

California Environmental Quality Act
Final Environmental Impact Report
(State Clearinghouse No. 2020039018)

First Responders Campus Project

Fresno, California

Lead Agency and Project Sponsor:
State Center Community College District



October 2021

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1. Introduction

1.1 CEQA Requirements for Final EIRs

This Final Environmental Impact Report (Final EIR) has been prepared on behalf of State Center Community College District (“SCCCD” or “the District”) for its proposed First Responders Campus Project (“project”). The District must prepare an EIR to comply with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (CEQA Guidelines). The purpose of preparing this EIR is to inform SCCC and the public 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.”

This Final EIR has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) Statute and Guidelines. Specifically, CEQA Guidelines Section 15132 provides that a Final EIR shall consist of:

- (a) The Draft Environmental Impact Report (Draft EIR) or a revision of the Draft;
- (b) Comments and recommendations received on the Draft EIR either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies commenting on the Draft EIR;
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the Lead Agency.

The EIR for the First Responders Campus Project includes the Draft EIR (distributed for public review on August 2, 2021) and this Final EIR. The EIR may be viewed online at <https://www.sccd.edu/departments/district-operations/construction-services.html> or in person at the SCCC District Office, 1171 Fulton Street, Fresno, CA 93721. Please arrange for a time to review the EIR by emailing the District at facilities@sccd.edu.

1.2 Final EIR Organization

This Final EIR is organized as follows:

- Section 1, Introduction, is this introduction to the Final EIR.
- Section 2, Significant Impacts and Mitigation Measures, presents the significant impacts of the project and mitigation measures, along with a brief project description and the project objectives.
- Section 3, Response to Comments, presents the comments that were received on the Draft EIR and SCCC’s responses to the comments.
- Section 4, Revisions to the Draft EIR, shows the revisions made to the Draft EIR.
- Section 5, Mitigation Monitoring and Reporting Program, presents the Mitigation Monitoring and Reporting Program for the project.

2. Significant Impacts and Mitigation Measures

2.1 Introduction

This section presents the significant impacts of the project and mitigation measures. A brief project description and the project objectives are also provided.

2.2 Project Description

The project is located on a 39.21-acre parcel situated at the northwest corner of Willow and North Avenues in an unincorporated area of Fresno County approximately 0.25 miles from the City of Fresno city limits (Fresno County APN 316-071-23). The project site encompasses the western 20.0 acres of the parcel.

Facilities planned as part of the project include approximately 61,600 square feet of academic building space and approximately 116,300 square feet of space for specialized site facilities. The academic buildings consist of single-story modular structures which would house facilities such as classrooms, breakout rooms, conference rooms, administrative offices, restrooms, lounges, locker rooms, and storage space. The specialized site facilities include a scenario village, physical training areas (including a running track and turf recreation areas), a 38-foot-tall portable burn tower structure, a burn box, a grinder pad, a driving pad, maintenance/facilities yard, and vehicle storage. The campus would also include asphalt-paved parking areas, landscaping, and an onsite stormwater retention pond.

The project site is within the City of Fresno Sphere of Influence and will eventually be annexed to the City of Fresno. Annexation to the City of Fresno is included as part of the project. Due to the current separation of the project site from City boundaries and current constraints that are problematic for near-term annexation, annexation to the City will not likely be feasible until sometime after the project is constructed. Therefore, an extraterritorial service agreement, which will allow City services to be provided to the project site prior to annexation (with LAFCo approval), will be necessary prior to operation of the project.

The project would include buildout and installation of public utilities infrastructure necessary for the project's operation, including water, wastewater, electricity, natural gas, and telecommunications. The project would receive water and wastewater services from the City of Fresno through the aforementioned extraterritorial service agreement. For its water supply, the project is planned to connect to the City of Fresno's existing water system pipeline infrastructure in North Avenue, west of Chestnut Avenue. Other utilities (including wastewater) are currently in place at or immediately adjacent to the project site.

The campus is planned to accommodate up to approximately 270 students at one time and be staffed by up to 50 employees, including administrators, faculty, and support staff. Operational hours would range from 4:00 am to 10:00 pm on weekdays throughout the year, with most activity on the campus taking place during morning and afternoon hours and more limited activities occurring during evenings and weekends. If approved, the project is expected to begin construction in early 2022 and begin operating in late 2023.

2.3 Project Objectives

SCCCD's objectives in seeking to develop and operate the First Responders Campus Project are as follows:

- Provide facilities for police, fire, and other emergency response programs which will allow for high-quality instruction, increased student capacity, and greater programming opportunities.
- Consolidate and integrate existing police, fire, and other emergency response training at one accessible location.
- Provide a site which can physically accommodate the specialized facilities needed for emergency response training programs, satisfy applicable criteria for the siting of community college facilities, and operate with minimal disturbance occurring to and from surrounding uses.
- Provide a location that is regionally centralized and accessible to users throughout SCCC's enrollment boundaries.

- Support the substantial need for trained police, fire, and other emergency response personnel by agencies in the region.
- Provide training for good-paying stable jobs in a socioeconomically disadvantaged area.
- Reduce crime by providing an adequate supply of well-trained personnel to area agencies.
- Provide for continuing professional education for existing police, fire, and emergency response personnel.
- Develop new community college facilities in a manner consistent with the SCCCD Master Plan.

2.4 Significant Unavoidable Impacts

Table 2-1 (see pages 4-5) identifies the significant and unavoidable environmental impacts of the project. Also listed are mitigation measures that will function to reduce the impacts; however, even with implementation of mitigation measures; these impacts will remain significant.

2.5 Significant Impacts that can be Mitigated to a Less Than Significant Level

Table 2-2 (see pages 6-13) identifies potentially significant impacts of the project that can be reduced to a less than significant level or avoided with implementation of mitigation measures.

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**Table 2-1
Significant and Unavoidable Impacts**

Impact	Mitigation Measures	Level of Significance
Greenhouse Gas Emissions		
<p>Impact: The project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.</p>	<p>MM GHG-1: Reduction of GHG Emissions Generated by Motor Vehicle Use</p> <p>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:</p> <ol style="list-style-type: none"> a. The project shall install infrastructure for at least 18 electric vehicle (EV) charging stations. Further, SCCCDC shall pursue grant or other funding sources to implement EV charging stations on the site. b. The project shall install bicycle parking and shower/locker facilities. c. SCCCDC shall establish a program (or programs) which promote alternatives to single-occupancy vehicle trips at the First Responders Campus. This shall include establishing a ride-sharing or ride-matching program that functions to coordinate pooled travel between the First Responders Campus and other SCCCDC campuses, such that students and staff are able to make pooled trips to and from the First Responders Campus during periods of regular instruction at the project; instituting parking charges for students and employees at the campus; and providing a transit subsidy for students (e.g., free bus passes, as funding allows). d. SCCCDC shall act to promote improved and increased access to transit for the project. In addition to the transit subsidy for students provided under c, above, SCCCDC shall coordinate with the City of Fresno’s Department of Transportation (FAX) regarding transit service in the vicinity of the project site, specifically to promote the routing of transit lines and placement of transit stops at the project site. 	Significant and Unavoidable
<p>Impact: The project would conflict with an applicable plan, policy, or regulation of an agency adopted to reduce the emissions of greenhouse gases.</p>	<p>Mitigation Measures: Implement MM GHG-1.</p>	Significant and Unavoidable

**Table 2-1
Significant and Unavoidable Impacts**

Transportation		
<p>Impact: The project would be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), regarding VMT significance.</p>	<p>MM T-3: VMT Reduction Measures</p> <p>MM T-3: To reduce the project’s generation of vehicle miles traveled (VMT), the following measures shall be implemented at the project site prior to its initial operation and maintained throughout its operation:</p> <ul style="list-style-type: none"> a. The project shall install infrastructure for at least 18 electric vehicle (EV) charging stations. Further, SCCCDC shall pursue grant or other funding sources to implement EV charging stations on the site. b. The project shall install bicycle parking and shower/locker facilities. c. SCCCDC shall establish a program (or programs) promoting alternatives to single-occupancy vehicle trips at the First Responders Campus. This shall include establishing a ride-sharing or ride-matching program that functions to coordinate pooled travel between the First Responders Campus and other SCCCDC campuses, such that students and staff are able to make pooled trips to and from the First Responders Campus during periods of regular instruction at the project; parking charges for students and employees; and a transit subsidy for students (e.g., free bus passes, as funding allows). d. SCCCDC shall act to promote improved and increased access to transit for the project. In addition to the transit subsidy for students provided under c, above, SCCCDC shall coordinate with the City of Fresno’s Department of Transportation (FAX) regarding transit service in the vicinity of the project site, specifically to promote the routing of transit lines and placement of transit stops at the project site. 	<p>Significant and Unavoidable</p>

Table 2-2
Significant Impacts that can be Mitigated to a Less Than Significant Level

Impact	Mitigation Measures	Level of Significance
Air Quality		
<p>Impact: The project may conflict with or obstruct implementation of the applicable air quality plan.</p>	<p><i>Mitigation Measures AQ-1 through AQ-9: Measures to Reduce Localized Pollutant Concentrations</i></p> <p>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.</p> <p>MM AQ-1. 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:</p> <ol style="list-style-type: none"> 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. <p>MM AQ-2. Heavy-duty, off-road diesel-fueled equipment (50 horsepower, or greater) shall comply with the 5-minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board’s In-Use Off-road Diesel regulation.</p> <p>MM AQ-3. Heavy-duty, off-road diesel-fueled equipment (50 horsepower, or greater) shall be fitted with diesel particulate filters, per manufacturer’s recommendations, or shall meet at minimum Tier 3 emissions standards. To the extent locally available, Tier 4 should be used.</p>	<p>Less Than Significant with Mitigation Incorporated</p>

Table 2-2
Significant Impacts that can be Mitigated to a Less Than Significant Level

	<p>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.</p> <p>MM AQ-5. To the extent available, fossil-fueled equipment shall be replaced with alternatively-fueled (e.g., natural gas) or electrically-driven equivalents.</p> <p>MM AQ-6. Construction truck trips shall be scheduled, to the extent possible, to occur during non-peak hours.</p> <p>MM AQ-7. The burning of vegetative material shall be prohibited.</p> <p>MM AQ-8. 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:</p> <ul style="list-style-type: none">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	
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Table 2-2
Significant Impacts that can be Mitigated to a Less Than Significant Level

	<p>fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.</p> <p>g. On-road vehicle speeds on unpaved surfaces of the project site shall be limited to 15 mph.</p> <p>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.</p> <p>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).</p> <p>MM AQ-9. 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.</p>	
<p>Impact: The project could expose sensitive receptors to substantial pollutant concentrations.</p>	<p>Mitigation Measures: Implement MM AQ-1 through AQ-9.</p>	<p>Less Than Significant with Mitigation Incorporated</p>
<p>Biological Resources</p>		
<p>Impact: The project could have a substantial adverse effect, either directly or through habitat modifications, on 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 (CDFW) or U.S. Fish and Wildlife Service (USFWS).</p>	<p>MM BR-1: Special Status Birds (except Burrowing Owl—see MM BR-2)</p> <ol style="list-style-type: none"> 1. <u>Avoidance.</u> If feasible, any vegetation removal will take place between September 1 and February 1 to avoid impacts to nesting birds in compliance with the Migratory Bird Treaty Act. If vegetation removal must occur during the nesting season, project construction may be delayed due to actively nesting birds and their required protective buffers. 2. <u>Pre-construction Surveys.</u> <ol style="list-style-type: none"> a. If vegetation removal or ground disturbance will commence between February 1 and August 31, a qualified biologist will conduct a pre-construction survey for nesting birds within 10 days of the initiation of disturbance activities. This survey will cover: 	<p>Less Than Significant with Mitigation Incorporated</p>

Table 2-2
Significant Impacts that can be Mitigated to a Less Than Significant Level

	<ul style="list-style-type: none"> i. Potential nest sites in trees, bushes, or grass within species-specific buffers of the project area (Swainson’s hawk – 0.5 mile, other raptor species – 500 feet, non-raptor species – 250 feet). ii. Survey protocol developed by the Swainson’s Hawk Technical Advisory Committee (TAC) should be followed, which includes survey timing and requirements for repeated visits. <p>b. If no active nests are detected during the pre-construction survey, then no further action is required. If an active nest is detected, then minimization measures (described below) shall be implemented.</p> <p>3. <u>Minimization/Establish Buffers.</u></p> <ul style="list-style-type: none"> a. Special status bird species and MBTA-protected species: 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. <p>4. <u>If avoidance is not possible</u> a qualified biologist, in consultation with CDFW, will develop appropriate mitigations that will reduce project impacts to sensitive biological resources to a less than significant level. The type and amount of mitigation will depend on the resources impacted, the extent of the impacts, and the quality of habitats to be impacted. Mitigations may include, but are not limited to: 1) Compensation for lost habitat in the form of preservation or creation of in-kind habitat protected by conservation easement; 2) Purchase of appropriate credits from an approved mitigation bank or land trust servicing the Fresno County Area; 3) Payment of in-lieu fees.</p>	
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Table 2-2
Significant Impacts that can be Mitigated to a Less Than Significant Level

	<p>5. <u>Take Authorization.</u> In the event an active Swainson’s hawk nest is detected during surveys and the one-half mile no-disturbance buffer around the nest cannot feasibly be implemented, SCCCDC shall consult with CDFW to discuss how to implement the project and avoid take. If take cannot be avoided, take authorization through the acquisition of an Incidental Take Permit (ITP), pursuant to Fish and Game Code section 2081 subdivision (b) is warranted to comply with CESA.</p> <p><i>MM BR-2: Burrowing Owl</i></p> <p>1. <u>Pre-construction Surveys.</u></p> <p style="padding-left: 20px;">a. Surveys for burrowing owl will occur within 14 days prior to any ground disturbance, no matter the season. Surveys will cover potential burrowing owl burrows in the project area and suitable habitat within 150 m (500 ft). Evaluation of use by owls shall be in accordance with California Department of Fish and Wildlife survey guidelines (CBOC 1993, CDFG 1995, CDFG 2012). Surveys will document if burrowing owls are nesting or using habitat in or directly adjacent to the project area. Survey results will be valid only for the season (breeding (Feb 1-Aug 31) or non-breeding (Sept 1-Jan 31) during which the survey is conducted.</p> <p style="padding-left: 20px;">b. If no active burrows are detected during the pre-construction surveys, then no further action is required. If an active burrow is detected, then minimization measures (described below) shall be implemented.</p> <p>2. <u>Minimization/Establish Buffers:</u> If burrowing owl are detected within the survey area, CDFW will be consulted to determine the suitable buffer, which can range from 50-500 meters depending on the level of disturbance of the project activity, existing disturbance of the site (vehicle traffic, humans, pets, etc.), and time of year (nesting vs. wintering). If avoidance is not feasible, the District will work with CDFW to determine appropriate mitigation, such as passive exclusion or translocation, and associated mitigation land offset (CDFG 2012).</p> <p>Note: If burrowing owl are found within the recommended buffers and avoidance is not possible, it is important to note that according to the Staff Report (CDFG 2012), exclusion is not a take avoidance, minimization, or mitigation method and is considered a potentially significant impact under</p>	
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**Table 2-2
Significant Impacts that can be Mitigated to a Less Than Significant Level**

	<p>CEQA. However, if necessary, CDFW recommends that burrow exclusion be conducted by qualified biologists and only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. CDFW recommends replacement of occupied burrows with artificial burrows at a ratio of 1 burrow collapsed to 1 artificial burrow constructed (1:1) as mitigation for the potentially significant impact of evicting burrowing owl. Burrowing owl may attempt to colonize or re-colonize an area that will be impacted; thus, CDFW recommends ongoing surveillance, at a rate that is sufficient to detect the owls if they return.</p>	
Cultural Resources		
<p>Impact: The project could cause a substantial adverse change in the significance of historical and/or archaeological resources pursuant to State CEQA Guidelines Section 15064.5 and potentially disturb any human remains.</p>	<p>MM CR-1 through CR-3: Mitigation for Potential Discovery of Cultural Resources</p> <p>MM CR-1: Prior to the start of ground disturbing activities, a field survey of the site shall be conducted by a qualified cultural resources specialist ascertain whether there are cultural resources on the surface of the project site. If surface resources are encountered and determined by the cultural resources specialist to be potentially significant, the 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.</p> <p>MM CR-2: If cultural resources are encountered during ground disturbing activities, work shall stop in the immediate vicinity 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.</p> <p>MM CR-3: If cultural remains are encountered during ground disturbing activities, work shall stop in the immediate vicinity of the find and the County Coroner 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</p>	<p>Less Than Significant with Mitigation Incorporated</p>

Table 2-2
Significant Impacts that can be Mitigated to a Less Than Significant Level

	procedures and requirements set forth in in CEQA Guidelines §15064.5(d) and (e) and Public Resources Code §5097.98 shall be implemented.	
Geology and Soils		
Impact: The project could directly or indirectly destroy a unique paleontological resource or site.	<p>MM GS-1: Mitigation for Potential Discovery of Subsurface Paleontological Resources</p> <p>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.</p>	Less Than Significant with Mitigation Incorporated
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.	<p>MM N-1: Reduction of Construction-Generated Noise Levels</p> <p>MM N-1: The following measures shall be implemented to reduce construction-generated noise levels.</p> <ol style="list-style-type: none"> a. Noise-generating construction activities including equipment maintenance, shall be limited to the hours between 6:00 a.m. and 9:00 p.m. on weekdays, and between 7:00 a.m. and 5:00 p.m. on Saturday or Sunday. b. Stationary construction equipment that generates noise that exceeds 65 dBA at the project boundaries shall be shielded with a barrier that meets a sound transmission class rating of 25. c. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers. d. Whenever feasible, electrical power shall be used to run air compressors and similar power tools. e. Construction staging areas shall be located at the furthest distance possible from nearby residential land uses. 	Less Than Significant with Mitigation Incorporated

Table 2-2
Significant Impacts that can be Mitigated to a Less Than Significant Level

Transportation		
<p>Impact: Operation of the project could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, considering all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.</p>	<p>MM T-1 through T-2: Accommodation of Future Roadway System Modifications</p> <p>MM T-1: To ensure compatibility with the future planned widening of North Avenue set forth in the long-range planning of the City of Fresno and County of Fresno, the project site shall maintain a physical configuration which will allow for related improvements to facilitate appropriate widening of North Avenue as an arterial street, such as curb and gutter and utility relocations.</p> <p>MM T-2: (Advisory LOS Measure – Not Required by CEQA) SCCCD shall be responsible for contributing its proportionate share of the installation of improvements at the intersections identified in Equitable Share Responsibility Calculation (Table 21 in the Traffic Impact Study included as Appendix E of this EIR). Fair share contributions shall only be made for those facilities, or portion thereof, currently not funded by the responsible agencies roadway impact fee program(s) or grant funded projects, as appropriate. It is recommended that SCCCD work with the City of Fresno and Fresno County to develop the estimated construction costs.</p>	<p>Less Than Significant with Mitigation Incorporated</p>
Tribal Cultural Resources		
<p>Impact: There is the potential for undiscovered tribal cultural resources to be present that could be disturbed or damaged by construction and/or site preparation activities.</p>	<p>MM TCR-1: Avoidance of Impacts to Undiscovered Subsurface Resources</p> <p>MM TCR-1: If tribal cultural resources are discovered during ground disturbing activities, work shall stop in the immediate vicinity of the find and a qualified professional with expertise in tribal cultural resources shall be consulted to recommend an appropriate course of action with the input of potentially affected tribes. If it is determined that the project may cause a substantial adverse change to a tribal cultural resource, mitigation measures to be considered should include those identified in Public Resources Code Section 21084.3.</p>	<p>Less Than Significant with Mitigation Incorporated</p>

3. Response to Comments

3.1 Introduction

This section includes the comments received on the Revised Draft EIR published in August 2021 and SCCCD’s responses to the comments. It is noted that the responses provided are intended to address comments pertaining to environmental impacts within the scope of CEQA. As indicated in CEQA Guidelines Section 15204(a), “CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.” Accordingly, some of the comments submitted do not pertain to matters relevant to CEQA, and these comments are not required to be addressed in the Final EIR.

3.2 Comment Letters and SCCCD Response to Comments

Below is a list of agencies and persons that submitted comments on the Draft EIR. Each of the comment letters has been included in this section, followed by the response from SCCCD.

Comment Letter No.	Agency or Person	Comment Date	Page No.
1	County of Fresno, Department of Public Works & Planning, Design Division	September 8, 2021	15
2	Veronica Avina and Family (Residents)	September 8, 2021	18
3	San Joaquin Valley Air Pollution Control District	September 15, 2021	20
4	County of Fresno, Department of Public Works & Planning, Development Services and Capital Projects Division	September 15, 2021	30
5	Gregory A. Barfield, Assistant City Manager/City of Fresno Department of Transportation	September 15, 2021	34
6	City of Fresno, Department of Public Utilities (first comment letter)	September 15, 2021	37
7	City of Fresno, Public Works Department, Traffic Planning Section	September 15, 2021	43
8	Fresno Metropolitan Flood Control District (FMFCD)	September 16, 2021	48
9	City of Fresno, Department of Public Utilities (additional comment email)	September 16, 2021	54
10	Pacific Gas & Electric Company (PG&E)	September 20, 2021	65

From: Hensley, Gloria <ghensley@fresnocountyca.gov>
Sent: Wednesday, September 8, 2021 12:10 PM
To: George Cummings <george.cummings@sccd.edu>
Subject: RE: Notice of Availability of Draft Environmental Impact Report - SCCCD First Responders Campus Project (SCH# 2020039018)

[CAUTION]: This message originated from outside of State Center CCD. Do not click on any links or open any attachments unless you recognize the sender and are expecting the message.

George,

1-1

The DEIR is satisfactory with County Transportation Planning.

Thank you,



Gloria Hensley | Planner
Department of Public Works and Planning | Design Division
2220 Tulare St. 7th Floor Fresno, CA 93721
Main Office: (559) 600-4109 Direct: (559) 600-0523
[Your input matters! Customer Service Survey](#)

From: Daniel Brannick <daniel@odellplanning.com>
Sent: Monday, August 2, 2021 3:34 PM
Subject: Notice of Availability of Draft Environmental Impact Report - SCCCD First Responders Campus Project (SCH# 2020039018)

CAUTION!!! - EXTERNAL EMAIL - THINK BEFORE YOU CLICK

On behalf of State Center Community College District (SCCCD), attached for your review is a Notice of Availability (NOA) of a Draft Environmental Impact Report for the District's proposed First Responders Campus Project (CEQA State Clearinghouse # 2020039018). This electronic copy of the NOA is being provided in addition to a hard copy of the NOA which was mailed on July 30, 2021.

The public review period for the Draft EIR will begin on Monday, August 2, 2021, and end on Thursday, September 16, 2021. Members of the public and interested agencies may review and submit written comments on the Draft EIR. The documents are available for review on the State Clearinghouse CEQAnet website (see link below), the SCCCD website (see link below), and at the State Center Community College District's Operations Department (see contact information below).

State Clearinghouse CEQAnet Link:

<https://ceqanet.opr.ca.gov/Project/2020039018>

(Note: the EIR's technical appendices are available on the State Clearinghouse CEQAnet website).

SCCCD Website Link:

<https://www.sccd.edu/departments/district-operations/construction-services.html>

Your comments must be received no later than 5:00 p.m. on September 16, 2021. Please submit comments to George Cummings, District Director of Facilities Planning, at the contact information below:

George Cummings, Director of Facilities Planning
State Center Community College District
1171 N. Fulton Street, Fresno, CA 93721
Telephone: (559) 243-7191
Email: facilities@sccd.edu

If you experience any issues accessing the project documents, please contact me, Daniel Brannick, at this email address or by calling (559) 472-7167 for assistance.

Thanks,

Daniel Brannick, AICP

ODELL *Planning*  *Research, Inc.*

49346 Road 426, Suite 2

Oakhurst, CA 93644

(559) 472-7167

www.odellplanning.com

1. Response to Comments from County of Fresno, Department of Public Works & Planning, Design Division

Response 1-1:

The comment from the County of Fresno's Design Division is noted and does not require further response.

From: [George Cummings](#)
To: [Scott Odell](#); [Daniel Brannick](#)
Subject: FW: Scccd first responder campus
Date: Thursday, September 9, 2021 7:40:16 AM

Scott/Daniel, please see below a response to the Draft EIR from one of the nearby residences.

-----Original Message-----

From: Veronica Avina <avinavero@icloud.com>
Sent: Wednesday, September 8, 2021 10:00 PM
To: DO Facilities <facilities@scccd.edu>
Subject: Scccd first responder campus

[CAUTION]: This message originated from outside of State Center CCD. Do not click on any links or open any attachments unless you recognize the sender and are expecting the message.

To whom it may concern:

2-1

My family has been residents at 2935 S. Willow Ave and 2921 S. Willow Ave for over 25 years. We are concerned about the effect of groundwater usage, traffic and noise that this campus will have on us. Will this campus be connected to city public utilities? Will the streets surrounding this new campus be widened to accommodate the additional traffic? As far as the noise factor we have school age children at this residence and any noise after 9 p.m. is unacceptable.

Sincerely

Veronica Avina
Pedro Avina
Ralph Avina
Maria Avina

2. Response to Comments from Veronica Avina

Response 2-1:

The concerns presented in this comment letter refer to items that have been addressed in the Draft EIR.

Section 4.10 (Hydrology and Water Quality) and Section 4.18 (Utilities and Service Systems) discuss the project's water consumption and address the project's potential effects related to both groundwater and the public water system that would serve the project. As discussed in Sections 4.10(b) and 4.10(e), the project would not result in significant impacts to groundwater supplies and recharge, nor would it conflict with or obstruct the North Kings Groundwater Sustainability Plan.

As discussed in Sections 4.18(a) and 4.18(b), the project will connect to the City of Fresno's public water system, which has sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years¹. Further, construction of the water system infrastructure serving the project will be carried out in a manner compliant with applicable City of Fresno Department of Public Utilities standards and specifications, as well as any applicable City of Fresno and/or County of Fresno policies and regulations regarding the construction of water system connections.

Traffic issues are addressed in Section 4.16, Transportation, and the project's Traffic Impact Study (Appendix E of the Draft EIR). As discussed there, development of the project would entail improvements to North Avenue, including widening of the roadway and construction of curb, gutter, and sidewalk along the project site's frontage to North Avenue. Except for improvements at the Willow Avenue-North Avenue intersection, Willow Avenue will not be modified at the time the project is developed, in part due to the fact that the project is located on the western 20 acres of the subject parcel and does not include any development or ingress/egress along the Willow Avenue roadway. It is noted that modifications to Willow Avenue may occur as future development activity takes place in the area.

Noise issues are addressed in Section 4.12, Noise, and the project's Noise & Groundborne Vibration Impact Analysis (Appendix D of the Draft EIR). The analysis of noise impacts in the Draft EIR encompasses potential short-term noise impacts from construction activities and a range of potential long-term operational noise impacts (i.e., building maintenance and mechanical equipment, emergency equipment, vehicle parking lot, physical fitness training activities, land use compatibility, and roadway traffic). The analysis also specifically considers potential impacts on noise-sensitive land uses such as residential dwellings. As discussed there, short-term construction impacts will be less than significant with incorporation of mitigation measures to reduce construction noise, and long-term operational noise impacts will be less than significant. While the concern regarding noise after 9:00 pm is noted, based on the analysis presented in the Draft EIR, the project will not result in significant noise impacts and no further mitigation beyond what has already been provided is required.

¹ As noted later in the Response to Comments, the City of Fresno has adopted its 2020 Urban Water Management Plan, which includes more up-to-date information regarding water conditions than the 2015 Urban Water Management Plan cited in the Draft EIR. However, as discussed in the Response to Comments, based on review of the updated information, the project's impacts to groundwater supplies and recharge would remain less than significant.

September 15, 2021

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

Project: Draft Environmental Impact Report for the First Responders Campus Project

District CEQA Reference No: 20210806

Dear Mr. Cummings:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Draft Environmental Impact Report (DEIR) for the proposed project referenced above from the State Center Community College District (SCCCD). The proposed project will include 61,600 square-feet of academic building space and 116,300 square-feet of space for specialized site facilities (Project). The Project is located at the northwest corner of E. North Avenue and S. Willow Avenue, in Fresno, CA (APN 316-071-23) and lies within one of the communities in the State selected by the California Air Resources Board (CARB) for investment of additional air quality resources and attention under Assembly Bill (AB) 617 (2017, Garcia) in an effort to reduce air pollution exposure in impacted disadvantaged communities.

The District offers the following comments for the Project:

1) Assembly Bill 617

3-1

Assembly Bill 617 requires CARB and air districts to develop and implement Community Emission Reduction Programs (CERPs) in an effort to reduce air pollution exposure in impacted disadvantaged communities, like those in which the Project is located. The South Central Fresno AB 617 community is one of the statewide communities selected by CARB for development and implementation of a CERP.

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

3-1

Following a year of extensive community engagement and collaboration with South Central Fresno's Community Steering Committee, the CERP for the South Central Fresno Community was adopted by the District's Governing Board in September 2019 and by CARB in February 2020. The CERP identifies a wide range of measures designed to reduce air pollution and exposure, including a number of strategies to be implemented in partnership between agencies and local organizations. The Community Steering Committee has developed a series of emission and exposure reduction strategies with the goal to improve community health by reducing exposure to air pollutants. Such emission reduction strategies include, but are not limited to, enhanced community participation in land use processes, the deployment of zero and near-zero emission HHD trucks, HHD truck rerouting analyses, reducing HHD truck idling, and incorporating vegetative barriers and urban greening.

During the development of the CERP, the Community Steering Committee expressed concerns regarding the proximity of emission sources to nearby sensitive receptors like schools, homes, day care centers, and hospitals, and the potential future industrial development within the community that may exacerbate the cumulative exposure burden for community residents. The Community Steering Committee also expressed the desire for more meaningful avenues of engagement surrounding the land-use decisions in the area.

For more information regarding the CERP approved for South Central Fresno, please visit the District's website at:
<http://community.valleyair.org/selected-communities/south-central-fresno>

2) **Project Related Emissions**

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM_{2.5}) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM₁₀, PM_{2.5} standards.

3-2

Based on information provided in the DEIR, Project specific annual emissions from construction and operation emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts:
<http://www.valleyair.org/transportation/GAMAQI.pdf>

2a) **Construction Emissions**

The Project's construction air emissions are short-term emissions generated from construction activities such as mobile heavy-duty diesel off-road equipment and are expected to result in a less than significant. However, the

District recommends, to further lessen air quality impacts from construction-related diesel exhaust emissions, the SCCCD should consider the feasibility of incorporating the below measure into the Project.

Recommended Measure: To reduce impacts from construction-related diesel exhaust emissions, the Project should utilize cleanest available off-road construction equipment, including the latest tier equipment.

2b) Truck Routing

Truck routing involves the assessment of which roads heavy-duty trucks take to and from their destination, and the emissions impact that the trucks may have on residential communities and sensitive receptors. Per the DEIR, this Project is expected to result in truck trips during construction activities (e.g. haul trucks) and operational activities (e.g. firetrucks).

Therefore, the District recommends the SCCCD evaluate heavy-duty truck routing patterns within the scope of the Project, with the aim of limiting emission exposure to residential communities and sensitive receptors. This evaluation would consider the current truck routes, the quantity and type of each truck (MHD, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall VMT, and associated exhaust emissions.

3-2

2c) Reduce Idling of HHD Trucks

The goal of this strategy is to limit the potential for localized PM_{2.5} and toxic air contaminant impacts associated with failure to comply with the state's HHD anti-idling regulation (e.g. limiting vehicle idling to specific time limits). Per the DEIR, is expected to result in truck trips during construction activities (e.g. haul trucks) and operational activities (e.g. firetrucks) and has the potential for idling to occur. The diesel exhaust from excessive idling has the potential to impose significant adverse health and environmental impacts.

The DEIR should deploy strategies to ensure compliance of the anti-idling regulation, especially near sensitive receptors, and discuss the importance of limiting the amount of idling within/near the Project site.

Recommended Measure: Construction and operational fleets limit vehicle idling pursuant to 13 CCR § 2485 and 13 CCR § 2480.

2d) Cleanest Available Heavy Duty Trucks

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NO_x emissions in the San Joaquin Valley.

The District's CARB-approved 2018 PM2.5 Plan includes significant new reductions from HHD trucks, including emissions reductions by 2023 through the implementation of CARB's Statewide Truck and Bus Regulation, which requires truck fleets operating in California to meet the 2010 standard of 0.2 g-NOx/bhp-hr by 2023. Additionally, to meet federal air quality attainment standards, the District's Plan relies on a significant and immediate transition of HHD fleets to zero or near-zero emissions technologies, including the near-zero truck standard of 0.02 g/bhp-hr NOx established by CARB.

3-2

Per the DEIR, this Project is expected to result in truck trips (e.g. haul trucks, firetrucks). The District recommends that the following measures be considered by the SCCCD for inclusion into the Project to reduce Project-related construction and operational emissions:

- *Recommended Measure:* Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhp-hr NOx) technologies.
- *Recommended Measure:* All on-site service equipment (forklifts, pallet jacks, etc.) utilize zero-emissions technologies.

3) **Health Risk Screening/Assessment**

The DEIR does not include a Prioritization and/or a health risk assessment (HRA). As such, the District strongly recommends a Prioritization and/or a HRA be performed for the Project to determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.). These health risk determinations should quantify and characterize potential Toxic Air Contaminant (TAC) air pollutants identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

3-3

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the facility, including multi-year construction, as well as ongoing operational activities of the facility. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks. A list of TACs identified by OEHHA/CARB can be found at: <https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants>

Prioritization (Screening Health Risk Assessment):

A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology. The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the

prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:

http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS

Health Risk Assessment:

Prior to performing an HRA, it is strongly recommended that land use agencies/development project proponents contact the District to review the proposed health risk modeling protocol. A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the project-related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk, or 1.0 for either the Acute or Chronic Hazard Indices. A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

3-3

- HRA AERMOD model files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodology.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900
- Visiting the District's modeling guidance website at:
http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm.

Recommended Measure: Development projects resulting in toxic air contaminant emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective.

Recommended Measure: A health risk screening and/or assessment should be performed to assess potential risks to sensitive receptors for all of the following projects:

- Projects whose proposed locations are within the established buffer distances identified in CARB's handbook located at

<https://ww3.arb.ca.gov/ch/handbook.pdf>

3-3

- Projects whose land uses are not specifically identified in CARB's handbook (such as shopping centers), but there is sufficient information to reasonably conclude that sensitive receptors would be exposed to significant sources of TACs

4) **Vegetative Barriers and Urban Greening**

The District suggests the SCCCD consider incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g. residences, schools, healthcare facilities).

3-4

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

5) **Onsite Solar Deployment**

3-5

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the SCCCD consider incorporating solar power systems at the facility to assist with powering future onsite equipment and activities.

6) **District Rules and Regulation**

3-6

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

6a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

This Project will be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and will require District permits.

Recommended Measure: Prior to commencing construction, since this Project is subject to permitting by the San Joaquin Valley Air Pollution Control District, demonstration of compliance with District Rule 2201 shall be provided to the SCCCD before issuance of the first building permit.

For further information or assistance, the project proponent may contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

3-6

6b) District Rule 9510 (Indirect Source Review)

The purpose of District Rule 9510 (Indirect Source Review) is to reduce the growth in both NOx and PM10 emissions associated with development and transportation projects from mobile and area sources associated with construction and operation of development projects. The rule encourages clean air design elements to be incorporated into the development project. In case the proposed project clean air design elements are insufficient to meet the targeted emission reductions, the rule requires developers to pay a fee used to fund projects to achieve off-site emissions reductions.

The proposed Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 9,000 square feet of educational space. To date, the District has received and approved the AIA application for this Project (ISR Project #20210344).

6c) District Regulation VII - Fugitive PM 10 Prohibitions

The project proponent will be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII,

specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*.

The application for both the Construction Notification and Dust Control Plan can be found online at:

<https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx>

Information about District Regulation VIII can be found online at:

http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

6d) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

3-6

In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at:

<http://www.valleyair.org/busind/comply/asbestosbultn.htm>.

6e) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

7) District Comment Letter

3-7

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Diana Walker by e-mail at Diana.Walker@valleyair.org or by phone at (559) 230-5820.

Sincerely,

Brian Clements
Director of Permit Services



For: Mark Montelongo
Program Manager

3. Response to Comments from the San Joaquin Valley Air Pollution Control District (SJVAPCD)

Response 3-1:

SJVAPCD's comments regarding AB 617 appear to be informational in nature and do not include any project-specific recommendations. While no modifications to the Draft EIR are required to address this information, SCCCD acknowledges that the project site is located with an AB 617 community, and it intends to develop and operate the project in a manner consistent with the goal of improving community health by reducing exposure to air pollutants.

Response 3-2:

The comments here discuss the project's air quality emissions and identify strategies to further reduce emissions. As mentioned by SJVAPCD in its comment letter, the project-specific emissions of criteria pollutants resulting from construction and operation activities are not expected to exceed any of SJVAPCD's significance thresholds as identified in its Guidance for Assessing and Mitigating Air Quality Impacts. As such, for purposes of CEQA, the recommendations for strategies to further reduce emissions associated with the project are considered advisory, rather than necessary to mitigate a significant impact of the project.

Additionally, SCCCD has submitted (and SJVAPCD has approved) an Air Impact Assessment (AIA) for the project that incorporates additional measures to reduce emissions, including but not limited to utilization of a clean construction fleet.

Response 3-3:

SCCCD notes that the Draft EIR already addresses the concerns which underlie the recommendation from the SJVAPCD comment letter regarding a Health Risk Screening/Assessment. The Draft EIR discusses potential Toxic Air Contaminant (TAC) air pollutants that may pose a present or potential hazard to human health as well as the potential for health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.).

As discussed in Draft EIR Section 4.3 and the Air Quality & Greenhouse Gas Impact Analysis, implementation of the proposed project would not result in the long-term operation of any major onsite stationary sources of TACs, nor would project implementation result in a significant increase in diesel-fueled vehicles traveling along area roadways. No major stationary sources of TACs were identified in the project vicinity that would result in increased exposure of students and employees to TACs.

Additionally, while the project would result in the generation of DPM emissions during short-term construction associated with the use of off-road diesel equipment for site grading, paving, and other construction activities, the use of diesel-powered construction equipment would be temporary and episodic and would occur over a relatively large area. 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 Measure AQ-1 would result in further reductions of on-site DPM emissions.

Further, the comment letter from SJVAPCD does not present any information specifically indicating inadequacy in the Draft EIR's analysis of potential health risks associated with air pollutants that could occur as a result of the project. Because the Draft EIR already addresses the concerns which underlie the recommendation presented in the SJVAPCD comment letter regarding a Health Risk Screening/Assessment, and because no information is provided that identifies a significant environmental impact of the project that has not already been addressed in the Draft EIR, no modifications to the Draft EIR are required.

Response 3-4:

The recommendations regarding vegetative barriers and urban greening are noted, but for purposes of CEQA do not require modification of the Draft EIR. It is noted that the campus includes trees at the perimeter of the project site which would function as vegetative barriers.

Response 3-5:

The recommendations regarding onsite solar development are noted, but for purposes of CEQA do not require modification of the Draft EIR. SCCCD notes that it intends to explore the potential to include solar and/or other renewable energy infrastructure at the project site.

Response 3-6:

SCCCD acknowledges the applicability of additional SJVAPCD rules and regulations and intends to comply with them as the project's development and operation goes forward. As mentioned in Response 3-2, SCCCD has already submitted an Air Impact Assessment (AIA) for the project, and the project's AIA has been approved by SJVAPCD. The AIA addresses the project's compliance with District Rule 9510 (Indirect Source Review).

Response 3-7:

SCCCD notes receipt of the comments from SJVAPCD. No response is required.



County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
STEVEN E. WHITE, DIRECTOR

September 15, 2021

George Cummings, Director of Facilities Planning
State Center Community College District
1171 N. Fulton Street, Fresno, CA 93721

SUBJECT: County of Fresno OAR- SCCCD First Responders Campus Project

Dear Mr. Cummings:

The County of Fresno appreciates the opportunity to review and comment on the subject

The First Responders Campus is envisioned in SCCCD's Facilities Master Plan as combining instruction and training for police, fire, corrections, EMT and paramedic programs at a single specialized campus.

The project is located on a 39.21-acre parcel (APN 316-071-23) situated at the northwest corner of North and Willow Avenues, approximately one-quarter mile from the Fresno city limits and within the City of Fresno Sphere of Influence. The proposed site for the campus encompasses the western 20 acres of the 39.21-acre parcel.

Fresno County requests that the following additional items be addressed in the Environmental Impact Report:

Fresno County Environmental Development Services and Capital Projects Division- Chris Motta, Principal Planner:

- State Government Code Section 65402 requires a government agency, prior to authorizing construction of a public building, disposing of any real property, or acquiring property, to submit the location, purpose, and extent of such acquisition, disposition, or public building to the Planning Agency having jurisdiction for its review as to conformity with the local General Plan. Section 65402 further states that the local Planning Agency shall render its report as to conformity with said adopted General Plan or part thereof within forty (40) days after the matter was submitted to it, or such longer period as may be designated by the legislative body. If the report does not favor the acquisition of the property for a school site, or for an addition to a present school site, the Governing Board of the school district shall not acquire title to the property until 30 days after the Commission's report has been received. The County has a General Plan Conformity Findings process in which staff evaluates such acquisitions and presents its findings to the Fresno County Planning Commission. The established fee in the County Master Schedule of Fees and Charges for General Plan conformity findings is \$860.
- The property is designated for General Industrial (Reserve) in the County-adopted Roosevelt Community Plan. The subject 40-acre parcel was rezoned from AL-20 to the M-3 (conditional) zone district in March of 2009 via IS 4965 and AA 3729. The allowed

4-1

uses were limited and included organic fertilizers, concrete and cement products, a caretaker's residence, wholesaling and warehousing and public utility yards with incidental buildings among those uses permitted. As this proposal involves acquisition by the state for an educational facility, it is likely exempt from the County's Zoning requirements.

4-1

- At the time of the rezoning, the subject property was located within the City of Fresno's Sphere of Influence and adjacent to, but not within the Malaga County Water District's boundary or SOI. In 2009, the City indicated that sewer and water facilities were available to the site, but that a sewer main extension within S. Willow Avenue and a water main extension would be required. A mitigation measure for this rezoning required any development to connect to these City services.

**Fresno County Roads Maintenance and Operations Division- Wendy Nakagawa,
Supervising Engineer:**

4-2

- A 30'X30' corner cutoff is needed at the intersection of E North Ave and S Willow Ave for visibility purposes.
- The proposed driveway approaches along North Ave shall not disrupt existing roadway drainage plans.
- The proposed driveway approaches should be limited to a maximum of 35 feet.
- An engineered Grading and Drainage Plan is required to show how additional runoff is being handled and verify compliance with Fresno County's Ordinances. If community facilities are not installed or available, the applicant will be required to contain additional storm water runoff associated with development in on-site retention areas. Any retention facilities greater than 18 inches in depth will require fencing to preclude public access.
- Development of the property will necessitate that the applicant constructs street improvements, possibly including curb, gutter, and sidewalk across the parcel frontages. Plans for such improvements would be submitted during the site plan review process.
- Subject's parcel is within FMFCD boundaries, any permanent drainage improvements should be in accordance with FMFCD master plan. Any road drainage improvements such as curb and gutter shall be deferred until FMFCD facilities are available.
- An encroachment permit is needed from the Road Maintenance and Operations Division for any work done within the road right-of-way of County of Fresno.

George Cummings, Director of Facilities Planning
September 15, 2021
Page 3 of 3

If you have any questions, you may e-mail me at eracusin@fresnocountyca.gov or contact me at (559) 600-4245.

Sincerely,

A handwritten signature in cursive script that reads "Elliot Racusin".

Elliot Racusin, Planner
Development Services and Capital Projects Division

ER

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4. Response to Comments from County of Fresno, Department of Public Works & Planning, Development Services and Capital Projects Division

Response 4-1:

Following are responses to the comments submitted by the Current Planning Division:

- SCCCD acknowledges the applicability of Government Code Section 65402 and notes that an application for General Plan Conformity Review with Fresno County has been filed for the project.
- The comments regarding the zoning history of the parcel and the conditions/restrictions under the current M-3(c) zoning are noted, as is the comment indicating that public educational facilities are likely treated as exempt from the County zoning requirements.
- The comment regarding water and sewer system connection requirements associated with the 2009 rezoning is noted. As discussed in the EIR, the project will connect to City of Fresno water and sewer service, which will also entail adoption of an Extraterritorial Service Agreement.

Response 4-2:

Following are responses to the comments submitted by the Roads Maintenance and Operations Division:

- The comments regarding requirements for roadway improvements are noted. SCCCD will adhere to applicable County regulations, standards, and policies as it develops and operates the project.
- The comments regarding requirements pertaining to drainage are noted. SCCCD will prepare and submit a Grading and Drainage Plan for the project to Fresno County for review and approval prior to operation of the project, and SCCCD intends to comply with other applicable County regulations, standards, and policies pertaining to drainage as it develops and operates the project, as well as FMFCD master plan requirements.



DEPARTMENT OF TRANSPORTATION

DATE: September 2, 2021

TO: GEORGE CUMMINGS, District Director of Facilities Planning, State Center Community College District, facilities@scccd.edu

FROM: GREGORY A. BARFIELD, Assistant City Manager
City of Fresno

SUBJECT: Draft Environmental Impact Report for First Responders Campus Project, Fresno, California

The City of Fresno has reviewed the Draft Environmental Impact Report (EIR) for First Responders Campus Project proposed at the northwest corner of Willow and North Avenues in Fresno County.

As noted in the Draft EIR, the proposed project is located outside of the existing City of Fresno city limits, but within the City of Fresno Sphere of Influence. The Draft EIR identifies two significant and unavoidable transportation-related project impacts, including VMTs above the Fresno County regional average reduction rate and greenhouse gas emissions above the GHG efficiency threshold calculated for the project.

5-1

Four mitigation measures have been proposed to address the transportation-related significant impacts, including MM GHG-1-c, MM GHG-1-d, MM T-3-c, and MM T-3-d. As related to public transit, these mitigation measures call for “providing a transit subsidy for students (e.g., free bus passes, as funding allows)” and promoting “improved and increased access to transit for the project,” including coordinating with Fresno Area Express (FAX) regarding “transit service in the vicinity of the project site, specifically to promote the routing of transit lines and placement of transit stops at the project site.”

FAX appreciates these mitigation measures; however, FAX does not currently provide service to the proposed project site, and bus service to the location is not included in either the 2022-2026 Fresno Clovis Metropolitan Area (FCMA) Short Range Transit Plan (SRTP) or the Fresno Council of Governments 2018-2042 Regional Transportation Plan (RTP).

5-2

Currently, the closest route to the proposed project site is Route 41, which provides service at Chestnut and North, a half-mile away from the proposed project site. In this area, Route 41 provides north/south service to the community of Malaga, with the nearest transfer at Butler, 2.5 miles further north. FAX does not intend to re-route Route 41 away from Malaga, which depends heavily on bus service for day-to-day transportation needs.

5-2

Unlike bus services currently provided at Fresno City College, which consists of FAX routes 1(Q), 20, and 28 with some of the highest frequencies, ridership numbers, and transfer opportunities across the system serving high-intensity land uses, adding a route to this location would incur significant operating expenses, generate low ridership, and expend resources which could be used more effectively to serve more highly populated areas in the central core. If a route were to be added, FAX would need to incorporate it into the SRTP and/or the RTP, where it would compete against multiple transit projects that have already been identified as unmet transit needs.

5-3

The City of Fresno recommends that the Draft EIR be revised to acknowledge this information and that the mitigation measures be strengthened by adding a funding commitment for the operation of a new bus route to the proposed project site if/when a route is added, as well as a continued and permanent commitment for student, faculty, and staff pass subsidies for transit usage.

A permanent funding commitment for transit access to the First Responders Campus Project would help FAX fulfil its mission to help connect low-income, minority, and disabled passengers to job centers and educational institutions that can result in greater economic opportunities for local residents.

5. Response to Comments from Gregory A. Barfield, Assistant City Manager/City of Fresno Department of Transportation

Response 5-1:

The initial portion of the comment letter summarizes information from the Draft EIR which is addressed later in the comments. No response is required.

Response 5-2:

This portion of the comment letter includes information about FAX's facilities and operations in the vicinity of the project site. For clarification, while the comment letter characterizes the project as being one-half mile away from the intersection of Chestnut Avenue and North Avenue (an area where FAX currently provides service), the western boundary of the project site is located approximately one-quarter mile from this intersection; this is depicted in Figures 2 and 4 from the Draft EIR, which also reflect that the project would be constructed on the west side of the 39.21-acre parcel.

More significantly, the comment letter appears to imply that the proposed mitigation measures – or the general action of providing transit service at the project site – would either require that Route 41 be re-routed away from the community of Malaga or that a new transit route be added to serve the project. As a point of clarification, neither of these actions are included as part of the mitigation measures set forth in the Draft EIR, and SCCCD believes that an option could be considered that would not substantially disrupt existing service to Malaga or require a new route. The language of Mitigation Measures GHG-1 and T-3 directs SCCCD to work with FAX to investigate and promote opportunities for transit service at the project site, but no specific improvements or actions altering FAX's existing facilities and services are stipulated.

Response 5-3:

This portion of the comment letter recommends that the Draft EIR be revised to acknowledge the information about FAX's facilities and operations as presented in the comment letter and additionally recommends that SCCCD provide a funding commitment for the operation of a new bus route to the proposed project site if/when a route is added, as well as a continued and permanent commitment for student, faculty, and staff pass subsidies for transit usage.

Regarding the first recommendation, the comments from FAX and these responses have been incorporated as part of the Final EIR. No modifications to the Draft EIR are required because the information provided in the comment letter does not constitute information indicative of a significant environmental impact under CEQA that has not already been addressed in the Draft EIR.

Regarding the second recommendation, the provision of a permanent funding commitment to FAX would not reduce the project's significant and unavoidable impacts involving GHG emissions and/or Vehicle Miles Traveled (VMT) to less than significant levels. GHG emissions and VMT are influenced by a number of factors, and while increasing transit usage would help reduce GHG emissions and VMT, the reductions would not be of a magnitude that could reduce these impacts to less than significant levels (see Draft EIR Section 4.8, Greenhouse Gas Emissions, and Section 4.16, Transportation, for additional discussion). SCCCD notes that it intends to continue to coordinate with FAX to further investigate opportunities for transit service at the project site as provided in the mitigation measures.



**DEPARTMENT OF PUBLIC UTILITIES
MEMORANDUM**

DATE: 9/13/2021

TO: SOPHIA PAGOULATOS – Planning Manager, Planning & Development
Planning & Development Dept/Advance Planning

FROM: KEVIN GRAY, Supervising Engineering Technician
Department of Public Utilities – Utilities Planning & Engineering

THRU: ROBERT A. DIAZ, Supervising Engineering Technician
Department of Public Utilities – Utilities Planning & Engineering

**SUBJECT: DPU CONDITIONS OF APPROVAL SCCCD – FIRST RESPONDERS
CAMPUS 3276 E. NORTH AVENUE SITE IMPROVEMENTS**

**Terms of Agreement: Extraterritorial Water and Sewer Service and Offsite
Infrastructure Agreement**
Property: APN 316-071-23T, 39.19 acres

Water Requirements

City of Fresno Water Division approves of the proposed project, subject to the following water conditions listed below:

1. Water Extensions:
 - a. Construct a 16-inch diameter public water main (including installation of public fire hydrants) in East North Avenue from the existing 14-inch diameter water main in East North Avenue approximately 1,350 west of South Chestnut Avenue east to South Willow Avenue.
 - b. Construct a 16-inch diameter public water main in South Willow Avenue (including installation of public fire hydrants) from East North Avenue north to the existing 14-inch diameter water main south of East Jensen Avenue. The cost for constructing the 16-inch water main in South Willow Avenue from the north boundary of the property to the existing 14-inch diameter water main south of East Jensen Avenue (approximately 3,000 feet) will be eligible for direct cost reimbursement by separate agreement.
2. Engineered improvement plans prepared by a Registered Civil Engineer are required for proposed additions to the City Water System.
3. All Public water facilities shall be constructed in accordance with The Department

MEMORANDUM

MINDI MARIBOHO – Development Services Coordinator

Planning & Development Dept/Current Planning

September 13, 2021

DPU CONDITIONS OF APPROVAL SCCCD – FIRST RESPONDERS CAMPUS 3276

E. NORTH AVENUE SITE IMPROVEMENTS

Page 2 of 5

of Public Works standards, specifications, and policies.

4. Water service for all domestic, irrigation, and fire protection shall be metered.
5. Destruct any existing on-site well in compliance with the State of California Well Standards, Bulletin 74-81 and 74-90 or current revisions issued by California Department of Water Resources and City of Fresno standards.
6. SCCCD is responsible for meeting any required fire protection upgrades beyond the point of connection to the public water system.
7. Two independent sources of water, meeting Federal and State Drinking Water Act Standards, are required to serve the tract including any subsequent phases thereof. The two-source requirement may be accomplished through any combination of water main extensions, construction of supply wells, or other acceptable sources of water supply approved by the Public Utilities Director or designee.
8. No representation regarding water service, pressure, or volume for any private portion of the new water pipeline. SCCCD assumes full responsibility for the adequacy of volume of water and water pressure beyond the Point of Service into the private portion.
9. City water service is contingent upon transfer and assignment of all water entitlements associated with the Property, including water entitlements with the Fresno Irrigation District to City.
10. SCCCD is responsible for the operation, maintenance, repair, and replacement of the private portion of the water and sewer system beyond the City's point of service.
11. Private portion if for the exclusive use of SCCCD. Private portion shall not be used to provide water service or sewer service to any other property regardless of whether the other property is owned by SCCCD or a third party.
12. Existing public water facilities lie within water main easements in North Blattella Lane.

MEMORANDUM

MINDI MARIBOHO – Development Services Coordinator

Planning & Development Dept/Current Planning

September 13, 2021

DPU CONDITIONS OF APPROVAL SCCCD – FIRST RESPONDERS CAMPUS 3276

E. NORTH AVENUE SITE IMPROVEMENTS

Page 3 of 5

- a. Water meters, fire service boxes and fire hydrants are to be relocated behind new curb faces, at the developer's expense.
- b. New water main or Public Utility easements may be required to include new water utility relocations.
- c. Existing water gate valves shall be accounted for and access points raised or lowered to new grade elevations, at the developer's expense.
- d. The above requirements shall be coordinated with the City - Water Division area supervisor.

13. The water supply requirements for this project are as follows:

14. The project applicant shall be required to pay Water Capacity Fee charges for the installation of new water services and meters to serve the property.

- a. The Water Capacity Fee charge assessed to the applicant shall be based on the number and size of service connections and water meters required to serve the property.
- b. The Water Capacity Fee charges by meter size are defined in the City's Master Fee Schedule.
- c. The City reserves the right to require an applicant to increase or decrease the size of a water meter for a project or a property to ensure that the meter is properly sized to accommodate fire protection requirements, and to allow for accurate volumetric flow measurements at low- and high-flow conditions.
- d. The Water Capacity Fee Charge for any new or expanded service connection shall be payable prior to the issuance of a building permit at the fee level in effect on the date such permit is issued.

15. The project applicant shall be required to pay all other water-related fees and charges in accordance with the City's Master Fee Schedule and Municipal Code.

6-1

Sewer Requirements

The nearest sanitary sewer main to serve the proposed project is an 66-inch sewer trunk located in West North Avenue. Sanitary sewer facilities are available to provide service to the site subject to the following requirements:

6-2

MEMORANDUM

MINDI MARIBOHO – Development Services Coordinator

Planning & Development Dept/Current Planning

September 13, 2021

DPU CONDITIONS OF APPROVAL SCCCD – FIRST RESPONDERS CAMPUS 3276

E. NORTH AVENUE SITE IMPROVEMENTS

Page 4 of 5

6-2

1. The Project shall construct a private sewer lateral connecting the existing 66-inch diameter public sewer main in East North Avenue at Manhole 3262-01.
2. House branch(sewer lateral) larger than 6-inch shall require a manhole connection.
3. Street work permit is required for any work in the Right-of-Way.
4. On-site sanitary sewer facilities shall be private.
5. Abandon any existing on-site private septic systems. Septic Tanks are prohibited.
6. The Project Developer shall contact Utility Billing and Collection Services at (559) 621-6765 prior to pulling building permits regarding conditions of service for special users.

Sanitary Sewer Fees

The following Sewer Connection Charges are due and shall be paid for the Project:

6-3

1. Sewer Lateral Charge.
2. Sewer Oversize Area.
3. Sewer Facility Charge (Non-Residential)
4. Upon connection of this Project to the City Sewer System the owner shall be subject to payment of Sewer Facility charges per Fresno Municipal Code Sections 6-304 and 6-305. Sewer Facility Charges consist of two components, a Wastewater Facilities Charge and Trunk Sewer Charge where applicable.
5. Sewer Facility Charges are collected after occupancy on a monthly basis over time based on metered (water or sewer effluent) usage. The developer may contact the Department of Public Utilities/Wastewater-Environmental Control at (559) 621-5153 to receive an estimated cost of the Sewer Facility Charges applicable to the project (based on a constant sewer discharge and loading (Biochemical Oxygen Demand [BOD] and Total Suspended Solids [TSS] levels anticipated) at the current rates in effect, at that time, per Fresno's Master Fee Resolution. The developer shall provide data regarding estimated sewer discharge rates [flow] and loading [BOD/TSS levels] required for calculating the estimated charge.

MEMORANDUM

MINDI MARIBOHO – Development Services Coordinator

Planning & Development Dept/Current Planning

September 13, 2021

DPU CONDITIONS OF APPROVAL SCCCD – FIRST RESPONDERS CAMPUS 3276

E. NORTH AVENUE SITE IMPROVEMENTS

Page 5 of 5

Solid Waste Requirements

This location is serviced by a Commercial Solid Waste Franchisee. For service information, please contact Mid Valley Disposal at 559-237-9425.

6-4

1. This location will require a one, 2-cell trash enclosure, designed to accommodate separate facilities containing 2 - 4cu. yd. bins, one for trash and one for recycling collection to be constructed to current Solid Waste standards (P-33, P-34 and P-95) to be serviced weekly.
2. Developer will need to provide a 44' (centerline) turning radius at all corners and a T-turnaround (or hammerhead) area where the solid waste vehicle is to turn around.

6. Response to Comments from City of Fresno, Department of Public Utilities (first comment letter)

Response 6-1:

It is noted for context that this comment letter addresses the proposed terms of an Extraterritorial Water and Sewer Service and Offsite Infrastructure Agreement for the project, which will be subject to review and approval of the Fresno Local Agency Formation Commission.

Response 6-2:

SCCCD acknowledges and will comply with the water system requirements set forth in the comment letter, excepting the items listed below for the reasons provided:

- Item 4: The metering requirement should refer to water used for “fire training activities” (i.e., activities planned as part of the firefighter instruction and training which would occur at the campus) rather than “fire protection” (i.e., water utilized for emergency situations involving fire).
- Item 12: While this item is informational in nature, it is noted that there is no Blattella Lane located in the vicinity of the project site.
- Item 14(d): A building permit would not necessarily be issued as part of new or expanded service connection, thus the timing for payment of the Water Capacity Fee Charge may need to occur based on some other triggering action.

Response 6-3:

SCCCD acknowledges and will comply with the sewer system requirements set forth in the comment letter.

Response 6-4:

SCCCD acknowledges and will comply with the applicable Sewer Connection Charges set forth in the comment letter.

Response 6-5:

SCCCD acknowledges and will implement the solid waste requirements set forth in the comment letter.



SUBJECT: Exhibit A
Conditions of Approval for SCCCD First Responder's Training Facility

DATE: January 12, 2021

TO: State Center Community College First Responders Center

FROM: Louise Gilio, Traffic Planning Supervisor
Public Works Department, Traffic Planning Section

ADDRESS: Northwest corner of North and Willow

APN: 316-071-23

ATTENTION:

The items below require a separate process with additional fees and timelines, in addition to the development permit process. Submit the following items early to avoid delaying approval of building permits. Final approval of the site plan is contingent on receipt of all items checked below.

<p>Traffic Impact Study (TIS) A Traffic Impact Study was required. Comply with the City Traffic Engineer's mitigated measures based on the TIS.</p>	<p>Jill Gormley</p>	<p>Public Works Department (559) 621-8792 Jill.Gormley@fresno.gov</p>
<p>Fresno Metropolitan Flood Control District When permanent facilities are not available from the Fresno Metropolitan Flood Control District, the applicant shall identify a temporary onsite storm water basin per Public Works Standard P-97 for review and approval from Public Works</p>	<p>Francisco Magos Kevin Rein</p>	<p>Public Works Department (559) 621-8679 Francisco.Magos@fresno.gov</p> <p>Planning and Development Department (559) 621-8079 Kevin.Rein@fresno.gov</p>

7-1

PUBLIC IMPROVEMENT REQUIREMENTS (for frontage of development, per City Engineer)

The following requirements are based on city records and the accuracy of the existing and proposed on-site and off-site conditions depicted on the exhibits submitted. Requirements not addressed due to omission or misrepresentation of information, on which this review process is dependent, will be imposed whenever such conditions are

disclosed. Construct additional offsite improvements, including but not limited to, concrete curb, gutter, sidewalk, approaches, ramps, pavement, utility relocations, etc. in accordance with *City of Fresno's Public Works Standards, Specifications* and the approved street plans. Street widening and transitions shall also include utility relocations and necessary dedications.

Repair all damaged and/or off grade off-site concrete street improvements as determined by the City of Fresno Public Works Department, Construction Management Division, (559) 621-5600. Pedestrian paths of travel must also meet current accessibility regulations.

Underground all existing overhead utilities within the limits of this site/map as per ***Fresno Municipal Code Section 15-2017*** and ***Public Works Policy No. 260.01***.

The construction of any overhead, surface or sub-surface structures and appurtenances in the public right of way is prohibited unless an **Encroachment Covenant** is approved by the City of Fresno Public Works Department, Traffic and Engineering Services Division, (559) 621-8693. **Encroachment Covenant** must be approved **prior** to issuance of building permits.

North Avenue: 4-lane Industrial Arterial

1. Dedication Requirements: (OPL=42' from centerline) (4-lane Industrial = 48' from centerline)
 - a. Dedicate **48'** of property, from **centerline**, for public street purposes, within the limits of this application, per Public Works Standard **P-55**. Center line shall be established per Official Plan Line No. 31 / County Precise Plan No. 62
 - b. Dedications Requirements for the remainder of the parcel to be required with future development. Not applicable with this phase per City Engineer.

2. Construction Requirements:
 - a. Construct **20'** of permanent paving per Public Works Standard **P-50**, within the limits of this application and transition paving as necessary.
 - b. Construct **(2) 30'-35'** concrete driveway approaches to Public Works Standards **P-2** and **P-6**, as approved on the site plan. **Provide 10' of red curbing (3 coats) on both sides of the proposed driveway approaches.**
 - c. Construct concrete curb, gutter and sidewalk to Public Works Standard **P-5**. The curb shall be constructed to a **10'** commercial pattern. Construct **5' x 6'** tree wells per Public Works Standard **P-8 (modified)**. Planting of street trees shall conform to the minimum spacing guidelines as stated in the Standard Specification, Section 26-2.11(C).
 - d. Construct an underground street lighting system to Public Works Standard **E-1** within the limits of this application. Spacing and design shall conform to Public Works Standard **E-7** for Arterials. Street lights installed on major streets shall be fed from a service pedestal with a master photo control as detailed in **Section 3-3.17** of the City Specifications and Standard Drawings **E-15, E-18** or as approved by the City Engineer.

7-1

- e. Provide a **12'** visibility triangle at all driveways, per Fresno Municipal Code (FMC) 15-2018B.
- f. Construction Requirements for the remainder of the parcel to be required with future development. Not applicable with this phase per City Engineer.

Willow Avenue: Collector

1. Dedications Requirements: to be required with future development. Not applicable with this phase per City Engineer.
2. Construction Requirements: to be required with future development. Not applicable with this phase per City Engineer.

Public Improvement Plans are required and shall be approved by the City Engineer. Contact Francisco Magos at (559) 621-8679 or at Francisco.Magos@fresno.gov and submit Public Improvement Plans for all required work, in a single package, to Engineering Services Division. Dedications shall be sufficient to accommodate additional paving and any other grading or transitions as necessary based on a **45** MPH design speed for Collectors and **55** MPH for Arterials. Utility poles, street lights, signals, etc. shall be relocated as determined by the City Engineer. The performance of any work within the public right of way and/or easements (including street, bike, pedestrian, landscape, and utility easements) requires a **Street Work Permit prior** to commencement of work. Contact Public Works Department at (559) 621-8800, 10 working days prior to construction of any improvements in the public right-of-way and/or easements. All improvements shall be constructed in accordance with the City of Fresno, Public Works Department Standard Drawings and Specifications. Traffic Control Plans shall be required to ensure the sidewalk or an approved accessible path remains open during construction. Contact Harmanjit Dhaliwal at (559) 621-8694 or at Harmanjit.Dhaliwal@fresno.gov and submit Traffic Control Plans to the Traffic Operations and Planning Division. All work shall be reviewed, approved, completed, and accepted **prior** to obtaining a certificate of occupancy.

7-1

Two working days before commencing excavation operations within the street right of way and/or utility easements, all existing underground facilities shall have been located by Underground Services Alert (USA) Call 811.

Any survey monuments within the area of construction shall be preserved or reset by a person licensed to practice Land Surveying in the State of California.

Traffic Signal Mitigation Impact (TSMI) Fee: This project shall pay all applicable TSMI Fees **at the time of building permit.** Contact the Public Works Department, Frank Saburit at (559)621-8797. The fees are based on the Master fee schedule.

Fresno Major Street Impact (FMSI) Fees: This entitlement is in the **New Growth Area;** therefore pay all applicable growth area fees and City-wide regional street impact fees. / Contact the Public Works Department, Frank Saburit at (559) 621-8797.

FMSI Requirements:

THE FMSI REQUIREMENTS ARE REQUIRED TO BE CONSTRUCTED PRIOR TO OCCUPANCY.

North Avenue: 4-lane Industrial Arterial

1. Dedicate and construct the following **within the limits of the frontage of this application** Dedication shall be sufficient to accommodate additional paving and any other grading or transitions as necessary based on a **55 MPH** design speed.
 - a. East bound: (1) **12'** center section travel lane and a **5'** shoulder;
 - b. West bound: (2) **12'** center section travel lane(s) and a **5'** shoulder;
 - c. If not existing, an additional **8'** dedication is required beyond the edge of pavement.

Regional Transportation Mitigation Fee (RTMF): Pay all applicable **RTMF** fees to the Joint Powers Agency located at 2035 Tulare Street, Suite 201, Fresno, CA 93721; (559) 233-4148 ext. 200; www.fresnocog.org. Provide proof of payment or exemption **prior** to issuance of certificate of occupancy.

7-1

7. Response to Comments from City of Fresno, Public Works Department, Traffic Planning Section

Response 7-1:

This comment letter (dated January 12, 2021) was provided as part of the City of Fresno's package of departmental comments on the Draft EIR. The items discussed in the letter have been addressed in the Draft EIR and the Traffic Impact Study, so it assumed that this letter has been included for reference. No additional response or modification to the Draft EIR is required.



Fresno Metropolitan Flood Control District
Capturing Stormwater since 1956

File 170.908
310. "AZ", "CU"
550.30 "AZ", "CU"

September 16, 2021

Mr. George Cummings, District Director of Facilities Planning
State Center Community College District
1171 Fulton Street
Fresno, CA 93721

Dear Mr. Cummings,

**FMFCD Comments to the Notice of Availability of a
Draft Environmental Impact Report for the First Responders Campus Project
Drainage Areas "AZ" and "CU"**

The proposed project lies within FMFCD's proposed Drainage Areas "AZ" and "CU". The Fresno Metropolitan Flood Control District ("District") has reviewed the subject Notice of Availability of a Draft Environmental Impact Report ("DEIR") and has no additional comments.

8-1

The comments provided on May 21, 2021 are still applicable and have been addressed in the DEIR. A copy of the letter is included for your reference.

Thank you for the opportunity to comment. Should you have any further questions or need additional information, please contact the District at (559) 456-3292.

Sincerely,

A handwritten signature in blue ink that reads "Gary Chapman".

Gary Chapman
Engineering Technician III

GC/lrl

Attachment(s)



Fresno Metropolitan Flood Control District
Capturing Stormwater since 1956

File 170.908
310. "AZ", "CU"
550.30 "AZ", "CU"

May 21, 2021

Mr. George Cummings, District Director of Facilities Planning
State Center Community College District
1171 Fulton Street
Fresno, CA 93721

Dear Mr. Cummings,

**Fresno Metropolitan Flood Control District Comments for
Request for Comment Notice of Preparation of
Draft Environmental Impact Report for
First Responders Campus Project
Drainage Areas "AZ" and "CU"**

Fresno Metropolitan Flood Control District (FMFCD) bears responsibility 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. The community has developed and adopted a Storm Drainage and Flood Control Master Plan. Each property contributes its pro-rata share to the cost of the public drainage system. All properties are required to participate in the community system for everyone. It is this form of participation in the cost and/or construction of the drainage system that will mitigate the impact of development.

The subject property shall pay drainage fees pursuant to the Drainage Fee Ordinance prior to approval of any final maps and/or issuance of building permits at the rates in effect at the time of such approval. Please contact FMFCD for a final fee obligation prior to issuance of any construction permits. Should land use densities of existing areas be increased, the property would be subject to a reassessment of drainage fees based on the proposed increased land uses and may include the requirement of additional drainage fees to be paid to offset the increased land use. Each proposed development will be reviewed and assessed upon submittal to FMFCD. The preliminary drainage fee for the first developed 25.8 acre portion of the project is \$206,570. The drainage fee balance for the remaining site acreage will be addressed with future development.

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Mr. George Cummings
Request for Comment Notice of Preparation of
Draft Environmental Impact Report for
First Responders Campus Project
May 21, 2021
Page 2

Permanent service is currently not available to the project site and therefore it is recommended that temporary facilities be provided until permanent service is available. There are future Master Plan storm drain facilities within the project area, as shown on Exhibit No. 1. Please contact FMFCD when a detailed site plan is available for storm drain construction requirements. A minimum fifteen-foot (15') wide storm drain easement will be required whenever storm drain facilities are located on private property. No encroachments into the easement will be permitted including, but not limited to, foundations, roof overhangs, swimming pools, and trees.

FMFCD requires that the storm drainage patterns for the development conform to FMFCD's Master Plan. FMFCD will need to review and approve all improvement plans for any proposed construction of curb and gutter or storm drainage facilities for conformance to the Master Plan within the project area. Specific construction requirements will be addressed with future entitlements on the property that may include street reconstruction.

If there are to be storm water discharges from private facilities to FMFCD's storm drainage system, they shall consist only of storm water runoff and shall be free of solids and debris. Landscape and/or area drains are not allowed to connect directly to FMFCD's facilities.

In an effort to improve storm runoff quality, outdoor storage areas shall be constructed and maintained such that material that may generate contaminants will be prevented from contact with rainfall and runoff and thereby prevent the conveyance of contaminants in runoff into the storm drain system.

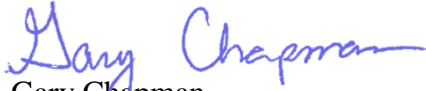
FMFCD encourages, but does not require that roof drains from non-residential development be constructed such that they are directed onto and through a landscaped grassy swale area to filter out pollutants from roof runoff.

Runoff from areas where industrial activities, product, or merchandise come into contact with and may contaminate storm water must be directed through landscaped areas or otherwise treated before discharging it off-site or into a storm drain. Roofs covering such areas are recommended. Cleaning of such areas by sweeping instead of washing is to be required unless such wash water can be directed to the sanitary sewer system. Storm drains receiving untreated runoff from such areas that directly connect to FMFCD's system will not be permitted. Loading docks, depressed areas, and areas servicing or fueling vehicles are specifically subject to these requirements. FMFCD's policy governing said industrial site NPDES program requirements are available. Contact FMFCD's Environmental Department for further information regarding these policies related to industrial site requirements.

Mr. George Cummings
Request for Comment Notice of Preparation of
Draft Environmental Impact Report for
First Responders Campus Project
May 21, 2021
Page 3

Thank you for the opportunity to comment. Please keep our office informed on the development of these plans. If you should have any questions or comments, please contact FMFCD at (559) 456-3292.

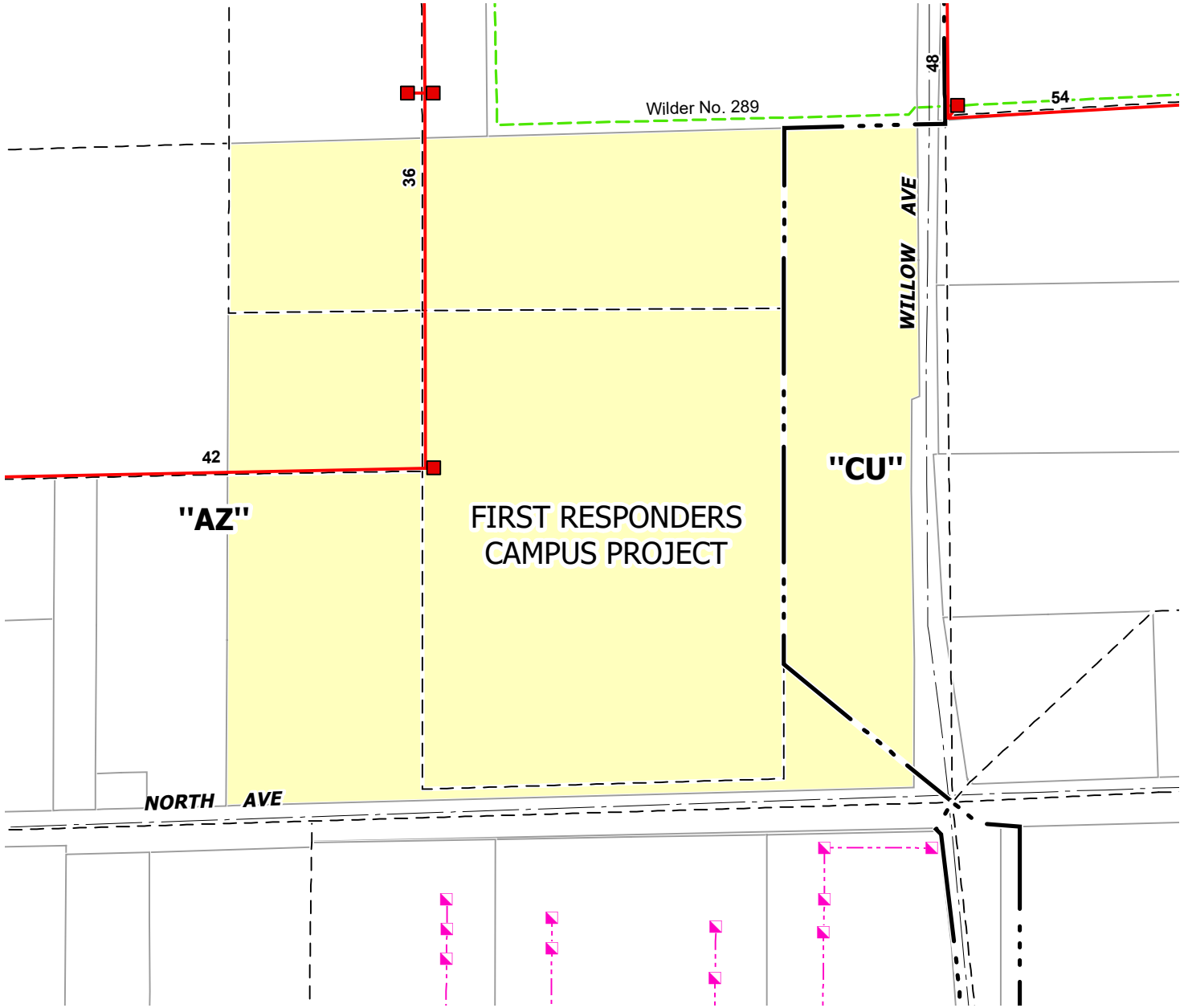
Sincerely,



Gary Chapman
Engineering Technician III

GC/lrl

NOTE: THIS MAP IS SCHEMATIC.
 DISTANCES, AMOUNT OF CREDITABLE
 FACILITIES, AND LOCATION OF INLET
 BOUNDARIES ARE APPROXIMATE.



LEGEND

- Future Master Plan Facilities
- Private Facilities
- Existing FID Facilities
- Inlet Boundary
- Drainage Area Boundary
- Limits Of Project



1" = 300'

**FIRST RESPONDERS
 CAMPUS PROJECT**
DRAINAGE AREAS "AZ" & "CU"

EXHIBIT NO. 1

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT



8. Response to Comments from Fresno Metropolitan Flood Control District (FMFCD)

Response 8-1:

As mentioned in this comment letter, FMFCD's comments from its letter provided on May 20, 2021, are still applicable and have been addressed in the Draft EIR (see Section 4.10, Hydrology and Water Quality, and Section 4.18, Utilities and Service Systems). No additional response is required.

Comment Letter 9

From: [Dejan Pavic](#)
To: [Sophia Pagoulatos](#)
Cc: [Michael Carbajal \(DPU Director\)](#)
Subject: SCCCD First Responders Campus Project Draft EIR
Date: Thursday, September 16, 2021 11:29:18 AM
Attachments: [SCCCD-first-responders-DPU comments-09162021.pdf](#)

Sophia,

As we just discussed on the phone, here are DPU's comments to the Draft EIR. I understand that you already forwarded to SCCCD the CAOs that Kevin sent to you on 9/13/2021. Please note that there will be some minor revisions to those CAOs.

Attached are copies of relevant pages of the Draft EIR with hand marked comments, summarized below:

- 9-1 1. Page 70: Update references from the 2015 UWMP to the 2020 UWMP plan (adopted July 2021);
- 9-2 2. Page 71: Section 6.10(b) should read 4.10(b);
- 9-3 3. Page 96: Remove (or update) references to the MOU (Malaga/City/LAFCo); recent conversations with SCCCD led to the revised conditions; add a comment to make clear that SCCCD is connecting to the City of Fresno community water/sewer systems subject to approval of an Extraterritorial Service Agreement.
- 9-4 4. Page 96: Update references from the 2015 UWMP to the 2020 UWMP plan (adopted July 2021);
- 9-5 5. Page 97: Update references from the 2015 UWMP to the 2020 UWMP plan (adopted July 2021);
- 9-6 6. Page 98: Update references from the 2015 UWMP to the 2020 UWMP plan (adopted July 2021);
- 9-7 7. Page 98: Remove references to the MOU, or state that recent conversations with SCCCD led to the revised conditions (dated 9/13/2021; minor modifications pending); add a comment to make clear that SCCCD is connecting to the City of Fresno community water/sewer systems subject to approval of an Extraterritorial Service Agreement. Also, modify the narrative about the water main extension and fire tank (no longer proposed) so that the EIR is consistent with the COAs and draft ET agreement terms.
- 9-8 8. Page 99 (2 spots): Update to reflect the 9/13/2021 conditions and the pending ET agreement;
- 9-9 9. Page 99: Update references from the 2015 UWMP to the 2020 UWMP plan (adopted July 2021);
- 9-10 10. Page 100: outdated information/data (from 2011);
- 9-11 11. Page 105: Update references from the 2015 UWMP to the 2020 UWMP plan (adopted July 2021);

Please let us know if you need any additional information on this matter.

Thank you,

Dejan

Potential impacts on water quality from erosion and sedimentation could temporarily occur during construction. Before beginning construction, SCCCDC 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.

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 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. The Kings Subbasin is critically overdrafted.

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 2015 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.

The water demand for the project is not expected to exceed the level of demand associated with the site's planned heavy industrial land use that is reflected in the City of Fresno's General Plan and its 2015 Urban Water Management Plan. The number of users at the project site would be comparable to that of commercial and industrial uses allowed in heavy industrial areas, and the facilities proposed as part of project would generally not require significant amounts of water to operate. The project's landscaping and grass-turfed physical training area will incorporate methods of reducing water consumption. Further, the project's potential impact specifically to groundwater supplies would be lessened because the City has adopted policies and developed facilities to increase utilization of surface water and recycled water while reducing or holding constant its use of groundwater to meet future water demands within the City's service area.

Regarding groundwater recharge, the project will increase impervious surfaces in the project area. However, the amount of impermeable surfaces added from buildout of the project would be similar to if not less than the development anticipated by the City's General Plan and the FMFCD Master Plan. Further, the project will include a drainage basin and landscape areas, features which will function in part to promote groundwater recharge at the site, and there are no development plans for the eastern half of the property, which would remain vacant.

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?

Grading required for the proposed project would change the existing drainage pattern within the project site, and the additional covered surfaces would increase the amount of surface runoff and, potentially, the rate of

reword to
reference
2020 UMWP
(July 2021)

runoff. The runoff would have the potential to degrade surface and groundwater quality if not properly controlled.

In response to the NOP prepared for the project, FMFCD provided a comment letter regarding existing and future storm drainage conditions at the project site. Per the comment letter, permanent service from FMFCD's system is currently not available to the project site and therefore it is recommended that temporary facilities be provided until permanent service is available. Regarding future conditions, the comment letter mentions that FMFCD Master Plan facilities are located within the area, that the storm drainage patterns for the development are required to conform to FMFCD's Master Plan, and that FMFCD will need to review and approve all improvement plans for any proposed construction of curb and gutter or storm drainage facilities for conformance to its Master Plan within the project area.

The volume of stormwater runoff from the proposed First Responders Campus project would be consistent with that of the urbanized uses anticipated to occur on the project site in the City of Fresno's long-range planning and FMFCD's system planning. The 39.21-acre project site parcel has been designated in the City's General Plan as Heavy Industrial and Public Institutional – Fire Station. These land use designations entail development that would include land covered to a high degree with impermeable surfaces (e.g., building pads, parking lots, streets, driveways). The amount of impermeable surfaces added from buildout of the First Responders Campus would be similar to, if not less, than the anticipated development on which the City's General Plan and the FMFCD Master Plan are based, and there are no development plans for the eastern half of the property, which would remain vacant for the foreseeable future,

The project includes an on-site retention basin which will function to manage drainage prior to connection to FMFCD's system. The project will be required to submit improvement plans, including grading and drainage plans, to the Division of the State Architect (DSA) for review and approval to ensure that adjacent properties are not adversely impacted by the increase in stormwater runoff or alteration to existing drainage patterns.

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 area near the northeast corner of the 39.21-acre project site parcel is within a mapped dam inundation area. However, in addition to dam failure being an extremely rare occurrence, the mapped maximum flood depth at the parcel is 1-2 feet (the lowest mapped depth), and the northeast portion of the parcel is not proposed to include development as part of the project. 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. 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.

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 4.5 (Cultural Resources), the project is located on a site that has been highly disturbed from prior agricultural usage, and it is not located near a current or past waterway, thus it is generally not known or expected to be a sensitive resource area. 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. However, it is possible that subsurface resources could exist and be disturbed by project construction activities. To address the potential for impacts to previously undiscovered tribal cultural resources, the mitigation measure provided below has been incorporated into the project.

Level of Impact: Potentially significant.

Mitigation Measures:

MM TCR-1: Avoidance of Impacts to Undiscovered Subsurface Resources

MM TCR-1: If subsurface tribal cultural resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified tribal cultural resources professional shall be consulted to determine whether the resources require further study. If the resources are determined to be significant, mitigation measures shall be identified by the cultural resources professional and recommended to the District. If human remains are discovered, the procedures of Mitigation Measure CR-3 shall also apply.

Level of Significance after Mitigation: With implementation of the recommended mitigation measure, impacts of the project regarding tribal cultural resources would be less than significant.

4.18 Utilities and Service Systems

Environmental Setting

Water and Wastewater

The project site is not currently connected to a public water or wastewater system but is in the vicinity of two water and wastewater service providers: the Malaga County Water District (MCWD) and the City of Fresno. As discussed in more detail under the Regulatory Setting section, the project site is located within the "Half-Mile Agreement Area" that is the subject of a Memorandum of Understanding between the City of Fresno, MCWD, and the Fresno Local Agency Formation Commission (Fresno LAFCo) regarding water service.

MCWD is a California Special District which covers an area of about 2.5 square miles and provides water distribution as well as wastewater collection, treatment, and disposal to a community that includes residential units, trailer park tenants, major industrial customers, and over 200 commercial businesses. MCWD's nearest water and wastewater system facilities are located on the south side of North Avenue across from the project site. MCWD sources its water supply from a series of groundwater wells. MCWD treats wastewater at its Wastewater Treatment Facility (WWTF), located at 3749 S. Maple Avenue, approximately 1.25 miles southwest of the project site.

The City of Fresno's Department of Public Utilities (DPU) is responsible for providing water and wastewater service to the majority of the city plus some users within the City's Planning Area outside of the City limits. According to the City's 2015 Urban Water Management Plan, the City has an aggregate of about 133,000 service connections and provides approximately 145,900 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 2016, the City's water system consisted of about 1,799 miles of transmission and distribution pipelines, 260 active municipal groundwater wells, two surface water treatment facilities, three water storage facilities, and four 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 nearest existing water supply infrastructure is located in North Avenue, west of Chestnut Avenue.

remove references to the MOU...

update to 2020 UWMP data

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. There is existing City of Fresno wastewater infrastructure located adjacent to the site along North Avenue (North Avenue trunk sewer line).

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, including the area of the proposed project site. 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 6.11(c), the 39.21-acre project site parcel is located primarily within FMFCD's "AZ" basin area, with a small portion at the eastern edge of the parcel located within the Basin "CU" basin area. Review of FMFCD's Storm Drainage and Flood Control Master Plan Map shows there are future planned storm drainage pipelines located within the project area.

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 in place as well as telecommunications facilities such as cellular towers and broadband internet connections. There are overhead powerlines and power poles present at the southern portion of the project site along the north side of North Avenue, and there is a PG&E electrical substation located at the northeast corner of Willow and North Avenues immediately to the east of the 39.21-acre project site parcel.

Regulatory Setting

Local

City of Fresno 2015 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

2020 UWMP
(July 2021)

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 2015 Urban Water Management Plan (UWMP) on June 23, 2016. 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-Malaga County Water District Water Service Memorandum of Understanding

In March of 2016, Fresno LAFCo authorized approval of a Memorandum of Understanding (MOU) between the City of Fresno, the Malaga County Water District (MCWD), and Fresno LAFCo related to the provision of water service in the vicinity of North Avenue. The MOU affects a "Half-Mile Agreement Area" which refers to the area extending one-half mile north of North Avenue between Maple and Minnewawa Avenues. The context of the MOU's adoption involved development constraints on properties in the southern part of the Fresno SOI, specifically constraints on annexing to the City and/or connecting to City services. Per the MOU, projects within the Half-Mile Agreement Area are eligible to receive public water service provided by MCWD. Under this agreement, a property owner/developer would contract with the City of Fresno for public utilities, and the City would then contract with MCWD to provide services, and would bill the property owner for the services. As part of the agreement, the property owner would agree to not protest any future annexation, and LAFCo would not lose its discretion as each application for service must be submitted to and evaluated by LAFCo in a manner compliant with LAFCo law and local policy.

Fresno County General Plan

The Public Facilities and Services Element is organized accordingly into ten sections: General Public Facilities and Services; Funding; Water Supply and Delivery; Wastewater Collection, Treatment, and Disposal; Storm Drainage and Flood Control; Landfills, Transfer Stations, and Solid Waste Processing Facilities; Law Enforcement; Fire Protection and Emergency Medical Services; School and Library Facilities; and Utilities.

As stated in its General Plan, Fresno County development is dependent on a complex network of public facilities and services. Each type of service has a unique set of constraints and issues and must adapt to growth and change differently. The General Plan sets out policies and implementation programs to respond to this variety of issues and constraints. These include the following:

- *Policy PF-A.1:* The County shall ensure through the development review process that public facilities and services will be developed, operational, and available to serve new development. The County shall not approve new development where existing facilities are inadequate unless the applicant can demonstrate that all necessary public facilities will be installed or adequately financed and maintained (through fees or other means).
- *Policy PF-A.3:* The County shall require new urban commercial and urban-density residential development to be served by community sewer, stormwater, and water systems.
- *Policy PF-C.12:* The County shall approve new development only if an adequate sustainable water supply to serve such development is demonstrated.

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:

- 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?**

Remove or state that recent connections with SCCD lead to new conditions

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 water system infrastructure (e.g., piping) that will connect to the City of Fresno's water system. Existing water system infrastructure currently exists in the area west of the intersection of North and Chestnut Avenues. The project's connection would be routed within existing right-of-way along North Avenue, totaling a distance of approximately 3,500 feet from the project site to the point of connection. The project will also install a 250,000-gallon water tank on site for fireflow purposes.

The connection to the City's water system is included as part of the project description. No aspects of the physical connection process would go beyond the analysis of environmental impacts presented in this EIR. 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 and/or County of Fresno policies and regulations regarding the construction of wastewater system connections.

Wastewater

Development of the project will entail project-specific buildout and installation of wastewater system infrastructure in order to connect the project to the City of Fresno's wastewater system. Existing wastewater system infrastructure currently exists near the project on North Avenue. 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 EIR. 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 and/or County of Fresno policies and regulations regarding the construction of wastewater system connections.

Storm Drainage

The project would initially utilize an on-site retention basin to control drainage and stormwater runoff at the project site, and at a future point in time the project would connect to FMFCD's drainage system when the future planned facilities set forth in its Master Plan are developed in the project area. The addition of new impervious surfaces that would occur from development of the project (e.g., building pads, parking lots, streets, driveways) is anticipated to increase stormwater runoff in comparison to existing conditions. As part of the project's development, SCCCD will submit plans and pay fees to FMFCD to ensure compatibility with the FMFCD system and ensure adequate stormwater drainage is provided.

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. 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 2015 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 2040 (see 2015 UWMP Chapter 7). The proposed project's demand for water is not expected to substantially differ (and will likely be less) than the demand projected from the industrial uses

changed
Per 9/13/2021
DPU comments

reference

planned on the site in the City's General Plan, on which assumptions and projections of the UWMP are based. 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 First Responders Campus project would be similar to (if not less than) what was projected for the site in the General Plan MEIR, which contemplated the site being built out with industrial development. Therefore, this impact is considered less than significant.

circled

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 First Responders Campus 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 First Responders Campus 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 4.18(d), this impact would be less than significant.

Level of Impact: Less than significant.

(This space is intentionally left blank)

proposed project would not result in a considerable contribution to a significant cumulative impact related to either cultural resources or tribal cultural resources.

Energy

Implementation of the project would not result in cumulatively considerable impacts to energy. The City of Fresno General Plan MEIR previously determined that buildout of the Plan Area would not result in a significant impact. The project is located entirely within the Plan Area, and the project's physical form and operational character are consistent with the type of development that was contemplated as part of the General Plan MEIR's analysis of energy impacts. The analysis of the project's energy impacts (Section 4.6 of this EIR) further supports that no significant cumulative impact related to energy would occur from the project's development and operation.

Geology and Soils

Implementation of the project would not result in cumulatively considerable impacts involving geology and soils. The City of Fresno General Plan MEIR previously determined that impacts to geology and soils resulting from buildout of the Plan Area would be less than significant. The project is located entirely within the Plan Area, and the project's physical form and operational character, as well as the geologic and soils condition of the project site, are consistent with what was contemplated as part of the General Plan MEIR's analysis of geology and soils impacts.

Greenhouse Gas Emissions

The General Plan MEIR determined that cumulative impacts related to greenhouse gas (GHG) emissions would be significant and unavoidable due to the General Plan's resulting increase in GHG emissions beyond the year 2020.

GHG emissions generated by project construction and operation are inherently cumulative. GHG emissions from one project cannot, on their own, result in changes in climatic conditions; therefore, the emissions from one project must be considered in the context of their contribution to cumulative global emissions. The GHG analysis presented in Section 4.8 of this EIR (as well as in Appendix B) evaluates the project's contribution in comparison to a GHG efficiency threshold based on its service population and its inventory goal (allowable emissions). The GHG analysis determined that the project would exceed its calculated GHG efficiency threshold, and even with implementation of mitigation measures the project's GHG emissions may remain above the threshold. Therefore, the project's cumulative impact regarding GHG emissions efficiencies is considered to be cumulatively considerable.

Hazards and Hazardous Materials

The General Plan MEIR determined that cumulative impacts related to hazards and hazardous materials would be less than significant with the implementation of mitigation measures. The project is located entirely within the Plan Area, and the project's physical form and operational character is consistent with the type of development that was contemplated as part of the General Plan MEIR. As mentioned during discussion of hazards and hazardous materials impacts (Section 4.9), both a Phase I and Phase II Environmental Site Assessment were conducted at the project site, and upon completion of the Phase II ESA there were no lingering issues identified involving hazards and hazardous materials. Therefore, the project would not result in any cumulatively considerable impacts to hazards and hazardous materials.

Hydrology and Water Quality

Implementation of the project would not result in cumulatively considerable impacts to hydrology and water quality. The City of Fresno General Plan MEIR previously determined that impacts to hydrology and water quality resulting from buildout of the Plan Area would be less than significant. The project is located entirely within the Plan Area, and the project's physical form and operational character are consistent with the type of development that was contemplated as part of the General Plan MEIR's analysis of hydrology and water quality impacts. Similarly, as discussed in prior sections of this EIR, the type and location of development entailed as part of the project have also been accounted for in the City's 2015 Urban Water Management Plan.

Land Use and Planning

Implementation of the project would not result in cumulatively considerable impacts related to land use and planning. The City of Fresno General Plan MEIR determined that cumulative impacts related to land use and planning

2020 UWMP
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9. Response to Comments from City of Fresno, Department of Public Utilities (additional comment email)

Response 9-1:

As a general note, the City of Fresno adopted its 2020 Urban Water Management Plan on July 21, 2021. The text of the Draft EIR was finalized prior to that date; consequently, the Draft EIR makes references to the City of Fresno's 2015 Urban Water Management Plan in sections that analyze water-related impacts (namely in Section 4.10, Hydrology and Water Quality, and Section 4.18, Utilities and Service Systems).

This section will be revised to reflect the updated information from the 2020 UWMP. The determination in the Draft EIR regarding the project's potential effects on groundwater supplies and groundwater recharge remains the same.

Response 9-2:

The comment is noted, and the correction to the section referenced will be incorporated as part of this Final EIR.

Response 9-3:

It is noted that Sections 2.6, 2.9, and 4.18 of the Draft EIR already mention that the project will connect to the City of Fresno's water and sewer systems and that an Extraterritorial Services Agreement will be required as part of the project's connection to those services. Additionally, updates have been made in the Draft EIR (see Section 4.2 of this Final EIR) to reflect that the project will include an additional water main connection along Willow Avenue and will not include a water storage tank for fireflow purposes that had previously been planned for installation at the project site.

The information in the Draft EIR regarding the Malaga County Water District (MCWD) and the MOU for the "Half-Mile Agreement Area" has been included as part of the Draft EIR in order to provide context about the environmental setting in which the project would be developed. This information is still considered to be relevant background information, thus it does not need to be removed or modified based on the comments provided here.

Response 9-4:

This section has been revised (see Section 4.2 of this Final EIR) with updated information from the 2020 UWMP regarding the characteristics of the City of Fresno's water system. As indicated in subsequent responses, based on review of the information provided in the City's 2020 UWMP, none of the Draft EIR's determinations regarding the significance of impacts will change as a result of the updated information.

Response 9-5:

This section has been revised (see Section 4.2 of this Final EIR) to reflect the adoption of the 2020 UWMP. However, the information provided in the Draft EIR describing the purpose and contents of an Urban Water Management Plan does not require any modifications.

Response 9-6:

This comment is addressed in Response 9-5.

Response 9-7:

These comments are addressed in Response 9-3.

Response 9-8:

The Department of Public Utilities' comment letter dated September 13, 2021, is included as Comment Letter 6 in this Final EIR and is separately addressed as part of the Response to Comments (see Responses 6-1 through 6-5). Additionally, information in Section 2.6 and Section 4.18 of the Draft EIR has been revised (see Section 4.2 of this Final EIR) to reflect the additional water system connection along Willow Avenue and the removal of the planned fireflow water supply tank. An additional revision has been made in Section 4.18 to emphasize the applicability of the Extraterritorial Services Agreement to be entered into by SCCCD and the City of Fresno for the project.

Response 9-9:

This section has been revised (see Section 4.2 of this Final EIR) to reflect the updated information from the 2020 UWMP. The determination in the Draft EIR that water supplies are available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years remains unchanged.

Response 9-10:

While noting that more recent information and data regarding the City's wastewater treatment system may be available than what is used in the Draft EIR, the comment letter does not include any actual updated system information or any indication that the wastewater treatment provider (i.e., the City of Fresno's Department of Public Utilities) would lack adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. As such, the Draft EIR's determination remains unchanged and no revisions are required.

Response 9-11:

This section has been revised (see Section 4.2 of this Final EIR) to reflect the updated information from the 2020 UWMP. The conclusion in the Draft EIR that the project will not result in cumulatively considerable impacts to hydrology and water quality remains unchanged.

Comment Letter 10

September 20, 2021

George Cummings
State Center Community College District
1171 N. Fulton Street
Fresno, CA 93721

Re: SCCCDC First Responders Campus Project (SCH# 2020039018)
E North Avenue, Fresno, CA 95725

Dear George:

Thank you for providing PG&E the opportunity to review your proposed plans for SCCCDC First Responders Campus Project (SCH# 2020039018) dated 8-2-2021. Our review indicates your proposed improvements do not appear to directly interfere with existing PG&E facilities or impact our easement rights.

Please note this is our preliminary review and PG&E reserves the right for additional future review as needed. This letter shall not in any way alter, modify, or terminate any provision of any existing easement rights. If there are subsequent modifications made to your design, we ask that you resubmit the plans to the email address listed below.

10-1

If you require PG&E gas or electrical service in the future, please continue to work with PG&E's Service Planning department: <https://www.pge.com/cco/>.

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding our response, please contact the PG&E Plan Review Team at (877) 259-8314 or pgeplanreview@pge.com.

Sincerely,

PG&E Plan Review Team
Land Management

10. Response to Comments from Pacific Gas & Electric Company (PG&E)

Response 10-1:

The comment from PG&E is noted and does not require further response.

4. Revisions to the Draft EIR

4.1 Introduction

This section contains revisions to the Draft EIR. Each heading in Section 4.2 below denotes the section and page of the Draft EIR where a revision occurs, followed by a brief description of the revision. Added text is underlined and deleted text is shown in ~~strikethrough~~ type. The revisions consist of clarifications and amplifications to the existing document and do not indicate new impacts or changes in the severity of impacts. Ellipses displayed in brackets (“[...]”) are used to denote areas where text has been abridged for clarity.

4.2 List of Revisions to the Draft EIR

Pages v-vii (Summary Table of Potentially Significant Impacts and Mitigation Measures): Corrections to Summary Table to reflect text as it appears in the body of the report

MM BR-1: Special Status Birds (except Burrowing Owl—see MM BR-2)

[...]

4. If avoidance is not possible a qualified biologist, in consultation with CDFW, will develop appropriate mitigations that will reduce project impacts to sensitive biological resources to a less than significant level. The type and amount of mitigation will depend on the resources impacted, the extent of the impacts, and the quality of habitats to be impacted. Mitigations may include, but are not limited to: 1) Compensation for lost habitat in the form of preservation or creation of in-kind habitat protected by conservation easement; 2) Purchase of appropriate credits from an approved mitigation bank or land trust servicing the ~~Tulare~~Fresno County Area; 3) Payment of in-lieu fees.
5. Take Authorization. In the event an active Swainson’s hawk nest is detected during surveys and the one-half mile no-disturbance buffer around the nest cannot feasibly be implemented, SCCCDC shall consult with CDFW ~~is warranted~~ to discuss how to implement the project and avoid take. If take cannot be avoided, take authorization through the acquisition of an Incidental Take Permit (ITP), pursuant to Fish and Game Code section 2081 subdivision (b) is warranted to comply with CESA.

MM BR-2: Special Status Birds (except Burrowing Owl—see MM BR-2)

[...]

2. Minimization/Establish Buffers: If burrowing owl are detected within the survey area, CDFW will be consulted to determine the suitable buffer, which can range from 50-500 meters depending on the level of disturbance of the project activity, existing disturbance of the site (vehicle traffic, humans, pets, etc.), and time of year (nesting vs. wintering). If avoidance is not feasible, the District will work with CDFW to determine appropriate mitigation, such as passive exclusion or translocation, and associated mitigation land offset (CDFG 2012).

Note: If burrowing owl are found within the recommended buffers and avoidance is not possible, it is important to note that according to the Staff Report (CDFG 2012), exclusion is not a take avoidance, minimization, or mitigation method and is considered a potentially significant impact under CEQA. However, if necessary, CDFW recommends that burrow exclusion be conducted by qualified biologists and only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. CDFW recommends replacement of occupied burrows with artificial burrows at a ratio of 1 burrow collapsed to 1 artificial burrow constructed (1:1) as mitigation for the potentially significant impact of evicting burrowing owl. Burrowing owl may attempt to colonize or re-colonize an area that will be impacted; thus, CDFW recommends ongoing surveillance, at a rate that is sufficient to detect the owls if they return.

Page 5 (Section 2.6, second paragraph): Revisions to reflect inclusion of an additional water line connection to the City of Fresno’s water system and removal of a previously planned fireflow water supply tank

The project would include buildout and installation of public utilities infrastructure necessary for the project’s operation, including water, wastewater, electricity, natural gas, and telecommunications. The project would receive water and wastewater services from the City of Fresno through the aforementioned extraterritorial service agreement. For its water supply, the project is planned to connect to the City of Fresno’s existing water system, which entails installation of pipeline infrastructure in North Avenue, to the west of Chestnut Avenue and in Willow Avenue to the south of Jensen Avenue. Other utilities (including wastewater) are currently in place at or immediately adjacent to the project site. ~~Additionally, a 250,000-gallon water tank would be installed at the site to provide additional water supply for fireflow purposes.~~

Page 62 (Section 4.7, text of MM GHG-1(a)): Revision to clarify SCCCD as agency responsible for pursuing grant or funding sources for EV charging stations

MM GHG-1: Reduction of GHG Emissions Generated by Motor Vehicle Use

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 project shall install infrastructure for at least 18 electric vehicle (EV) charging stations. Further, ~~the District~~ SCCCD shall pursue grant or other funding sources to implement EV charging stations on the site.
[...]

Page 70 (Section 4.10, second and third paragraphs): Updated information about the City of Fresno’s public utilities system from the City of Fresno’s 2020 Urban Water Management Plan

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 ~~2015~~ 2020 Urban Water Management Plan, it will have transitioned to a supply comprised of about ~~46-42-~~ 45 percent groundwater, ~~50-54-56~~ percent surface water, and ~~4-1.5-2~~ percent recycled water in ~~the Years~~ 2020 through 2045 (see pages ES-4 through ES-7 of the City of Fresno 2020 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.

The water demand for the project is not expected to exceed the level of demand associated with the site’s planned heavy industrial land use that is reflected in the City of Fresno’s General Plan and its ~~2015~~ 2020 Urban Water Management Plan. [...]

Page 71 (Section 4.10(e), first sentence of second paragraph): Text correction

As discussed above in Section ~~6.10(b)~~ 4.10(b), development and operation of the project is not expected to adversely affect groundwater supplies or recharge.

Page 93 (Section 4.16, text of MM T-3(a)): Addition of text to title of mitigation measure, and minor revision to clarify SCCCD as agency responsible for pursuing grant or funding sources for EV charging stations

Mitigation Measure T-3: VMT Reduction Measures

MM T-3: To reduce the project’s generation of vehicle miles traveled (VMT), the following measures shall be implemented at the project site prior to its initial operation and maintained throughout its operation:

- a. The project shall install infrastructure for at least 18 electric vehicle (EV) charging stations. Further, ~~the District~~ SCCCD shall pursue grant or other funding sources to implement EV charging stations on the site. [...]

Page 96 (Section 4.18, third paragraph under “Water and Wastewater” subheading): Updated information about the City of Fresno’s public utilities system from the City of Fresno’s 2020 Urban Water Management Plan

The City of Fresno’s Department of Public Utilities (DPU) is responsible for providing water and wastewater service to the majority of the city plus some users within the City’s Planning Area outside of the City limits. According to the City’s ~~2015~~ 2020 Urban Water Management Plan, the City has an aggregate of ~~about 133,000~~ more than 139,500 service connections and provides ~~approximately 145,900~~ 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 ~~2016~~ 2020, the City’s water system consisted of about ~~1,799~~ 1,860 miles of transmission and distribution pipelines, ~~260~~ 270 active municipal groundwater wells, ~~two~~ three surface water treatment facilities, ~~three~~ five water storage facilities with pump stations, and ~~four~~ 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 nearest existing water supply infrastructure is located in North Avenue, west of Chestnut Avenue.

Pages 97-98 (Section 4.18, first item under “Local” subheading): Minor revisions under Regulatory Setting to reflect adoption of the City of Fresno’s 2020 Urban Water Management Plan

City of Fresno ~~2015~~ *Urban Water Management Plan*

[...]

The City of Fresno adopted its ~~2015~~ 2020 Urban Water Management Plan (UWMP) on ~~June 23, 2016~~ 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.

Page 99 (Section 4.18(a), “Water” subheading): Revisions to reflect inclusion of an additional water line connection to the City of Fresno’s water system, removal of a previously planned fireflow water supply tank, and applicability of the Extraterritorial Services Agreement

Development of the project will entail buildout and installation of water system infrastructure (e.g., piping and fire hydrants) that will connect to the City of Fresno’s water system. Existing water system infrastructure currently exists in the area west of the intersection of North and Chestnut Avenues, and also north of the project site near the intersection of Jensen and Willow Avenues. The project’s connection along North Avenue would be routed within existing right-of-way along North Avenue, totaling a distance of approximately 3,500 feet from the project site to the point of connection. The project’s connection along Willow Avenue would be routed from the northern boundary of the project site to an existing water main south of Jensen Avenue, totaling a distance of approximately 3,000 feet. ~~The project will also install a 250,000-gallon water tank on site for fireflow purposes.~~

The connection to the City’s water system is included as part of the project description. No aspects of the physical connection process would go beyond the analysis of environmental impacts presented in this EIR. 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 and/or County of Fresno policies and regulations regarding the construction of ~~wastewater~~ water system connections. Further, the project will be subject to compliance with an Extraterritorial Services Agreement to be entered into by SCCCD and the City of Fresno for the provision of water and wastewater services to the project.

Page 99 (Section 4.18(a), “Wastewater” subheading): Revisions to reflect applicability of the Extraterritorial Services Agreement

Wastewater

Development of the project will entail project-specific buildout and installation of wastewater system infrastructure in order to connect the project to the City of Fresno’s wastewater system. Existing wastewater system infrastructure currently exists near the project on North Avenue. 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 EIR. 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 and/or County of Fresno policies and regulations regarding the construction of wastewater system connections. Further, the project will be subject to compliance with an Extraterritorial Services Agreement to be entered into by SCCCD and the City of Fresno for the provision of water and wastewater services to the project.

Page 99 (Section 4.18(b)): Revisions to reflect updated information about the City of Fresno’s public utilities system from the City of Fresno’s 2020 Urban Water Management Plan

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 ~~2015~~ 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 ~~2040~~ 2045 (~~see 2015 UWMP Chapter 7~~)(refer to Section 7 of the 2020 UWMP). [...]

Page 105 (Cumulative Impacts, Hydrology and Water Quality subheading): Revision to reflect adoption of the City of Fresno’s 2020 Urban Water Management Plan

Implementation of the project would not result in cumulatively considerable impacts to hydrology and water quality. The City of Fresno General Plan MEIR previously determined that impacts to hydrology and water quality resulting from buildout of the Plan Area would be less than significant. The project is located entirely within the Plan Area, and the project’s physical form and operational character are consistent with the type of development that was contemplated as part of the General Plan MEIR’s analysis of hydrology and water quality impacts. Similarly, as discussed in prior sections of this EIR, the type and location of development entailed as part of the project have also been accounted for in the City’s ~~2015~~ 2020 Urban Water Management Plan.

5. Mitigation Monitoring and Reporting Program

5.1 Purpose

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared in accordance with State CEQA Guidelines Section 15091(d) and Sections 15097(a) and (d). The purpose for the Mitigation Monitoring and Reporting Program is to ensure that the mitigation measures identified in Section 2 of this Final EIR are implemented.

5.2 Lead Agency

The State Center Community College District will undertake the First Responders Campus Project and is the Lead Agency for the project.

5.3 Mitigation Monitoring and Reporting Coordinator

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

5.4 Reporting and Monitoring Procedures

The MMRP table presented here lists the mitigation measures that will be implemented as part of the project. These measures correspond to those listed in the Summary section of this Final EIR. To ensure that the mitigation measures are properly implemented, the table identifies the timing and responsibility for monitoring and reporting the implementation of the measures. SCCCD will have the responsibility for implementing the measures applicable to development of the project, with oversight and/or responsibilities from other agencies occurring as indicated in the MMRP.

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Mitigation Monitoring and Reporting Program SCCCD First Responders Campus Project				
AIR QUALITY				
IMPACT	MITIGATION MEASURES	TIMING	MONITORING AGENCY	SIGN OFF
<p>Impact: The project may conflict with or obstruct implementation of the applicable air quality plan.</p>	<p>MM AQ-1 through AQ-9: Measures to Reduce Localized Pollutant Concentrations</p> <p>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.</p> <p>MM AQ-1. 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:</p> <ol style="list-style-type: none"> 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. <p>MM AQ-2. Heavy-duty, off-road diesel-fueled equipment (50 horsepower, or greater) shall comply with the 5-minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board’s In-Use Off-road Diesel regulation.</p> <p>MM AQ-3. Heavy-duty, off-road diesel-fueled equipment (50 horsepower, or greater) shall be fitted with diesel particulate filters, per manufacturer’s recommendations, or shall meet at minimum Tier 3 emissions standards. To the extent locally available, Tier 4 should be used.</p>	<p>Ongoing during site preparation and construction</p>	<p>SCCCD</p>	

	<p>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.</p> <p>MM AQ-5. To the extent available, fossil-fueled equipment shall be replaced with alternatively-fueled (e.g., natural gas) or electrically-driven equivalents.</p> <p>MM AQ-6. Construction truck trips shall be scheduled, to the extent possible, to occur during non-peak hours.</p> <p>MM AQ-7. The burning of vegetative material shall be prohibited.</p> <p>MM AQ-8. 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:</p> <ol style="list-style-type: none"> 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. 			
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State Center Community College District
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	<p>g. On-road vehicle speeds on unpaved surfaces of the project site shall be limited to 15 mph.</p> <p>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.</p> <p>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).</p> <p>MM AQ-9. 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.</p>			
<p>Impact: The project could expose sensitive receptors to substantial pollutant concentrations.</p>	<p>Mitigation Measures: Implement MM AQ-1 through AQ-9.</p>	<p>Ongoing during site preparation and construction</p>	<p>SCCCD</p>	
BIOLOGICAL RESOURCES				
IMPACT	MITIGATION MEASURES	TIMING	MONITORING AGENCY	SIGN OFF
<p>Impact: The project could have a substantial adverse effect, either directly or through habitat modifications, on 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 (CDFW) or U.S. Fish and Wildlife Service (USFWS).</p>	<p>MM BR-1: Special Status Birds (except Burrowing Owl—see MM BR-2)</p> <ol style="list-style-type: none"> 1. <u>Avoidance.</u> If feasible, any vegetation removal will take place between September 1 and February 1 to avoid impacts to nesting birds in compliance with the Migratory Bird Treaty Act (MBTA). If vegetation removal must occur during the nesting season, project construction may be delayed due to actively nesting birds and their required protective buffers 2. <u>Pre-construction Surveys.</u> <ol style="list-style-type: none"> a. If vegetation removal or ground disturbance will commence between February 1 and August 31, a qualified biologist will conduct a pre-construction survey for nesting birds within 10 days of the initiation of disturbance activities. This survey will cover: <ol style="list-style-type: none"> i. Potential nest sites in trees, bushes, or grass within species-specific buffers of the project area (Swainson's hawk – 0.5 mile, other raptor species – 500 feet, non-raptor species – 250 feet). 	<p>Prior to the commencement of vegetation removal and ground disturbance and ongoing during site preparation and construction (if special status species are found)</p>	<p>SCCCD and CDFW, as necessary</p>	

	<ul style="list-style-type: none"> <li style="margin-left: 40px;">ii. Survey protocol developed by the Swainson’s Hawk Technical Advisory Committee (TAC) should be followed, which includes survey timing and requirements for repeated visits. <li style="margin-left: 40px;">b. If no active nests are detected during the pre-construction survey, then no further action is required. If an active nest is detected, then minimization measures (described below) shall be implemented. <p>3. <u>Minimization/Establish Buffers.</u></p> <ul style="list-style-type: none"> <li style="margin-left: 40px;">a. Special status bird species and MBTA-protected species: 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. <p>4. <u>If avoidance is not possible</u> a qualified biologist, in consultation with CDFW, will develop appropriate mitigations that will reduce project impacts to sensitive biological resources to a less than significant level. The type and amount of mitigation will depend on the resources impacted, the extent of the impacts, and the quality of habitats to be impacted. Mitigations may include, but are not limited to: 1) Compensation for lost habitat in the form of preservation or creation of in-kind habitat protected by conservation easement; 2) Purchase of appropriate credits from an approved mitigation bank or land trust servicing the Fresno County Area; 3) Payment of in-lieu fees.</p> <p>5. <u>Take Authorization.</u> In the event an active Swainson’s hawk nest is detected during surveys and the one-half mile no-disturbance buffer around the nest cannot feasibly be implemented, SCCCDC shall consult with CDFW to discuss how to implement the project and avoid take. If take cannot be avoided, take authorization through the acquisition of an Incidental Take Permit (ITP), pursuant to Fish and Game Code section 2081 subdivision (b) is warranted to comply with CESA.</p>		
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	<p><i>MM BR-2: Burrowing Owl</i></p> <p>1. <u>Pre-construction Surveys.</u></p> <p>a. Surveys for burrowing owl will occur within 14 days prior to any ground disturbance, no matter the season. Surveys will cover potential burrowing owl burrows in the project area and suitable habitat within 150 m (500 ft). Evaluation of use by owls shall be in accordance with California Department of Fish and Wildlife survey guidelines (CBOC 1993, CDFG 1995, CDFG 2012). Surveys will document if burrowing owls are nesting or using habitat in or directly adjacent to the project area. Survey results will be valid only for the season (breeding (Feb 1-Aug 31) or non-breeding (Sept 1-Jan 31) during which the survey is conducted.</p> <p>b. If no active burrows are detected during the pre-construction surveys, then no further action is required. If an active burrow is detected, then minimization measures (described below) shall be implemented.</p> <p><u>Minimization/Establish Buffers:</u> If burrowing owl are detected within the survey area, CDFW will be consulted to determine the suitable buffer, which can range from 50-500 meters depending on the level of disturbance of the project activity, existing disturbance of the site (vehicle traffic, humans, pets, etc.), and time of year (nesting vs. wintering). If avoidance is not feasible, the District will work with CDFW to determine appropriate mitigation, such as passive exclusion or translocation, and associated mitigation land offset (CDFG 2012).</p> <p>Note: If burrowing owl are found within the recommended buffers and avoidance is not possible, it is important to note that according to the Staff Report (CDFG 2012), exclusion is not a take avoidance, minimization, or mitigation method and is considered a potentially significant impact under CEQA. However, if necessary, CDFW recommends that burrow exclusion be conducted by qualified biologists and only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. CDFW recommends replacement of occupied burrows with artificial burrows at a ratio of 1 burrow collapsed to 1 artificial burrow constructed (1:1) as mitigation for the potentially significant impact of evicting burrowing owl. Burrowing owl may attempt to colonize or re-colonize an area that will be impacted; thus, CDFW recommends ongoing surveillance, at a rate that is sufficient to detect the owls if they return.</p>			
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CULTURAL RESOURCES				
IMPACT	MITIGATION MEASURES	TIMING	MONITORING AGENCY	SIGN OFF
<p>Impact: The project could cause a substantial adverse change in the significance of historical and/or archaeological resources pursuant to State CEQA Guidelines Section 15064.5 and potentially disturb any human remains.</p>	<p>MM CR-1 through CR-3: Mitigation for Potential Discovery of Cultural Resources</p> <p>MM CR-1: Prior to the start of ground disturbing activities, a field survey of the site shall be conducted by a qualified cultural resources specialist ascertain whether there are cultural resources on the surface of the project site. If surface resources are encountered and determined by the cultural resources specialist to be potentially significant, the 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.</p> <p>MM CR-2: If cultural resources are encountered during ground disturbing activities, work shall stop in the immediate vicinity 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.</p> <p>MM CR-3: If cultural remains are encountered during ground disturbing activities, work shall stop in the immediate vicinity of the find and the County Coroner 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.</p>	<p>MM CR-1: Prior to ground disturbing activities</p> <p>MM CR-2 and MM CR-3: Ongoing during ground disturbing and construction activities</p>	<p>SCCCD</p>	
GEOLOGY AND SOILS				
IMPACT	MITIGATION MEASURES	TIMING	MONITORING AGENCY	SIGN OFF
<p>Impact: The project could directly or indirectly destroy a unique paleontological resource or site.</p>	<p>MM GS-1: Mitigation for Potential Discovery of Subsurface Paleontological Resources</p> <p>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</p>	<p>Ongoing during ground disturbing and construction activities</p>	<p>SCCCD</p>	

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	<p>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.</p>			
GREENHOUSE GAS EMISSIONS				
IMPACT	MITIGATION MEASURES	TIMING	MONITORING AGENCY	SIGN OFF
<p>Impact: The project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.</p>	<p>MM GHG-1: Reduction of GHG Emissions Generated by Motor Vehicle Use</p> <p>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:</p> <ul style="list-style-type: none"> a. The project shall install infrastructure for at least 18 electric vehicle (EV) charging stations. Further, SCCCD shall pursue grant or other funding sources to implement EV charging stations on the site. b. The project shall install bicycle parking and shower/locker facilities. c. SCCCD shall establish a program (or programs) which promote alternatives to single-occupancy vehicle trips at the First Responders Campus. This shall include establishing a ride-sharing or ride-matching program that functions to coordinate pooled travel between the First Responders Campus and other SCCCD campuses, such that students and staff are able to make pooled trips to and from the First Responders Campus during periods of regular instruction at the project; instituting parking charges for students and employees at the campus; and providing a transit subsidy for students (e.g., free bus passes, as funding allows). d. SCCCD shall act to promote improved and increased access to transit for the project. In addition to the transit subsidy for students provided under c, above, SCCCD shall coordinate with the City of Fresno’s Department of Transportation (FAX) regarding transit service in the vicinity of the project site, specifically to promote the routing of transit lines and placement of transit stops at the project site. 	<p>MM GHG-1(a), (b): During construction</p> <p>MM GHG-1(c), (d): Ongoing during project operation</p>	<p>SCCCD</p>	

State Center Community College District
First Responders Campus Project EIR

<p>Impact: The project would conflict with an applicable plan, policy, or regulation of an agency adopted to reduce the emissions of greenhouse gases.</p>	<p>Mitigation Measures: Implement MM GHG-1.</p>	<p>MM GHG-1(a), (b): During construction</p> <p>MM GHG-1(c), (d): Ongoing during project operation</p>	<p>SCCCD</p>	
NOISE				
IMPACT	MITIGATION MEASURES	TIMING	MONITORING AGENCY	SIGN OFF
<p>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.</p>	<p>MM N-1: Reduction of Construction-Generated Noise Levels</p> <p>MM N-1: The following measures shall be implemented to reduce construction-generated noise levels.</p> <ul style="list-style-type: none"> a. Noise-generating construction activities including equipment maintenance, shall be limited to the hours between 6:00 a.m. and 9:00 p.m. on weekdays, and between 7:00 a.m. and 5:00 p.m. on Saturday or Sunday. b. Stationary construction equipment that generates noise that exceeds 65 dBA at the project boundaries shall be shielded with a barrier that meets a sound transmission class rating of 25. c. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers. d. Whenever feasible, electrical power shall be used to run air compressors and similar power tools. e. Construction staging areas shall be located at the furthest distance possible from nearby residential land uses. 	<p>Prior to and during grading and construction activities</p>	<p>SCCCD</p>	

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TRANSPORTATION				
IMPACT	MITIGATION MEASURES	TIMING	MONITORING AGENCY	SIGN OFF
<p>Impact: Operation of the project could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.</p>	<p>MM T-1 through T-2: Accommodation of Future Roadway System Modifications</p> <p>MM T-1: To ensure compatibility with the future planned widening of North Avenue set forth in the long-range planning of the City of Fresno and County of Fresno, the project site shall maintain a physical configuration which will allow for related improvements to facilitate appropriate widening of North Avenue as an arterial street, such as curb and gutter and utility relocations.</p> <p>MM T-2: (Advisory LOS Measure – Not Required by CEQA) SCCCD shall be responsible for contributing its proportionate share of the installation of improvements at the intersections identified in Equitable Share Responsibility Calculation (Table 21 in the Traffic Impact Study included as Appendix E of this EIR). Fair share contributions shall only be made for those facilities, or portion thereof, currently not funded by the responsible agencies roadway impact fee program(s) or grant funded projects, as appropriate. It is recommended that SCCCD work with the City of Fresno and Fresno County to develop the estimated construction costs.</p>	<p>Ongoing during the project's operation</p>	<p>SCCCD</p>	
<p>Impact: The project would be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), regarding VMT significance.</p>	<p>MM T-3: VMT Reduction Measures</p> <p>MM T-3: To reduce the project's generation of vehicle miles traveled (VMT), the following measures shall be implemented at the project site prior to its initial operation and maintained throughout its operation:</p> <ol style="list-style-type: none"> a. The project shall install infrastructure for at least 18 electric vehicle (EV) charging stations. Further, SCCCD shall pursue grant or other funding sources to implement EV charging stations on the site. b. The project shall install bicycle parking and shower/locker facilities. c. SCCCD shall establish a program (or programs) promoting alternatives to single-occupancy vehicle trips at the First Responders Campus. This shall include establishing a ride-sharing or ride-matching program that functions to coordinate pooled travel between the First Responders Campus and other SCCCD campuses, such that students and staff are able to make pooled trips to and from the First Responders Campus during periods of regular instruction at the project; parking charges for students and 	<p>MM T-3(a), (b): During construction</p> <p>MM T-3(c), (d): Ongoing during project operation</p>	<p>SCCCD</p>	

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	<p>employees; and a transit subsidy for students (e.g., free bus passes, as funding allows).</p> <p>d. SCCCDC shall act to promote improved and increased access to transit for the project. In addition to the transit subsidy for students provided under c, above, SCCCDC shall coordinate with the City of Fresno’s Department of Transportation (FAX) regarding transit service in the vicinity of the project site, specifically to promote the routing of transit lines and placement of transit stops at the project site.</p>			
TRIBAL CULTURAL RESOURCES				
IMPACT	MITIGATION MEASURES	TIMING	MONITORING AGENCY	SIGN OFF
<p>Impact: There is the potential for undiscovered tribal cultural resources to be present that could be disturbed or damaged by construction and/or site preparation activities.</p>	<p>MM TCR-1: Avoidance of Impacts to Undiscovered Subsurface Resources</p> <p>MM TCR-1: If tribal cultural resources are discovered during ground disturbing activities, work shall stop in the immediate vicinity of the find and a qualified professional with expertise in tribal cultural resources shall be consulted to recommend an appropriate course of action with the input of potentially affected tribes. If it is determined that the project may cause a substantial adverse change to a tribal cultural resource, mitigation measures to be considered should include those identified in Public Resources Code Section 21084.3.</p>	<p>Ongoing during site preparation and construction</p>	<p>SCCCDC</p>	