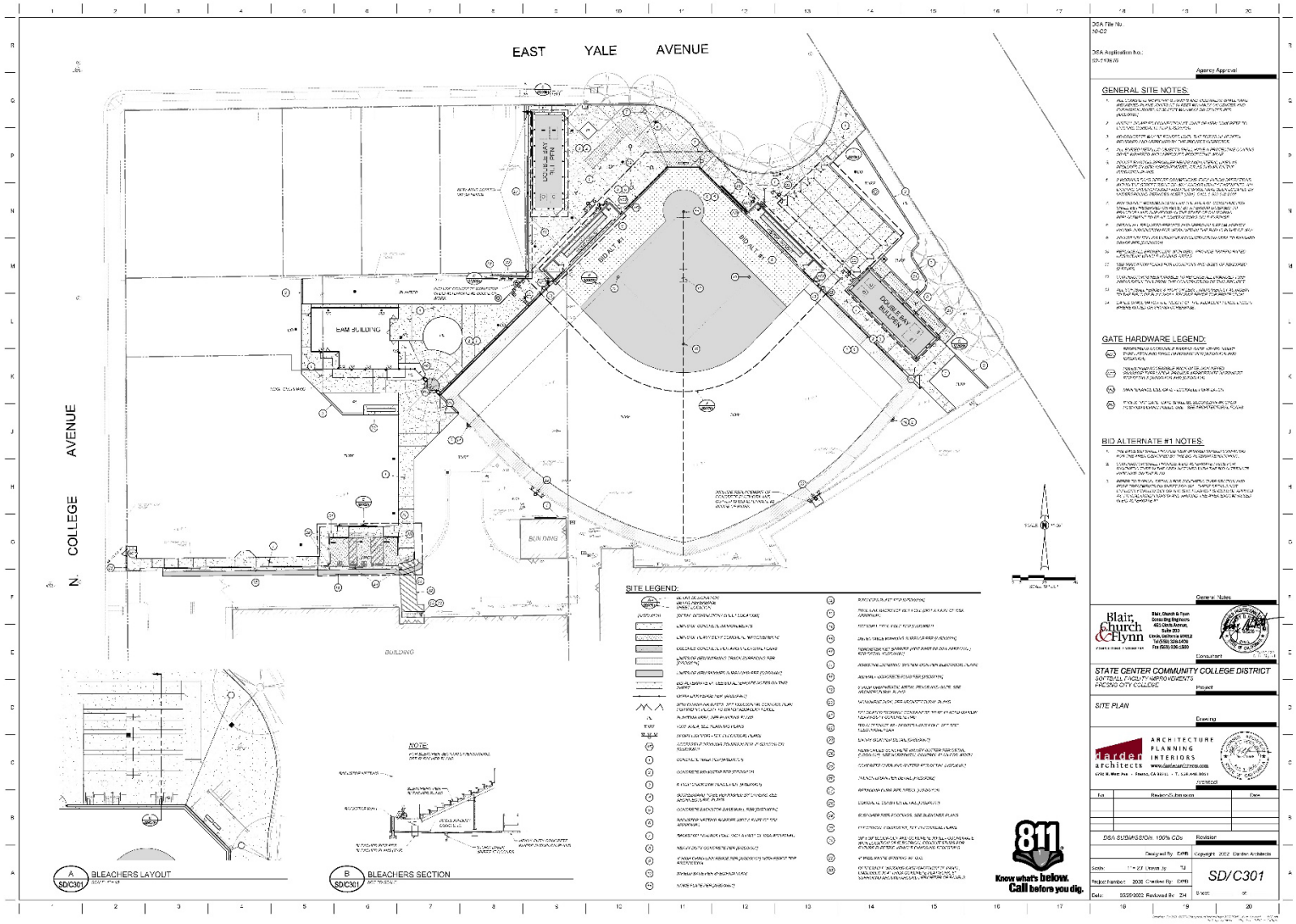


Figure 3-B: Landscape Plan

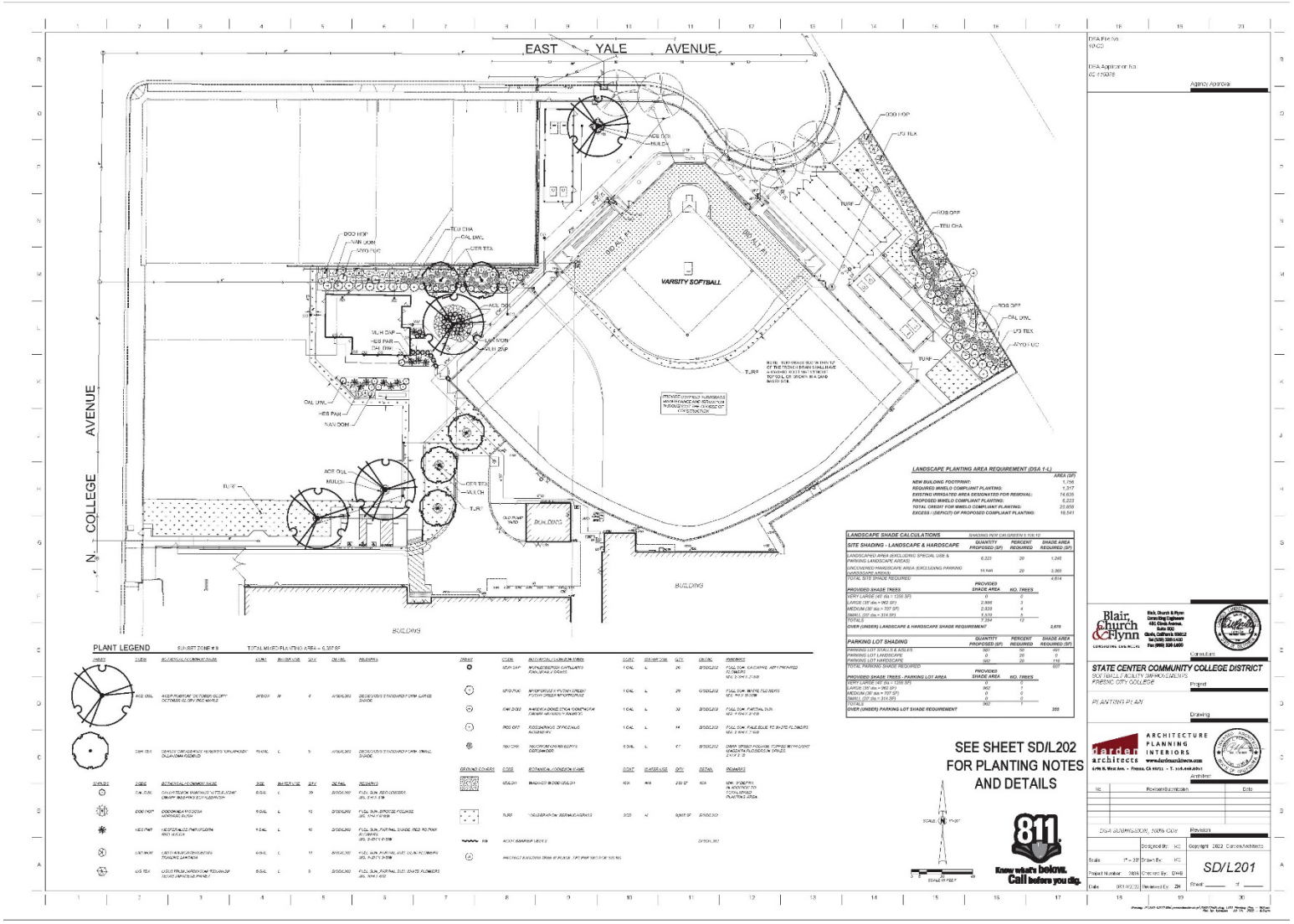


Figure 4-A: Team Building Elevation

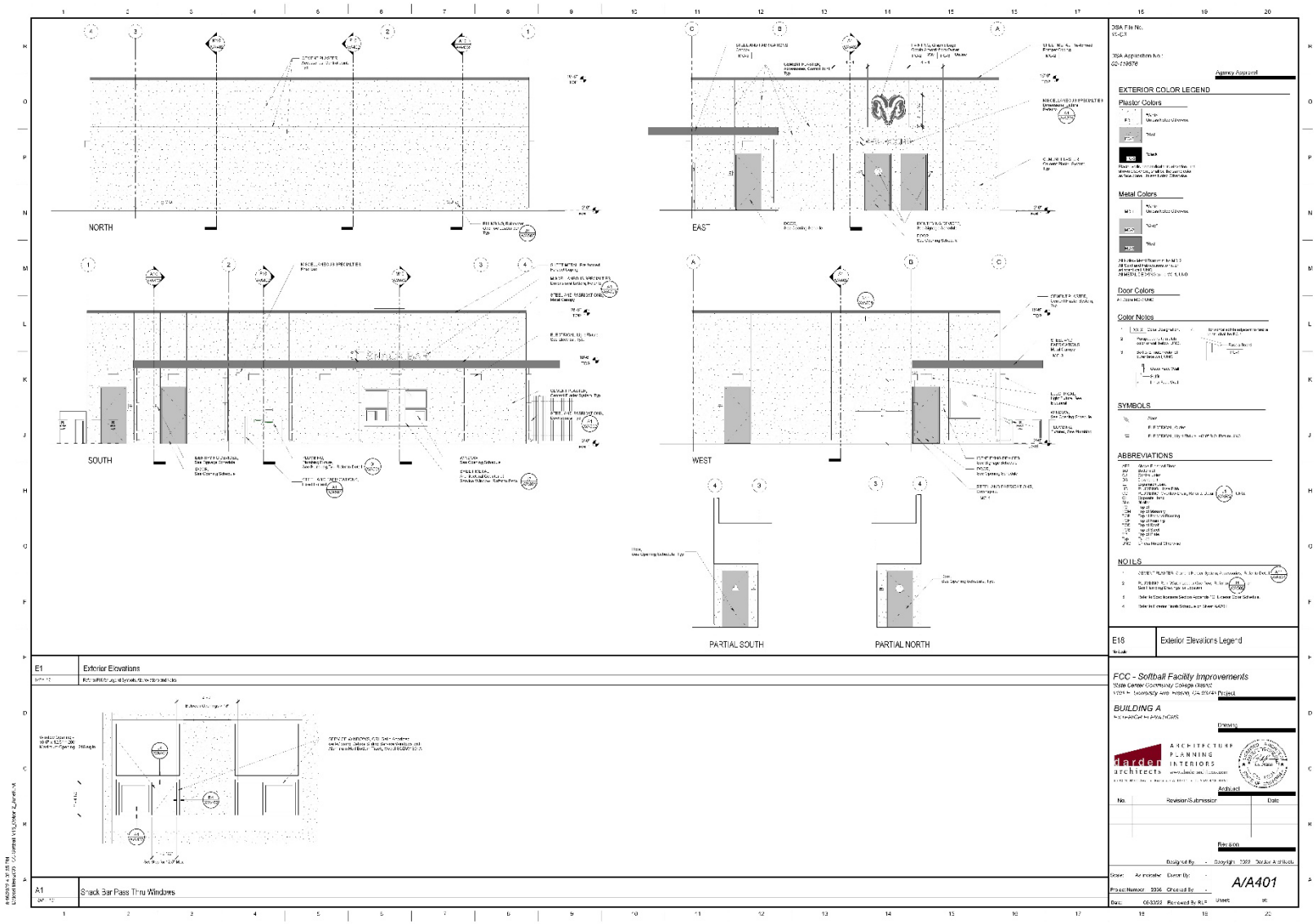
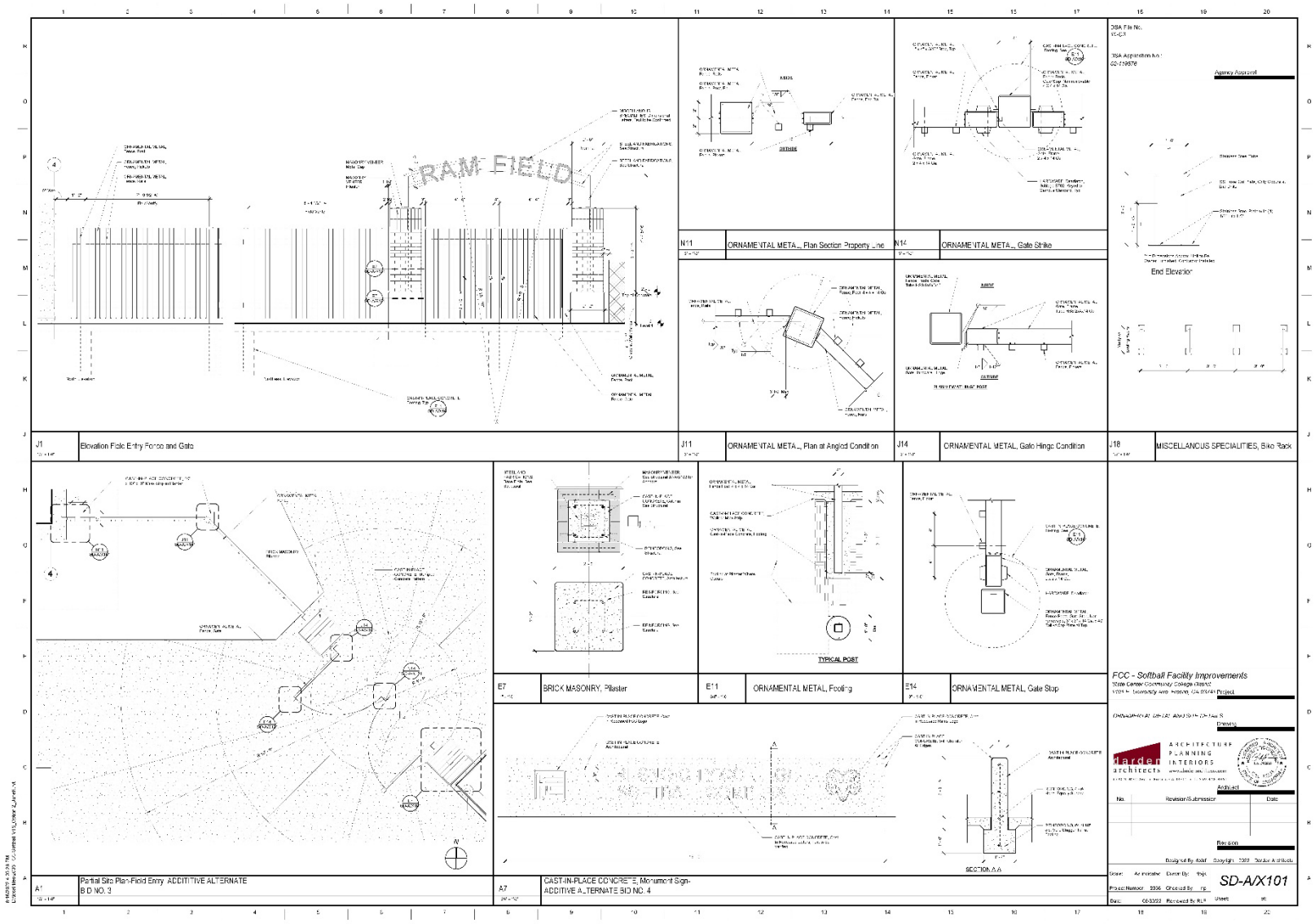


Figure 4-B: Interior Entrance Gate Elevation



2.5 Other Public Agencies Whose Approval is Required

Implementation of the project would require approvals from the following Responsible Agencies:

- The California Department of General Services, Division of the State Architect (DSA) provides design and construction oversight for K–12 schools, community colleges, and various other state-owned and state-leased facilities to ensure that they comply with all structural, accessibility, and fire and life safety codes. DSA must review and approve plans for the proposed project facilities.
- The City of Fresno must review and approve plans and accept improvements related to the provision of water supply and wastewater collection facilities.
- The Fresno Metropolitan Flood Control District (FMFCD) must review and approve any plans for storm drainage improvements or modifications.
- The San Joaquin Valley Air Pollution Control District must review and approve the Rule 9510 Indirect Source Review application and determine compliance with Regulation VIII and any other applicable rules and regulations.
- The Fresno County Health Department must review and approve any plans for food preparation and service facilities.

The California Department of Fish and Wildlife is the only Trustee Agency identified for the project. The agency has jurisdiction over biological resources the project may impact.

2.6 Actions Required to Implement the Project

State Center Community College District must undertake the following actions in order to implement the project:

- Complete the California Environmental Quality Act process for the project. This would involve either the adoption of a mitigated negative declaration for the project or the preparation of an environmental impact report. Based on the results of this Initial Study, the District should consider the adoption of a mitigated negative declaration for the project.
- Adopt and implement the Mitigation Monitoring and Reporting Program identified in Section 7 of this Initial Study.
- Approve the project.
- Secure approvals, permits, and agreements, as necessary, from agencies and utilities that are responsible for public facilities the project would construct, modify, or otherwise affect within or near the site.

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3. Environmental Factors Potentially Affected

Based on the evaluations in Section 6, the project would have a less than significant impact on the environmental factors listed in the following table. Those factors that require mitigation to be incorporated into the project to be less than significant are noted with an "X".

TABLE 3-A
Environmental Factors Potentially Affected

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

4. Determination

Based on this Initial Study, State Center Community College District hereby determines that the Fresno City College Softball Field Improvement Project could have significant effects on the environment, but mitigation measures incorporated in the project by the District will avoid or reduce the effects to a less than significant level. Therefore, a Mitigated Negative Declaration will be prepared.

Christine Miktarian — August 2, 2022

Signature — Date

Christine D. Miktarian, P.E. — Vice Chancellor, Operations

Printed Name — Title

5. Approach to Analyzing Environmental Impacts

5.1 State CEQA Guidelines Appendix G and Thresholds of Significance

This Initial Study identifies and analyzes the potential impacts of the project on the environmental resources and conditions listed in Appendix G in the State CEQA Guidelines[3], describes feasible mitigation measures that could be incorporated in the project to avoid the impacts or reduce them to an insignificant level, and determines the significance of the impacts without or with mitigation. The environmental resources and conditions listed in Appendix G are categorized as follows: Aesthetics, Agricultural and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

Under the State CEQA Guidelines, the impacts of a project on an environmental resource or condition may be considered "significant", "less than significant impact with project level mitigation", "less than significant", or "no impact".

The "significant" determination is applied if there is substantial evidence that an effect may be significant. Under the State CEQA Guidelines, a significant effect, or impact, 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 (see Guidelines Section 15382).

The "less than significant impact with mitigation incorporated" determination applies when the incorporation of mitigation measures in the project would reduce an impact from potentially significant to less than significant. This Initial Study describes each mitigation measure the District has incorporated in the project to reduce potentially significant impacts to a less than significant level.

The "less than significant" determination applies when the project would not result in a significant effect on a resource or condition. The less than significant determination used only in cases where no mitigation measures are required to reduce an impact to a less than significant level.

The "no impact" determination applies when the project would have no impact on a resource or condition or the resource or condition does not apply to the project or its location. The no impact determination is used only in cases where no mitigation measures are required to avoid or eliminate an impact.

5.2 Existing Laws, Regulations, Policies, and Mitigation Measures

In some cases, an impact that that might appear to be significant will be within the regulatory scope of federal, state, regional, or local laws, regulations, or policies – the application of which will reduce the impact to a less than significant level. Preparation of this Initial Study included a review of applicable laws, regulations, and policies to determine if they would prevent or reduce the potentially significant impacts of the proposed project. Such laws, regulations, and policies are not identified as mitigation measures in the Initial Study because they would apply to the project regardless of the outcome of the Initial Study. Applicable laws, regulations, and policies include but are not limited to the following:

City of Fresno

- City of Fresno General Plan
- City of Fresno Citywide Development Code
- Standard Construction Drawings

[3] The Appendix G Checklist can be viewed at: http://resources.ca.gov/ceqa/docs/2018_CEQA_FINAL_TEXT_122818.pdf

Fresno County Health Department, Environmental Health Division

- Permitting and inspection requirements for retail food facilities, including mobile food vendors and special event food booths.
- HazMat Compliance Program

Fresno Metropolitan Flood Control District

- National Pollutant Discharge Elimination System (NPDES) Construction General Permit
- 2016 District Services Plan

San Joaquin Valley Air Pollution Control District

- SJVAPCD District Rules and Regulations

5.3 Technical Studies

The analyses of several resources and conditions in this Initial Study are based on technical background studies in the areas of Aesthetics (Photometric Analysis), Air Quality, Cultural Resources, Energy, Greenhouse Gas Emissions, and Noise and Groundborne Vibration. The studies are listed in the Table of Contents and Section 9 (Sources Consulted) and are presented as Appendices to this Initial Study.

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6. Evaluation of Environmental Impacts

The following evaluation of environmental impacts is based on questions presented in the State CEQA Guidelines, Appendix G: Environmental Checklist Form, Evaluation of Environmental Impacts. For each environmental resource category, the following are provided:

- A summary checklist indicating the project's degree of impact for each question from the Appendix G Checklist.
- An environmental setting, which provides a description of the existing conditions relevant to the category of environmental effect being considered.
- A regulatory setting, which identifies plans, policies, regulations, and/or laws (which may be administered at the federal, state, and/or local level) that are applicable to the category of environmental effect being considered. (Note: In instances where a level of government authority does not appear in the regulatory setting, it can be inferred that no applicable regulations for the category of effect were identified at that level of government.)
- An evaluation of impacts, which is based on the questions included in the Appendix G Checklist.

6.1 Aesthetics

Except as provided in Public Resources Code § 21099, would the project:	**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Have a substantial adverse effect on a scenic vista?			✓	
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d. Create a new source of light and glare that would adversely affect day or nighttime views in the area?		✓		

Environmental Setting

Visual Character

The project site's visual setting consists of the college's existing softball facilities, which include a softball diamond with outfield fencing, foul poles, a scoreboard, a 24-foot-tall chain-link backstop, above-ground dugouts, bullpens, and batting practice areas. There are portable metal bleachers located along the right field area and near the dugout areas. Surrounding the field from the northwest to the east are segments of chain-link fencing. Fence segments to the northwest, which separate the FCC campus boundaries from adjacent multifamily properties, measure

approximately 12 feet high and have mesh panels along the lower half of the fencing which provide visual screening between the campus and the properties. Fence segments to the north along Yale Avenue measure approximately eight feet high and include red-colored slatting which provide visual screening between the field and the roadway area. Fence segments to the east, which separate the campus from the BNSF railroad tracks, consist of open chain-link measuring approximately six feet high.

In the area west of the existing softball field where the proposed team building, sidewalks, and ADA parking stalls would be located, there is currently an open grass field and an asphalt-paved access road. The grass field is bordered on three sides by chain-link fencing measuring approximately 12 feet high, and at the western end of the field there are two mature pine trees. Both the grass field and the access road measure approximately 200 feet from College Avenue to the edge of the softball field.

Views from the southwest to the southeast of the project site consist of existing campus facilities at Fresno City College, including the gymnasium, swimming pool, tennis courts, an asphalt-paved access road, and concrete walkways. Views immediately east of the project site consist of the BNSF railroad tracks, with a mixture of urban development and landscaping present in the background east of the railroad tracks. The areas to the north and west of the project site consist of established residential development plus mature landscaping and streetscape features. Multifamily residential buildings are located immediately northwest of the campus boundaries, while views of single-family residences (including views of homes in the Porter Tract Historic District) appear further in the background. (See Figure 5 on the following pages for photographs of the project site and its surroundings.)

Lighting and Glare

Sources of artificial light that operate during evening and nighttime hours may include streetlights, illuminated signage, vehicle headlights, and other point sources. Certain uses, such as residences and hotels, are considered light-sensitive since they are typically occupied by persons who have an expectation of darkness and privacy during evening hours and who can be disturbed by bright light sources.

The project site is located in an urbanized environment within the City of Fresno that experiences a mixture of night-time intensity correlated with the mixture of land uses in the vicinity. Existing evening lighting features at the project site and its vicinity include the following:

- Within the interior of the FCC campus: numerous stationary light sources which provide lighting for safety and security purposes at the campus during evening and early-morning hours.
- Along Yale Avenue east of College Avenue: three LED streetlights, plus residential lighting.
- Along College Ave between Yale and Weldon Avenues: three LED streetlights, one vintage “pineapple” streetlight at the northwest corner of Weldon Avenue and College Avenue, eight vintage “lantern” post lights on FCC campus along east side of College Avenue, and residential lighting from single-family and multifamily properties.

Other sources of artificial light that operate during evening and nighttime hours include illuminated signage, vehicle headlights, and other point sources.

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Figure 5: Photo Key and Site Photos

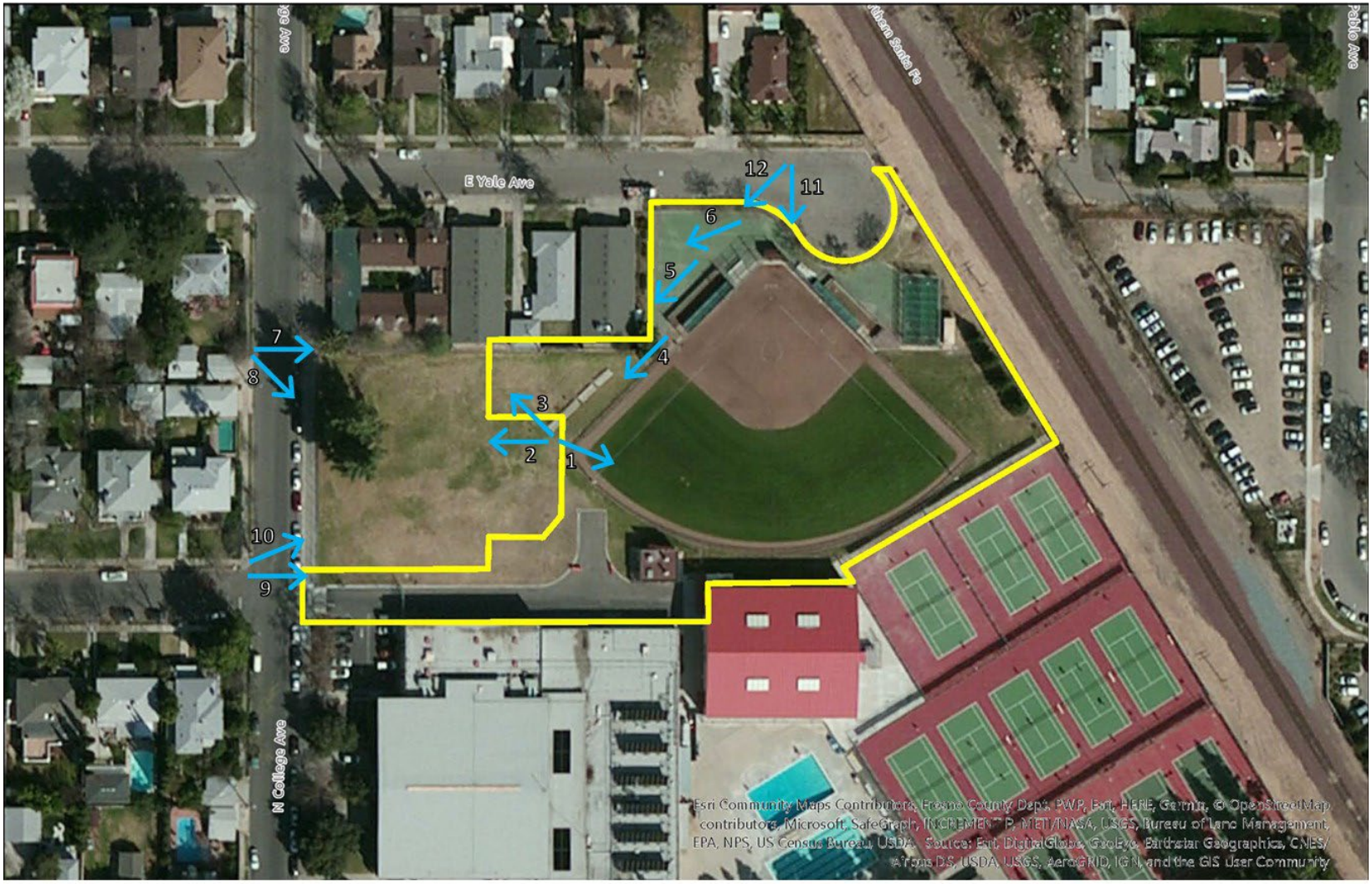

PHOTO KEY

Figure 5: Photo Key and Site Photos






Figure 5: Photo Key and Site Photos

Regulatory Setting

State

Caltrans Scenic Highway Program

State scenic highways are either designated officially as such by the California Department of Transportation (Caltrans) or are determined by Caltrans to be eligible for such designation. The scenic designation is based on the amount of natural landscape visible by motorists, the scenic quality of the landscape, and the extent to which development intrudes on the motorist's enjoyment of the view. There are no officially designated or eligible state scenic highways in the vicinity of the project site.

California Energy Code Outdoor Lighting Requirements

The California Energy Code includes Energy Standards for allowable outdoor lighting power on the brightness of the surrounding conditions. The Energy Standards contain lighting power allowances for new lighting installations and specific alterations that are dependent on the lighting zone in which the project is located. Five categories of outdoor lighting zones are defined: LZ0, LZ1, LZ2, LZ3 and LZ4. The least power is allowed in Lighting Zone 1 and increasingly more power is allowed in Lighting Zones 2, 3, and 4. Lighting Zone 0 is intended for undeveloped spaces in parks and wildlife preserves and is very low ambient illumination. It is noted that Lighting applications for sports and athletic fields are not subject to the Outdoor Lighting Requirements (see Table 6-1: Scope of the Outdoor Lighting Requirements, 2019 Nonresidential Compliance Manual).

Local

City of Fresno General Plan

The City of Fresno General Plan identifies an overall goal of improving Fresno's visual image and enhance its form and function through urban design strategies and effective maintenance, and the General Plan's Urban Form, Land Use, and Design Element sets forth objectives which include providing and maintaining an urban image that creates a "sense of place" throughout Fresno (Objective D-1).

The City of Fresno General Plan Master EIR defines a scenic vista is defined as a "viewpoint that provides a distant view of highly valued natural or man-made landscape features for the benefit of the general public." While noting that the City of Fresno has not formally designated or identified any scenic vistas, the General Plan Master EIR discusses scenic features and views present within the greater Fresno area, including views of downtown Fresno, the San Joaquin River, and the Sierra Nevada (City of Fresno General Plan MEIR, 2014).

Tower District Specific Plan and Design Guidelines

The Tower District Specific Plan provides content and policy guidance that is intended to identify, preserve, and promote valued aesthetic features within the Tower District. These include buildings and architectural features as well street features like streetlights, street trees, median islands, hitching posts, railings, and Craftsman-style gateways. As part of the implementation of the Tower District Specific Plan, the City of Fresno has adopted and implemented the Tower District Specific Plan Design Guidelines, which set forth design guidelines for alterations, additions, and new construction occurring within the Tower District. Projects within the Tower District are subject to a design review process overseen by the Tower District Design Review Committee. The design guidelines and design review process are intended to ensure that the physical integrity of the Tower District is maintained.

City of Fresno Citywide Development Code (Zoning Ordinance)

Development projects within the City of Fresno are generally subject to regulations set forth in the Citywide Development Code pertaining to the urban form of development, which function in part to create and maintain visual character and scenic quality found in the Citywide Development Code. The specific applicability of such zoning regulations typically depends on the type of zone district that has been designated for an area (e.g., Residential, Mixed-Use, Commercial, Employment, and Public and Semi-Public Districts).

The Development Code also includes regulations governing outdoor lighting and illumination (see Section 15-2015, Outdoor Lighting and Illumination). The regulations in Section 15-2015 are general site regulations that, except where specifically stated, apply to development in all districts. These regulations address types of lighting equipment, maximum heigh of light fixtures, glare, and light trespass. It is noted that athletic field lights used within

a school campus or public or private park are specifically exempt from requirements under Section 15-2015 (see per Section 15-2015(B)(4)).

Discussion of Impacts

Except as provided in Public Resources Code Section 21099, would the project:

a. Have a substantial adverse effect on a scenic vista?

There are no designated scenic vistas located at the project site or its vicinity. The project would not substantially adversely affect views of downtown Fresno, the San Joaquin River, the Sierra Nevada, or other local scenic features due to its distance from these features and because the design characteristics (e.g., height, size, and illumination) of the facilities proposed as part of the project would be similar the characteristics of other existing urbanized development in the vicinity. The impact of the project on scenic vistas would therefore be less than significant.

Level of Impact: Less than significant.

b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no scenic resources located on or within the vicinity of the project site, and there are no state scenic highways present near the site.

Level of Impact: No impact.

c. In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The project is located in an established urbanized area within the City of Fresno. Development projects within the City of Fresno are generally subject to regulations and guidelines governing visual character, urban form, and scenic quality found in the Citywide Development Code and the City's long-range planning documents (i.e., the City's General Plan and various Specific Plans). The applicable scenic regulations act as a means of regulating land development to achieve the desired urban form for an area.

While noting that the provisions of Government Code sections 65402(c) and 53094 and 65402(c) may allow a community college district to exempt facilities from adherence to General Plan policies and/or zoning regulations, the facilities proposed as part of the project would be compatible with all applicable regulations governing scenic quality as well as the overall aesthetic environment and urban form sought for the area in the City's long-range planning policies.

Development of the project would result in an incremental degree of change in the visual characteristics of the existing softball field, but the overall character of the field is expected to remain similar to existing conditions. It is noted that the project will maintain many features from the existing field, including the outfield fencing, foul poles, and scoreboard. The most pronounced visual changes are expected to result from construction of the new team building, light poles and lighting equipment, and new bleacher seating, although there were portable bleachers at the location where the permanent ones will be built. However, all of these features will be located within the existing campus boundaries, and the physical form and character of these facilities (i.e., the size, height, massing, and arrangement) would be consistent with that of other facilities at the FCC campus and other nearby urbanized uses. Further, no aesthetic impacts on any street features identified in the Tower District Specific Plan Design Guidelines would result from the project, as the project does not involve street modifications.

Visual changes associated with construction activities (e.g., the presence of heavy equipment, generation of dust from construction activities) would be temporary in duration and are considered common occurrences in urbanized areas such as the project site setting, thus they would not be considered substantially adverse.

For these reasons, impacts of the project related to compatibility with applicable zoning and other regulations governing scenic quality would be less than significant.

Level of Impact: Less than significant.

d. Create a new source of light and glare that would adversely affect day or nighttime views in the area?

In urbanized environments, adverse environmental impacts associated with lighting are focused on two key conditions: light trespass and glare. The term "light trespass" refers to light emitted from lighting equipment which shines beyond the boundaries of the property on which the installation is sited. Light trespass is of particular concern when it impacts adjacent uses such as residences and hotels, which are considered light-sensitive since they are typically occupied by persons who have an expectation of darkness and privacy during evening hours and who can be disturbed by bright light sources. Light trespass is measured in terms of illuminance (footcandles or metric units lux) and can be measured at any point and in any direction.

Glare refers to brightness of a light source that causes annoyance, discomfort, or loss in visual performance and visibility to the eye. It can be disabling or simply uncomfortable. It is subjective, and sensitivity to glare can vary widely. The sensation of glare is based on a combination of factors, such as light source luminance, the luminance of the background, the size of the light source, the area of the background, the position of the light source in the field of view, as well as the unique sensitivities of the viewer. Glare can be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use. Activities, such as driving, and land uses, such as parks and residences, are considered glare sensitive as the presence of glare could interfere with vision and/or result in an irritant to these activities/uses. As noted above, the perception of glare is subjective and there is no practical standard that allows for field measurements. However, the potential for glare can be evaluated by predicting the intensity of a light source in candelas at various locations in relation to the light source.

A fundamental component of the proposed project is the construction of new athletic field lighting, which would create a new source of light at the project site during evening hours. The proposed team building, which includes interior and exterior lighting, would also create a new source of artificial light at the project site. Development and operation of these facilities would place campus uses closer to existing residential properties located near the project site, which could expose those properties to new and/or increased lighting and glare.

The project could also result in other minor incidental increases in light and glare (e.g., from headlights of vehicles arriving and departing the campus for games occurring during evening hours). However, since the project vicinity is exposed to light and glare generated by existing activities and operations at the FCC campus as well as from commercial activity and transportation trips occurring along the arterial and collector roadways that border the campus, such minor incidental increases are considered insubstantial. Therefore, the focus of this analysis is on potential impacts resulting from the proposed field lighting and the team building.

With respect to the single-story team building, it is proposed at a location that is 20 feet from the nearest residential property located south of Yale Avenue adjacent to the project site and about 170 feet from the nearest residential property in the Porter Tract, west of College Avenue. The lighting for the team building must comply with the light pollution reduction requirements of the California Green Code (5.106.8), which includes backlight, uplight, and glare requirements of the California Energy Code and the Illuminating Engineering Society of North America. Compliance with existing requirements will ensure that lighting impacts of the team building will be less than significant.

While noting that both the City of Fresno Development Code and the California Energy Code exempt lighting utilized for public athletic facilities from regulation, as a practical matter there is the potential for the project to

generate unwanted light that could adversely impact the surrounding environment. For determining amounts of light and glare that would be considered potentially significant, this analysis utilizes the thresholds associated with Lighting Zone 3 ("LZ3") as identified in the California Energy Code. Per the California Energy Code, urban areas (as defined by the U.S. Census) are generally classified as LZ3. The project is located within the City of Fresno, which is defined as an urban area, and the site-specific characteristics are consistent with that of a typical urban setting. The light trespass illuminance limits on adjacent properties in LZ3 is 8 lux (equivalent to approximately 0.74 footcandles ("fc")).

As part of the project's planning and design, a Photometric Analysis (see Appendix A) was prepared for the project by Musco Lighting (the vendor of the project's lighting equipment) which models the predicted lighting conditions that would result from the project. The Photometric Analysis displays predicted lighting levels for areas which are intended to be lighted (in this case, the field of play) and adjacent areas where additional lighting is sought to be avoided. The Photometric Analysis is based on the location and positioning of the proposed lighting facilities and does not account for features such as landscaping or screening that may reduce the amount of light and glare cast upon adjacent areas.

The project's state-of-the-art LED lighting is very focused and directional and minimizes any light spill on nearby areas not intended to be lighted and minimizes any uplighting that can contribute to sky glow. The horizontal footcandles to be provided on the softball field will average 70 fc on the infield and 50 fc on the outfield. In contrast, the footcandles at the edge of the adjacent residential areas on the north side of Yale Avenue and at the Porter Tract west of College Avenue are projected to be 0.01 fc and 0.00 fc, respectively.

Based on the Photometric Analysis, the only neighboring residential property that would experience light trespass in excess of 0.74 fc is the southeastern corner of one immediately adjacent parcel (APN 444-163-31, a residentially-zoned parcel that contains a single-story triplex). The predicted footcandles in this small area would range from 0.9 to 3.3 fc; however, all of this area is covered by thick tree cover and a patio cover that would prevent appreciable light trespass. Nevertheless, since the District does not control the condition and longevity of the existing tree cover, and should it be removed or die in the future, the District will provide trees/landscaping to maintain protection from light trespass. In addition, although not technically needed to reduce light trespass on the adjacent multiple family property based on the Photometric Analysis, the District will be providing screening on the 12-foot-high chain-link fence that exists between the project site and the adjacent multiple family property, as noted on Figure 3.

As previously indicated in this section, because the perception of glare is subjective, there is no practical standard that allows for field measurements. However, the potential for glare can be evaluated by predicting the intensity of a light source in candela (cd) at various locations in relation to the light source. A criterion that has been used with respect to being predictive for glare is 10,000 cd in zone E3 (Benya 2019), which is equivalent to Lighting Zone 3 per the California Energy Code. Per the Photometric Analysis, the candela values at all residential locations are all substantially below 10,000 cd. In fact, the candela values at the north of Yale Avenue residential locations range from 0 to 896 cd; from 0 to 12 cd at the Porter Tract west of College Avenue; and from 2,213 to 6,868 cd at the multiple family lot adjacent to the field.

With respect to the timing of lighting activity, sensitivity to light sources increases substantially during the nighttime hours, which sources such as the Illuminating Engineering Society of North America indicate is 11:00 pm to 7:00 am (referred to as "curfew" hours). Therefore, softball field lighting and any other nonessential lighting should be shut off during this time. However, since noise standards indicate nighttime hours start at 10:00 pm and go to 7:00 am, activities at the softball field should shut down no later than 10:00 pm. As a practical matter, to save energy and minimize neighborhood impacts, the District's will endeavor to shut off the lights as soon as practicable after an activity at the field.

Level of Impact: Potentially significant.

Mitigation Measures:

MM AES-1 and AES-2: Measures addressing potential sources of light and glare

MM AES-1. Cutoff times for lights and activities. To ensure the potential impacts of light sources do not infringe upon nighttime hours, any activities on the softball field and related facilities shall be limited to between the hours of 7:00 a.m. and 10:00 p.m. The District shall endeavor to shut off the lights earlier than 10:00 pm whenever possible.

MM AES-2. Light Trespass. Based on the Photometric Analysis (Appendix A) for the softball field lighting, the footcandle standard for light trespass (0.74 fc) will not be exceeded at any residential property near the softball field except for a small area in the southeast corner of one adjacent residential parcel (APN 444-163-31) that contains a triplex. The area affected by the elevated footcandles is covered by thick tree cover and a patio cover that would prevent appreciable light trespass. However, the District does not control the condition and longevity of the existing tree cover since it is not located on District-owned property. Therefore, if the tree cover were to be removed or die, the District shall provide and maintain screening on its property (which may be in the form of trees/landscaping or man-made screening material) to ensure adequate protection from light trespass.

Level of Impact with Mitigation: Implementation of Mitigation Measures AES-1 and AES-2 would prohibit operation of the softball field during the more sensitive nighttime hours and provide backup mitigation for the nearest residential property if existing tree cover on the affected portion of the property is removed or dies These measures will function to reduce impact to a less than significant level.

6.2 Agricultural and Forestry Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production?				✓
d. Result in the loss of forestland or conversion of forestland to non-forest use?				✓
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forestland to non-forest use?				✓

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?

The project site is located in a completely urbanized area that does not include any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No agricultural-zoned areas or properties under Williamson Act contract are located at the project site or in its vicinity. Additionally, there are no forestland or timberland areas within the City of Fresno city limits. No impacts on agricultural or forestry resources would occur.

Level of Impact: No impact.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

This impact is addressed in Section 6.2(a) above.

Level of Impact: No impact.

c. Conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned timberland production?

This impact is addressed in Section 6.2(a) above.

Level of Impact: No impact.

d. Result in the loss of forestland or conversion of forestland to non-forest use?

This impact is addressed in Section 6.2(a) above.

Level of Impact: No impact.

e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forestland to non-forest use?

This impact is addressed in Section 6.2(a) above.

Level of Impact: No impact.

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6.3 Air Quality

This section is based primarily on the Air Quality & Greenhouse Gas Impact Analysis prepared for the project, which is included as Appendix B of this Initial Study. Refer to Appendix B for additional background information regarding the evaluation of air quality impacts.

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?		✓		
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality?			✓	
c. Expose sensitive receptors to substantial pollutant concentrations?		✓		
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

Environmental Setting

Topography, Meteorology, and Pollutant Dispersion

The project is located within the San Joaquin Valley Air Basin (SJVAB). The SJVAB is within the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). Air quality in the SJVAB is influenced by a variety of factors, including topography, meteorology, climate, and atmospheric stability and inversions. (Refer to Appendix B for a more detailed discussion of these factors.)

Air pollutants of Concern

The Federal Clean Air Act (FCAA) required that the U.S. EPA establish National Ambient Air Quality Standards (NAAQS) for various pollutants. These pollutants are referred to as "criteria" pollutants because the U.S. EPA publishes criteria documents to justify the choice of standards. These standards define the maximum amount an air pollutant can be present in ambient air. An ambient air quality standard is generally specified as a concentration averaged over a specific time period, such as 1 hour, 8 hours, 24 hours, or 1 year. The different averaging times and concentrations are meant to protect against different exposure effects. Standards established for the protection of human health are referred to as primary standards, whereas standards established for the prevention of environmental and property damage are called secondary standards. The FCAA allows states to adopt additional or more health-protective standards. Additionally, the State of California has established air quality standards for some pollutants not addressed by Federal standards. The ARB has established State standards for H2S, sulfates, vinyl chloride, and visibility reducing particles. Table 6.3-A provides descriptions of federal and state air pollutants of concern, including the pollutants' physical properties, sources, and the adverse effects to human health and other conditions.

Table 6.3-A
List of Air Pollutants

U.S. EPA Criteria Air Pollutants

Carbon Monoxide (CO): A colorless, odorless gas resulting from the incomplete combustion of hydrocarbon fuels. CO interferes with the blood's ability to carry oxygen to the body's tissues and results in numerous adverse health effects. Over 80 percent of the CO emitted in urban areas is contributed by motor vehicles. CO is a criteria air pollutant.

Hydrogen Sulfide (H_2S): A gas associated with geothermal activity, oil and gas production, refining, sewage treatment plants, and confined animal feeding operations. H_2S is extremely hazardous in high concentrations; especially in enclosed spaces (800 parts per million [ppm] can cause death). The Occupational Safety and Health Administration (OSHA) regulates workplace exposure to H_2S.

Lead (Pb): A metal that is a natural constituent of air, water, and the biosphere. Pb is neither created nor destroyed in the environment, so it essentially persists forever. The health effects of Pb poisoning include loss of appetite, weakness, apathy, and miscarriage. Pb can also cause lesions of the neuromuscular system, circulatory system, brain, and gastrointestinal tract. Gasoline-powered automobile engines were a major source of airborne Pb through the use of leaded fuels. The use of leaded fuel has been mostly phased out, with the result that ambient concentrations of Pb have dropped dramatically.

Nitrogen Oxides (Oxides of Nitrogen, NO_x): A family of gaseous nitrogen compounds and is a precursor to the formation of O3 and particulate matter. Nitrogen oxides are typically created during combustion processes and are major contributors to smog formation and acid deposition. NO_2 is a criteria air pollutant and may result in numerous adverse health effects.

Ozone (O_3): A reactive gas consisting of three atoms of oxygen. In the troposphere, it is a product of the photochemical process involving the sun's energy. It is a secondary pollutant that is formed when oxides of nitrogen and volatile organic compounds react in the presence of sunlight. O_3 at the earth's surface causes numerous adverse health effects and is a criteria pollutant. It is a major component of smog. In the stratosphere, O3 exists naturally and shields Earth from harmful ultraviolet radiation. High concentrations of ground-level O_3 can adversely affect the human respiratory system and aggravate cardiovascular disease and many respiratory ailments. O_3 also damages natural ecosystems such as forests and foothill communities, crops, and some man-made materials, such as rubber, paint, and plastics.

Particulate Matter (PM): A complex mixture of extremely small particles and liquid droplets. Particle pollution is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. U.S. EPA is concerned about particles that are 10 micrometers in diameter or smaller because those are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. U.S. EPA groups particle pollution into three categories based on their size and where they are deposited (ARB 2020c):

- "Inhalable coarse particles (PM_{10})," such as those found near roadways and dusty industries, are between 2.5 and 10 micrometers in diameter. PM_{10} is deposited in the thoracic region of the lungs.
- "Fine particles ($PM_{2.5}$)," such as those found in smoke and haze, are 2.5 micrometers in diameter and smaller. These particles can be directly emitted from sources such as forest fires, or they can form when gases emitted from power plants, industries and automobiles react in the air. They penetrate deeply into the thoracic and alveolar regions of the lungs.
- “Ultrafine particles (UFP),” are very small particles less than 0.1 micrometers in diameter largely resulting from the combustion of fossils fuels, meat, wood, and other hydrocarbons. While UFP mass is a small portion of $PM_{2.5}$, its high surface area, deep lung penetration, and transfer into the bloodstream can result in disproportionate health impacts relative to their mass.

Generally speaking, $PM_{2.5}$ and UFP are emitted by combustion sources like vehicles, power generation, industrial processes, and wood burning, while PM_{10} sources include these same sources plus roads and farming activities. Fugitive windblown dust and other area sources also represent a source of airborne dust.

Reactive Organic Gas (ROG): A reactive chemical gas, composed of hydrocarbon compounds that may contribute to the formation of smog by their involvement in atmospheric chemical reactions. No separate health standards exist for ROG as a group. Because some compounds that make up ROG are also toxic, like the carcinogen benzene, they are often evaluated as part of a toxic risk assessment. Total Organic Gases (TOGs) include all of the ROGs, in addition to low reactivity organic compounds like methane and acetone. ROGs and volatile organic compounds are subsets of TOG.

Sulfur Dioxide (SO_2): A strong smelling, colorless gas that is formed by the combustion of fossil fuels. Power plants, which may use coal or oil high in sulfur content, can be major sources of SO_2 and other sulfur oxides contribute to the problem of acid deposition. SO_2 is a criteria air pollutant.

Volatile Organic Compounds (VOC): Hydrocarbon compounds that exist in the ambient air. VOCs contribute to the formation of smog and may also be toxic. VOC emissions are a major precursor to the formation of O_3. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints.

State of California ARB Air Pollutants

Sulfates (SO_4^{2-}): The fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to SO_2 during the combustion process and subsequently converted to SO_4^{2-} compounds in the atmosphere. The conversion of SO_2 to SO_4^{2-} takes place rapidly and completely in urban areas of California due to regional meteorological features.

The ARB SO_4^{2-} standard is designed to prevent aggravation of respiratory symptoms. Effects of SO42-exposure at levels above the standard include a decrease in ventilator function, aggravation of asthmatic symptoms, and an increased risk of cardiopulmonary disease. SO42- are particularly effective in degrading visibility, and, because they are usually acidic, can harm ecosystems and damage materials and property.

Visibility Reducing Particles: A mixture of suspended particulate matter consisting of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. The standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.

Vinyl Chloride (C_2H_3Cl): A colorless gas that does not occur naturally. It is formed when other substances such as trichloroethane, trichloroethylene, and tetrachloro-ethylene are broken down. Vinyl chloride is used to make polyvinyl chloride (PVC) which is used to make a variety of plastic products, including pipes, wire and cable coatings, and packaging materials.

Ambient Air Quality

Air pollutant concentrations are measured at several monitoring stations in Fresno County. The Fresno-Drummond Street monitoring station (located at 4706 East Drummond Avenue) 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 monitoring station provides ambient concentrations of O_3, NO_2, PM_{10}, and $PM_{2.5}$. Ambient monitoring data was obtained for the last 3 years of available measurement data (i.e., 2018 through 2020) and is summarized in Table 6.3-B. As depicted, the state and national O_3 standards, state PM_{10} standards, and national $PM_{2.5}$ standards were exceeded on numerous occasions during the past 3 years.

Table 6.3-B
Summary of Ambient Air Quality Monitoring Data

Measurement Criteria	2018	2019	2020
Ozone[1]			
Maximum concentration (1-hour/8-hour average)	0.121/0.099	0.105/0.084	0.119/0.099
Number of days 1-hour standard exceeded (State/National)	8/0	2/0	10/0
Number of days 8-hour standard exceeded (State/National)	38/36	18/17	24/24
Nitrogen Dioxide (NO_2)[1]			
Maximum concentration (1-hour average)	68.1	54.5	47.5
Annual average	11	NA	9
Number of days standard exceeded (State/National)	0/0	0/0	0/0
Suspended Particulate Matter (PM_{10})[1]			
Maximum concentration (State/National)	136.2/130.4	328.2/334.9	283.7/296.4
Number of days state standard exceeded (measured/calculated[3])	101/102.7	72/72.7	99/100.1
Number of days national standard exceeded (measured/calculated[3])	0/0	3/3.0	14/14.0
Suspended Particulate Matter ($PM_{2.5}$)[2]			
Maximum concentration (State/National)	95.7/95.7	51.3/51.3	163.2/163.2
Annual Average (State/National)	16.6/16.6	11.2/11.2	18.6/18.6
Number of days national standard exceeded	36	10	45

ppm = parts per million by volume; µg/m³ = micrograms per cubic meter; NA = not available

1. Ambient O_3, NO_2, and PM_{10} data was obtained from the Fresno-Drummond Street Monitoring Station. Ambient $PM_{2.5}$ data was obtained from the Fresno-Garland Monitoring Station.

2. Measured days are those days that an actual measurement was greater than the standard. Calculated days are the estimated number of days that measurement would have been greater than the level of the standard had measurements been collected every day.

Source: Ambient 2022

Odors

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from the psychological (i.e., irritation, anger, or anxiety) to the physiological, including circulatory and respiratory effects, nausea, vomiting, and headache. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell very minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor. An odor that is offensive to one person may be perfectly acceptable to another (e.g., fast food restaurant). It is important to also note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Neither the state nor the federal government has adopted rules or regulations for the control of odor sources. The SJVAPCD does not have an individual rule or regulation that specifically addresses odors; however, odors would be subject to SJVAPCD Rule 4102 (Nuisance). Any actions related to odors would be based on citizen complaints to the local government and the SJVAPCD.

Sensitive Receptors

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 refers to specific population groups, as well as the land uses where individuals 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 would include facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Residential dwellings, schools, parks, playgrounds, day care centers, convalescent homes, and hospitals are examples of sensitive land uses.

Sensitive land uses located in the vicinity of the proposed project site consist predominantly of residential land uses. The nearest residential land uses are generally located to the north of the project site, east of N. College Avenue and north and south of E. Yale Avenue.

Regulatory Setting

Federal

U.S. Environmental Protection Agency

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 FCAA, which was signed into law in 1970. Congress substantially amended the FCAA in 1977 and again in 1990.

Federal Clean Air Act

The FCAA required the U.S. EPA to establish NAAQS, and also set deadlines for their attainment. Two types of NAAQS have been established: primary standards, which protect public health, and secondary standards, which protect public welfare from non-health-related adverse effects, such as visibility restrictions. NAAQS are summarized in Table AQ-1 of the Air Quality and Greenhouse Gas Impact Analysis (Appendix B).

The FCAA also required each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The FCAA Amendments of 1990 added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is periodically modified to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. The U.S. EPA has a responsibility to review all state SIPs to determine conformance with the mandates of the FCAA, and the amendments thereof, and determine if implementation will achieve air quality goals. If the U.S. EPA determines a SIP to be inadequate, a Federal Implementation Plan (FIP) may be prepared for the nonattainment area that imposes additional control measures.

Toxic Substances Control Act

The Toxic Substances Control Act first authorized the U.S. EPA to regulate asbestos in schools and public and commercial buildings under Title II of the law, which is also known as the Asbestos Hazard Emergency Response Act (AHERA). AHERA requires Local Education Agencies (LEAs) to inspect their schools for asbestos-containing building materials (ACBM) and prepare management plans to reduce the asbestos hazard. The Act also established a program for the training and accreditation of individuals performing certain types of asbestos work.

National Emission Standards for Hazardous Air Pollutants

Pursuant to the FCAA of 1970, the U.S. EPA established the NESHAP. These are technology-based source-specific regulations that limit allowable emissions of hazardous air pollutants.

State

California Air Resources Board

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. Other ARB duties include monitoring air quality (in conjunction with air monitoring networks maintained by air pollution control districts (APCD) 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 CAAQS are summarized in Table 2 of Appendix B.) 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.

California Clean Air Act

The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS for O3, CO, SO2, and NO2 by the earliest practical date. 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.

California Assembly Bill (AB) 170

AB 170, Reyes, was adopted by state lawmakers in 2003 creating Government Code Section 65302.1 which requires cities and counties in the San Joaquin Valley to amend their general plans to include data and analysis, comprehensive goals, policies, and feasible implementation strategies designed to improve air quality.

Assembly Bills 1807 & 2588 - Toxic Air Contaminants

Within California, TACs are regulated primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics Hot Spots Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for ARB to designate substances as TACs. This includes research, public participation, and scientific peer review before ARB designates a substance as a TAC. Existing sources of TACs that are subject to the Air Toxics Hot Spots Information and Assessment Act are required to: (1) prepare a toxic emissions inventory; (2) prepare a risk assessment if emissions are significant; (3) notify the public of significant risk levels; and (4) prepare and implement risk reduction measures.

The primary TACs of concern within the State of California include: Diesel Particulate Matter (DPM), Acetaldehyde, Benzene, 1,3-butadiene, Carbon Tetrachloride, Hexavalent Chromium, Para-Dichlorobenzene, Formaldehyde, Methylene Chloride, and Perchloroethylene. (Refer to Appendix B for more detailed descriptions of these TACs and their related health effects.)

California Air Resources Board's Truck and Bus Regulation

This regulation requires fleets that operate in California to reduce diesel truck and bus emissions by retrofitting or replacing existing engines. Amendments were adopted in December 2010 to provide more time for fleets to comply. The amended regulation required installation of PM retrofits beginning January 1, 2012, and replacement of older trucks starting January 1, 2015. By January 1, 2023, nearly all vehicles would need to have 2010 model year engines or equivalent.

The regulation applies to nearly all privately and federally owned diesel-fueled trucks and buses and privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds. The regulation has provisions to provide extra credit for PM filters installed prior to July 2011, has delayed requirements for fleets with 3 or fewer vehicles, provisions for agricultural vehicles and other situations.

Airborne Toxic Control Measure to Limit School Bus Idling at Schools

ARB has approved an airborne toxic control measure (ATCM) that limits school bus idling and idling at or near schools to only when necessary for safety or operational concerns. The ATCM requires a driver of a school bus or vehicle, transit bus, or other commercial motor vehicles to manually turn off the bus or vehicle engine upon arriving at a school and to restart no more than 30 seconds before departing. A driver of a school bus or vehicle is subject to the same requirement when operating within 100 feet of a school and is prohibited from idling more than 5 minutes at each stop beyond schools, such as parking or maintenance facilities, school bus stops, or school activity destinations. A driver of a transit bus or other commercial motor vehicle is prohibited from idling more than 5 minutes at each stop within 100 feet of a school. Idling necessary for health, safety, or operational concerns is exempt from these restrictions. In addition, the ATCM requires a motor carrier of an affected bus or vehicle to ensure that drivers are informed of the idling requirements, track complaints and enforcement actions, and keep records of these driver education and tracking activities. This ATCM became effective in July 2003.

Local

San Joaquin Valley Air Pollution Control District (SJVAPCD)

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 SJVAB, within which the proposed 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 FCAA and the CCAA. The SJVAPCD Rules and Regulations that are applicable to the proposed project include, but are not limited to, the following:

- *Regulation VIII (Fugitive PM10 Prohibitions) and Regulation VIII (Rules 8011-8081).* This regulation is a series of rules designed to reduce particulate emissions generated by human activity, including construction and demolition activities, carryout and track out, paved and unpaved roads, bulk material handling and storage, unpaved vehicle/traffic areas, open space areas, etc.
- *Rule 4002 (NESHAP).* This rule may apply to projects in which portions of an existing building would be renovated, partially demolished or removed. With regard to asbestos, the NESHAP specifies work practices to be followed during renovation, demolition or other abatement activities when friable asbestos is involved. Prior to demolition activity, an asbestos survey of the existing structure may be required to identify the presence of any ACBM. Removal of identified ACBM must be removed by a certified asbestos contractor in accordance with OSHA requirements.
- *Rule 4102 (Nuisance).* This rule applies to any source operation that emits or may emit air contaminants or other materials.
- *Rule 4103 (Open Burning).* This rule regulates the use of open burning and specifies the types of materials that may be open burned. Section 5.1 of this rule prohibits the burning of trees and other vegetative (non-agricultural) material whenever the land is being developed for non-agricultural purposes.
- *Rule 4601 (Architectural Coatings).* This rule 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.
- *Rule 9510 (Indirect Source Review [ISR]).* This rule requires developers of larger residential, commercial, recreational, and industrial projects to reduce smog-forming and particulate emissions from their projects' baselines. If project emissions still exceed the minimum baseline reductions, a project's developer will be required to mitigate the difference by paying an off-site fee to the District, which would then be used to fund clean-air projects. For projects subject to this rule, the ISR rule requires developers to mitigate and/or offset emissions sufficient to achieve: (1) 20-percent reduction of construction equipment exhaust NOx; (2) 45-percent reduction of construction equipment exhaust PM10; (3) 33-percent reduction of operational NOx over 10 years; and (4) 50-percent reduction of operational PM10 over 10 years. SJVAPCD ISR applications must be filed "no later than applying for a final discretionary approval with a public agency."

Discussion of Impacts

Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?

In accordance with SJVAPCD-recommended methodology for the assessment of air quality impacts, projects that result in significant air quality impacts at the project level are also considered to have a significant cumulative air quality impact. As noted in Section 6.3(b), short-term construction and long-term operational emissions would not exceed applicable thresholds. In addition, the proposed project's contribution to localized

concentrations of emissions, including emissions of CO, TACs, and odors, are considered less than significant. For these reasons, implementation of the proposed project would not be anticipated to conflict with air quality attainment or maintenance planning efforts. This impact would be considered less than significant.

Level of Impact: Less than significant.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality?

The proposed project is located within the San Joaquin Valley Air Basin (SJVAB). The SJVAB is designated as a nonattainment area with respect to the state O_3, PM_{10}, and $PM_{2.5}$ standards; and the national 8-hour O_3 and $PM_{2.5}$ standards. Potential air quality impacts associated with the proposed project could potentially occur during project construction or operational phases. Short-term construction and long-term air quality impacts associated with the proposed project are discussed, as follows:

Short-term Construction Emissions

Short-term increases in emissions would occur during the construction process. Construction-generated emissions are of temporary duration, lasting only as long as construction activities occur, but have the potential to cause a significant air quality impact. The construction of the proposed project would result in the temporary generation of emissions associated with site grading and excavation, paving, motor vehicle exhaust from construction equipment and worker trips, and the movement of construction equipment on unpaved surfaces.

Estimated annual construction-generated emissions are summarized in Table 6.3-C. As shown there, construction of the proposed project would generate maximum annual emissions of approximately 0.51 tons/year of ROG, 2.18 tons/year of NO_x, 2.26 tons/year of CO, less than 0.01 tons/year of SO_2, 0.35 tons/year of PM_{10}, and 0.21 tons/year of $PM_{2.5}$. Estimated construction-generated annual emissions would not exceed the SJVAPCD's significance thresholds of 10 tons/year of ROG, 10 tons/year of NO_x, 100 tons/year of CO, 27 tons/year of SO_x,15 tons/year of PM_{10}, or 15 tons/year of $PM_{2.5}$.

Construction of the proposed project would generate maximum daily on-site emissions of approximately 3.78 pounds/day of ROG, 18.47 pounds/day of NO_x, 17.62 pounds/day of CO, 0.03 pounds/day of SO_2, 2.36 pounds/day of PM_{10}, and 1.50 pounds/day of $PM_{2.5}$. Estimated construction-generated daily on-site emissions would not exceed the SJVAPCD's significance thresholds of 100 pounds/day of ROG, 100 pounds/day of NO_x, 100 pounds/day of CO, 100 pounds/day of SO_x, 100 pounds/day of PM_{10}, or 100 pounds/day of $PM_{2.5}$.

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Table 6.3-C
Annual Construction Emissions (Unmitigated) – Maximum Annual Emissions (Tons/Year)

Construction Phase						
Construction Year 1						
Demolition	0.02	0.17	0.14	0.00	0.01	0.01
Site Preparation	0.00	0.03	0.02	0.00	0.00	0.00
Grading	0.00	0.05	0.03	0.00	0.02	0.01
Construction	0.10	0.79	0.79	0.00	0.0	0.00
Architectural Coating	0.25	0.06	0.09	0.00	0.10	0.07
Total:	0.38	1.10	1.07	0.00	0.10	0.07
Construction Year 2						
Construction	0.11	0.84	0.90	0.00	0.06	0.04
Paving	0.00	0.04	0.06	0.00	0.00	0.00
Architectural Coating	0.37	0.09	0.13	0.00	0.01	0.01
Total:	0.49	0.97	1.09	0.00	0.07	0.05
Maximum Annual Emissions:	*0.49*	*1.10*	*1.09*	*0.00*	*0.10*	*007*
SJVAPCD Significance Thresholds:	10	10	100	27	15	15
Exceeds Significance Thresholds?	No	No	No	No	No	No

Source: Ambient 2022. Refer to the Air Quality & Greenhouse Gas Impact Analysis (Appendix B) for modeling results and assumptions.

Short-term construction of the proposed project would not result in a significant impact to regional or local air quality conditions. Furthermore, it is important to note that project construction, including excavation and grading activities, would be required to comply with SJVPACD Regulation VIII (Fugitive PM_{10} Prohibitions). Compliance with SJVAPCD Regulation VIII would reduce emissions of PM by approximately 50 percent, or more. Given that project-generated emissions would not exceed applicable SJVAPCD significance thresholds, this impact would be considered less than significant.

Long-term Operational Emissions

Estimated annual operational emissions for the proposed project are summarized in Table 6.3-D. As depicted, the proposed project would result in annual operational emissions of approximately 0.41 tons/year of ROG, 0.09 tons/year of NO_X, and 0.07 tons/year of CO. Emissions of SO_2, PM_{10}, and $PM_{2.5}$ would be negligible (i.e., less than 0.1 tons/year). Project-generated emissions would be largely associated with building operations, including energy use and area sources, such as the occasional use of cleaning products and architectural coating, and maintenance activities. It is important to note, however, that these estimates exclude mobile-source emissions associated with operations as they are not anticipated to increase compared to existing conditions. Operational emissions would not exceed SJVAPCD's mass-emissions significance thresholds.

Estimated average-daily on-site operational emissions are also summarized in Table 6.3-D. As noted above, average-daily on-site operational emissions would be largely associated with area sources (e.g., landscape maintenance activities and use of consumer products). Average-daily on-site emissions would total approximately 2.22 lbs/day of ROG, 0.48 lbs/day of NO_X, 0.40 lbs/day of CO, <0.01 lbs/day of SO_2, 0.04 lbs/day of PM_{10} and 0.04 lbs/day of $PM_{2.5}$. Average-daily on-site emissions would not exceed the SJVAPCD's recommended localized ambient air quality significance thresholds of 100 lbs/day for each of the criteria air pollutants evaluated.

Table 6.3-D
Long-Term Operational Emissions (Unmitigated) – Tons/Year[1]

Category	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Source	0.40	0.00	<0.01	0.00	0.00	0.00
Energy Use	<0.01	0.09	0.07	<0.01	<0.01	<0.01
Mobile Source[2]	0.00	0.00	0.00	0.00	0.00	0.00
Total:	0.41	0.09	0.07	<0.01	<0.01	<0.01
SJVAPCD Significance Thresholds (tons):	10	10	100	27	15	15
Exceeds Thresholds/Significant Impact?:	No	No	No	No	No	No
Average Daily On-site Emissions (lbs)[3]:	2.22	0.48	0.40	<0.01	0.04	0.04
SJVAPCD Significance Thresholds (lbs/day):	100	100	100	100	100	100
Exceeds Thresholds/Significant Impact?:	No	No	No	No	No	No

1. Emissions were calculated using the CalEEMod computer program. Does not include implementation of emissions control measures.
2. Project is not expected to result in increased vehicle trips since overall seating capacity will not increase from existing conditions.
3. Based on site usage of 260 days a year.
Source: Ambient 2022. Refer to the Air Quality & Greenhouse Gas Impact Analysis (Appendix B) for modeling results and assumptions.

Based on the aforementioned information, long-term operation of the proposed project would not result in a significant impact to regional or local air quality conditions. This impact is considered less than significant.

Level of Impact: Less than significant.

c. Expose sensitive receptors to substantial pollutant concentrations?

Sensitive land uses located in the vicinity of the proposed project site consist predominantly of residential land uses. The nearest residential land uses are located adjacent to the northern and western boundaries of the project site. Residential land uses are also located to the east of the project site. Long- term operational and short-term construction activities and emission sources that could adversely impact these nearest sensitive receptors are discussed, as follows:

Long-term Operation

Implementation of the proposed project would not result in the long-term operation of any major onsite stationary sources of emissions, nor would project implementation be anticipated to result in increased vehicle trips. For these reasons, long-term exposure to localized pollutant concentrations would be considered less than significant.

Short-term Construction

Naturally Occurring Asbestos

Naturally-occurring asbestos, which was identified by Air Resources Board (ARB) as a Toxic Air Contaminant (TAC) in 1986, is located in many parts of California and is commonly associated with ultramafic rock. The project site is not located near any areas that are likely to contain ultramafic rock (DOC 2000). As a result, risk of exposure to asbestos during the construction process would be considered less than significant.

Asbestos-Containing Materials

Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during demolition of existing buildings, particularly older structures constructed prior to 1970. Asbestos can also be found in various building products, including (but not limited to) utility pipes/pipelines

(transite pipes or insulation on pipes). If a project will involve the disturbance or potential disturbance of ACM, various regulatory requirements may apply, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M-Asbestos NESHAP). These requirements include but are not limited to: 1) notification, within at least 10 business days of activities commencing, to the APCD, 2) an asbestos survey conducted by a Certified Asbestos Consultant, and 3) applicable removal and disposal requirements of identified ACM.

The proposed project would include the demolition of the existing dugouts, bullpens, and announcer booth, approximately 2,050 square feet. The demolition of existing structures may result in disturbance of ACM, but with adherence to NESHAP this impact would be considered less than significant.

Lead-Coated Materials

Demolition of structures coated with lead-based paint can have potential negative air quality impacts and may adversely affect the health of nearby individuals. Lead-based paints could be encountered during demolition of existing buildings, particularly older structures constructed prior to 1978. Improper demolition can result in the release of lead-containing particles from the site. Sandblasting or removal of paint by heating with a heat gun can result in significant emissions of lead. In such instances, proper abatement of lead before demolition of these structures must be performed in order to prevent the release of lead from the site. Federal and State lead regulations, including the Lead in Construction Standard (29 CFR 1926.62) and California Code of Regulations (CCR Title 8, Section 1532.1, Lead) regulate disturbance of lead-containing materials during construction, demolition, and maintenance-related activities. Depending on removal method, a SJVAPCD permit may be required.

The proposed project would include the demolition of existing onsite structures. The demolition of existing structures may result in disturbance of lead containing materials. However, with adherence to existing rules and regulations this impact is considered less than significant.

Diesel-Exhaust Emissions

Implementation of the proposed project would result in the generation of Diesel Particulate Matter (DPM) emissions during construction associated with the use of off-road diesel equipment for site grading and excavation, paving, 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 25- to 30-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. Assuming that construction activities involving the use of diesel-fueled equipment would occur over an approximate 11-month period, project-related construction activities would constitute less than four percent of the typical exposure period. As a result, exposure to construction-generated DPM would not be anticipated to exceed applicable thresholds (i.e., incremental increase in cancer risk of 20 in one million). In addition, implementation of Mitigation Measures AQ-1 through AQ-9 would result in further reductions of on-site DPM emissions. For these reasons, this impact would be considered less than significant.

Localized PM Concentrations

Fugitive dust emissions would be primarily associated with demolition, site preparation and grading, and vehicle travel on unpaved and paved surfaces. On-site off-road equipment and trucks would also result in short-term emissions of DPM, which could contribute to elevated localized concentration at nearby receptors. Uncontrolled emissions of fugitive dust may also contribute to increased occurrences of Valley Fever and potential increases in nuisance impacts to nearby receptors. For these reasons, localized uncontrolled concentrations of construction-generated PM would be considered to have a potentially significant impact.

Mitigation Measures:

MM AQ-1 through AQ-9: Measures to Reduce Localized Pollutant Concentrations Upon Sensitive Receptors

The following measures shall be implemented to reduce potential expose of sensitive receptors to localized pollutant concentrations associate with project construction. The term "construction" as used here shall refer broadly to pre-operational site preparation activities including, but not limited to, excavation, grading, and paving.

MM AQ-1. Demolition of onsite structures shall comply with all applicable regulatory requirements, including, but not limited to, SJVAPCD Rule 4002 (NESHAP), and National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP), Lead in Construction Standard (29CFR1926.62) and California Code of Regulations Title 8, Section 1532.1, Lead. These requirements may include: 1) responsible agency notifications, 2) lead-based paint or asbestos surveys, and 3) applicable removal and disposal requirements. More information on asbestos-containing materials and applicable regulatory requirements can be found at: https://www.valleyair.org/newsed/asbestos.pdf. Additional information regarding lead-based paint and applicable regulatory requirements can be found at: https://www.epa.gov/lead/lead-abatement-inspection-and-risk-assessment and https://www.dir.ca.gov/title8/1532_1.html.

MM AQ-2. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:

a. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,

b. Shall not operate a diesel-fueled auxiliary power system to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.

MM AQ-3. Off-road diesel equipment shall comply with the five-minute idling restriction identified in Section 2449(d)(2) of the California Air Resource Board's In-Use Off-Road Diesel regulation. The specific requirements and exceptions in the regulations can be reviewed at: www.arb.ca.gov/msprog/truck-idling/2485.pdf and www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

MM AQ-4. Signs shall be posted at the project site construction entrance to remind drivers and operators of the state's five-minute idling limit.

MM AQ-5. To the extent available, fossil-fueled equipment shall be replaced with alternatively-fueled (e.g., natural gas) or electrically-driven equivalents.

MM AQ-6. Construction truck trips shall be scheduled, to the extent possible, to occur during non-peak hours, and truck haul routes shall be selected to minimize impacts to nearby residential dwellings.

MM AQ-7. The burning of vegetative material shall be prohibited.

MM AQ-8. Low VOC-content (50 grams per liter, or less) exterior and interior building paints shall be used. To the extent locally available, use prefinished/pre-colored materials.

MM AQ-9. The proposed project shall comply with SJVAPCD Regulation VIII for the control of fugitive dust emissions, which are available on the SJVAPCD's website: https://www.valleyair.org/rules/1ruleslist.htm. At a minimum, the following measures shall be implemented:

a. 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, covered with a tarp or other suitable cover or vegetative ground cover.

b. All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.

c. All land clearing, grubbing, scraping, excavation, land leveling, grading, and cut & fill activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.

d. When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.

e. Trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday. (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.)

f. Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.

g. On-road vehicle speeds on unpaved surfaces of the project site shall be limited to 15 mph.

h. Sandbags or other erosion control measures shall be installed sufficient to prevent silt runoff to public roadways from sites with a slope greater than one percent.

i. Excavation and grading activities shall be suspended when winds exceed sustained speeds of 20 miles per hour (Regardless of wind speed, an owner/operator must comply with Regulation VIII's 20 percent opacity limitation).

MM AQ-10. The above measures for the control of construction-generated emissions shall be made available to project contractors and included on site grading and construction plans.

Level of Impact after Mitigation: Implementation of Mitigation Measures AQ-1 through AQ-10 would include measures to ensure compliance with applicable regulatory requirements pertaining to the handling and disposal of hazardous materials that may be encountered during the construction process (e.g., asbestos containing materials, lead-based paints). Additional measures have also been included to reduce construction-generated emissions that could contribute to increases in localized pollutant concentrations at nearby sensitive receptors. These measures include SJVAPCD-recommended measures, which would help to ensure compliance with applicable SJVAPCD rules and regulations. With mitigation, this impact would be considered less than significant.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Other emissions potentially associated with the proposed project would occur predominantly from the generation of odors during project construction. The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Land uses commonly considered to be potential sources of offensive odorous emissions include agriculture (e.g., farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding facilities.

Construction of the proposed project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel exhaust, may be considered objectionable by some people. In addition, pavement coatings and architectural coatings used during project construction would also emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly within increasing distance from the source. As a result, short-term construction activities would not expose a substantial number of people to frequent odorous emissions. In addition, no major sources of odors have been identified in the project area. Therefore, this impact is considered to be less than significant.

Level of Impact: Less than significant.

6.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Wildlife or U. S. Fish and Wildlife Service?		✓		
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 Wildlife or U. S. Wildlife Service?				✓
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
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?				✓
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

Environmental Setting

Vegetation Communities

The City of Fresno General Plan MEIR identifies and discusses different types of vegetation communities that are present within the City's Planning Area. The project site is located in a highly developed area and is identified as "Urban" land in the Biological Resources section of the City of Fresno General Plan MEIR. As discussed in the MEIR, urban land provides poor quality habitat for any special status species, and special status species are not expected to occur within urban areas:

Urban: Urban (or developed) lands have been constructed upon or otherwise covered with a permanent, unnatural surface (e.g., concrete, asphalt, buildings, homes, etc.) or large amount of debris or other materials. The Planning Area consists predominately of urban areas, which are concentrated in the central portion of the Planning Area, within the Fresno city limits. Urban land is less common within the rural and agricultural portions of the Planning Area. Urban land provides poor quality habitat for any special-status species. No special-status species is expected to occur within this vegetation community.

(Source: City of Fresno General Plan MEIR, p. 5-4-4 through 5-4-11)

Special-Status Species

The project site and its immediate vicinity were screened for the presence of species and habitat using the California Natural Diversity Database ("CNDDB", an inventory of the status and locations of rare plants and animals in California,) accessed through CDFW's Biogeographic Information and Observation System (BIOS) Viewer website. CNDDB queries did not indicate that any sensitive, special status, or candidate species are present or have previously been observed at the project site. However, the project site is mapped as habitat area for two special-status species: Swainson's hawk and burrowing owl.

Regulatory Setting

Federal

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended, was promulgated to protect and conserve any species of plant or animal that is endangered or threatened with extinction and the habitats in which these species are found. "Take" of endangered species is prohibited under Section 9 of the FESA. "Take," as defined under the FESA, means to "harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct." Section 7 of the FESA requires federal agencies to consult with the US Fish and Wildlife Service (USFWS) on proposed federal actions which may affect any endangered, threatened, or proposed (for listing) species or critical habitat that may support the species. Section 4(a) of the FESA requires that critical habitat be designated by the USFWS "to the maximum extent prudent and determinable, at the time a species is determined to be endangered or threatened." Critical habitat is formally designated by USFWS to provide guidance for planners/managers and biologists with an indication of where suitable habitat may occur and where high priority of preservation for a particular species should be given. Section 10 of the FESA provides the regulatory mechanism that allows the incidental take of a listed species by private interests and non-federal government agencies during lawful activities. Habitat conservation plans for the impacted species must be developed in support of incidental take permits for nonfederal projects to minimize impacts to the species and develop viable mitigation measures to offset the unavoidable impacts.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA) is the domestic law that affirms and implements the United States' commitment to four international conventions with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offer of these activities, except under a valid permit or as permitted in the implementing regulations. Migratory birds include geese, ducks, shorebirds, raptors, songbirds, wading birds, seabirds, and passerine birds (such as warblers, flycatchers, swallows, etc.). USFWS administers permits to take migratory birds in accordance with the regulations by the MBTA.

Clean Water Act, Section 404

The United States Army Corps of Engineers (ACOE) regulates discharges of dredged or fill material into "waters of the United States" (including wetlands and nonwetland bodies of water that meet specific criteria). Pursuant to Section 404 of the federal Clean Water Act (CWA), a permit is required for any filling or dredging in waters of the United States. The permit review process entails an assessment of potential adverse impacts to ACOE wetlands and

jurisdictional waters, wherein the ACOE may require mitigation measures. Where a federally listed species may be affected, a Section 7 consultation with USFWS may be required. If there is potential for cultural resources to be present, Section 106 review may be required. Also, where a Section 404 permit is required, a Section 401 Water Quality Certification would also be required from the Regional Water Quality Control Board (RWQCB).

State

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the CDFW. Its intent is to prohibit take and protect state-listed endangered and threatened species of fish, wildlife, and plants. Unlike its federal counterpart, CESA also applies the take prohibitions to species petitioned for listing (state candidates). Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions, CESA has provisions for take through a 2081 permit or Memorandum of Understanding. In addition, some sensitive mammals and birds are protected by the State as Fully Protected Species. California Species of Special Concern are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. This list is primarily a working document for the CDFW's California Natural Diversity Data Base (CNDDB) project which maintains a database of known and recorded occurrences of sensitive species. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

California Fish and Game Code

California Fish and Game Code Sections 3503, 3503.5, 3511, and 3513 prohibit the "take, possession, or destruction of birds, their nests or eggs." Disturbance that causes nest abandonment and/or loss of reproductive effort (killing or abandonment of eggs or young) is considered "take." Such a take would also violate federal law protecting migratory birds (MBTA). All raptors (e.g., hawks, eagles, owls) and their nests, eggs, and young are protected under California Fish and Game Code (Section 3503.5). Additionally, "fully protected" birds, such as the white-tailed kite (Elanus leucurus), are protected under California Fish and Game Code Section 3511. "Fully protected" birds may not be taken or possessed (i.e., kept in captivity) at any time.

Local

City of Fresno General Plan

The City of Fresno General Plan sets forth the objective of Provide for long-term preservation, enhancement, and enjoyment of plant, wildlife, and aquatic habitat (see Objective POSS-5). The Parks, Open Space, and Schools Element includes the following relevant policies which function to promote and protect biological species and habitat:

- *POSS-5:* Provide for long-term preservation, enhancement, and enjoyment of plant, wildlife, and aquatic habitat.
- *POSS-5-b: Habitat Conservation Plans.* Participate in cooperative, multijurisdictional approaches for area-wide habitat conservation plans to preserve and protect rare, threatened, and endangered species.
- *POSS-5-c: Buffers for Natural Areas.* Require development projects, where appropriate and warranted, to incorporate natural features (such as ponds, hedgerows, and wooded strips) to serve as buffers for adjacent natural areas with high ecological value.
- *POSS-5-f: Regional Mitigation and Habitat Restoration.* Coordinate habitat restoration programs with responsible agencies to take advantage of opportunities for a coordinated regional mitigation program.

Discussion of Impacts

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?

As part of the project's NOP process, details of the project were distributed to agencies and persons, including the California Department of Fish and Wildlife (CDFW), who provide oversight concerning potential adverse to biological resources. No comments indicative of potential adverse impacts on biological resources were received from CDFW or any other agency or person.

The project site is located in a highly developed area and is identified as "urban" land in the Biological Resources section of the City of Fresno General Plan Master EIR. As discussed in the MEIR, urban land provides poor quality habitat for any special status species, and special status species are not expected to occur within urban areas (General Plan MEIR, p. 5.4-9). Such land is of limited habitat value for sensitive plant and wildlife species due to the amount of disturbance from humans, vehicles, and domestic animals on a regular basis.

Specifically, the project site is an actively used college softball field in an urbanized area, and is surrounded by residences, streets, a mainline railroad, and college athletic buildings. The project is located in an area that is very poor quality habitat for special status species (i.e., the Swainson's hawk and burrowing owl). Hawks prefer to forage in natural grasslands, pasture, hay crops, grassy ruderal lots, and irrigated and fallow farmland, and do not typically use highly urbanized locations within cities. Burrowing owls prefer open, dry, sparsely vegetated land prone to the creation of squirrel burrows that provide their nesting areas. The softball field and adjacent areas are intensively managed (i.e., subject to activities such as pest/burrowing mammal control, mowing, and herbicide), and frequently used, with little or no areas remaining that would provide suitable nesting habitat for burrowing owls. However, there are trees adjacent to the project site and four trees on the eastern edge of the site near the railroad tracks. (Note: no trees would be removed as a result of the project). Given the presence of these trees, migratory birds could nest in them, most of which are protected by the Migratory Bird Treaty Act (USCA 1918). Construction-related disturbance could result in nest abandonment or direct mortality of eggs, chicks, and/or fledglings. To avoid potential impacts to nesting migratory birds, Mitigation Measure BR-1 has been incorporated into the project.

Level of Impact: Potentially significant.

Mitigation Measure:

MM BR-1: **Mitigation for Potential Impacts to Nesting Migratory Birds**

1. Avoidance. If feasible, project construction shall take place between September 1 and February 1 to avoid impacts to nesting birds in compliance with the Migratory Bird Treaty Act. No surveys will be required if project timing occurs outside the bird nesting season. If project construction must occur during the nesting season, construction is at risk of being delayed due to actively nesting birds and their required protective buffers.
2. Pre-construction Surveys. If construction is to begin during the nesting season (February 1 through August 31), a qualified biologist shall conduct a pre-construction survey within 10 days prior to initiation of construction activities. This survey will search for nest sites within and adjacent to the project area. If the pre-construction survey does not detect any active nests, then no further action is required. If the survey does detect an active nest, then the District shall implement the following:
3. Minimization/Establish Buffers. If any active nests are discovered (and if construction will occur during bird breeding season), the USFWS and/or CDFW will be contacted to determine protective measures required to avoid take. These measures could include fencing off an area where a nest occurs, or shifting construction work temporally or spatially away from the nesting birds. Biologists are required on site to monitor construction while protected migratory birds are nesting in the project area to ensure that the buffer is

adequate and that the nest is not stressed and/or abandoned. If an active nest is found after the completion of the pre-construction surveys and after construction begins, all construction activities will stop until a qualified biologist has evaluated the nest and erected the appropriate buffer around the nest.

Level of Impact after Mitigation: Compliance with the recommended mitigation measures would reduce the project's potential to adversely affect migratory bird nesting to a less than significant level.

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?

There are no riparian or sensitive natural communities located at the project site or in its immediate vicinity.

Level of Impact: No impact.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

There are no state or federally protected wetlands within the project site boundary. Implementation of typical ground disturbance and erosion control Best Management Practices (BMPs) and compliance with grading permits will ensure that there is no impact to storm drainage facilities or nearby canals.

Level of Impact: No impact.

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?

The project will not result in impacts that substantially interfere with wildlife movements. The site does not appear to constitute a "movement corridor" for native wildlife (USFWS 1998) that would attract wildlife to move through the site. As discussed above, the project is located on a heavily disturbed site in an urbanized area. The presence of existing urban development and busy arterial streets restricts access for wildlife. Smaller wildlife species and birds are not expected to be further inhibited by the project as compared with existing development and uses.

Level of Impact: Less than significant.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No areas of conflict with local policies or ordinances protecting biological resources have been identified as part of the project's environmental review process.

Level of Impact: No impact.

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?

The project site is not located within the boundaries of any Habitat Conservation Plan or Natural Conservation Community Plan.

Level of Impact: No impact.

6.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines § 15064.5?		✓		
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines § 15064.5?		✓		
c. Disturb any human remains, including those interred outside of formal cemeteries?		✓		

Environmental Setting

Cultural resources can include prehistoric-era archaeological sites, historic-era archaeological sites, Native American traditional cultural properties, sites of religious and cultural significance, and historical buildings, structures, objects, and sites. The importance of any single cultural resource is defined by the context in which it was first created, current public opinion and modern yet evolving analysis. Cultural resources are generally older than 50 years and considered to be important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. They include prehistoric resources, historic-era resources, and "tribal cultural resources" (as defined in Public Resources Code Section 21074).

Archaeological resources are locations where human activity has measurably altered the earth or left deposits of prehistoric or historic-era physical remains (e.g., stone tools, bottles, former roads, house foundations). Historical (or architectural) resources include standing buildings (e.g., houses, barns, outbuildings, cabins) and intact structures (e.g., dams, bridges, roads, districts), or landscapes. A cultural landscape is defined as a geographic area (including both cultural and natural resources and the wildlife therein), associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values. Tribal cultural resources include site features, places, cultural landscapes, sacred places, or objects which are of cultural value to a Native American tribe. (Note: Tribal Cultural Resources are specifically addressed in Section 6.18 of this Initial Study.)

The City of Fresno General Plan MEIR's Cultural Resources section provides comprehensive background information for the greater Fresno area in which the project site is encompassed. Information provided there includes a summary of the area's prehistoric era background (ranging in time from about 14,000 years before present to European contact), an ethnographic overview, and summary of the modern historic era background (ranging from initial European exploration of the Central Valley in the early 1800s to recent modern history). This Initial Study hereby incorporates the background information regarding cultural resources presented in the Cultural Resources section of the General Plan MEIR.

In the vicinity of the project site, there are structures and other features that are potentially eligible for designation as historical resources, as well as resources that already appear on registers at the local, state, and/or national level. Such structures and features include the Fresno City College campus Old Administration Building ("OAB"), the Fresno City College Library, and the Porter Tract Historic District (an area located west of the FCC campus across College Avenue that includes several historical residences).

Regulatory Setting

Federal

National Historic Preservation Act of 1966 (NHPA)

The NHPA of 1966, as amended, is the primary mandate governing projects under federal jurisdiction that may affect cultural resources. Section 106 of the NHPA requires federal agencies, or those they fund or permit, to consider the effects of their actions on the properties that may be eligible for listing or are listed in the National Register of Historic Places. The regulations implementing Section 106 are codified in 36 CFR 800 (2001).

State

California Office of Historic Preservation (OHP)

The OHP is the governmental agency primarily responsible for the statewide administration of the historic preservation program in California. The chief administrative officer for the OHP is the State Historic preservation Officer (SHPO). The SHPO is also the Executive Secretary of the State Historical Resources Commission. In addition to their role in the identification of National Register properties, OHP and SHPO are responsible for administering the State Historical Landmark, State Point of Historical Interest, California Register of Historical Resources (California Register), California Historical Resources Information Systems, and the California Heritage Fund programs. In accordance with federal and state laws and regulations, OHP comments on the impact of proposed projects and programs on historic resources, including those owned by the State of California. The OHP assists project sponsors in identifying historic resources; evaluating their significance; determining a project's impact on the resources; and finding ways to avoid or satisfactorily mitigate any adverse effects. In addition, OHP develops guidelines and standards for cultural resource planning and management.

California Environmental Quality Act (CEQA)

CEQA requires that public or private projects financed or approved by public agencies be assessed to determine the effects of the projects on historical resources. CEQA states that if implementation of a project would result in significant effects on historical resources, then alternative plans or mitigation measures must be considered; however, only significant historical resources need to be addressed. Therefore, before impacts and mitigation measures can be identified, the significance of historical resources must be determined. The CEQA Guidelines define three ways that a property may qualify as a historical resource for the purposes of CEQA review.

- If the resource is listed in or determined eligible for listing in the California Register of Historic Resources (CRHR);
- If the resource is included in a local register of historical resources, as defined in PRC 5020.1(k), or identified as significant in an historical resource survey meeting the requirements of PRC 5024.1(g), unless the preponderance of evidence demonstrates that it is not historically or culturally significant; or
- The lead agency determines the resource to be significant, as supported by substantial evidence in light of the whole record (14 CCR 15064.5[a]).

Each of these ways of qualifying as an historical resource for the purpose of CEQA is related to the eligibility criteria for inclusion in the CRHR (PRC 5020.1[k], 5024.1, 5024.1[g]). Per CEQA Guidelines 15064.5(a)(d), a historical resource may be eligible for inclusion in the CRHR if it:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

Properties that are listed or eligible for listing in the NRHP are considered eligible for listing in the CRHR and are therefore significant historical resources for the purpose of CEQA (PRC 5024.1[d][1]).

Local

City of Fresno General Plan

The Historic and Cultural Resources Element of the General Plan functions to protect, preserve, and enhance the city's cultural and historic resources. The following policies related to cultural resources may apply to the proposed project:

- *Policy HCR-2-a:* Identification and Designation of Historic Properties. Work to identify and evaluate potential historic resources and districts and prepare nomination forms for Fresno's Local Register of Historic Resources and California and National registries, as appropriate.
- *Policy HCR-2-c:* Project Development. Prior to project approval, continue to require a project site and its Area of Potential Effects (APE), without benefit of a prior historic survey, to be evaluated and reviewed for the potential for historic and/or cultural resources by a professional who meets the Secretary of Interior's Qualifications. Survey costs shall be the responsibility of the project developer. Council may, but is not required, to adopt an ordinance to implement this policy.
- *Policy HCR-2-d:* Native American Sites. Work with local Native American tribes to protect recorded and unrecorded cultural and sacred sites, as required by State law, and educate developers and the community-at-large about the connections between Native American history and the environmental features that characterize the local landscape.
- *Policy HCR-2-f:* Archaeological Resources. Consider State Office of Historic Preservation guidelines when establishing CEQA mitigation measures for archaeological resources.

Discussion of Impacts

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines Section 15064.5?

The project entails structural alterations and site preparation activities (e.g., excavation and grading) which have the potential to impact historical and/or archeological resources. The project site and surrounding vicinity is highly disturbed, consisting of existing educational and administrative facilities, parking lots, residential housing, and commercial development. Development in the project vicinity, given its age and history,

Within the project site's vicinity, there are structures and other features potentially eligible for designation as historical resources, as well as resources that already appear on registers at the local, state, and/or national level.

During the project's environmental review process, details of the project were submitted to the Southern San Joaquin Valley Information Center (SSJVIC) for review. SSJVIC performed a search of the project area and its vicinity using its cultural resource files, which include known and recorded cultural resources sites; inventory and excavation reports filed with its office; and resources listed on the National Register of Historic Places, the OHP Built Environment Resources Directory, California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest.

A response letter from the SSJVIC included the following information:

- There have been no previous cultural resource studies conducted within the project area. There have been nine cultural resource studies conducted within a one-half mile radius, FR-01651, 01687, 01755, 01949, 02002, 02076, 02230, 02326, and 02789.
- There are no recorded resources within the project area. There are 13 recorded resources within the one-half mile radius, P-10-004431, 004432, 004675, 005454, 005913, 006099, 006456, 006528, 006529, 006960, 006961, 006962, and 006963. These resources primarily consist of historic era

buildings. They also include a historic era railroad, a historic era row of palm trees, and a historic era foundation.

- Resource P-10-004431, Old Administration Building located at 1101 E. University Ave., has been given a National Register status code of 1S, indicating it has been listed as an individual property in the National Register of Historic Places. It is also listed in the California Register of Historical Resources. Resource P-10-004432, Fresno City College Library located at 1101 E. University Ave., has been given a National Register status code of 3S, indicating it appears eligible for listing in the National Register of Historic Places as an individual property through survey evaluation. There are no other recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.
- If the existing field or any associated structures are more than 45 years old, then we recommend they be recorded and evaluated for historical significance prior to alteration or demolition. If the existing softball field and associated structures are less than 45 years old, then no further cultural resource investigation is recommended at this time.
- If any cultural resources are unearthed during ground disturbance activities, all work must halt in the area of the find and a qualified, professional consultant should be called out to assess the findings and make the appropriate mitigation recommendations.

Additionally, in response to the project's NOP, the City of Fresno's Planning and Development Department submitted a brief comment letter which noted the nearby presence of residential properties designated as historic resources and recommended that the project include cultural resource study to identify potential impacts and appropriate mitigation measures.

To evaluate potential impacts to historic structures, SCCCD contracted with Karana Hattersley-Drayton, M.A., Architectural Historian, to prepare a Historic Review for the project area (included as Appendix C of this Initial Study). The Historic Review provides background information on the history of the project area and includes documentation and evaluation of the existing softball field plus the 10 residential buildings located on Yale Avenue east of College Avenue. Each building was evaluated for the potential of the proposed project to significantly impact a historic resource. (Note: The existing softball field facilities, which were constructed in 1994, were subsequently screened out of the analysis due to being less than 45 years old.)

The Historic Review determined that neither the collection of single-family residential properties along Yale Avenue nor the multi-family residential properties adjacent to the campus meet the criteria as a historical resource under CEQA, either individually or collectively. Additionally, the Historic Review determined there is no evidence to suggest that the upgrades to the women's softball field will create a substantial adverse change to the historic homes within the Porter Tract Historic District.

Regarding the designated historic resources at the FCC campus, which include the Old Administration Building and the Fresno City College Library, no resources will be impacted by the proposed project. The project does not involve any physical modifications to these resources, and operation of the project facilities (which would continue the existing operations the women's softball program in a substantially similar manner) would not result in substantial adverse effects to these resources.

While there are no known or visible cultural or archaeological resources that exist on the surface of the project area, development of the project could potentially impact yet-to-be-discovered historical, archaeological, or other subsurface resources within the project site area. The measures provided below will be incorporated into the project to mitigate potential effects in the event that subsurface cultural resources are discovered during development of the proposed facilities.

Level of Impact: Potentially significant.

Mitigation Measures:

MM CR-1 and CR-2: Mitigation for Potential Discovery of Subsurface Cultural Resources

MM CR-1: If cultural resources are encountered during ground disturbing activities, all work shall stop in the area of the find and a qualified cultural resources specialist shall be consulted to determine the significance of the resources in accordance with CEQA Guidelines §15064.5. If potentially significant, the qualified cultural resources specialist shall make recommendations to the Lead Agency on mitigation measures to be implemented to protect the discovered resources in accordance with CEQA Guidelines §15064.5 and Public Resources Code §21083.2.

MM CR-2: If human remains are encountered during ground disturbing activities, all work shall stop in the area of the find and the County Coroner shall be notified in accordance with Health and Safety Code §7050.5 and CEQA Guidelines §15064.5(e). If the remains are determined to be of Native American descent, the procedures and requirements set forth in in CEQA Guidelines §15064.5(d) and (e) and Public Resources Code §5097.98 shall be implemented.

Level of Significance after Mitigation: With incorporation of the proposed mitigation measures, the project's potential impact to historical resources will be less than significant.

b. Cause a substantial adverse change in the significance of an archeological resource pursuant to State CEQA Guidelines Section 15064.5?

This impact is addressed in Section 6.5(a) above.

Level of Impact: Potentially significant.

Mitigation Measures: Implement MM CR-1 and CR-2

Level of Significance after Mitigation: With incorporation of the proposed mitigation measures, the project's potential impact to archeological resources will be less than significant.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

This impact is addressed in Section 6.5(a) above.

Level of Impact: Potentially significant.

Mitigation Measures: Implement MM CR-1 and CR-2

Level of Significance after Mitigation: With incorporation of the proposed mitigation measures, the project's potential impact related to human remains will be less than significant.

6.6 Energy

An Energy Impact Assessment, which presents a technical analysis of the project's energy impacts, is included as Appendix D of this Initial Study.

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✓	

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?		✓		

Environmental Setting

Energy use is typically associated with transportation, construction, and the operation of land uses. Transportation energy use is generally categorized by direct and indirect energy. Direct energy relates to energy consumption by vehicle propulsion. Indirect energy relates to the long-term indirect energy consumption of equipment, such as maintenance activities. Energy is also consumed by construction and routine operation and maintenance of land use. Construction energy relates to a direct one-time energy expenditure primarily associated with the consumption of fuel used to operate construction equipment. Energy related to land use is normally associated with direct energy consumption entailed in operating buildings, including lighting, heating, ventilation, and air conditioning.

Electricity

Pacific Gas & Electric (PG&E) provides electricity to about 16 million people throughout a 70,000 square-mile service area covering most of northern and central California. PG&E operates approximately 42,141 circuit miles of electric distribution lines and 18,466 circuit miles of interconnected transmission lines, serving 5.4 million electric customer accounts. In 2020, PG&E customers used roughly 78,519 gigawatt-hours of electricity, 8,017 gigawatt-hours of which were used in Fresno County (CEC, California Energy Consumption Database). Sources of electrical generation within California in 2019 were renewable (31.7 percent; this category includes wind, geothermal, biomass, solar and small hydroelectric), natural gas (34.23 percent), large hydroelectric (14.62 percent), nuclear (8.98 percent), and unspecified (7.34 percent).

Natural Gas

PG&E's natural gas system encompasses approximately 70,000 square miles in northern and central California. Approximately 90 percent of the natural gas supply for PG&E is from out-of-state imports. In 2020, natural gas throughput provided by PG&E totaled approximately 4,509 therms, with approximately 326 therms attributable to natural gas use in Fresno County. Natural gas throughput has decreased over by past few years. In comparison to year 2015 throughput, natural gas throughput has decreased by 103,599 MMcf, an approximate 11.5 percent reduction (PG&E 2019).

Transportation Fuels

Gasoline and diesel, both derived from petroleum (also known as crude oil), are the two most common fuels used for vehicular travel. According to the California Energy Commission (CEC), the state relies on petroleum-based fuels for almost 90 percent of its transportation needs (EIA 2020). In 2019, approximately 30 percent of California's crude oil was produced within the state, about 12 percent was produced in Alaska, and the remaining 58 percent was produced in foreign lands (CEC 2021).

Regulatory Setting

The Energy Impact Analysis (Appendix D of this Initial Study) identifies and discusses several federal, state, and local policies and regulations pertaining to energy resources and consumption. A summary of that information is presented here. For additional detail, refer to Appendix D.

Federal

The United States Environmental Protection Agency (US EPA) is responsible for administering federal laws and guidelines governing energy resources. Relevant laws and guidelines include the following:

- Federal Corporate Average Fuel Economy (CAFE) Standards for Passenger Cars and Trucks
- Energy Policy and Conservation Act
- Energy Policy Act of 1992
- Energy Policy Act of 2005

State

The state of California has adopted and administers numerous regulations, policies, and plans related to energy resources. The California Environmental Protection Agency (Cal-EPA), the California Air Resources Board (ARB), the California Energy Commission (CEC) are state agencies who are frequently responsible for their implementation. Following is a list of regulations, policies, and plans which are identified in the Energy Impact Analysis:

- Warren-Alquist Act
- Assembly Bill 32: Climate Change Scoping Plan and Update
- Assembly Bill 1007: State Alternative Fuels Plan
- Assembly Bill 2076: Reducing Dependence on Petroleum
- Senate Bill 350: Clean Energy and Pollution Prevention Reduction Act of 2015
- Senate Bill 375
- Senate Bill 1078: California Renewables Portfolio Standard Program
- Senate Bill 32 and Assembly Bill 197 of 2016
- Executive Order S-06-06
- Executive Order B-48-18: Zero-Emission Vehicles
- Energy Action Plan
- California Building Code and Green Building Standards
- Advanced Clean Cars Programs

Local

City of Fresno General Plan

The City of Fresno's General Plan sets forth 17 overarching goals, one of which is to "Emphasize conservation, successful adaptation to climate and changing resource conditions, and performance effectiveness in the use of energy, water, land, buildings, natural resources, and fiscal resources required for the long-term sustainability of Fresno." (See Goal 3.) The General Plan's Resource Conservation and Resilience Element establishes objectives and policies for the conservation of natural resources in Fresno. This Element addresses air resources, water resources, energy resources, and land resources. The overarching theme is "resiliency," meaning the ability to withstand temporary and permanent disruptions in resources that will affect everyday ways of life. Relevant objectives and policies from this element include the following:

- *Objective RC-8:* Reduce the consumption of non-renewable energy resources by requiring and encouraging conservation measures and the use of alternative energy sources.
- *Policy RC-8-a: Existing Standards and Programs.* Continue existing beneficial energy conservation programs, including adhering to the California Energy Code in new construction and major renovations.
- *Policy RC-8-b: Energy Reduction Targets.* Strive to reduce per capita residential electricity use to 1,800 kWh per year and non-residential electricity use to 2,700 kWh per year per capita by developing and implementing incentives, design and operation standards, promoting alternative energy sources, and cost-effective savings.
- *Policy RC-8-i: Renewable Target.* Adopt and implement a program to increase the use of renewable energy to meet a given percentage of the city's peak electrical load within a given time frame.
- *RC-8-j: Alternative Fuel Network.* Support the development of a network of integrated charging and alternate fuel station for both public and private vehicles, and if feasible, open up municipal stations to the public as part of network development.

Discussion of Impacts

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The CEQA Guidelines require environmental analyses to include a discussion of potential energy impacts associated with a proposed project. Where necessary, CEQA requires that mitigation measures be incorporated to reduce the inefficient, wasteful, or unnecessary consumption of energy. The State CEQA Guidelines, however, do not establish criteria that define inefficient, wasteful, or unnecessary consumption. Compliance with the State's building standards for energy efficiency would result in decreased energy consumption for proposed buildings. However, compliance with building codes may not adequately address all potential energy impacts associated with project construction and operation. As a result, this analysis includes an evaluation of electricity and natural gas usage requirements associated with future development, as well as energy requirements associated with the use of on-road and off-road vehicles. The degree to which the proposed project would comply with existing energy standards and applicable regulatory requirements and policies related to energy conservation was also taken into consideration for the evaluation of project-related energy impacts. (See the Energy Impact Assessment, included as Appendix D, for more information)

Implementation of the project would entail electricity, diesel, gasoline, and natural gas consumption associated with both construction activities and long-term operational activities. Energy consumption associated with short-term construction and long-term operational activities are discussed in greater detail, as follows:

Construction-Related Energy Consumption

Energy consumption would occur during construction, including fuel use associated with the on-site operation of off-road equipment and vehicles traveling to and from the construction site. Table 6.6-A summarizes the levels of energy consumption associated with project construction. As depicted there, the operation of off-road construction equipment would use an annual estimated total of 22,809 gallons of diesel fuel. On-road vehicles would use approximately 3,899 gallons of gasoline and 2,151 gallons of diesel fuel. In total, construction fuel use would equate to approximately 3,898 million British thermal units (MMBTU) per year. Construction equipment use and associated energy consumption would be typical of that commonly associated with the construction of new land uses. As a result, project construction would not be anticipated to require the use of construction equipment that would be less energy efficient than those commonly used for the construction of similar facilities. Idling of on-site equipment during construction would be limited to no more than five minutes in accordance with San Joaquin Valley Air Pollution Control District (SJVAPCD) requirements. Furthermore, on-site construction equipment may include alternatively-fueled vehicles (e.g., natural gas) where feasible. Energy use associated with construction of the proposed facilities would be temporary and would not be anticipated to result in the need for additional capacity, nor would construction be anticipated to result in increased peak-period demands for electricity. As a result, the construction of the proposed project would not result in an inefficient, wasteful, or unnecessary consumption of energy, and impacts are considered less than significant.

Table 6.6-A
Projected Construction Energy Consumption

Source	Total Fuel Use (gallons)	Total MMBTU
Off-Road Equipment Use (Diesel)	22,809	3,134
On-Road Vehicles (Gasoline)	3,899	469
On-Road Vehicles (Diesel)	2,151	296
	Total:	3,898

Fuel use was calculated based, in part, on default construction schedules, equipment use, and vehicle trips identified for the construction of similar land uses contained in the CalEEMod output files prepared for the air quality analysis conducted for this project. Refer to the Energy Impact Assessment (Appendix D) for modeling assumptions and results.

Source: Ambient 2022

Operational Mobile-Source Energy Consumption

Operational mobile-source energy consumption would be primarily associated with trips to and from the softball field for practices and games. While the project will be installing new seating which will replace the use of portable bleachers, it will not increase the capacity of the existing facility. As a result, increases in mobile-source energy consumption attributable to the proposed project would be negligible and would not result in increased fuel usage that would be considered unnecessary, inefficient, or wasteful. This impact would be considered less than significant.

Operational Building-Use Energy Consumption

The proposed project would result in increased electricity and natural gas consumption associated with the long-term operation of the proposed facilities. It is important to note that the proposed buildings would be required to comply with Title 24 standards for energy-efficiency, which would include increased building insulation and energy-efficiency requirements, including the use of energy-efficient lighting, energy-efficient appliances, and use of low-flow water fixtures.

Estimated electricity and natural gas consumption associated with the proposed facilities are summarized in Table 6.6-B. As depicted, new facilities at buildout would result in the consumption of approximately 708,040 kilowatt hours of electricity per year (kWh/yr), 11,112 kWh of water, and 1,787,090 kilo British thermal units per year (kBTU/yr) of natural gas. The proposed project would consume an annual total of approximately 4,379 MMBTU. The development of increasingly efficient building fixtures would result in increased energy efficiency and energy conservation. The proposed project would comply with the most current building energy-efficient standards (i.e., Title 24). For this reason, implementation of the proposed project would not be anticipated to result in wasteful, inefficient, and unnecessary consumption of energy. As a result, this impact would be considered less than significant.

Table 6.6-B
Projected Operational Electricity, Water, and Natural Gas Consumption

Source		
Electricity Consumption	748,460 kWh/yr	2,554
Water (kWh)	11,112 kWh/yr	38
Natural Gas Use (kBTU)	1,369,580	1,787
	Total:	4,379

Fuel use was calculated based, in part, on default construction schedules, equipment use, and vehicle trips identified for the construction of similar land uses contained in the CalEEMod output files prepared for the air quality analysis conducted for this project. Refer to the Energy Impact Assessment (Appendix D) for modeling assumptions and results.

Source: Ambient 2022

Level of Impact: Less than significant.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As discussed in Section 6.6(a) above, the proposed improvements and changes in use at the softball field entailed as part of the project are not anticipated to result in increased vehicle trips. As a result, the proposed project would not result in increased fuel usage that would be anticipated to conflict with applicable plans, policies, or regulations adopted for the purpose of reducing future fuel consumption rates.

The State of California's Energy Efficiency Strategic Plan establishes a goal for the development of building with net zero energy consumption. This plan includes goals pertaining to the construction of new residential, commercial, and governmental buildings. Adherence to current and future Title 24 energy requirements would help to reduce the project's building-use energy consumption. Additional measures would, nonetheless, likely be required to achieve a goal of meeting net-zero energy usage. As a result, this impact would be considered potentially significant.

Level of Impact: Potentially significant.

Mitigation Measures:

Mitigation Measure E-1: Project Energy Demand Reduction Measures

MM E-1: The following measures shall be implemented to further reduce energy use associated with the development of proposed facilities:

a. The installation of natural gas infrastructure for new buildings shall be prohibited.

b. New buildings shall be designed to meet or exceed Title 24 building energy-efficiency standards with a goal of achieving net-zero energy use. To the extent available, natural-gas fired appliances and building mechanical equipment shall be replaced with electric-powered equipment.

c. Utilize high efficiency exterior lighting in parking lots and other public areas.

d. Incorporate measures and building design features that reduce energy use, water use, and waste generation (e.g., light-colored roofing materials, installation of automatic lighting controls, planting of trees to provide shade).

e. Install energy-efficient appliances and building components sufficient to achieve overall reductions in interior energy use beyond those required at the time of development by CalGreen standards.

f. Plant drought-tolerant landscaping and incorporate water-efficient irrigation systems where necessary.

Level of Significance after Mitigation: The measures incorporated in MM E-1 will function to reduce overall operational energy consumption, including those associated with long-term operational building energy use. With mitigation, operational energy consumption would be substantially reduced, beyond those required by Title 24 building energy-efficiency requirements. Therefore, this impact would be considered less than significant

6.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
(i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
(ii) strong seismic ground shaking?			✓	
(iii) seismic-related ground failure, including liquefaction?			✓	
(iv) landslides?			✓	

b. Result in substantial soil erosion or the loss of topsoil?			✓	
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?			✓	
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?			✓	
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?				✓
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

Environmental Setting

The project site is located within the San Joaquin Valley, which is a topographic and structural basin that is bounded on the east by the Sierra Nevada geomorphic province and on the west by the Coast Ranges geomorphic province. The San Joaquin (Great Valley Geomorphic Province) is an alluvial plain about 50 miles wide and 400 miles long in the central part of California (California Geologic Survey (CGS Note 36). The Great Valley is an elongated trough in which sediments have been deposited almost continuously for the last approximately 160 million years (Jurassic). The Great Valley reaches depths of about 30,000 feet at its southern end, and it is filled with a large volume of sediments of Mesozoic through Recent age. Recent alluvium covers nearly the entire valley floor and has largely been derived from the adjacent Sierra Nevada except in the westernmost portions of the valley floor.

The topography of the project site parcel is essentially flat, with an elevation of approximately 307 feet above mean sea level (amsl). As indicated by the Natural Resource Conservation (NRCS) Web Soil Survey tool, the project is sited on an area underlain by loamy sand soils (Delhi loamy sand and Tujunga loamy sand).

Many geologic and soils conditions are regional in nature, and as such these conditions have previously been evaluated in the City of Fresno General Plan EIR. As discussed there, areas within the City of Fresno generally not at risk of seismic-related hazards due to the distance of hazardous faults from the area and the relatively flat topography of the area. Risks for other types of hazards related to expansive soils and/or soil stability (e.g., lateral spreading, subsidence, liquefaction, or collapse) range from minimal to moderate depending on site-specific factors such as soil type, depth to groundwater, slope, and topography.

Regulatory Setting

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act requires the delineation of zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate development on or near active fault traces to reduce the hazards associated with fault rupture and to prohibit the location of most structures for human occupancy across these traces. Cities and counties must regulate certain development projects within these zones, which include withholding development permits until geologic investigations demonstrate that development sites are not

threatened by future surface displacement. Surface fault rupture is not necessarily restricted to the area within an Alquist-Priolo Zone.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act was developed to protect the public from the effects of strong groundshaking, liquefaction, landslides, or other ground failure, and from other hazards caused by earthquakes. This act requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones. Before a development permit is granted for a site within a seismic hazard zone, a geotechnical investigation of the site must be conducted and appropriate mitigation measures incorporated into the project design.

California Building Code

The California Building Code (CBC), which is codified in Title 24 of the California Code of Regulations, Part 2, establishes minimum standards related to structural strength, means of egress to facilities (entering and exiting), and general stability of buildings. The purpose of the CBC is to regulate and control the design, construction, quality of materials, use/occupancy, location, and maintenance of all buildings and structures within its jurisdiction. The California Building Standards Commission administers Title 24, and, by law, is responsible for coordinating all building standards. Under state law, all building standards must be centralized in Title 24 or they are not enforceable. The provisions of the CBC apply to the construction, alteration, movement, replacement, repair, location, maintenance, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California, and would apply to structures proposed on the project site.

Local

City of Fresno General Plan

The City of Fresno General Plan's Noise and Safety Element includes planning strategies regarding seismic and geological hazards. Policy NS-2-b requires identification of areas with potential geologic and/or soils hazards, and require development in these areas to conduct a soil analysis and mitigation plan by a registered civil engineer (or engineering geologist specializing in soil geology) prior to allowing on-site drainage or disposal for wastewater, stormwater runoff, or swimming pool/spa water.

City of Fresno Building Code

The City of Fresno adopts the California Building Code with minor amendments that do not directly relate to geologic or soil conditions.

Discussion of Impacts

Would the project:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist- Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

(ii) Strong seismic ground shaking?

(iii) Seismic-related ground failure, including liquefaction?

(iv) Landslides?

Geologic and soils conditions at the project site were evaluated based on review of a site-specific Geotechnical Engineering Investigation and the Geology and Soils section of the City of Fresno General Plan MEIR. Based on review of those documents, impacts involving geologic and soils conditions would be less than significant. Specific determinations are presented as follows:

- The project site is not located within the boundaries of an Alquist-Priolo Earthquake Fault Zone, and no active faults are known to traverse the project site. The nearest zoned fault to the project site is a portion of the Nunez Fault, which is located more than 50 miles southwest of the site.
- Moderate ground shaking caused by events on distant and nearby active faults is considered a possible seismic hazard at the project site; however, this would be true for any potential site within the greater Fresno area and is thus not considered substantially adverse.
- The USDA Natural Resources Conservation Service's Web Soil Survey tool shows the soils underlying the site as types of loamy sand. The site is not located within an area of soils known to have moderately high-to-high expansion potential, thus the risk of expansive soils at the site is considered negligible to low.
- The risk of seismic settlement is considered negligible based on the soil type mapped at the site.
- The risk of lateral spreading (i.e., the horizontal movement or spreading of soil toward an open face, such as a stream bank, the open side of fill embankments, or the sides of levees) is considered negligible based on the site's topography, soil types, and depth to groundwater.
- Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when shallow groundwater; low density, fine, clean sandy soils; and high intensity motion occurs. With depth to groundwater greater than 50 feet and the moderate ground shaking potential at the project site, the risk of liquefaction is considered negligible.
- The project site is located in an area with little or no subsidence. As discussed in the City of Fresno MEIR, although subsidence or collapse is a significant concern in western Fresno County and other portions of the San Joaquin Valley, the City of Fresno's Planning Area (which includes the project site) is not known to be subject to such subsidence or collapse hazards.
- The project site and surrounding area is generally flat and not a landslide prone area.

In addition, the structures included in the project would be constructed in conformance with California Building Code (CBC) Title 24, which identifies specific design requirements to reduce damage from strong seismic ground shaking, ground failure, landslides, soil erosion, and expansive soils.

Level of Impact: Less than significant.

b. Result in substantial soil erosion or the loss of topsoil?

Soil erosion occurs primarily when dirt is left exposed to strong winds, hard rains, and flowing water. In some cases, human activities, especially farming and land clearing, leave soil vulnerable to erosion. Unmitigated, severe soil erosion can result in the loss of food crops, negatively impact community resiliency and livelihoods, and even alter ecosystems by reducing biodiversity above, within, and below the topsoil.

Development of the proposed project would entail relatively little risk of erosion or loss of topsoil since the project site has a flat topography, is not subject to notable amounts of wind or water erosion, and is already developed with softball field facilities. The potential for water-or wind-borne erosion and loss of topsoil would exist during the construction phase of the proposed project, primarily due to clearing, excavation, and grading activities. Once construction is completed, the potential for erosion would be minimal because the ground would be covered by grass-turfed areas, buildings, hard surfaces, and other landscaping. Additionally, General Construction Permit, Order No. 2012-0006-DWQ, issued by the State Water Quality Control Board in 2012, regulates construction projects of one acre or more, including the proposed project. Projects obtain coverage under the permit by developing and implementing the Storm Water Pollution Prevention Plans, which must specify best management practices that a project would employ to minimize pollution of storm water. Best management practices include erosion controls, sediment controls, wind erosion controls, non-storm water management controls, and waste management and controls (i.e., good housekeeping practices).

Based on this information, impacts regarding soil erosion and/or loss of topsoil would be less than significant.

Level of Impact: Less than significant.

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?

Based on information presented in Section 6.7(a), impacts related to landslide, lateral spreading, subsidence, liquefaction, or collapse are considered less than significant.

Level of Impact: Less than significant.

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?

As discussed in Section 6.7(a), the site is not located within an area of soils known to have moderately high-to-high expansion potential, and the soil type mapped at the site does not appear likely to present an expansive soil hazard. Therefore, the impact is considered less than significant.

Level of Impact: Less than significant.

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?

The project will connect to the City of Fresno's public wastewater infrastructure and does not involve the use of septic tanks or alternative wastewater disposal systems. No impact would occur.

Level of Impact: No impact.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project site contains no known surface-level paleontological resources or unique geological features. However, the possibility exists that subsurface paleontological resources may be discovered during project excavation and grading activities. SCCCD has incorporated in the project the following mitigation measure to protect any subsurface resources that may be discovered.

Level of Impact: Potentially significant.

Mitigation Measures

MM GS-1: Mitigation for Potential Discovery of Subsurface Paleontological Resources

MM GS-1: If paleontological resources are discovered during ground disturbing activities, work shall stop in the immediate vicinity of the find and a qualified paleontologist shall be consulted to determine whether the resources require further study. If the resources are determined to be potentially significant, the qualified paleontologist shall make recommendations to the District on the measures that shall be implemented to protect the discovered resources, including but not limited to, excavation and evaluation of the find, as well as providing the resources to an appropriate institution or person who is capable of providing long-term preservation to allow future scientific study.

Level of Significance after Mitigation: With incorporation of the proposed mitigation measure, the project's potential impact to paleontological resources will be less than significant.

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6.8 Greenhouse Gas Emissions

A technical analysis of greenhouse gas emissions was conducted for the project and is included as part of the Air Quality & Greenhouse Gas Impact Analysis (Appendix B of this Initial Study). Refer to Appendix B for additional background information regarding the evaluation of greenhouse gas emissions.

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?		✓		

Environmental Setting

Following is selected background information which appears in the Air Quality & Greenhouse Gas Impact Analysis prepared for the project (included as Appendix B). For additional details regarding GHG emissions and the effects of climate change, refer to Appendix B.

Greenhouse Effect and Types of GHGs

To fully understand global climate change, it is important to recognize the naturally occurring "greenhouse effect" and to define the greenhouse gases (GHGs) that contribute to this phenomenon. Various gases in the earth's atmosphere, classified as atmospheric GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect.

Primary GHGs attributed to the greenhouse effect and global climate change are: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), nitrogen trifluoride (NF_3), Sulfur Hexafluoride (SF_6), and black carbon (light-absorbing component of PM emitted from burning fuels such as coal, diesel, and biomass).

Sources of GHG Emissions

On a global scale, GHG emissions are predominantly associated with activities related to energy production; changes in land use, such as deforestation and land clearing; industrial sources; agricultural activities; transportation; waste and wastewater generation; and commercial and residential land uses. Worldwide, energy production including the burning of coal, natural gas, and oil for electricity and heat is typically considered the largest single source of global GHG emissions.

In 2019, GHG emissions within California totaled 418.2 million metric tons of carbon dioxide equivalents ($MMTCO_2e$). Within California, the transportation sector is the largest contributor, accounting for roughly 40 percent of the total state-wide GHG emissions. Emissions associated with the industrial sector are the second-largest contributor,

totaling approximately 21 percent. Emissions from in-state electricity generation, imported electricity, agriculture & forestry, residential, and commercial uses constitute the remaining major sources of GHG emissions.

Effects of Climate Change

There are uncertainties as to exactly what the climate changes will be in various local areas of the earth. There are also uncertainties associated with the magnitude and timing of other consequences of a warmer planet: sea level rise, spread of certain diseases out of their usual geographic range, the effect on agricultural production, water supply, sustainability of ecosystems, increased strength and frequency of storms, extreme heat events, increased air pollution episodes, and the consequence of these effects on the economy.

Within California, climate changes would likely alter the ecological characteristics of many ecosystems throughout the state. Such alterations would likely include increases in surface temperatures and changes in the form, timing, and intensity of precipitation. For instance, historical records are depicting an increasing trend toward earlier snowmelt in the Sierra Nevada. This snowpack is a principal supply of water for the state, providing roughly 50 percent of state's annual runoff. If this trend continues, some areas of the state may experience an increased danger of floods during the winter months and possible exhaustion of the snowpack during spring and summer months. An earlier snowmelt would also impact the State's energy resources. Currently, approximately 20 percent of California's electricity comes from hydropower. An early exhaustion of the Sierra snowpack may force electricity producers to switch to more costly or non-renewable forms of electricity generation during spring and summer months. A changing climate may also impact agricultural crop yields, coastal structures, and biodiversity. As a result, resultant changes in climate will likely have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry.

Regulatory Setting

Federal

Executive Order 13514

Executive Order (EO) 13514 is focused on reducing GHGs internally in federal agency missions, programs, and operations. In addition, the EO directs federal agencies to participate in the Interagency Climate Change Adaptation Task Force, which is engaged in developing a national strategy for adaptation to climate change.

On April 2, 2007, in Massachusetts v. U.S. EPA, 549 U.S. 497 (2007), the Supreme Court found that GHGs are air pollutants covered by the FCAA and that the U.S. EPA has the authority to regulate GHG. The Court held that the U.S. EPA Administrator must determine whether or not emissions of GHGs from new motor vehicles cause or contribute to air pollution which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision.

On December 7, 2009, the U.S. EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the Clean Air Act:

- Endangerment Finding: The Administrator found that the current and projected concentrations of the six key well-mixed GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) in the atmosphere threaten public health and welfare of current and future generations.
- Cause or Contribute Finding: The Administrator found that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare.

Although these findings did not themselves impose any requirements on industry or other entities, this action was a prerequisite to finalizing the U.S. EPA's Proposed Greenhouse Gas Emission Standards for Light-Duty Vehicles, which was published on September 15, 2009. On May 7, 2010, the final Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards (CAFE) was published in the Federal Register.

U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever GHG regulations for heavy-duty engines

and vehicles, as well as additional light-duty vehicle GHG regulations. These steps were outlined by President Obama in a Presidential Memorandum on May 21, 2010.

The final combined U.S. EPA and NHTSA standards that make up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards require these vehicles to meet an estimated combined average emissions level of 250 grams of CO_2 per mile (the equivalent to 35.5 miles per gallon if the automobile industry were to meet this CO_2 level solely through fuel economy improvements). Together, these standards will cut GHG emissions by an estimated 960 $MMTCO_2e$ and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016). On August 28, 2012, U.S. EPA and NHTSA issued their joint rule to extend this national program of coordinated GHG and fuel economy standards to model years 2017 through 2025 passenger vehicles.

U.S. EPA Strategic Plan

The EPA's Fiscal Year (FY) 2022-2026 Strategic Plan (Strategic Plan) provides a roadmap to achieve EPA's and the Biden-Harris Administration's environmental priorities over the next four years. The Strategic Plan furthers the agency's commitment to protecting human health and the environment for all people, with an emphasis on historically overburdened and underserved communities. For the first time, EPA's Strategic Plan includes a strategic goal focused exclusively on addressing climate change, with three primary objectives: 1) Reduce Emissions that Cause Climate Change; 2) Accelerate Resilience and Adaptation to Climate Change Impacts; and 3) Advance International and Subnational Climate Efforts.

State

The state of California has adopted and administers numerous regulations, policies, and plans related to addressing greenhouse gas emissions. Following is a list of regulations, policies, and plans which are identified and described in the Air Quality and Greenhouse Gas Impact Analysis:

- Assembly Bill 1493, addressing GHG emission standards for automobiles
- Executive Order No. S-3-05, establishing total GHG emission targets
- Assembly Bill 32: Climate Change Scoping Plan and Update
- Senate Bill 1078 and Governor's Order S-14-08: California Renewables Portfolio Standards
- Cap-and-Trade Regulation
- Senate Bill 32, which extends California's GHG emission-reduction goals from year 2020 to year 2030
- Senate Bill 97, which sets forth amendments to the CEQA Guidelines addressing the analysis and mitigation of GHG emissions
- Senate Bill 375, requiring Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will address land use allocation in that MPOs regional transportation plan (RTP)
- California Building Code and Green Building Standards
- Short-Lived Climate Pollutant Reduction Strategy

Local

San Joaquin Valley Air Pollution Control District (SJVAPCD) Climate Change Action Plan

On August 21, 2008, the SJVAPCD Governing Board approved the SJVAPCD's Climate Change Action Plan with the following goals and actions:

Goals:

- Assist local land-use agencies with CEQA issues relative to projects with GHG emissions increases.
- Assist Valley businesses in complying with mandates of AB 32.

- Ensure that climate protection measures do not cause increase in toxic or criteria pollutants that adversely impact public health or environmental justice communities.

Actions:

- Authorize the Air Pollution Control Officer to develop GHG significance threshold(s) or other mechanisms to address CEQA projects with GHG emissions increases. Begin the requisite public process, including public workshops, and develop recommendations for Governing Board consideration in the spring of 2009.
- Authorize the Air Pollution Control Officer to develop necessary regulations and instruments for establishment and administration of the San Joaquin Valley Carbon Exchange Bank for voluntary GHG reductions created in the Valley. Begin the requisite public process, including public workshops, and develop recommendations for Governing Board consideration in spring 2009.
- Authorize the Air Pollution Control Officer to enhance the SJVAPCD's existing criteria pollutant emissions inventory reporting system to allow businesses subject to AB 32 emission reporting requirements to submit simultaneous streamlined reports to the SJVAPCD and the state of California with minimal duplication.
- Authorize the Air Pollution Control Officer to develop and administer voluntary GHG emission reduction agreements to mitigate proposed GHG increases from new projects.
- Direct the Air Pollution Control Officer to support climate protection measures that reduce GHG emissions as well as toxic and criteria pollutants. Oppose measures that result in a significant increase in toxic or criteria pollutant emissions in already impacted area.

SJVAPCD CEQA Greenhouse Gas Guidance

On December 17, 2009, the SJVAPCD Governing Board adopted "Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA" and the policy, "District Policy—Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency." The SJVAPCD concluded that the existing science is inadequate to support the quantification of the impacts that project-specific GHG emissions have on global climatic change. The SJVAPCD found the effects of project-specific emissions to be cumulative, and without mitigation, that their incremental contribution to global climatic change could be considered cumulatively considerable. The SJVAPCD found that this cumulative impact is best addressed by requiring all projects to reduce their GHG emissions, whether through project design elements or mitigation.

The SJVAPCD's approach is intended to streamline the process of determining if project-specific GHG emissions would have a significant effect. Projects exempt from the requirements of CEQA, and projects complying with an approved plan or mitigation program would be determined to have a less than significant cumulative impact. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources and have a certified final CEQA document.

Best performance standards (BPS) would be established according to performance-based determinations. Projects complying with BPS would not require specific quantification of GHG emissions and would be determined to have a less than significant cumulative impact for GHG emissions. Projects not complying with BPS would require quantification of GHG emissions and demonstration that GHG emissions have been reduced or mitigated by 29 percent, as targeted by ARB's AB 32 Scoping Plan. Furthermore, quantification of GHG emissions would be required for all projects for which the lead agency has determined that an Environmental Impact Report is required, regardless of whether the project incorporates BPS.

For stationary source permitting projects, BPS are "the most stringent of the identified alternatives for control of GHG emissions, including the type of equipment, design of equipment and operational and maintenance practices, which are achieved-in-practice for the identified service, operation, or emissions unit class." For development projects, BPS are "any combination of identified GHG emission reduction measures, including project design elements and land use decisions that reduce project-specific GHG emission reductions by at least 29 percent compared with business as usual (BAU)." The SJVAPCD proposes to create a list of all approved BPS to help in the determination as to whether a proposed project has reduced its GHG emissions by 29 percent.

Discussion of Impacts

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Implementation of the proposed project would contribute to increases of GHG emissions that are associated with global climate change. The State CEQA Guidelines do not provide numeric or qualitative thresholds of significance for evaluating GHG emissions associated with proposed development projects. Instead, CEQA leaves the determination of the significance of GHG emissions up to the lead agency and authorizes the lead agency to consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts.

As of June 2022, the SJVAPCD has not adopted recommended mass-emissions (e.g., bright-line) or service-population based GHG significance thresholds or Best Performance Standards applicable to development projects. However, as discussed in the Air Quality & Greenhouse Gas Impact Analysis, other air districts within the State of California have adopted recommended CEQA significance thresholds for GHG emissions, and some have begun to incorporate best management practices (BMPs) for development projects to ensure consistency with the State's future GHG-reduction goals. (Refer to p. 42 of Appendix B for additional discussion.)

To evaluate potential effects of the project, the Air Quality & Greenhouse Gas Impact Analysis utilizes a GHG emissions threshold and BMPs that have been utilized elsewhere in the state. Per the analysis, project-generated GHG emissions below 900 $MTCO_2e$/year would be considered to have a less than significant impact on the environment. Project-generated GHG emissions that exceed 900 $MTCO_2e$/year or that do not incorporate the following BMPs, would be considered to potentially conflict with the State's goal of achieving carbon neutrality, per EO B-55-18 and the State's Draft 2022 Scoping Plan: 1) installation of natural gas infrastructure for new buildings shall be prohibited; and, 2) to the extent applicable, comply with CalGreen Tier 2 standards for parking spaces.

Short-term and long-term GHG emissions associated with the development of the proposed project are evaluated as follows:

Short-term Greenhouse Gas Emissions

Estimated increases in short-term annual GHG emissions associated with the proposed project were calculated using the CalEEMod computer program and are summarized in Table 6.8-A. As depicted, construction of the softball field would generate a total of approximately 362.71 $MTCO_2e$. Amortized GHG emissions, when averaged over an assumed 25-year life of the project, would total approximately 14.51 $MTCO_2e$/year. There would also be a small amount of GHG emissions from waste generated during construction; however, this amount is speculative. Construction-generated emissions would vary, depending on the final construction schedules, equipment required, and activities conducted. Short-term construction emissions are included with operational emissions for determination of impact significance. Amortized construction-generated GHG emissions were included in the operational GHG emissions inventory for the evaluation of project-generated GHG emissions (see Table 6.8-B).

Table 6.8-A
Construction GHG Emissions

Construction Year	GHG Emissions ($MTCO_2e$)
2022	181.49
2023	181.22
Total Construction Emissions:	362.71
Amortized Net Change in Construction Emissions[1]:	14.51

1. Amortized emissions are quantified based on an estimated 25-year project life.

Source: Ambient 2022. Refer to the Air Quality and Greenhouse Gas Analysis (Appendix B) for modeling results and assumptions.

Long-term Greenhouse Gas Emissions

Operational GHG emissions for the softball field in operational years 2024 and 2030 are summarized in Table 10. With the inclusion of amortized construction-generated emissions, the softball field would generate a total of approximately 193.45 $MTCO_2e$/year under year 2024 conditions and approximately 175.57 $MTCO_2e$/year under year 2030 conditions. Annual GHG emissions would not exceed the significance threshold of 900 $MTCO_2e$/year. As a result, the proposed project would not result in GHG emissions that would have a significant impact on the environment, nor would the proposed project conflict with applicable GHG-reduction plans, policies, or regulations. This impact would be considered less than significant.

Table 6.8-B
Operational GHG Emissions

Emissions Source		
Year 2024		
Area	<0.01	0.0%
Energy Use	156.89	87.7%
Mobile Sources	0.00	0.0%
Waste Generation	40.5	9.0%
Water Use	10.4	3.3%
Total:	178.94	
Total with Amortized Construction Emissions[2]:	193.45	
Significance Threshold:	900	
Exceeds Significance Threshold?	No	
Year 2030		
Area	<0.01	0.0%
Energy Use	139.46	86.6%
Mobile Sources	0.00	0.0%
Waste Generation	16.15	10.0%
Water Use	5.45	3.4%
Total:	161.06	
Total with Amortized Construction Emissions:	175.57	
Significance Threshold:	900	
Exceeds Significance Threshold?:	No	

1. GHG emissions quantified for buildout conditions.
2. Refer to Table 6.8-A (or Table 9 of Appendix B) for amortized construction emissions.
Source: Ambient 2022. Refer to the Air Quality and Greenhouse Gas Analysis (Appendix B) for modeling results and assumptions.

Level of Impact: Less than significant.

b. Would the project conflict with any applicable plan, policy, or regulation of an agency adopted to reduce the emissions of greenhouse gases?

As discussed in Section 6.8(a) above, the proposed project would not result in a significant increase in GHG emissions. The project would be designed to meet current building energy-efficiency standards, which include measures to reduce overall energy use, water use, and waste generation. These improvements would help to further reduce the project's GHG emissions. However, the proposed project does not incorporate

recommended BMPs for ensuring consistency with the State's future GHG-reduction goal of achieving carbon neutrality by 2045, per EO B-55-18 and the State's Draft 2022 Scoping Plan. As a result, this impact would be considered potentially significant.

Level of Impact: Significant.

Mitigation Measures:

MM GHG-1: GHG Reduction Measures in Furtherance of State Goals

MM GHG-1: To reduce the project's generation of greenhouse gas (GHG) emissions, the following measures shall be implemented at the project site prior to its initial operation and maintained throughout its operation:

a. The installation of natural gas infrastructure for new buildings shall be prohibited.

b. The proposed project shall meet or exceed CalGreen building standards for electric vehicle parking spaces.

Level of Significance with Mitigation: With implementation of the above recommended mitigation measures, project-generated GHG emissions associated with the use of natural gas would be eliminated. In addition, the project's parking spaces will meet or exceed CalGreen building standards for electric vehicle parking. Together, these measures would significantly reduce GHG emissions associated with onsite energy use. Therefore, with mitigation measures incorporated, this impact would be considered less than significant.

6.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
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 it create a significant hazard to the public or the environment?				✓
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?				
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?				✓

Environmental Setting

The Fresno City College campus is located in an urbanized area that includes residential, commercial, industrial, and public institutional uses. Hazardous waste handlers and generators in Fresno County include industries, businesses, public and private institutions, and residences. Commercial and industrial facilities that utilize or store fuels, solvents, chemicals, or other hazardous materials represent other potential sources of hazardous materials. The presence of these potential sources of hazardous materials, if encountered, can cause exposures that may result in adverse environmental and health effects depending on the extent of exposure.

Regulatory Setting

Federal

Federal agencies that regulate hazardous and toxic materials include the United States Environmental Protection Agency (US EPA), the Federal Occupational Safety and Health Administration (Fed/OSHA), the Nuclear Regulatory Commission (NRC), the U.S. Department of Transportation (DOT), and the National Institutes of Health (NIH). The following federal laws and guidelines govern transport, use, and disposal of hazardous materials:

- Federal Water Pollution Control Act
- Clean Air Act
- Occupational Safety and Health Act
- Federal Insecticide, Fungicide, and Rodenticide Act
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)
- Guidelines for Carcinogens and Biohazards
- Superfund Amendments and Reauthorization Act Title III
- Resource Conservation and Recovery Act (RCRA)
- Safe Drinking Water Act
- Toxic Substances Control Act

Additionally, the Federal Aviation Administration (FAA) provides oversight for aviation safety and administers regulations applicable to helicopter and helipad operations, including the existing helipad facilities.

State

The California Environmental Protection Agency (Cal-EPA) and Department of Toxic Substances Control (DTSC) generally govern the use of hazardous materials and the management of hazardous waste. The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) enforce hazardous substance transportation regulations. Chemical suppliers must comply with all applicable packaging, labeling, and shipping regulations.

Applicable state laws include the following:

- Public Safety/Fire Regulations/Building Codes
- Hazardous Waste Control Law
- Hazardous Substances Information and Training Act
- Hazardous Materials Release Response Plans and Inventory Act
- Medical Waste Management Act
- California Occupational Safety and Health Act
- Porter-Cologne Water Quality Control Act
- Toxic Air Contaminant Identification and Control Act

The project is also subject to regulations administered by Caltrans' Division of Aeronautics regarding aviation hazards.

Government Code Section 65962.5(a), "Cortese List"

Section 65962.5(a)(1) of the California Government Code requires that DTSC "shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all the following: . . . (1) [a]ll hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code ("HSC")." The hazardous waste facilities identified in HSC Section 25187.5 are those where DTSC has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under HSC Section 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment.

Local

Fresno County Department of Public Health

At the local level, policies and regulations related to hazards and hazardous materials are largely within the purview of the Fresno County Department of Public Health's Environmental Health Division. The Environmental Health Division is responsible for performing a wide variety of public health services and enforcing numerous local and state regulations pertaining to public and environmental health. The HazMat Compliance Program is Fresno County's designated CUPA (Certified Unified Program Agency) and oversees six state-mandated programs in Fresno County: Hazardous Materials Business Plan (HMBP), California Accidental Release Program (CalARP), Underground Storage Tank Program (UST), Aboveground Storage Tank Program (APSA), Hazardous Waste Generator Program, and Tiered Permitting Program. Additionally, the Environmental Health Division is responsible for regulating and permitting retail food facilities (including college campus eating and dining facilities), reviewing construction plans and inspection of new and remodeled food facilities, investigating complaints regarding violations involving unsanitary conditions, and investigating suspected food borne illnesses.

Discussion of Impacts

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

During its construction and operation, the project would entail usage of products and substances that are classified as hazardous materials. Construction of the project would involve the transport and use of fuels, lubricants, greases, solvents, and architectural coatings including paints. Operation of the project may entail the use of products used for cleaning and maintenance of campus facilities and maintenance equipment, including cleansers, solvents, paints, pesticides, and fertilizers. It is noted that the usage of such products and substance would be substantially similar to existing conditions at the FCC campus and occurring as part of the softball program's operations.

During both construction and operational activities, the project would be subject to federal, state, and local regulations governing the routine transport, use, and disposal of hazardous materials and the release of hazardous materials into the environment. For instance, the project would be required to prepare a spill prevention and treatment plan for safe and effective clean-up and disposal of any spills or releases that may occur during construction at the project site. As required under state and federal law, notification and evacuation procedures for site workers and local residents would be included as part of the plan in the event of a hazardous materials release during on-site construction. SWRCB Construction General Permit (2009-0009 DWQ) additionally requires spill prevention and containment plans to avoid spills and releases of hazardous materials and wastes into the environment. Additionally, the use and storage of hazardous materials plus disposal of hazardous wastes are subject to numerous laws and regulations at all levels of government, including but not limited to submittal of a Hazardous Materials Business Plan to the Fresno County Health Department's Environmental Health Division. These regulations function to provide safe accommodations and prevent accidental release to the environment. SCCCD currently operates its campuses and facilities in compliance with such requirements and would continue to do so for operation of the proposed First Responders Campus.

Based on these factors, impacts pertaining to hazards and hazardous materials are considered less than significant.

Level of Impact: Less than significant.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The project site and its immediate vicinity were reviewed using web-based mapping tools, including the SWRCB GeoTracker database, DTSC EnviroStor database, and the EPA Enviromapper website. Review of this data did not identify any hazardous materials sites within the project site's boundaries. GeoTracker records identified a Leaking Underground Storage Tank (LUST) cleanup site located at the former Utilities Building/Operations Yard area on the existing Fresno City College (approximately 1,250 feet southeast of the project site); this site is shown as "Completed - Case Closed" as of September 2009. Section 6.9(a) above addresses the potential for release of hazardous materials during construction and/or operation.

As discussed in Section 6.9(a) above, the project would be subject to federal, state, and local regulations governing the routine transport, use, and disposal of hazardous materials and the release of hazardous materials into the environment. These regulations also function to avoid or reduce upset and accident conditions.

Based on this information, this impact would be less than significant.

Level of Impact: Less than significant.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Design Science Middle College High School, a specialty high school campus operated by Fresno Unified School District within Fresno City College's campus facilities, is located approximately 600 feet south of the project site. No other existing or proposed future proposed school sites are known to exist within one-quarter mile.

It is noted that the existing softball field in relation to the school identified above is an existing condition, and the project would not shorten the distance to any existing school campuses within a quarter-mile vicinity. The potential for the project to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste is addressed in Section 6.9(a) above and was determined to be less than significant. Thus, this impact is also considered less than significant.

Level of Impact: Less than significant.

d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Based on review of DTSC's Hazardous Waste and Substances Site List, the project site is not located on a Cortese List hazardous materials site. No impact would occur.

Level of Impact: No impact.

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 or excessive noise for people residing or working in the project area?

The project site is not within two nautical miles of a public or private airport and is not within an area subject to an airport land use plan. Because the project site is a considerable distance from the nearest airports and is not subject to an airport land use plan, the project would not result in airport-related safety hazards for students and staff at the project site. The project would not result in a change in airport traffic patterns, including an increase in traffic or other changes that would result in substantial safety risks. There would be no impact in relation to airports.

Level of Impact: No impact.

f. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

All community colleges have emergency response/evacuation plans. Research conducted for this report did not identify any adopted emergency response plans or emergency evacuation plans the project could impair. This impact is considered less than significant.

Level of Impact: Less than significant.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The project site is in an urban area and not within or near an area subject to wildland fires, thus no impact would occur.

Level of Impact: No impact.

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6.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			✓	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
(i) result in a substantial erosion or siltation on-or off-site;			✓	
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site;			✓	
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff; or			✓	
(iv) impede or redirect flood flows			✓	
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			✓	
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

Environmental Setting

Groundwater

The project site lies within the Kings Groundwater Subbasin, a hydrologic region that includes portions of Fresno, Tulare, and Kings Counties and is part of the larger San Joaquin Valley Groundwater Basin. Groundwater within the area is used to meet agricultural, urban, and domestic demands. The Kings Subbasin is critically overdrafted. Regarding groundwater quality, specific water quality concerns include nitrate, arsenic, DBCP, 1,2,3-TCP, MTBE,

landfill leachate, uranium, and several solvent-related constituents, such as trichloroethylene (TCE) and hexavalent chromium. While some of these constituents are caused by human activity, several are naturally occurring.

Surface Water

There are no notable natural or man-made surface water features located at the project site or in its immediate vicinity. The principal surface water features within the greater Fresno area – the San Joaquin River and the Kings River – are each located over 10 miles away from the project site. Two canals maintained by the Fresno Irrigation District – the Dry Creek Canal and the Herndon Canal – are located 4,500-to-5,000 feet away from the site.

Drainage

Stormwater runoff within the Fresno-Clovis metropolitan area is conveyed through a system of street gutters, underground storm drains, retention/detention basins, pumping stations, and open channels that are maintained by the Fresno Metropolitan Flood Control District (FMFCD). FMFCD's responsibilities include planning, constructing, and maintaining the stormwater drainage collection and disposal facilities necessary for urban development. FMFCD is divided into numerous drainage zones that have (or are planned to have) a system of underground gravity flow pipelines that drain to stormwater retention basins or drainage outfalls. The Fresno City College campus is located in FMFCD's "RR" basin area, which is an area that has been urbanized for many years and has existing drainage infrastructure in place.

Flooding and Inundation

The Federal Emergency Management Agency (FEMA) is responsible for mapping areas subject to flooding during a 100-year flood event (i.e., one-percent chance of occurring in a given year). According to the FEMA Flood Insurance Rate Map (FIRM), the project site is not located within a 100-year flood zone or any other special flood hazard zone.

Both the San Joaquin River and the Kings River feature major dams that function to control river flow in the foothill areas east of Fresno (Friant Dam on the San Joaquin, and Pine Flat Dam on the Kings). In addition to the dams on the two rivers, there are reservoirs and detention basins that have been constructed to prevent flooding. These facilities include two dams (Big Dry Creek Dam and Fancher Creek Dam), three detention basins (Redbank Creek, Pup Creek, and Alluvial Drain Detention Basins), and canals to convey discharges in and around the City of Fresno. Review of inundation maps maintained by the Department of Water Resources (DWR) and Division of Safety of Dams (DSOD) shows that a small portion of the project site parcel is located within the inundation area of Big Dry Creek Dam. Per the map, in the event of a dam failure at Big Dry Creek Dam, portions of the softball field site and its immediate surroundings could experience inundation at a maximum depth of 1-2 feet.

As the project site is located inland and a great distance from large bodies of water, it is not located in tsunami or seiche zone.

Regulatory Setting

Federal

Clean Water Act and National Pollution Discharge Elimination System

The Clean Water Act (CWA) is the primary law governing pollution of the nation's surface waters. The CWA requires states to adopt water quality standards and prohibits discharge of pollutants into waters of the United States from any point source unless it complies with the National Pollution Discharge Elimination System (NPDES) permit. The CWA establishes the framework for regulating municipal and industrial point source discharges under the NPDES program. In California, the NPDES program is administered through the nine Regional Water Quality Control Boards, including the Central Valley Regional Water Quality Control Board (RWQCB). Non-point stormwater pollution sources are regulated by the RWQCB through the General Construction Activity NPDES permits. Construction activities subject to this general permit include clearing, grading, and disturbances to the ground, such as stockpiling or excavation that result in soil disturbances. Stormwater pollution prevention plans (SWPPPs) are required for the issuance of a construction NPDES permit and typically include Best Management Practices (BMPs) to reduce water quality impacts.

State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act assigns overall responsibility for water rights and water quality protection to the State Water Resource Control Board (SWRCB) and directs the nine statewide Regional Water Quality Control Boards (RWQCBs) to develop and enforce water quality standards within their boundaries. California has been delegated permit authority for the National Pollutant Discharge Elimination System (NPDES) permit program including stormwater permits for all areas except Indian lands. Additionally, each RWQCB must prepare a Basin Plan, which establishes beneficial uses of water designated for each water body to be protected; water quality standards, known as water quality objectives, for both surface water and groundwater; and actions necessary to maintain these standards in order to control non-point and point sources of pollution to the State's waters.

Sustainable Groundwater Management Act (SGMA)

The 2014 Sustainable Groundwater Management Act (SGMA) mandates a framework for ensuring sustainable management of groundwater in California's groundwater basins by local public agencies and newly-formed groundwater sustainability agencies (GSAs). In basins designated by the state Department of Water Resources (DWR) as medium and high priority, local public agencies and GSAs are required to develop and implement groundwater sustainability plans (GSPs) or alternatives to GSPs (Alternatives). The required components of a GSP include: measurable objectives and incremental milestones to achieve the sustainability goal in the basin within 20 years of the implementation of the plan; provisions for monitoring and management of groundwater levels, groundwater quality, inelastic land surface subsidence, and changes in surface flow and surface water quality that directly affect groundwater levels or quality; and mitigation of overdraft.

Local

City of Fresno General Plan

The City of Fresno General Plan provides extensive discussion regarding protection and enhancement of the City's water resources. Objectives and policies from the City's General Plan that address topics of hydrology, water quality, and flooding include the following:

- *Objective PU-5:* Preserve groundwater quality and ensure that the health and safety of the entire Fresno community is not impaired by use of private, on-site disposal systems.
- *Objective NS-3:* Minimize the risks to property, life, and the environment due to flooding and stormwater runoff hazards.
- *Policy RC-6-g:* Protect Recharge Areas. Continue to protect areas of beneficial natural groundwater recharge by preventing uses that can contaminate soil or groundwater.

Fresno Metropolitan Flood Control District

The Fresno Metropolitan Flood Control District (FMFCD) is responsible for storm water management within the Fresno-Clovis metropolitan area, including the area of the proposed 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. Discharges of stormwater to the storm drainage system within FMFCD's Storm Drainage and Flood Control Master Plan area are subject to the requirements of FMFCD's Fresno-Clovis Storm Water Quality Master Plan (SWQMP). The cities of Clovis and Fresno, Fresno County, FMFCD, and California State University Fresno, are co-permittees on this permit. The SWQMP incorporates a series of control measures, performance standards, and implementation schedules to achieve water quality standards and protect beneficial uses of the San Joaquin River, creeks, and canals.

North Kings Groundwater Sustainability Agency and Groundwater Sustainability Plan

The North Kings Groundwater Sustainability Agency (North Kings GSA) is a Joint Powers Authority (JPA) formed in December 2016 to implement SGMA for a northern portion of the Kings Subbasin, which includes the greater Fresno metropolitan area. In January 2020, the North Kings GSA finalized the North Kings Groundwater Sustainability Plan (GSP) and submitted it for review to the state Department of Water Resources. Pursuant to Water Code Section

10733.2, the regulations describe the components of groundwater sustainability plans, intra-basin coordination agreements, and the methods and criteria to be used by DWR to evaluate those plans and coordination agreements.

Discussion of Impacts

Would the project:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

As discussed in Section 6.18, Utilities and Service Systems, the project will be connected to the City of Fresno's municipal water and wastewater systems. These systems are subject to, and operate in compliance with, applicable water quality standards and waste discharge requirements. The design and operational characteristics of the project related to water and wastewater would not directly or incrementally cause these systems to violate the applicable requirements. Further, the project will operate in a manner that is substantially similar to existing operations of the softball field and the campus as a whole. Before beginning construction, SCCCD must prepare a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP is a site-specific plan that is designed to control the discharge of pollutants from the construction site to local storm drains and waterways. The SWPPP would include site-specific BMPs to minimize erosion on-site and reduce or otherwise prevent conditions of erosion and stormwater runoff. Based on this information, the project's impacts related to water quality would be less than significant.

Level of Impact: Less than significant.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The project would be connected to the City of Fresno's municipal water service. The City of Fresno obtains its water supply from a combination of groundwater, surface water entitlements, and recycled water. While historically the City of Fresno relied entirely on groundwater for its water supply, according to the City's 2020 Urban Water Management Plan, it will have transitioned to a supply comprised of about 46 percent groundwater, 50 percent surface water, and 4 percent recycled water in the Year 2020 (City of Fresno UMWP, p. 7-13). Although the City has transitioned toward increasing surface water supplies and implementing measures to promote groundwater conservation and recharge, groundwater is likely to remain a major source of the City's water supply.

As discussed in Section 6.18, Utilities and Service Systems, the project's demand for water is not expected to substantially differ from the demand levels associated with existing conditions at the campus, on which assumptions and projections of the UWMP are based. Water demand associated with irrigating the softball field would remain essentially unchanged from baseline conditions since there are no modifications to the field proposed as part of the project. Development of the new building plus impervious parking and sidewalk surfaces would slightly reduce the amount of grass-turfed area on campus requiring irrigation. The project would generate water demand for domestic uses associated with the new team building and related facilities, but the project's development would also partially offset water demand for domestic uses happening at other campus facilities as part of the softball program's existing operations.

Regarding groundwater recharge, construction of the team building, sidewalk areas, and ADA parking stalls will increase the amount of impervious surfaces in the project area. However, the project will maintain existing grass fields and other landscaped areas that allow for groundwater recharge at the site.

Based on the above information, impacts to groundwater supplies and recharge would be less than significant.

Level of Impact: Less than significant.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

iv. Impede or redirect flood flows?

The project would not substantially alter the existing drainage pattern at the site. The proposed softball field improvements and modifications would maintain the same general development footprint and topography as what currently exists at the site. The project would add some new impermeable surfaces (team building, sidewalk, ADA parking stalls), which would increase the amount of surface runoff and potentially the rate of runoff at the site. However, there is stormwater infrastructure serving the project site consistent with the FMFCD master plan system, and the District would submit project plans to FMFCD for review and approval and comply with any applicable FMFCD requirements

Based on the above information, including compliance with applicable requirements pertaining to drainage and stormwater runoff, the impacts of the project would be less than significant.

Level of Impact: Less than significant.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The project site is not located in a FEMA flood zone, tsunami zone, or seiche zone. A small portion of the project site is within a mapped dam inundation area for Big Dry Creek Dam; the mapped maximum flood depth at the parcel is 1-2 feet, which is the lowest mapped depth. It is noted that, in addition to dam failure being an extremely rare occurrence, risk of inundation is essentially unchanged from existing conditions because the project entails replacing and upgrading facilities at the site of the existing softball field. Therefore, this impact would be less than significant.

Level of Impact: Less than significant.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The project is located within the Kings Subbasin, and through the implementation of SGMA, groundwater management within the subbasin is largely within the purview of the North Kings GSA and the North Kings Groundwater Sustainability Plan (North Kings GSP) has been prepared and adopted. The overarching goal of the North Kings GSP is to ensure the basin reaches sustainability by 2040.

As discussed above in Section 6.10(b), development and operation of the project is not expected to adversely affect groundwater supplies or recharge since water demand associated with the project would remain essentially unchanged from baseline conditions and would be consistent with the assumptions and projections of the City of Fresno's 2020 UWMP. The project's demand for water would not cause a substantial adverse effect on sustainable yields, and the project would be designed in such a way that it would not conflict with the GSP's groundwater recharge objectives. As such, the project would not conflict with or obstruct the North Kings GSP. No other potential conflicts pertaining to water quality planning and/or groundwater management have been identified as part of the environmental review process.

Level of Impact: Less than significant.

6.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				✓

Would the project:

a. Physically divide an established community?

The project would not cause a physical division of an established community. Development of the Softball Field Improvement Project be located at the site of the college's existing softball field. The project's development will not require expanding FCC's existing campus boundaries or result in any other changes that would create a physical division of an established community.

Level of Impact: No impact.

b. Conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Development of the project would not result in a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect. As identified in the Project Description (Section 2 of this Initial Study), the project would be constructed on the site of Fresno City College's existing softball field. The Fresno City College campus has been designated and zoned by the City of Fresno for public facilities/public institutional use. Development of the proposed softball field upgrades and other features included as part of the project are compatible with all applicable use regulations and development standards.

Level of Impact: No impact.

6.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				✓

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?				✓

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?

The project would have no impacts on known mineral resources. The project site is located in a highly urbanized area and would not result in the loss of availability of a known mineral resource because no known resources exist on or near the proposed site. Likewise, the project would not result in the loss of availability of a locally important mineral resource recovery site because none exists on or near the site (Fresno County General Plan Background Report (2000), City of Fresno General Plan DEIR (2014)).

Level of Impact: No impact.

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?

This impact is addressed in Section 6.12(a) above.

Level of Impact: No impact.

6.13 Noise

This section is based on the Noise & Groundborne Vibration Impact Analysis prepared for the project, included as Appendix E of this Initial Study. Refer to Appendix E for additional background information regarding the evaluation of noise and groundborne vibration conditions.

Would the project result in:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b. Generation of excessive groundborne vibration or groundborne noise levels?			✓	
c. For a project located within a private airstrip or 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?			✓	

Environmental 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. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

Sensitive land uses located in the vicinity of the proposed project site consist predominantly of residential land uses. The nearest residential land uses are generally located north of the project site, east of N. College Avenue and north and south of E. Yale Avenue.

Ambient Noise Environment

Existing ambient daytime noise levels measured at the project site as part of the Noise Impact Analysis are summarized in Table 6.13-A. Based on the measurements conducted, daytime average-hourly noise levels in the project vicinity ranged from approximately 45.4 to 57.9 dBA L_{eq}. Ambient noise levels within the project area are predominantly influenced by vehicle traffic on area roadways and mechanical equipment on campus buildings. Ambient noise levels during the evening and nighttime hours are generally 5 to 10 dB lower than daytime noise levels.

Table 6.13-A
Summary of Measured Ambient Noise Levels

Location	Measurement Period (24-hour time)	dBA L_{eq}	dBA L_{max}
ST1: E. Yale Avenue. Approximately 45 feet north of the existing field backstop.	1301-1311	45.4	53.5
ST2: N. College Avenue. Entrance of Staff Parking Lot L.	1317-1327	54.5	70.1
ST3: NW Corner of N. College Avenue and E. Weldon Avenue.	1334-1344	53.6	65.1
ST4: NE Corner of FCC Tennis Courts.	1349-1359	57.9	68.2
ST5: Approximately 7 feet west of existing home team bullpen and dugout.	1403-1413	46.7	57.9

dBA = A-weighted decibel; Leq = Equivalent sound level
Ambient noise measurements were conducted on June 14, 2022 using a Larson Davis Laboratories, Type I, Model 820 integrating sound level meter.
Source: Ambient 2022

Regulatory Setting

State

The State of California regulates vehicular and freeway noise affecting classrooms, sets standards for sound transmission and occupational noise control, and identifies noise insulation standards and airport noise/land-use compatibility criteria.

California General Plan Guidelines

The *State of California General Plan Guidelines*, published by the Governor's Office of Planning and Research (OPR 2003), also provides guidance for the acceptability of projects within specific CNEL/L_{dn} contours. The guidelines also present adjustment factors that may be used in order to arrive at noise acceptability 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. For school land uses, the *State of California General Plan Guidelines* identify a "normally acceptable" exterior noise level of up to 70 dBA CNEL/L_{dn}. Schools are considered "conditionally acceptable" within noise environments of 60 to 70 dBA CNEL/L_{dn} and "normally unacceptable" within exterior noise environments of 70 to 80 CNEL/L_{dn} and "clearly unacceptable" within exterior noise environments in excess of 80 dBA CNEL/L_{dn}. Assuming a minimum exterior-to-interior noise reduction of 20 dB, an exterior noise environment of 65 dBA CNEL/L_{dn} would allow for a normally acceptable interior noise level of 45 dBA CNEL/L_{dn}.

Local

City of Fresno General Plan

The *Fresno General Plan Noise and Safety 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 2014). The land use compatibility noise standards for non-transportation (stationary) and transportation noise sources are summarized in Tables 3 and 4, respectively. In addition, Policy NS-1-a of the *Fresno General Plan Noise and Safety Element* also establishes an exterior noise standard of 60 dBA CNEL/L_{dn} for new non-transportation noise sources that impinge on noise-sensitive land uses, such as residential dwellings. This noise standard is applied at the property line of the noise-sensitive land use.

City of Fresno Noise Ordinance

The City of Fresno has also adopted a noise ordinance that contains additional limitations intended to prevent noise which may create dangerous, injurious, noxious, or otherwise objectionable conditions. As opposed to the City's General Plan noise standards, the City's noise ordinance is 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. Construction activities occurring during the daytime hours of 7:00 a.m. to 10:00 p.m., Monday through Saturday, are typically considered exempt from the City's noise ordinance requirements (City of Fresno 2016). In accordance with Section 15-2506(H) of the City's noise ordinance, the sounding of school bells and school-sanctioned outdoor activities such as pep rallies, sports games, and band practices are exempt from the City's noise ordinance standards.

Discussion of Impacts

Would the project result in:

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Noise generated by the proposed project would occur during short-term construction and long-term operation. Noise-related impacts associated with short-term construction and long-term operations of the proposed project are discussed separately, as follows:

Short-Term Construction Noise Levels

Construction noise typically occurs intermittently and varies depending upon the nature or phase (e.g., demolition/land clearing, grading and excavation, erection) of construction. Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Although noise ranges were found to be similar for all construction phases, the initial site preparation phases, including demolition and grading/excavation activities, tend to involve the most equipment and result in the highest average-hourly noise levels.

Noise levels commonly associated with construction equipment are summarized in the Noise & Groundborne Vibration Impact Analysis (see Table 6 in Appendix E). As noted there, instantaneous noise levels generated by individual pieces of construction equipment typically range from approximately 77 dBA to 85 dBA L_{max} at 50 feet. Typical operating cycles may involve two minutes of full power, followed by three-to-four minutes at lower

settings. Average-hourly noise levels for individual equipment generally range from approximately 73 to 82 dBA L_{eq}. Based on typical off-road equipment usage rates and assuming multiple pieces of equipment operating simultaneously within a localized area, such as soil excavation activities, average-hourly noise levels could reach levels of approximately 80 dBA L_{eq} at roughly 100 feet.

The City of Fresno has not adopted noise standards that apply to short-term construction activities. However, based on screening noise criteria commonly recommended by federal agencies, construction activities would generally be considered to have a potentially significant impact if average-hourly daytime noise levels would exceed 80 dBA L_{eq} at noise-sensitive land uses, such as residential land uses (FTA 2006). Depending on the location and types of activities conducted (e.g., demolition, soil excavation, grading), predicted noise levels at the nearest residences, which are located adjacent to and west of the project site, could potentially exceed 80 dBA L_{eq}. Furthermore, with regard to residential land uses, activities occurring during the more noise-sensitive evening and nighttime hours could result in increased levels of annoyance and potential sleep disruption. For these reasons, noise-generating construction activities would be considered to have a potentially significant short-term noise impact.

Level of Impact: Potentially significant.

Mitigation Measures:

MM N-1: Reduction of Construction-Generated Noise Levels

MM N-1: The following measures shall be implemented to reduce construction-generated noise levels.

a. Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the hours of 7:00 a.m. and 10:00 p.m. Construction activities shall be prohibited on Sundays and legal holidays.

b. Construction truck trips shall be scheduled, to the extent feasible, to occur during non-peak hours and truck haul routes shall be selected to minimize impacts to nearby residential dwellings.

c. 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.

d. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.

e. Stationary construction equipment (e.g., portable power generators) should be located at the furthest distance possible from nearby residences. If deemed necessary, portable noise barriers shall be erected sufficient to shield nearby residences from direct line-of-sight of stationary construction equipment.

f. When not in use, all equipment shall be turned off and shall not be allowed to idle. Clear signage that identifies this requirement for workers shall be posted at the entrances to the site.

Level of Significance After Mitigation: Use of mufflers would reduce individual equipment noise levels by approximately 10 dBA. Implementation of the above mitigation measures would limit construction activities to the less noise-sensitive periods of the day. With implementation of the above mitigation measures, this impact would be considered less than significant.

Long-term Operational Noise Levels

The proposed project includes the installation of field lighting that would allow for some games to be held in the evening hours. However, event noise levels during the evening hours (e.g., 7:00 p.m. to 10:00 p.m.) would be similar to daytime noise levels associated with existing events. The proposed project would not result in nighttime events that occur beyond 10:00 p.m.

Under current conditions on the project site, the seating for attendees is spread around the field, with the majority of seating located along the west side approximately 25 feet from the nearest residence. Under the proposed project, seating would become consolidated behind home plate and located approximately 40 feet from the nearest residence. As a result of the increased distance from the nearest sensitive land use and no

change in seating capacity, crowed noise at the nearest residential land use would be anticipated to decrease slightly in comparison to existing conditions and was not analyzed. Additionally, no changes to the existing amplified sound system are proposed as part of the project, thus no further analysis was conducted.

Although the project may extend activity hours into the evening hours, overall average-hourly noise levels associated with onsite events are not anticipated to increase in comparison to existing conditions. However, in comparison to existing conditions, implementation of the proposed project would include the addition of some features that may result in increases in ambient noise levels at the nearest residential land uses that could exceed the City's noise standards, such as the proposed batting cage, bullpen, team building, and ADA parking spaces. Noise associated with these facilities are discussed in greater detail, as follows:

Batting Cage

The proposed project includes the addition of batting cages just east of the field. Noise associated with batting cages typically consist predominantly of instantaneous noise events associated with the hitting of balls. Assuming continuous use over an approximate one-hour period, noise associated with batting cages typically average approximately 64-67 dBA L_{eq} and 88-91 dBA L_{max} at 10 feet (CSUN 2019). The proposed batting cages would be located approximately 150 feet from the nearest residence. Based on this distance and assuming an average noise level of 67 dBA L_{eq} and 91 dBA L_{max} at 10 feet, predicted noise levels at the nearest residential land use would be 43 dBA $L_{eq.}$ and 67 dBA L_{max}. Predicted operational noise levels at the nearest residence would not exceed the City's daytime average-hourly or maximum instantaneous noise standards of 50 dBA $L_{eq,}$ and 70 dBA L_{max}, respectively. Predicted noise levels at other nearby noise-sensitive land uses, including residential uses located north of the project site, across E. Yale Avenue would not be projected to exceed the City's noise standards. As a result, this impact would be considered less than significant.

Bullpens

The proposed project includes the relocation of pitching warm-up areas, or bullpens. Noise associated with bullpens typically consist predominantly of instantaneous noise events associated with the catching of balls. Based on measurements conducted, noise levels associated with the catching of a softball typically generate noise levels up to approximately 57 dBA L_{eq} and 75 dBA L_{max} at 10 feet. The proposed bullpen near the home dugout would be located approximately 15 feet from the nearest residential land use, which is located adjacent to and west of the proposed bullpen. Based on this distance and the noise levels noted above, predicted noise level at the nearest residence would be 53 dBA L_{eq} and 71 dBA L_{max}. Predicted operational noise levels at the nearest residence would exceed the City's daytime average-hourly or maximum instantaneous noise standards of 50 dBA $L_{eq,}$ and 70 dBA L_{max}, respectively. Predicted noise levels at other nearby noise-sensitive land uses, including residential uses located north of the project site, across E. Yale Avenue would not be projected to exceed the City's noise standards. Because predicted noise levels at the nearest residential land use would exceed the City's noise standards, this impact would be considered potentially significant.

Team Building Mechanical Equipment

The proposed team building would contain a team room, coach's office, restrooms, snack bar, and storage areas. While the site plan does not mention weather this building will be air conditioned, to be conservative it is assumed that air conditioning would be included. Air conditioning units typically average approximately 65 dBA L_{eq} at 5 feet. The operation of air conditioning units is largely limited to the warmer daytime hours. The nearest residence is located approximately 23 feet north of the proposed building. Based on this distance and assuming an average noise level of 65 dBA at 5 feet, predicted operational noise levels at the nearest residential property line would be 52 dBA L_{eq}. Predicted operational noise levels at the property line of the nearest residential land use would exceed the City's daytime and nighttime noise standard (i.e., 50 and 45 dBA L_{eq}). As a result, this impact would be considered potentially significant.

Vehicle Parking Areas

The proposed project includes the construction of three ADA surface parking spaces. Based on a conservative assumption that all three parking spaces were to be accessed over a one-hour period, predicted daytime noise levels at the property line of the nearest residential dwellings, which are located 175 feet north on E. Yale

Avenue, would be 20.6 dBA L_{eq}. Predicted noise levels would not exceed the City's daytime noise standard of 50 dBA L_{eq}. As a result, this impact is considered less than significant.

Level of Impact: Potentially significant.

Mitigation Measures:

MM N-2: Reduction of Operational Noise Levels

MM N-2: The following measures shall be implemented to reduce long-term operational noise impacts:

a. The scheduled operation of the proposed softball field and related facilities shall be limited to between the hours of 7:00 a.m. and 10:00 p.m.

b. Building mechanical equipment (e.g., HVAC units) associated with the proposed team building shall be shielded from direct line-of-sight of nearby residential land uses. Air conditioning units shall be located on rooftop areas and/or shielded from line of sight of nearby residential land uses by incorporation of shielding or building parapets along the perimeter of the roof.

c. Building mechanical equipment (e.g., HVAC units) associated with the proposed team building shall comply with the City of Fresno's daytime and nighttime noise standards of 50 and 45 dBA L_{eq}, respectively, when measured at the property line of the nearest residential land use.

d. The proposed bullpen on the home side of the field shall be shielded from line of sight of the nearest residential land use located adjacent to and west of the bullpen. Shielding may include construction of a solid barrier located along the eastern property line of the residential land use and/or enclosure of the bullpens western and southern walls. The barrier shall be constructed of material having a Sound Transmission Class (STC) rating of 20, or greater. Example materials include masonry block, wood, or exterior sound insulation blankets. Barrier shielding shall be constructed to a minimum height of six feet above ground level with no visible air gaps between barrier components or at the base of the barrier.

Level of Impact after Mitigation: Implementation of Mitigation Measure N-2 would limit scheduled activities associated with the proposed facilities to the daytime hours of 7:00 a.m. to 10:00 p.m. In addition, building mechanical equipment (e.g., exhaust fans, air conditioning units) would be shielded from direct line of sight of nearby residential land uses, which would reduce predicted operational noise levels by a minimum of 5 dBA Leq. Shielding of the proposed bullpen would, likewise, reduce operational noise levels by approximately 5 dBA. With mitigation, predicted noise levels at nearby residential land uses would not exceed the City's noise standards. Furthermore, as previously noted and in accordance with Section 15-2506(H) of the City's noise ordinance, school-sanctioned outdoor activities including sports games, are exempt from the City's noise ordinance standards. For this reason and with mitigation, this impact would be considered less than significant.

b. Generation of excessive groundborne vibration or groundborne noise levels?

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. Construction activities associated with the proposed improvements would likely require the use of various off-road equipment, such as tractors, concrete mixers, and haul trucks. The use of major groundborne vibration-generating construction equipment, such as pile drivers, would not be required for this project.

While there are no federal, state, or local regulatory standards for groundborne vibration, Caltrans has developed vibration criteria based on potential structural damage risks and human annoyance. The Caltrans-recommended criteria for the evaluation of groundborne vibration levels, with regard to structural damage and human annoyance, are summarized in Table 5 of Appendix E. Measurements in terms of velocity are expressed as peak particle velocity (ppv) with units of inches per second (in/sec).

Groundborne vibration levels associated with representative construction equipment likely to be required during project would range from approximately 0.003 to 0.089 in/sec ppv at 25 feet. (See Table 7 of Appendix E

for reference). Predicted vibration levels at the nearest existing structures would be approximately 0.119 in/sec ppv and are not anticipated to exceed commonly applied criteria for structural damage or human annoyance (i.e., 0.5 and 0.2 in/sec ppv, respectively). In addition, no fragile structures have been identified in the project area. As a result, this impact would be considered less than significant.

Level of Impact: Less than significant.

c. For a project located within a private airstrip or 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?

The nearest airports in the project vicinity include the Fresno Yosemite International Airport and the Fresno Chandler Downtown Airport, which are located approximately 3.6 and 2.8 miles to the east and southwest, respectively. The proposed project is not located within the projected 60 dBA CNEL/Ldn noise contours of these airports (City of Fresno 2014). No private airstrips were identified within two miles of the project site. Implementation of the proposed project would not result in the exposure of sensitive receptors to aircraft noise levels nor would the proposed project affect airport operations.

Level of Impact: Less than significant.

6.14 Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned 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)?			✓	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			✓	

Would the project:

a. Induce substantial unplanned 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)?

The project site is located at the site of the existing softball field on the Fresno City College campus and would serve the existing FCC softball program. The FCC campus has existed in its current location for several decades, and the proposed project would entail a continuation of the use and operation of the campus in a manner similar to that of the existing campus. The project would not result in a substantial increase in enrollment or users present at the FCC campus, nor would it involve construction of new housing or entail extensions of infrastructure or utility services into a previously unserved area. As such, no substantial unplanned growth would occur directly or indirectly from the project.

Level of Impact: No impact.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No impact would result from the project. The project site is located at the site of the existing softball field on the Fresno City College campus and would serve the existing FCC softball program. No housing exists at the project site, thus no housing units or persons would be displaced as a result of the project.

Level of Impact: No impact.

6.15 Public Services

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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 following public services:				
(i) Fire Protection?			✓	
(ii) Police Protection?			✓	
(iii) Schools?			✓	
(iv) Parks?			✓	
(v) Other public facilities?			✓	

Environmental Setting

Fire Protection and Emergency Services

Within the City of Fresno city limits, the City of Fresno Fire Department (FFD) provides fire suppression, fire prevention, hazardous material mitigation, rescue, and emergency medical services. FFD is organized into five divisions, which include the Emergency Operations Division; the Prevention and Support Services Division; the Training, Emergency Medical Services, and Safety Division; the Personnel and Investigations Division; and the Administration and Fiscal Services Division. The nearest FFD facilities to the project site are Fire Station No 9 (located approximately one mile west of the site) and Fire Station No. 5 (located approximately one mile northeast of the project site).

Police Protection

At Fresno City College, on-campus police services are provided by the SCCCD Police Department. The City of Fresno Police Department (FPD) provides police service within the City of Fresno city limits. FPD has five policing districts: Northwest, Northeast, Southwest, Southeast, and Central (which is nearest to the project site). The Fresno County Sheriff's Department is responsible for providing law enforcement and crime prevention services in the unincorporated areas of Fresno County, including unincorporated County islands within the urbanized core of the greater Fresno area.

Schools, Parks, and Other Public Facilities

The project site is located within the boundaries of Fresno Unified School District. The site is within the enrollment area for Heaton Elementary School, Fort Miller Middle School, and Fresno High School. Other Fresno Unified School District schools located in the vicinity of the project site include the Phillip J. Patiño School of Entrepreneurship and Design Science Middle College High School. There are no parks or other public facilities within one-half mile of the project site.

Regulatory Setting

Local

City of Fresno General Plan

The City General Plan's Public Utilities and Services Element sets forth objectives and policies addressing the provision of police and fire services. These include the following:

- *Objective PU-1:* Provide the level of law enforcement and crime prevention services necessary to maintain a safe, secure, and stable urban living environment through a Police Department that is dedicated to providing professional, ethical, efficient and innovative service with integrity, consistency and pride.
- *Objective PU-2:* Ensure that the Fire Department's staffing and equipment resources are sufficient to meet all fire and emergency service level objectives and are provided in an efficient and cost-effective manner.
- *Objective PU-3:* Enhance the level of fire protection to meet the increasing demand for services from an increasing population.

Objectives and policies addressing schools and parks are presented in the General Plan's Parks, Open Space, and Schools Element. These include the following:

- Objective POSS-1: Provide an expanded, high quality and diversified park system, allowing for varied recreational opportunities for the entire Fresno community.
- Objective POSS-2: Ensure that adequate land, in appropriate locations, is designated and acquired for park and recreation uses in infill and growth areas.
- Objective POSS-3: Ensure that park and recreational facilities make the most efficient use of land; that they are designed and managed to provide for the entire Fresno community; and that they represent positive examples of design and energy conservation.
- Objective POSS-4: Pursue sufficient and dedicated funding for parks acquisition, operations, and maintenance.
- Objective POSS-8: Work cooperatively with school districts to find appropriate locations for schools to meet the needs of students and neighborhoods.
- Objective POSS-9: Work with California State University, Fresno, and other institutions of higher learning in Fresno, to enhance the City's workforce, job creation, and economic development, as well as its image and desirability as a place to live.

Discussion of Impacts

a. Would the project result in substantial adverse physical impacts associated with the provision of new or altered governmental facilities, need for new or altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: fire protection, police protection, schools, parks, or other public facilities?

The project would not result in the need for new or physically altered fire protection, police protection, schools, parks, or other public facilities in order to maintain acceptable service ratios, response times, or other performance objectives. The project is located at the Fresno City College campus, which is within an area of

existing urban development where public facilities and services are already available and provided, so the project would not require expansion of service areas. The proposed facility improvements and operational characteristics of the project are substantially similar to those of existing athletic facilities at Fresno City College, such that public service performance measures would not be substantially adversely affected. Based on these factors, impacts to public services would be considered less than significant.

Level of Impact: Less than significant.

6.16 Recreation

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			✓	
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?			✓	

Environmental Setting

The project is sited at the Fresno City College campus, which includes several recreational facilities (including the project site itself) that serve students and athletic programs at Fresno City College. Outside of the campus, the nearest existing public recreational facilities are Lafayette Park (located at 1516 E. Princeton Avenue, approximately 0.3 miles northeast of the project site) and the Ted C. Wills Community Center (located at 770 N. San Pablo Avenue, approximately 1.2 miles south of the project site).

Regulatory Setting

Local

City of Fresno General Plan

The General Plan's Parks, Open Space, and Schools Element provides an inventory of existing and planned parks, recreation facilities, other open space, and public schools, and defines policies and standards relating to these services and amenities. (For a list of objectives relevant to park and recreation uses, refer to Section 6.15, Public Services, of this report.) Additionally, the General Plan's Healthy Communities Element includes objectives and policies aimed at promoting access to parks and recreation for purposes of improving public and community health.

Discussion of Impacts

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?

The proposed project would not result in substantial physical deterioration of existing parks and/or recreational facilities. The project would primarily accommodate the existing population of Fresno City College students,

employees, and community member that attend games. It is not expected to substantially increase the demand for or use of existing park and recreation facilities. Therefore, this impact is considered less than significant.

Level of Impact: Less than significant.

b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

The project includes the construction and replacement of collegiate softball facilities which are utilized by the Fresno City College softball team for softball games plus team practices and the physical education program. Potential impacts from the project's facilities have been considered as part of this report, and no substantial adverse effects specifically attributable to the physical components which would be constructed as part of the project have been identified. The project would not require construction or expansion of recreational facilities elsewhere. Therefore, this impact is considered less than significant.

Level of Impact: Less than significant.

6.17 Transportation

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			✓	
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			✓	
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
d. Result in inadequate emergency access?			✓	

Environmental Setting

Roadway Network

The City of Fresno's General Plan includes a street classification system to categorize roadways and other transportation facilities. Each classification reflects the character of the facility as well as its function within the context of the entire transportation system. Presented below are descriptions of the types of streets that are present in the vicinity of the project site:

- *Freeway:* Freeways provide intra- and inter-regional mobility. Freeway access is restricted to primary arterials via interchanges. Multiple-lane divided (median island separation) roadways on adopted State route alignments servicing through and crosstown traffic, with no access to abutting property and no at-grade intersections. Freeways are under the jurisdiction of the State, outside the control of the City.

- *Super Arterial:* Super arterials are four- to six-lane divided (median island separation) roadways with a primary purpose of moving multiple modes of travel traffic to and from major traffic generators and between community plan areas.
- *Arterial:* Arterials are designed to move large volumes of traffic and are intended to provide a high level of mobility between freeways, expressways, other arterials, and collector roadways. Arterials also provide non-freeway/highway connections between major residential, employment, and activity centers. Unlike freeways, they are intended not only for motor vehicles, but also for bicycles and pedestrians. Arterial streets typically have more right-of-way and a higher degree of access control than collector roadways.
- *Collector:* Collector streets are two- to four-lane undivided (opposing travel lanes not separated by a median island) roadways, with the primary function of connecting local streets and arterials and neighborhood traffic generators and providing access to abutting properties. Driveway access to collectors is less limited than on arterials. Speed limits on these streets are typically lower than those found on arterials.
- *Local Street:* Local streets are designed to provide direct roadway access to abutting land uses and serve short distance trips within neighborhoods. Traffic volumes and speed limits on local streets are low, and these roadways have no more than two travel lanes.
- *Drive:* This category refers to a street that in addition to its transportation function provides opportunities for the enjoyment of natural and man-made scenic resources. The aesthetic values of scenic drives may be protected.

Following are descriptions of existing roadways in the vicinity of the project site:

- *College Avenue* is a north-south local street located adjacent to the west side of the Fresno City College campus near the project site. In the vicinity of the project site, College Avenue measures approximately 0.25 miles total, with its northern end at Clinton Avenue and its southern end at Weldon Avenue.
- *Yale Avenue* is an east-west local street located adjacent to the north side of the Fresno City College campus near the project site. East of College Avenue, Yale Avenue ends in a cul-de-sac near the BNSF railroad tracks.
- *Cambridge Avenue* is an east-west local street located immediately west of the Fresno City College campus near the project site. Cambridge Avenue ends at College Avenue, and it roughly aligns with a driveway for FCC Parking Lot M.
- *Vassar Avenue* is an east-west local street located approximately 350 feet north of the project site. East of College Avenue, Vassar Avenue ends in a cul-de-sac near the BNSF railroad tracks.
- *Weldon Avenue* is an east-west local street located approximately 350 feet of the project site. East of Maroa Avenue, Weldon Avenue continues for approximately 650 feet before it curves north to join College Avenue.
- *Clinton Avenue* is an east west four-lane roadway located approximately 700 feet north of the project site. The City of Fresno General Plan Circulation Element designates Clinton Avenue as a Collector in the project site vicinity.
- *Maroa Avenue* is a two-lane northbound one-way roadway located approximately 700 feet west of the project site. In the vicinity of the project site, the City of Fresno General Plan Circulation Element designates Maroa Avenue as a Scenic Drive south of Weldon Avenue and as a Collector north of Weldon Avenue.
- *McKinley Boulevard* is an east-west four-lane divided roadway located approximately 0.3 miles west of the project site. The City of Fresno General Plan Circulation Element designates McKinley Avenue as an Arterial in the project site vicinity.
- *California State Route 41 (SR 41)* is a north-south six-lane state freeway located approximately 0.6 miles east of the project site. The nearest ramps are located at Shields Avenue and McKinley Avenue.
- *Campus Drive* is a two-lane roadway located entirely within the FCC campus boundaries that runs generally east-west between the Weldon Avenue underpass at the east side of the campus and Maroa Avenue. Campus Drive provides for internal circulation between different areas on campus.

Transit

Fresno Area Express (FAX) is the transit operator in the City of Fresno and provides bus service throughout the city as well as in unincorporated areas and portions of the City of Clovis. At present, there are five (5) FAX transit routes that operate in the vicinity of the proposed project. These include Route 1 Q Bus Rapid Transit (Q-BRT), Route 20, Route 28, and Route 39. It is noted that that FAX has recently implemented service changes throughout its service area, and retention of the existing routes and expansion of future routes is dependent on transit ridership demand and available funding.

Bicycle and Pedestrian Network

Class II Bike Lanes currently exist in the vicinity of the proposed project site along McKinley Avenue. Sidewalks exist in the vicinity of the project site along College Avenue, Yale Avenue, Cambridge Avenue, Weldon Avenue, Vassar Avenue, Clinton Avenue, Blackstone Avenue, and McKinley Avenue. Additionally, the FCC campus includes an internal network of bicycle and pedestrian facilities which connect destinations throughout the campus.

Regulatory Setting

State

California Department of Transportation (Caltrans)

Caltrans has authority over the state highway system, including freeways, interchanges, and arterial State Routes. Caltrans approves the planning, design, and construction of improvements for all state-controlled facilities, including State Route (SR) 41 and its associated interchanges and intersections in the vicinity of the project site. Caltrans also provides administrative support for transportation programming decisions made by the CTC for state funding programs. The State Transportation Improvement Program is a multiyear capital improvement program that sets priorities and funds transportation projects envisioned in long-range transportation plans.

Senate Bill 743 – Transportation Impacts

Senate Bill (SB) 743 (Steinberg 2013) creates a path to revise the definition of transportation impacts according to CEQA. As the guidelines are proposed today, CEQA transportation impacts are determined using LOS of intersections and roadways, which is a measure of congestion. The intent of SB 743 is to align CEQA transportation study methodology with and promote the statewide goals and policies of reducing vehicle miles traveled (VMT) and greenhouse gases (GHG). Three objectives of SB 743 related to development are to reduce GHG, diversify land uses, and focus on creating a multimodal environment. It is hoped that this will spur infill development, particularly along transit corridors. In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package, including the Guidelines section implementing SB 743 (section 15064.3). The updated regulations went into effect on July 1, 2020.

Vehicle Miles Traveled (VMT) refers to the amount and distance of automobile travel attributable to a project. Calculating VMT simply involves the product of a number of trips and those trips' lengths. The first step in a VMT analysis is to establish the baseline average VMT, which requires the definition of a region. The OPR Technical Advisory states that existing VMT may be measured at the regional or city level. On the contrary, the Technical Advisory also notes that VMT analyses should not be truncated due to "jurisdictional or other boundaries."

OPR Technical Advisory on Evaluating Transportation Impacts in CEQA

The Governor's Office of Planning and Research (OPR) periodically issues technical assistance on issues that broadly affect the practice of land use planning and CEQA. Concurrent with the implementation of SB 743, OPR published its *Technical Advisory on Evaluating Transportation Impacts in CEQA* ("Technical Advisory"), which provides advice and recommendations for assessing VMT impacts. The Technical Advisory acknowledges that agencies and other entities may use the document at their discretion, and that it does not alter lead agency discretion in preparing environmental documents subject to CEQA.

The Technical Advisory provides suggested screening criteria to utilize in quickly identifying when a project should be expected to cause a less than significant impact without conducting a detailed study. These criteria include project size, maps, transit availability, and provision of affordable housing. The Technical Advisory also includes

recommended numeric thresholds for residential, office, and retail uses, citing these as the most common land uses. For projects with potentially significant VMT levels, the Technical Advisory provides several examples of potential mitigation measures and alternatives to reduce VMT. In addition to project-specific measures, because VMT is largely a regional impact, the Technical Advisory suggests that regional VMT-reduction programs may be an appropriate form of mitigation. The selection of particular mitigation measures and alternatives are left to the discretion of the lead agency, and mitigation measures may vary, depending on the proposed project and significant impacts.

Local

City of Fresno General Plan

The Mobility and Transportation Element of the City of Fresno General Plan sets forth policies, programs, and standards to maintain efficient circulation for vehicles and alternative modes of transportation within the City of Fresno. It creates a framework for provision of Complete Streets; identifies future street and bikeway improvements; and addresses trails, parking, public transit, goods movement, and long-term plans for the municipal airport.

The City of Fresno General Plan includes an LOS-based framework for evaluating traffic conditions on its major streets, which are dependent on four (4) Traffic Impact Zones (TIZs) within the City of Fresno. The standard LOS threshold for TIZ I is LOS F, that for TIZ II is LOS E, that for TIZ III is LOS D, and that for TIZ IV is LOS E. Additionally, the General Plan Master EIR made findings of overriding consideration to allow a lower LOS threshold that that established by the underlying TIZ. For those cases in which a LOS criterion for a roadway segment differs from that of the underlying TIZ, such criteria are identified in the roadway description.

Other relevant goals and policies include:

- *Goal MT-1:* Create and maintain a transportation system that is safe, efficient, provides access in an equitable manner, and optimizes travel by all modes.
- *Goal MT-2:* Make efficient use of the City's existing and proposed transportation system and strive to ensure the planning and provision of adequate resources to operate and maintain it.
- *Policy MT-2-b:* Reduce Vehicle Miles Traveled and Trips. Partner with major employers and other responsible agencies, such the San Joaquin Valley Air Pollution Control District and the Fresno Council of Governments, to implement trip reduction strategies, such as eTRIP, to reduce total vehicle miles traveled and the total number of daily and peak hour vehicle trips, thereby making better use of the existing transportation system.

City of Fresno Active Transportation Plan

The City of Fresno's Active Transportation Plan (ATP) is a comprehensive guide outlining the vision for active transportation in the City and a roadmap for achieving that vision. Active transportation is defined in the ATP as human-powered travel including walking, bicycling, and wheelchair use. The ATP strives to improve the accessibility and connectivity of the bicycle and pedestrian network in order to increase the number of persons that travel by active transportation and to provide walking and bicycling facilities equitably for all City residents. Goals set forth in the ATP include equitably improving the safety and perceived safety of walking and bicycling in Fresno; increasing walking and bicycling trips in Fresno by creating user-friendly facilities; improving the geographic equity of access to walking and bicycling facilities in Fresno; and filling key gaps in Fresno's walking and bicycling networks. To that end, the ATP also identifies a priority network of connected bikeways and priority pedestrian areas to focus the City's efforts in the near-term. These priority networks provide links to key destinations, support existing and future walking and biking activity areas, and equitably serve neighborhoods throughout the city.

The City of Fresno Active Transportation Plan recommends that walkways be implemented on: 1) San Pablo Avenue, 2) Glenn Avenue, 3) Blackstone Avenue, 4) Clinton Avenue, 5) Cambridge Avenue, 6) University Avenue, and 7) McKinley Avenue. Additionally, the Active Transportation Plan identifies Blackstone Avenue between Shaw Avenue and Divisadero Street as a Pedestrian Activity Area. Pedestrian Activity Areas are highlighted in the Active Transportation Plan because their existing or planned development patterns and land use result in higher levels of pedestrian activity; these areas are also noted as experiencing some of the highest frequency of pedestrian collisions.

The Active Transportation Plan presents recommendations for enhancements will better support pedestrian activity and improve pedestrian safety, such as widening sidewalks, landscaping to provide shade, bulb-outs, crossing treatments, lighting, and traffic calming measures. Some of these enhancements also encourage slower traffic speeds, which if implemented will reduce the likelihood and severity of vehicle-pedestrian collisions.

The City of Fresno Active Transportation Plan recommends that Class II Bike Lanes be implemented on 1) Clinton Avenue through the City of Fresno, and 2) McKinley Avenue through the City of Fresno.

Fresno Council of Governments SB 743 Implementation Regional Guidelines

Corresponding with the implementation of SB 743, the Fresno Council of Governments ("Fresno COG", the Metropolitan Planning Organization for Fresno County) developed the Fresno County SB 743 Implementation Regional Guidelines, which set forth recommended criteria and thresholds that balance the direction from OPR and the goals of SB 743 with the vision of Fresno as a region and economic development, access to goods and services, and overall quality of life. The Fresno County SB 743 Guidelines include context for VMT analysis; project screening criteria; VMT significance thresholds and VMT analysis for land use development projects, transportation projects, and land use plans; and feasible mitigation strategies applicable for the Fresno region.

Discussion of Impacts

Would the project:

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Development of the project would utilize the existing vehicular circulation system in the vicinity and would not entail lane modifications or the addition of traffic controls (e.g., stop signs, traffic signalization). The project would add three ADA parking stalls located adjacent to the softball field, which would be accessed via existing campus driveways located on College Avenue. Aside from the three new ADA parking stalls, the project would utilize existing on-campus parking areas located south of the project site to accommodate vehicle-based transportation-related activity associated with the project (including spectator parking and loading/unloading of visiting teams). These parking areas are connected to the project site via FCC's on-campus network of pedestrian walkways.

In accordance with SB 743, as of July 1, 2020, agencies considering the transportation impacts of new projects in the context of CEQA must analyze Vehicle Miles Traveled (VMT). Automobile delay, as described solely by Level of Service (LOS) or similar measure of traffic congestion, is no longer considered a significant environmental impact under CEQA. Impacts regarding VMT are addressed in detail in Section 6.17(b), and as discussed there, the project meets the screening criteria set forth in the Fresno County SB 743 Implementation Regional VMT Guidelines. It is noted, however, that the City of Fresno's General Plan (the adoption of which predated the implementation of SB 743) still includes policies and details based on the LOS metric, thus the long-range transportation planning for the greater Fresno remains informed by LOS-related considerations.

The project site is located at the site of the existing softball field within the northern portion of the Fresno City College campus, which is served by a well-established existing network of roadways on the campus and in its surrounding vicinity. The network accommodates relatively high levels of transportation activity occurring at the campus; this includes daily instruction-related travel during the academic year as well as transportation activity related to extracurriculars and special events at the campus.

While the project will allow for softball-related events to operate during the evening hours, any project-specific changes related to transportation activity would not conflict with a program, plan, ordinance, or policy addressing the circulation system. There are existing activities occurring at the campus and in its vicinity (including classroom instruction as well as other sports and extracurricular events) which generate similar or higher levels of transportation activity and at comparable or later times of day than would occur as part of the project's operations. As such, overall transportation activity in the area is expected to remain substantially similar to existing conditions.

Additionally, the project will not result in conflicts related to bicycle, pedestrian, or transit facilities. The project site is located within the existing boundaries of the FCC campus at the site of the college's existing softball field, and its development would not cause disruption of or impediments to existing or planned bicycle or pedestrian facilities in the public street network. The project would add new sidewalk areas to the interior of the campus in a manner that will be compatible with the college's existing internal network of bicycle and pedestrian facilities. The FCC campus will continue to be served by FAX transit routes operating in the area, and no aspects of the project would disrupt or impede transit facilities or service.

Based on the information presented above, the project would be consistent with applicable transportation programs, plans, ordinances and policies.

Level of Impact: Less than significant.

b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

CEQA Guidelines section 15064.3 describes specific considerations for evaluating a project's transportation impacts and provides that, generally, vehicle miles traveled is the most appropriate measure of transportation impacts.

15064.3(b)(1) addresses land use projects as follows:

> *Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.*

15064.3(b)(4) addresses lead agency discretion and methodology for evaluating VMT impacts:

> *A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. [. . .]*

For purposes of evaluating the project's VMT impacts, SCCCD has opted to utilize the methodology established by Fresno COG in the Fresno County SB 743 Implementation Regional VMT Guidelines ("Regional VMT Guidelines"). The Regional VMT Guidelines include screening criteria for certain projects that are either low VMT generators or by virtue of their location would have a less than significant impact.

While meeting any one of the screening criteria would be sufficient to support a presumption of a less than significant impact, the Fresno City College Softball Field Improvement Project meets two types of VMT screening criteria identified in the Regional VMT Guidelines: 1) development of institutional/government and public service uses that support community health, safety, and welfare; and 2) projects which generate less than 500 ADT. As such, it can be presumed that the project will have a less than significant impact regarding VMT, thus making the project consistent with CEQA Guidelines Section 15064.3(b).

Level of Impact: Less than significant.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The project would not substantially contribute to any hazardous transportation conditions involving geometric design features or incompatible uses. Vehicular access to the project site would be provided from the existing driveway from College Avenue on the north side of the gym. The three ADA parking spaces to be built as part of the project would be accessed from this driveway. Since there is no change in access or amount of vehicular traffic compared to existing conditions, this impact would be less than significant.

Level of Impact: Less than significant.

d. Result in inadequate emergency access?

Development of the project would not result in inadequate emergency access. The Fresno City College campus has existing emergency access as well as an emergency response plan in place for the campus, including the softball field site. During the project's construction it is conceivable that emergency access may be altered on a temporary basis; however, alternative emergency routes would remain available on campus and in the vicinity. Further, SCCCD will coordinate with the City of Fresno, County of Fresno, and responsible emergency services agencies to ensure adequate emergency access exists for the proposed project.

Level of Impact: Less than significant.

6.18 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resource Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in the Public Resources Code § 5020.1(k)?			✓	
(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe?			✓	

Environmental Setting

The San Joaquin Valley and adjacent Sierran foothills and Coast Range have a long and complex cultural history with distinct regional patterns that extend back more than 11,000 years. Most of the San Joaquin Valley and the bordering foothills of the Sierra Nevada and Coastal Range were inhabited by speakers of Yokutsan languages. The southern

San Joaquin Valley was home of speakers of Yokutsan languages. The bulk of the Valley Yokuts people lived on the eastern side of the San Joaquin Valley.

According to the City of Fresno General Plan, as of 2014 there have been sixteen Native American archeological sites recorded within the Planning Area by the Southern San Joaquin Valley Information Center (SSJVIC). According to the SSJVIC the probability of finding subsurface cultural resources is considered low to moderate in most areas, with the exception of the waterways. Current and past waterways and their surrounding regions are considered especially sensitive for cultural resources, as indigenous people utilized these areas as permanent villages, temporary camps, and task specific sites.

Regulatory Setting

State

Native American Heritage Commission

The Native American Heritage Commission (NAHC) is a nine-member body appointed by the Governor to identify and catalog cultural resources (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands) in California. The Commission is charged with the duty of preserving and ensuring accessibility of sacred sites and burials, the disposition of Native American human remains and burial items, maintain an inventory of Native American sacred sites located on public lands, and review current administrative and statutory protections related to these sacred sites.

California Public Resources Code

Public Resources Code Section 5097.9–5097.991 provides protection to Native American historic and cultural resources and sacred sites, and identifies the powers and duties of the Native American Heritage Commission (NAHC). It also requires notification to descendants of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave goods.

Assembly Bill (AB) 52

AB 52 requires as part of CEQA review a consultation process with all California Native American Tribes on the Native American Heritage Commission List. The list includes both federally and non-federally recognized tribes. The bill requires notification be provided to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if they have requested notice of projects proposed within that area. If a tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the tribe. Consultation may include discussing the type of environmental review necessary, the significance of tribal cultural resources, the significance of the project's impacts on the tribal cultural resources, and alternatives and mitigation measures recommended by the tribe. The parties must consult in good faith, and consultation is deemed concluded when either of the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource (if such a significant effect exists) or when a party concludes that mutual agreement cannot be reached.

Local

City of Fresno General Plan

In the Historic and Cultural Resources Element of the City of Fresno General Plan, Policy HCR-2-d directs the City to work with local Native American tribes to protect recorded and unrecorded cultural and sacred sites, as required by State law, and educate developers and the community-at-large about the connections between Native American history and the environmental features that characterize the local landscape. Other goals and policies aimed at protecting historical and cultural resources also encompass tribal cultural resources.

Discussion of Impacts

Would the project:

a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms

of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

As part of the project's environmental review process, the District contacted the state Native American Heritage Commission (NAHC) to request a Native American Contacts List and a Sacred Lands File Search for the project area. NAHC provided contact information for 13 people representing ten Native American tribes. A record search of the NAHC Sacred Lands File (SLF) was completed for the project. The results of the SLF record search were negative. In accordance with AB 52, potentially affected Native American tribes were formally notified of this project and were given the opportunity to request consultation on the project. In response to the notification, no requests for consultation were received nor were any other comments provided by the notified tribes.

As discussed in Section 6.5 (Cultural Resources), the project is located on a site that has been highly disturbed from its current and prior urbanized uses, and it is not located in or near an area known or expected to be a sensitive area for Tribal Cultural Resources. At this time, the District has no information or evidence that Tribal Cultural Resources exist in relation to the site or will be affected by the project.

Level of Impact: Less than significant.

6.19 Utilities and Service Systems

Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?			✓	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			✓	
c. Result in determination by the wastewater treatment provider, which serves 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?			✓	

d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			✓	

Environmental Setting

Water and Wastewater

The City of Fresno's Department of Public Utilities (DPU) is responsible for providing water and wastewater service to the majority of the city, including at the Fresno City College campus. According to the City's 2020 Urban Water Management Plan, the City has an aggregate of more than 139,500 service connections and provides nearly 120,000 acre-feet of potable water annually. The City's primary source of potable water is groundwater, but in recent history it has transitioned towards greater utilization of surface water. As of 2020, the City's water system consisted of about 1,860 miles of transmission and distribution pipelines, 270 active municipal groundwater wells, three surface water treatment facilities, five water storage facilities, and three booster pump facilities. Additionally, the City of Fresno owns and operates a Recycled Water Distribution System which provides recycled water for approved uses to customers.

The City's wastewater treatment and reclamation system encompasses collection and conveyance of wastewater, treatment of raw wastewater, and management of reclaimed water and bio solids. The City owns and operates two wastewater treatment facilities that serve the Fresno metropolitan area, the Fresno/Clovis Regional Wastewater Reclamation Facility (RWRF) and the North Fresno Wastewater Reclamation Facility (NFWRF). Its wastewater conveyance system is comprised of an extensive system of main lines, connection points, manholes, and lift stations. The collections pipelines consist of smaller diameter pipes (4 to 12 inches) serving individual properties, larger collection pipelines (13 to 33 inches) typically referred to as "oversized sewers," and sewer trunk interceptors (34 inches and larger) that convey sewage to the RWRF.

Stormwater Drainage

The Fresno Metropolitan Flood Control District (FMFCD) is responsible for planning, constructing, and maintaining the stormwater drainage collection and disposal facilities necessary for urban development within the Fresno-Clovis metropolitan area. Stormwater runoff is conveyed through a system of street gutters, underground storm drains, retention/detention basins, pumping stations, and open channels that are maintained by FMFCD. FMFCD is divided into numerous drainage zones that have (or are planned to have) a system of underground gravity flow pipelines that drain to stormwater retention basins or drainage outfalls. As previously discussed in Section 6.10(c), the project site is located in FMFCD's Basin "RR" area, which is an area that has been urbanized for many years and has existing drainage infrastructure in place.

Solid Waste Disposal

Within the greater Fresno area, non-recyclable solid waste is generally taken to the American Avenue Landfill, located approximately six miles southwest of the City of Kerman. The American Avenue Landfill is owned and operated by Fresno County and began operations in 1992 for both public and commercial solid waste haulers. The American Avenue Landfill has a maximum permitted capacity of 32,700,000 cubic yards and a remaining capacity of 29,358,535 cubic yards, with an estimated closure date of August 31, 2031. The maximum permitted throughput is 2,200 tons per day (CalRecycle, 2014). Other landfills within the County of Fresno include the Clovis Landfill with a maximum remaining permitted capacity of 7,740,000 cubic yards, a maximum permitted throughput of 2,000 tons per day, and an estimated closure date of 2047 (CalRecycle, 2014). There is also the Coalinga Landfill with a maximum remaining capacity of 1,930,062 cubic yards, a maximum permitted throughput of 200 tons per day, and an estimated closure date of 2029 (CalRecycle, 2014).

Electrical, Natural Gas, Telecommunications

The project site is located in an area with existing electrical and natural gas service utilities that are operated and maintained by PG&E. There are also telecommunications facilities such as cellular towers and broadband internet connections in place at the campus and its vicinity. Development and operation of the project would not require any substantial relocation or removal of any such facilities.

Regulatory Setting

Local

City of Fresno 2020 Urban Water Management Plan

The state's Urban Water Management Planning Act requires every urban water supplier in California providing water for municipal purposes either directly or indirectly to more than 3,000 customers, or supplying more than 3,000 acre-feet of water annually, to prepare and adopt an Urban Water Management Plan (UWMP). Each UWMP reports, describes, and evaluates water deliveries and uses, water supply sources, efficient water uses, and demand management measures. Water agencies are required to assess water demand and supply over a 20-year planning horizon which includes drought condition scenarios. These scenarios must address water shortage contingency planning and drought responses. Urban water suppliers are required to include in updated plans a report of daily per capita water use (baseline); identify water use targets; and daily per capita water use compliance.

The City of Fresno adopted its 2020 Urban Water Management Plan (UWMP) on July 21, 2021. The UWMP describes the City's water demands and supplies, reliability and water conservation strategies, and presents projects that comprise City's long-term water supply strategy.

City of Fresno General Plan

The General Plan's Public Utilities and Services Element provides a policy framework for the City to manage infrastructure and services, identify areas for improvement, and ensure that public utilities and services meet the needs of the community as the city grows. The Public Utilities and Services Element addresses the planning, provision, and maintenance of water, wastewater, solid waste systems, and other facilities operated by the City.

Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?

Potential impacts related to the relocation or construction of utility and service systems facilities are discussed as follows:

Water

Development of the project will entail buildout and installation of project-specific water system infrastructure (e.g., piping) that will connect the project's facilities to the City of Fresno's water system. Existing water system infrastructure currently exists at the FCC campus, and the extent of new and/or modified infrastructure would be relatively minor in scale and located entirely within the FCC campus boundaries. The connection to the City's water system is included as part of the project description, and no aspects of the physical connection process would go beyond the analysis of environmental impacts presented in this report. The project would be developed in a manner compliant with City of Fresno Department of Public Utilities standards and specifications, as well as any applicable City of Fresno policies and regulations regarding the construction of wastewater system connections.

Wastewater

Development of the project will entail buildout and installation of project-specific wastewater infrastructure in order to connect the project to the City of Fresno's wastewater system. Existing wastewater system infrastructure currently exists at the FCC campus, and the extent of new and/or modified infrastructure would

be relatively minor in scale and located entirely within the FCC campus boundaries. The connection to the City of Fresno's wastewater system is included as part of the project description, and no aspects of the physical connection process would go beyond the analysis of environmental impacts presented in this report. As with its water supply connections, the project would be developed in a manner compliant with City of Fresno Department of Public Utilities standards and specifications, as well as any applicable City of Fresno policies and regulations regarding the construction of wastewater system connections.

Storm Drainage

The volume of stormwater runoff from the proposed softball improvement project is anticipated to be substantially similar to that of the existing softball facilities at the campus. The project will maintain the same configuration of natural turf and infield dirt currently present at the existing softball field. It is noted that construction of the permanent seating areas, team building, sidewalk areas, and ADA parking stalls will result in the addition of new impervious surfaces at the site. However, there is stormwater infrastructure serving the project site consistent with the FMFCD master plan system, and the District would submit project plans to FMFCD for review and approval and comply with any applicable FMFCD requirements.

Electrical Power, Natural Gas, and Telecommunications

The project site is located in a well-developed area where existing electrical and natural gas service utilities are in place as well as telecommunications facilities such as cellular towers and broadband internet connections. Development of the project will be subject to compliance with applicable rules, regulations, and policies regarding connections to these utilities. Additionally, because the project would be sited within the FCC campus boundaries at the location of the existing softball field, the project is not anticipated to require any substantial offsite modifications to these utilities systems. As such, any impacts that would occur related to relocation or construction of electrical, natural gas, or telecommunications facilities would be less than significant.

Level of Impact: Less than significant.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

The project's location and operational characteristics are consistent with the City of Fresno's water service capacity for existing and planned development within its service area. Regarding future conditions, the City of Fresno's 2020 Urban Water Management Plan (UWMP) includes a Water Supply Reliability Assessment, which evaluates the City's anticipated water supplies and water demands in normal year, single dry year, and multiple dry year scenarios. According to the UWMP, the City's water supplies are projected to meet its water demands under all three scenarios through 2045 (see 2020 UWMP Chapter 7).

The project's demand for water is not expected to substantially differ from the demand levels associated with existing conditions at the campus, on which assumptions and projections of the UWMP are based. Water demand associated with irrigating the softball field would remain essentially unchanged from baseline conditions since there are no modifications to the field proposed as part of the project. Development of the new building plus impervious parking and sidewalk surfaces would slightly reduce the amount of grass-turfed area on campus requiring irrigation. The project would generate water demand for domestic uses associated with the new team building and related facilities, but the project's development would also partially offset water demand for domestic uses happening at other campus facilities as part of the softball program's existing operations. Therefore, this impact is considered less than significant.

Level of Impact: Less than significant.

c. Result in determination by the wastewater treatment provider, which serves 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?

The City of Fresno owns and operates the Fresno-Clovis Regional Wastewater Reclamation Facility (RWRF), which provides a majority of the wastewater treatment for the City. Per the Fresno General Plan Master EIR,

the facility received and treated approximately 64.5 million gallons per day (mgd) during 2011 with the permitted capacity to treat up to 88.0 mgd as a maximum monthly average flow; the quantity of wastewater received and treated has been declining since 2006, when it peaked at an annual average daily flow of approximately 72.1 mgd.

The quantity of wastewater generated by the proposed project would be relatively minimal and consistent with projections in the City of Fresno General Plan MEIR, which are based on the site being developed with community college facilities. The project would also offset wastewater being generated at other campus facilities as part of the softball program's existing operations. Therefore, this impact is considered less than significant.

Level of Impact: Less than significant.

d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Impacts of the proposed project in relation to solid waste would be less than significant. SCCCD operates its existing facilities in compliance with applicable statutes and regulations related to solid waste and would continue to do so upon operation of the proposed project. Development and operation of the Fresno City College Softball Field Improvement Project is not anticipated to result in substantial generation of solid waste, and there is sufficient landfill capacity available to serve the project.

Level of Impact: Less than significant.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

For reasons identified in Section 6.19(d), this impact would be less than significant.

Level of Impact: Less than significant.

6.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from wildfire or the uncontrolled spread of wildfire?				✓
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in the temporary or ongoing impacts to the environment?				✓

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

No impacts related to wildfire would result from the project. The project site is located within a highly urbanized area of the City of Fresno and is not within a State Responsibility Area (SRA) or any area classified as high-risk for wildfire.

Level of Impact: No impact.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

This impact is addressed in Section 6.20(a).

Level of Impact: No impact.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

This impact is addressed in Section 6.20(a).

Level of Impact: No impact.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

This impact is addressed in Section 6.20(a).

Level of Impact: No impact.

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6.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially 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, substantially 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?		✓		
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)			✓	
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

a. Does the proposed project have the potential to substantially 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, substantially 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?

Based on the information in Section 6.5, the project could have potentially significant effects on cultural resources, but these effects would be less than significant with the incorporation of the mitigation measures provided. Additionally, as discussed in Section 6.4, potential impacts to biological resources would be less than significant with mitigation.

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)

The term "cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Individual effects may be changes resulting from a single project or a number of separate projects. Cumulative impacts can result from individually

minor but collectively significant projects taking place over a period of time. By looking outside of a particular project site or action, a cumulative impact analysis allows decisionmakers to look at the impacts of a project within the greater context.

Per CEQA Guidelines Section 15130(b), discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone, and should be guided by the standards of practicality and reasonableness. Where a project's incremental effect is not cumulatively considerable, a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable. Additionally, impacts which do not result in part from the project being evaluated should not be discussed.

The CEQA Guidelines identify two basic methods for establishing the cumulative environment in which the project is to be considered: 1) the use of a list of past, present, and probable future projects; or 2) the use of adopted projections from a general plan, other regional planning document, or certified EIR for such a planning document. For this report, the cumulative environment is based on the summary of projections included in the MEIR prepared for the 2014 City of Fresno General Plan and Development Code Update. This approach is being utilized because the project is located within the Plan Area and is consistent with the site's land use designation in the General Plan, thus the potential cumulative impacts would remain consistent with those which were considered in the MEIR.

In the City of Fresno General Plan MEIR, the following environmental effects were determined to be less than significant, or capable of being reduced to less than significant with the incorporation of mitigation measures: Biological Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Population and Housing, and Public Services, and Recreation.

The following environmental effects were determined to be significant and unavoidable in General Plan MEIR:

- Aesthetics – visual character and illumination of the dark sky.
- Agricultural Resources – loss of farmland and removal of Williamson Act Contract land.
- Air Quality – criteria pollutant emissions and toxic air contaminants pollutant concentrations.
- Cultural Resources – potential removal of historic resources.
- Greenhouse Gases – increase in greenhouse gas emissions beyond the year 2020.
- Noise – exceed noise standards and substantial permanent increases in noise levels.
- Transportation and Traffic – potentially exceed thresholds of levels of service on roadways under the jurisdictions of the County of Fresno, City of Clovis, and Caltrans.
- Utilities and Service Systems – construction of water, wastewater, and drainage facilities that could cause substantial impacts associated with loss of agriculture and increases in air emissions.

The project's contribution to the General Plan's significant and unavoidable effects are evaluated below:

- Aesthetics – The project's physical form and operational character are consistent with the types of development that currently exist in the vicinity of the project site and have been planned for in the area as part of the General Plan plus evaluated as part of the General Plan MEIR. Regarding illumination of the dark sky, lighting and glare associated with the project would not be unusual in the context of the urbanized development and land uses that exist in the area, and mitigation measures have been included to provide further reductions in lighting and glare.
- Agricultural Resources – There is no farmland or Williamson Act-contracted land at the project site or in its vicinity.
- Air Quality – Based on the analysis in this Initial Study, neither short-term construction nor long-term operational emissions would exceed applicable SJVAPCD significance thresholds. Additionally,

Mitigation Measures AQ-1 through AQ-9 would ensure that potential localized pollutant concentrations upon sensitive receptors are reduced to less than significant levels.

- Cultural Resources – potential removal of historic resources Regarding potential removal of historic resources, implementation of Mitigation Measures CR-1 and CR-2 would ensure that the project's contribution to undiscovered cultural resource impacts would not be cumulatively considerable by requiring construction work to cease in the event of a subsequent discovery during construction, in accordance with applicable laws and regulations.
- Greenhouse Gases – While implementation of the proposed project would contribute to increases of GHG emissions that are associated with global climate change, based on the analysis presented in this Initial Study, the project would not generate GHG emissions in a manner that would be considered significant on its own or cumulatively considerable.
- Noise – Based on the analysis in this Initial Study, and with implementation mitigation measures, neither short-term construction noise levels nor long-term operational noise levels are projected to exceed the City of Fresno's noise ordinance exterior and interior standards at the nearby residential land uses.
- Transportation and Traffic – Given the existing level of transportation activity at and near the campus plus the relatively infrequent occurrence of softball activities, overall transportation activity in the area is expected to remain substantially similar to existing conditions. As discussed in Section 6.17 (Transportation), LOS is no longer considered an environmental impact under CEQA, and the project meets VMT screening criteria for Fresno County and would not result in VMT above the Fresno County regional threshold.
- Utilities and Service Systems – The project is located in an established urbanized area that does not require the extension of, or substantial modifications to, utilities or service systems. The project's demand for water and wastewater services relative to water, wastewater, and drainage service capacities is relatively minimal.

Based on this information and analysis, implementation of the project would not result in cumulatively considerable environmental impacts.

c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Based on the information in Sections 6.3 and 6.13, the proposed project could potentially have substantial adverse effects on human beings with respect to aesthetics (lighting and glare), air quality, and noise. However, mitigation measures have been incorporated in the project that would reduce the impacts to levels that are less than significant.

7. Mitigation Monitoring and Reporting Program

7.1 Purpose

State Center Community College District has prepared this Mitigation Monitoring and Reporting Program to comply with Section 15097 of the State CEQA Guidelines. The purpose for the Mitigation Monitoring and Reporting Program is to ensure implementation of the mitigation measures identified in this Initial Study, which are summarized in the Summary Table of Mitigation Measures.

7.2 Lead Agency

State Center Community College District will undertake the project and is the Lead Agency for the project. The District is responsible for the implementation of all mitigation measures identified in this Initial Study.

7.3 Mitigation Monitoring and Reporting Coordinator

The Vice Chancellor of Operations, or a designee selected by the Vice Chancellor of Operations, shall act as the Project Mitigation Monitoring and Reporting Coordinator ("Coordinator").

7.4 Monitoring and Reporting Procedures for Design-, Site Clearing-, and Construction-Related Mitigation Measures

1. The Coordinator shall provide a copy of all project design-, site clearing- and construction-related mitigation measures to the project engineer and contractor for incorporation in the project plans, construction specifications, permits, and contracts, as appropriate.
2. Prior to award of bid, the Coordinator shall determine that all project design-, site clearing- and construction-related mitigation measures have been incorporated in the project plans, construction specifications, permits, and contracts, as appropriate.
3. During construction, the Coordinator, through the construction management team, shall inspect the project area regularly to ensure all work complies with the mitigation measures. If a discrepancy is not resolved within a reasonable time, the Coordinator may order work to cease until the discrepancy is resolved.
4. Prior to the District accepting the project improvements, the Coordinator shall certify that the project incorporates all project design and construction-related mitigation measures.

7.5 Monitoring and Reporting Procedures for Operational- and Maintenance-Related Mitigation Measures

Before the project becomes operational, the Coordinator shall determine that the project operational plans and procedures incorporate all operations-related mitigation measures.

8. Names of Persons Who Prepared or Participated in Preparation of the Initial Study

8.1 Lead Agency

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