**California Environmental Quality Act**

# Initial Study

**(State Clearinghouse No. 2019049076)**

## Fresno City College Parking and Facilities Expansion Project

Fresno, California

**Lead Agency and Project Sponsor:**

**State Center Community College District**

**October 2019**

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# Executive Summary

The Fresno City College Parking and Facilities Expansion Project (project), to be undertaken by State Center Community College District (SCCCD), proposes the development and operation of new parking, educational, and administrative facilities for Fresno City College (FCC). The proposed project site encompasses approximately 11.0 acres on and adjacent to the northeastern area of the existing FCC campus, generally located on the west side of Blackstone Avenue between Cambridge Avenue and University Avenue in the City of Fresno. The project would increase the total size of the FCC campus (currently 103 acres) by 2.16 acres.

Facilities proposed as part of the project include a four-story parking structure with capacity for up to 1,000 vehicles; a three-story, 95,000-sqaure-foot Science Building; a new 16,480-square-foot Child Development Center; and a new 10,000-square-foot Maintenance & Operations Building with surface parking area. Development of the proposed project entails removal of the existing Child Development Center and Maintenance & Operations facilities buildings on the FCC campus; two existing residential structures located north of the existing campus; and two commercial structures located east of the existing campus. The project additionally entails repurposing of the former District Office building located on the north side of Weldon Avenue to accommodate the SCCCD Police Department and District administrative functions. Operation the project, upon development, would generally continue to accommodate students, faculty, administrators, and support staff in a manner similar to that of the existing FCC campus (i.e. by providing opportunities for public community college instruction, with related educational and administrative activities also occurring).

Based on the California Environmental Quality Act Guidelines ("CEQA Guidelines"), the purpose of this Initial Study is to provide State Center Community College District (also referred to as "SCCCD" or "District") with environmental information on the project to use as the basis for deciding whether to prepare an Environmental Impact Report or a Negative Declaration for the project.

The conclusions of the Initial Study are as follows:

1. The Initial Study identified a number of potentially significant environmental effects of the project in the following subject areas: aesthetics, air quality, biological resources, cultural resources, energy, hydrology and water quality, noise, transportation, tribal cultural resources, and utilities and service systems. The District can avoid or reduce to an insignificant level these impacts by incorporating in the project the mitigation measures listed in Summary Table of Mitigation Measures on the following pages.
2. The project would have a less than significant impact or no impact on many of the environmental resources and conditions evaluated in the Initial Study. The Initial Study explains why there would be no impacts or the impacts would be less than significant.
3. Based on items 1 and 2, above, the District should adopt a Mitigated Negative Declaration for the project.

**Summary Table of Mitigation Measures**

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| **Aesthetics** | **Aesthetics: Mitigation for Potential Lighting and Glare Impacts**<br>**AE-1.** The following measures shall be incorporated into development and operation of the project in order to reduce impacts from lighting and glare:<br>a. All parking area lighting shall have full cut-off type fixtures. A full cut-off type fixture is a luminaire or lighting fixture that, by design of the housing, does not allow any light dispersion or direct glare to shine above a 90-degree horizontal plane from the base of the fixture. Full cut-off type fixtures must be installed in a horizontal position as designed.<br>b. All external signs and lighting shall be lit from the top and shine downward except where uplighting is required for safety or security purposes. The lighting shall also be, as much as physically possible, contained to the target area. |

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| | c. Exterior building lighting for security or aesthetics shall be full cut-off or a shielded type design to minimize any upward distribution of light.<br>d. No later than 10:00 p.m., lighting at project facilities not needed for safety or security purposes shall be turned off, and the parking garage entrance/exit at Cambridge Avenue shall be closed. The Cambridge Avenue entrance/exit shall be equipped with gating or other equipment suitable for restricting access to the parking structure while also minimizing light and glare emitted from the interior of the parking structure. |
| **Air Quality** | **Air Quality: Mitigation Measures to Reduce Localized Pollutant Concentrations**<br>The following measures shall be implemented to reduce potential expose of sensitive receptors to localized concentrations of construction-generated PM at nearby sensitive receptors and land uses during project construction. The term "construction" as used here shall refer broadly to pre-operational site preparation activities, including but not limited to, demolition, grading, and paving.<br>**AQ-1.** Demolition of onsite structures shall comply with all applicable regulatory requirements, including, but not limited to, SJVAPCD Rule 4002 (NESHAP), and National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP), Lead in Construction Standard (29CFR1926.62) and California Code of Regulations Title 8, Section 1532.1, Lead. These requirements may include: 1) responsible agency notifications, 2) lead-based paint or asbestos surveys, and, 3) applicable removal and disposal requirements. More information on asbestos-containing materials and applicable regulatory requirements can be found at website url: https://www.valleyair.org/newsed/asbestos.pdf. Additional information regarding lead-based paint and applicable regulatory requirements can be found at website URLs: https://www.epa.gov/lead/lead-abatement-inspection-and-risk-assessment and https://www.dir.ca.gov/title8/1532_1.html.<br>**AQ-2.** On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:<br>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,<br>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.<br>**AQ-3.** Off-road diesel equipment shall comply with the five-minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use Off-road Diesel regulation. The specific requirements and exceptions in the regulations can be reviewed at the following website URLs: www.arb.ca.gov/msprog/truck-idling/2485.pdf and www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.<br>**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.<br>**AQ-5.** To the extent available, replace fossil-fueled equipment with alternatively-fueled (e.g., natural gas) or electrically-driven equivalents. |

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| | **AQ-6.** Construction truck trips shall be scheduled, to the extent possible, to occur during non-peak hours, and truck haul routes shall be selected to minimize impacts to nearby residential dwellings.<br><br>**AQ-7.** The burning of vegetative material shall be prohibited.<br><br>**AQ-8.** Low VOC-content (50 grams per liter, or less) exterior and interior building paints shall be used. To the extent locally available, use prefinished/pre-colored materials.<br><br>**AQ-9.** The proposed project shall comply with SJVAPCD Regulation VIII for the control of fugitive dust emissions. Regulation VIII can be obtained on the SJVAPCD's website at website URL: https://www.valleyair.org/rules/1ruleslist.htm. At a minimum, the following measures shall be implemented:<br><br>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.<br><br>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.<br><br>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.<br><br>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.<br><br>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.)<br><br>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.<br><br>g. On-road vehicle speeds on unpaved surfaces of the project site shall be limited to 15 mph.<br><br>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.<br><br>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).<br><br>**AQ-10.** The above measures for the control of construction-generated emissions shall be included on site grading and construction plans. |
| **Biological Resources** | **Biological Resources: Mitigation for Potential Impacts to Nesting Migratory Birds**<br><br>**BR-1:** 1. Avoidance: If feasible, any vegetation removal within the project area shall take place between September 1 and February 1 to avoid impacts to nesting birds in compliance with the Migratory Bird Treaty Act (MBTA). No surveys will be required if project timing occurs outside the bird breeding season. If vegetation removal must occur during the nesting season, project construction may be delayed due to actively nesting birds and their required protective buffers. |

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| | 2. Pre-construction Surveys: If construction is to begin during the nesting season (February 1 through August 31), a qualified biologist shall conduct a pre-construction survey within 14 days prior to initiation of disturbance activities. This survey will search for nest sites within the project area. If the pre-construction survey does not detect any active nests, then no further action is required. If the survey does detect an active nest, then the District shall implement the following:<br><br>3. Minimization/Establish Buffers: If any active nests are discovered (and if construction will occur during bird breeding season), the District shall contact the United States Fish and Wildlife Service and/or California Department of Fish and Wildlife to determine protective measures required to avoid take. These measures could include fencing an area where a nest occurs or shifting construction work temporally or spatially away from the nesting birds. Biologists would be required on site to monitor construction activity while protected migratory birds are nesting in the project area. If an active nest is found after the completion of the pre-construction surveys and after construction begins, all construction activities shall stop until a qualified biologist has evaluated the nest and erected the appropriate buffer around the nest. |
| **Cultural Resources** | **Cultural Resources: Mitigation for Potential Discovery of Subsurface Cultural Resources**<br><br>**CR-1:** If previously unknown subsurface resources are encountered before or during excavation or grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the District on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City of Fresno's Historic Preservation Ordinance. If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources.<br><br>**CR-2:** In the event that buried prehistoric archaeological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The qualified archaeologist shall make recommendations to the District on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. If the resources are determined to be unique prehistoric archaeological resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources.<br><br>**CR-3:** In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall |

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| | within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. |
| **Energy** | **Energy: Measures to Reduce or Offset Energy Use**<br>**E-1:** The following measures shall be implemented to reduce or offset energy use associated with the development of future land uses. These measures shall be shown on grading and building plans:<br>• Meet or exceed CalGreen Tier 2 standards for providing EV charging infrastructure.<br>• Meet or exceed CalGreen Tier 2 standards for using shading, trees, plants, cool roofs, etc. to reduce the "heat island" effect.<br>• New buildings shall be designed to achieve a minimum 5-percent improvement beyond 2016 Title 24 building energy-efficiency standards with a goal of achieving net-zero energy use.<br>• Utilize high efficiency lights in parking lots, streets, and other public areas.<br>• Incorporate measures and building design features that reduce energy use, water use, and waste generation (e.g., light-colored roofing materials, installation of automatic lighting controls, planting of trees to provide shade).<br>• Install energy-efficient appliances and building components sufficient to achieve overall reductions in interior energy use beyond those required at the time of development by CalGreen standards.<br>• New buildings and parking structures shall be designed to accommodate rooftop solar photovoltaic systems.<br>• Plant drought-tolerant landscaping and incorporate water-efficient irrigation systems where necessary.<br>• Plant drought-tolerant, native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer. |
| **Geology and Soils** | **Geology and Soils: Mitigation for Potential Discovery of Subsurface Paleontological/ Geological Resources**<br>**GS-1:** In the event that unique paleontological/geological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified paleontologist shall be consulted to determine whether the resource requires further study. 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 of the finds and evaluation of the finds. If the resources are determined to be significant, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open |

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| | space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. |
| **Hydrology and Water Quality; Utilities and Service Systems** | **Hydrology and Water Quality: Mitigation for Potential Increase in Stormwater Runoff**<br>**HW-1:** To the extent that projected runoff from proposed project development exceeds the capacity of the existing storm drainage system, mitigation will be required in the form of on-site retention or FMFCD system modifications, which must be reviewed and approved by FMFCD prior to implementation. |
| **Noise** | **Noise: Reduction of Construction-Generated Noise Levels**<br>**N-1:** The following measures shall be implemented to reduce construction-generated noise levels. The term "construction" as used here shall refer broadly to pre-operational site preparation activities, including but not limited to, demolition, grading, and paving.<br>a. Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the hours of 7:00 a.m. and 10:00 p.m. Construction activities shall be prohibited on Sundays and legal holidays. Construction truck trips shall be scheduled, to the extent feasible, to occur during non-peak hours and truck haul routes shall be selected to minimize impacts to nearby residential dwellings.<br>b. Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.<br>c. Stationary construction equipment (e.g., portable power generators) should be located at the furthest distance possible from nearby residences. If deemed necessary, portable noise barriers shall be erected sufficient to shield nearby residences from direct line-of-sight of stationary construction equipment.<br>d. When not in use, all equipment shall be turned off and shall not be allowed to idle. Provide clear signage that posts this requirement for workers at the entrances to the site.<br>**Noise: Reduction of Long-Term Operational Noise Impacts**<br>**N-2:** The following measures shall be implemented to reduce long-term operational noise impacts of the project:<br>a. An acoustical analysis shall be prepared for proposed onsite buildings and facilities prior to final design of the project's proposed facilities. The purpose of the acoustical analysis will be to evaluate operational noise levels associated with on-site building mechanical equipment (e.g. air conditioning units, exhaust fans) in comparison to applicable City of Fresno exterior daytime and nighttime noise standards of 50 and 45 dBA $L_{eq}$. The acoustical analysis shall identify nose-reduction measures to be incorporated, if needed, that are sufficient to achieve applicable noise standards. Noise-reduction measures to be incorporated may include, but are not limited to, the selection of alternative or quieter equipment, use of equipment enclosures, site design, and construction of noise barriers (e.g. walls).<br>b. Operation of the proposed Maintenance & Operations Building shall be limited to between the hours of 7:00 a.m. and 10:00 p.m. |

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| | c. Stationary equipment (e.g. air compressors) to be located at the proposed Maintenance & Operations Building shall be enclosed and shielded from direct line-of-sight of nearby residential land uses.<br>d. Exterior doors of the automotive service bay located within the proposed Maintenance & Operations Building shall be closed when using noise-generating equipment (e.g. pneumatic tools).<br>e. Landscape maintenance and waste collection activities shall be limited to between the hours of 7:00 a.m. and 10:00 p.m.<br>f. Any stationary equipment (e.g. air compressors) to be installed at the proposed Maintenance & Operations Building shall be enclosed, located at the furthest feasible distance from nearby residential land uses, and shielded from direct line-of-sight of nearby residential land uses. |
| **Transportation** | **Transportation: Mitigation for Transportation Circulation System Compatibility**<br>**T-1:** To achieve an acceptable LOS in the project vicinity, SCCCD shall participate in the following improvements:<br>a. At the intersection of Blackstone Avenue and Cambridge Avenue, prior to operation of the project: Modify Cambridge Avenue access at Blackstone Avenue to right-in, right-out and left-in access only. To accomplish this, it is recommended that a raised median island be implemented. With the introduction of the raised median island, eastbound left-turns will need to be redirected. These movements will need to make a right-turn onto southbound Blackstone Avenue, proceed to make a U-turn at Blackstone Avenue and Weldon Avenue, and continue northbound on Blackstone Avenue toward Cambridge Avenue. Furthermore, with the introduction of the raised median island, westbound left-turns and through movements will need to be redirected. These movements will need to make a right-turn onto northbound Blackstone Avenue, proceed to make a U-turn at Blackstone Avenue and Yale Avenue, and continue southbound on Blackstone Avenue toward Cambridge Avenue. Additionally, it is recommended that Yale Avenue access at Blackstone Avenue also be limited to right-in, right-out and left-in access only. To accomplish this, it is recommended that a raised median island be implemented.<br>b. At the intersection of Blackstone Avenue and University Avenue, prior to operation of the project: Modify University Avenue access at Blackstone Avenue to right-in, right-out and left-in access only. To accomplish this, it is recommended that a raised median island be implemented. With the introduction of the raised median island, eastbound left-turns and through movements will need to be redirected. These movements will need to make a right-turn onto southbound Blackstone Avenue, proceed to make a U-turn at Blackstone Avenue and Peralta Way, and continue northbound on Blackstone Avenue toward University Avenue. Furthermore, with the introduction of the raised median island, westbound left-turns and through movements will need to be redirected. These movements will need to make a right-turn onto northbound Blackstone Avenue, proceed to make a U-turn at Blackstone Avenue and Weldon Avenue, and continue southbound on Blackstone Avenue toward University Avenue.<br>c. At the intersection of Blackstone Avenue and Weldon Avenue, prior to operation of the project: Add a southbound U-turn-turn lane; remove the R3-4 (U-turn prohibition) sign that serves the northbound left-turn pocket; and modify the traffic signal to accommodate the added lane. |

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| | d. At the intersection of Glenn Avenue and Clinton Avenue, prior to the occurrence of Cumulative Year 2035 Traffic Conditions: Modify the northbound left-right lane to a left-turn lane; add a northbound right-turn lane; and eliminate curbside parking along Glenn Avenue within the limits of the proposed right-turn lane and transitions thereof. Refer to the Queuing Analysis for the storage capacity recommended for this movement.<br><br>**T-2:** SCCCD shall be responsible for contributing its proportionate share of the installation of improvements at the intersections identified in Table 6.17-B, Project Fair Share of Future Roadway Improvements. 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 to develop the estimated construction cost.<br><br>**T-3:** SCCCD shall work with the City of Fresno to review and implement the recommended left-turn and right-turn lane storage lengths as indicated in the Queuing Analysis.<br><br>**T-4:** The project shall implement Class I Bike Routes along the following areas: Glenn Avenue within the project site, along the project's frontage to Cambridge Avenue (between San Pablo Avenue and Blackstone Avenue), and Weldon Avenue within the project site.<br><br>**T-5:** The project shall retain existing walkways that are in a good state and compliant with requirements of the Americans With Disabilities Act (ADA) along its frontages to San Pablo Avenue, Blackstone Avenue, Cambridge Avenue, and Weldon Avenue, SCCCD shall act to ensure that any gaps be filled and that the project reconstruct walkways where needed to conform to current California Building Code and ADA requirements.<br><br>**T-6:** To help facilitate transit usage at the project, SCCCD shall coordinate with FAX to improve headways of the existing transit routes serving the FCC campus, and landscape design for the project shall take into consideration measures such as tree plantings which may provide shade and help reduce heat at transit stops during the summer months. |
| **Tribal Cultural Resources** | **Tribal Cultural Resources: Mitigation for Potential Discovery of Subsurface Resources**<br><br>**TC-1:** If tribal cultural resources are discovered during construction activities, construction 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 by the Lead Agency 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. |

# 1. Introduction

## 1.1. Purpose and Scope of Environmental Review

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

To promote efficiency and reduce redundancy, the Initial Study incorporates by reference information from other documents and sources that is germane to the proposed project and is available for public review. Most of the information incorporated by reference is from the City of Fresno General Plan Master EIR, which provides a comprehensive evaluation of impacts associated with implementation of the City of Fresno's most recently adopted General Plan (i.e. the *2014 Fresno General Plan*).

## 1.2 Public Review Process

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

- SCCCD sent a Notice of Preparation (NOP) for the project to all responsible, trustee, and interested agencies for the project[1]. The NOP was also sent to nearby property owners and residents and was filed with the Fresno County Clerk's office for a period of 30 days. The NOP included a summary description of the project, its location, and potential environmental effects. The purpose of the NOP was to solicit guidance from the agencies as to the scope and content of the environmental information that should be included in the project's evaluation of environmental impacts, and to allow nearby property owners and residents to provide environmental comments on the project for the District's consideration in preparing the report.
- A community meeting was held at Fresno City College on May 22, 2019, during which staff from SCCCD (both the District Office and FCC) and Odell Planning & Research presented details of the project and its environmental review process to attendees. Attendees had the opportunity to ask questions and comment on the project and the environmental review process.
- SCCCD has distributed a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) for the project. The notice states that the District has prepared an Initial Study and proposed Mitigated Negative Declaration for the project, includes a brief description of the project and its location, an address where copies of the Initial Study are available for public review, and the beginning and end dates for a 30-day review period during which the District will receive public comments on the Initial Study. SCCCD sent the NOI to the California Office of Planning and Research's State Clearinghouse and all responsible, trustee and interested agencies; posted the notice at the Fresno County Clerk's Office and in a newspaper of general circulation in the area affected by the project; mailed the notice to all individuals and organizations who previously requested the notice in writing; and mailed the notice to nearby owners and residents.
- Following completion of the 30-day public review period for the Mitigated Negative Declaration, the SCCCD Board of Trustees will meet to consider adoption of a Mitigated Negative Declaration and approval of the

[1] While a NOP was initially distributed in anticipation that the project would require preparation of an EIR, the review and analysis completed as part of the environmental review process determined there were no significant impacts associated with the project which could not be mitigated to a less than significant level, thus a Mitigated Negative Declaration has been recommended rather than an EIR.

project. Comments and recommendations received on the Initial Study from agencies and individuals; a list of persons, organizations, and public agencies who have commented on the Initial Study; and the responses of the District to significant environmental points raised in the review and consultation process will be provided to the Board. Additionally, individuals and agency representatives may appear in person to present testimony to the District on the Mitigated Negative Declaration and the project when the Board of Trustees meets to consider adopting the Mitigated Negative Declaration and approving the project.

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# 2. Project Background Information

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

**Project Title:** Fresno City College Parking and Facilities Expansion Project

**Lead Agency and Project Sponsor:**

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

**Lead Agency Contact Person:**

George Cummings
District Director of Facilities Planning
Telephone: (559) 243-7191
Email: george.cummings@scccd.edu

## 2.2 Project Location

The project site is generally located on the west side of Blackstone Avenue between Cambridge Avenue and University Avenue in the City of Fresno. The site encompasses approximately 11.0 acres of land in the northeast portion of the existing FCC campus plus seven additional parcels (2.16 acres) located adjacent to the existing FCC campus boundaries. Figure 2-1 shows the regional location of the project site in relation to the cities of Fresno and Clovis. Figure 2-2 provides an aerial view of the project location and identifies the existing FCC campus boundaries, the adjacent properties proposed to be added to the campus, and the proposed locations of the facilities that would be added as part of the project. As shown on Figure 2-2, the project site is generally bordered by existing FCC campus facilities to the south and west, residential development to the north and northwest, and commercial development to the east along Blackstone Avenue.

**Table 2.2-A**
**Project Location**

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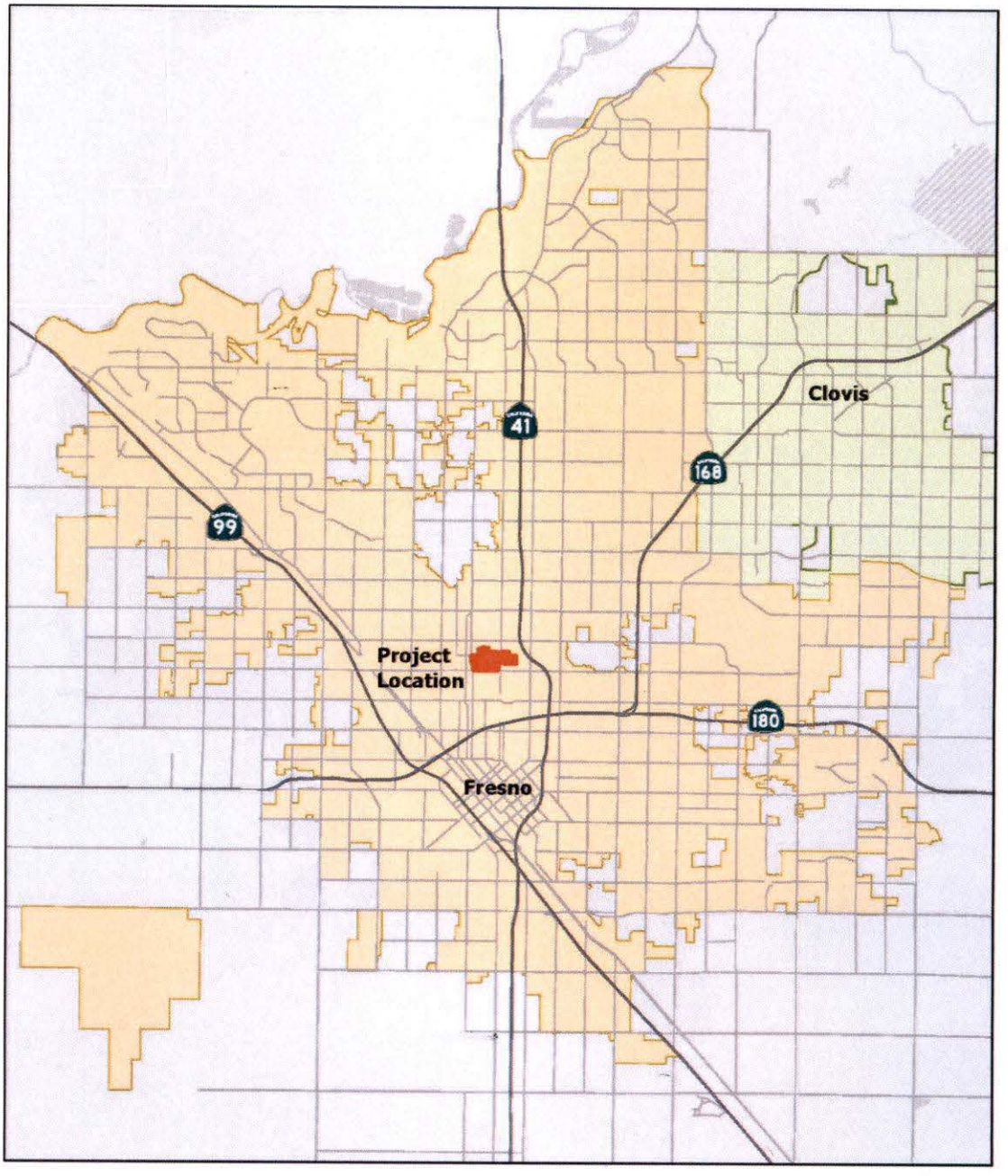
| City, County, and State | Fresno, Fresno County, California |
| Adjacent Major Cross Streets | N. Blackstone Avenue and E. Weldon Avenue |
| Site Area | 11.0 acres (includes a portion of the existing campus plus 7 adjacent parcels) |
| USGS Map | Fresno North, California Quadrangle 7.5 Minute Series |
| Latitude & Longitude | 36°46'06"N; 119°47'30"W |
| Section, Township, and Range | Section 28, Township 13 South, Range 20 East, MDB&M |
| Elevation | 305 feet above mean sea level |




**Regional Location** **Figure 1**

Fresno City College Parking and Facilities Expansion Project
State Center Community College District

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


**Project Site** **Figure 2**

Fresno City College Parking and Facilities Expansion Project
State Center Community College District

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

Existing Campus
Expansion Areas
Proposed Facilities Locations

0 125 250 500 Feet

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## 2.3 Project Description

State Center Community College District is proposing to develop new parking, educational and administrative facilities at Fresno City College. The proposed facilities would be located partially within the boundaries of the existing campus and partially on neighboring parcels. Following are the major design, construction, and operational characteristics of the proposed project:

- Construction of a four-story parking structure on the south side of Cambridge Avenue west of Blackstone Avenue located north of the former District Office building. The proposed parking structure would have capacity for up to 1,000 parking spaces with five levels of parking (ground to roof). Ingress/egress points for the parking structure are to be located at its south side (connecting to Weldon Avenue), west side (connecting to a campus driveway aligning with Glenn Avenue), and north side (connecting to Cambridge Avenue).
- Construction of a three-story Science Building (approximately 95,000 square feet) located near the southwest corner of Blackstone and Weldon Avenues. The new Science Building is proposed to include six biology labs, three anatomy and physiology labs, five chemistry labs, two physics labs, two engineering labs, a computer lab, three general educational classrooms, four Design Science (Middle College) classrooms, welcome center, tutorial space, and 34 faculty offices. Surface parking would also be added adjacent to the building. Existing Maintenance & Operations facilities located in this area would be removed and relocated as indicated in the fourth bullet below.
- Replacement of the existing one-story, 5,255 square-foot Child Development Center with a new ~~one~~two-story, 16,480 square-foot Child Development Center at its current location.
- Construction of a one-story, 10,000 square-foot Maintenance & Operations Building plus a parking and storage area on the west side of San Pablo Avenue northwest of the existing Health Sciences Building. Fencing would be included at both the Maintenance & Operations Building and the parking and storage area.
- Repurposing of the former District Office building located on the north side of Weldon Avenue to accommodate the SCCCD Police Department and District administrative functions.

The proposed expansion area includes seven parcels adjacent to the north and east of the existing FCC campus, totaling approximately 2.18 acres. The additions to the campus land area to accommodate the project are described in more detail below and shown on Figure 2:

- Two parcels (1.20 acres total) on the west side of Blackstone Avenue between Weldon Avenue and University Avenue; planned as space for future educational facilities.
- Three parcels (0.63 acres total) on the south side of Cambridge Avenue between Blackstone Avenue and Calaveras Street; planned as space for a portion of the parking structure.
- Two parcels (0.35 acres total) on the north side of Yale Avenue between San Pablo Avenue and the BNSF railroad tracks; planned as parking and storage space for Maintenance & Operations.

If approved, the project is expected to be developed and operational during the next five years.

## 2.4 Project Setting

### a. Existing Land Uses

The project site includes a portion of the existing Fresno City College campus along with land immediately adjacent to the campus. The existing Fresno City College campus covers an area of 103 acres ranging from Van Ness Avenue to the west, Clark Street to the east, McKinley Avenue to the south, and Yale Avenue to the north. However, most of the existing campus facilities (particularly its academic instructional facilities) are concentrated west of Blackstone Avenue. Campus facilities east of Blackstone Avenue include several athletic facilities (e.g. Ratcliffe Stadium, Euless Park, physical education facilities), the Police Academy, and surface parking areas. See Figure 2 for a diagram of the project site boundaries.

Existing development located on the project site is as follows:

- The existing campus portion of the project site currently includes surface parking areas, the existing Child Development Center, the former SCCCD District Office building, and two one-story office buildings plus storage areas used by SCCCD's Police Department and Maintenance & Operations department.
- The two parcels located on the west side of Blackstone Avenue are currently developed with commercial uses. One parcel contains a used auto dealership, and the other parcel contains a single-story commercial building occupied by an auto repair facility, smog facility, and hair salon.
- The three parcels located on the south side of Cambridge Avenue are partially developed with residential uses. Two of the residential structures have been demolished.
- One of the two parcels located north of Yale Avenue is developed with an unoccupied duplex, while the other parcel is vacant.

Fresno City College is located amidst an established urbanized area near the center of the City of Fresno. The campus is situated among primarily residential areas located to the west, north, and south of the campus and commercial and industrial areas located to the east of the campus along Blackstone Avenue (see Figure 2).

The area to the north of Cambridge Avenue between the BNSF railroad tracks and the commercial properties along Blackstone Avenue is developed with a mixture of single-family and multifamily residential uses. The Fresno General Plan designates this area as Medium High Density Residential.

Development along Blackstone Avenue in the vicinity of the project site includes Ratcliffe Stadium, fast food restaurants, auto dealerships, auto repair shops, and other commercial uses. The Fresno General Plan designates all parcels with frontage along Blackstone Avenue in the vicinity of the project site, other than the FCC campus itself, as Neighborhood Mixed Use. The area further east of Blackstone Avenue includes a mixture of commercial and industrial uses, single-family residences, and State Route 41.

The western boundary of the project site is formed by the BNSF railroad tracks, which bisect the Fresno City College campus. The area to the west of the site across the railroad tracks is occupied by existing FCC campus facilities. Between Weldon Avenue and McKinley Avenue is the main portion of the campus, which includes several academic buildings, administrative buildings, library, cafeteria, theater/auditorium, green space, and parking areas. Between Yale Avenue and Weldon Avenue is FCC's gymnasium, softball complex, swimming pools, and tennis courts. Further west and northwest are areas of primarily single-family residential development, including the historic Porter Tract.

## b. Public Land Use Policy

***City of Fresno***

City of Fresno 2014 General Plan

The *2014 Fresno General Plan* provides adopted public land use policy for the City of Fresno. The General Plan's Land Use and Circulation Map shows the project site contains land designated as Public Facilities – College, Neighborhood Mixed Use, and Medium High Density Residential.

The Public Facilities designation denotes the sites of existing and planned public facilities within the City of Fresno, such as City Hall, county buildings, schools, colleges, the municipal airports, and hospitals. It also includes public facilities, such as fire and police stations, City-operated recycling centers, sewage treatment plants, neighborhood, community and regional parks, recreational centers, golf courses, and multi-purpose trails that serve both regional and neighborhood needs.

The General Plan describes the Neighborhood Mixed Use designation as providing for "mixed-use districts of local-serving, pedestrian-oriented commercial development, such as convenience shopping and professional offices in two- to three-story buildings." Additional detail is provided as follows:

> *Development is expected to include ground-floor neighborhood retail uses and upper-level housing or offices, with a mix of small lot single family houses, townhomes, and multi-family dwelling units on side streets, in a horizontal or vertical mixed-use orientation. The built form will have a scale and character that is consistent with pedestrian-orientation, to attract and promote a walk-in clientele, with small lots and frequent roadway and pedestrian connections permitting convenient access from residences to commercial space. Automobile-oriented uses are not permitted.* (Fresno General Plan, p. 3-41)

The Medium High Density Residential use is described in the General Plan as "intended for neighborhoods with a mix of single-family residences, townhomes, garden apartments, and multi-family units intended to support a fine-grain, pedestrian scale. This land use accommodates densities from 12 to 16 units per acre overall."

The *Fresno General Plan* puts forth goals related to Urban Form, Land Use, and Design which focus on "establishing a structural framework for the city, enhancing the character of neighborhoods and districts, creating vibrant centers of activity and a public realm that is engaging and livable, crafting a tapestry of distinctive, connected communities, and strengthening Fresno's identity and sense of place." These goals include the following:

- Increase opportunity, economic development, business and job creation.
- Support a successful and competitive Downtown.
- Emphasize conservation, successful adaptation to climate and changing resource conditions, and performance effectiveness in the use of energy, water, land, buildings, natural resources, and fiscal resources required for the long-term sustainability of Fresno.
- Emphasize achieving healthy air quality and reduced greenhouse gas emissions.
- Provide for a diversity of districts, neighborhoods, housing types (including affordable housing), residential densities, job opportunities, recreation, open space, and educational venues that appeal to a broad range of people throughout the City.
- Develop Complete Neighborhoods and districts with an efficient and diverse mix of residential densities, building types, and affordability which are designed to be healthy, attractive, and centered by schools, parks, and public and commercial services to provide a sense of place and that provide as many services as possible within walking distance.
- Promote a city of healthy communities and improve quality of life in established neighborhoods.
- Emphasize increased land use intensity and mixed-use development at densities supportive of greater use of transit in Fresno.
- Improve Fresno's visual image and enhance its form and function through urban design strategies and effective maintenance.
- Recognize, respect, and plan for Fresno's cultural, social, and ethnic diversity, and foster an informed and engaged citizenry.

Additionally, the General Plan devotes specific attention to the Blackstone Avenue Corridor, which includes the location of the FCC campus and the project site. Blackstone Avenue is identified as being "currently the most prominent major street corridor connecting the Downtown area to the northern areas of Fresno," and it is noted for its significance in the implementation of Fresno's Bus Rapid Transit (BRT) route. The General Plan envisions a new focus on land use and design along major streets and in neighborhoods that support Downtown, including proposals for increased density and vibrant mixed-use centers that will emanate from the Downtown area along major transportation corridors, particularly Blackstone Avenue. Seen as having many "opportunity sites" that may be developed into Activity Centers in the future, Blackstone Avenue is eventually planned to have major BRT stations and surrounding mixed-use centers at one-mile intervals located at the intersections of major east-

west avenues such as Bullard, Shaw, Ashlan, Shields, and McKinley. Ultimately, the BRT stations will be the focus of mixed-use development that is pedestrian-oriented and closely ties the stations with the surrounding neighborhood.

Tower District Specific Plan

Adopted in 1991, the Tower District Specific Plan encompasses an older "streetcar suburb" area within the City of Fresno and was created partially in response to major upheaval occurring from the construction of the CA-180 freeway plus incremental development activity that presented conflicts with the established character and identity of the area. The stated purpose of the Tower District Specific Plan "to provide the City and the residents of the district with a comprehensive structure for managing historic resources and neighborhoods in the face of future change and development. The Plan is intended to address urban conservation and new development, with a framework of goals and policies for neighborhood quality and stability, for economic development and reinvestment, and for fiscal responsibility." The Specific Plan includes several objectives and policies reflected in the current Fresno General Plan, such as encouragement of pedestrian- and transit-oriented development and emphasizing urban form factors (including implementation of the Tower District Design Guidelines). Particularly relevant to the subject project is a policy to "Discourage spill-over parking from large institutions into residential neighborhoods [and] encourage the State Center Community College District to develop and implement a Master Parking Plan for Fresno City College" (see Goal III, Objective 2, Policy 4 of the Tower District Specific Plan).

Zoning – Citywide Development Code

The City of Fresno's Citywide Development Code implements the City's General Plan (plus other operative plans) to protect and promote the public health, safety, peace, comfort, convenience, prosperity, and general welfare of the City of Fresno. The Development Code describes itself as intended to achieve the following, consistent with the goals, objectives, and policies of the General Plan and any other operative plan:

- To provide a precise guide for the physical development of the city in a manner as to progressively achieve the arrangement of land uses depicted in the General Plan.
- To foster a harmonious and workable relationship among land uses and ensure compatible infill development.
- To support economic development and job creation.
- To provide for the housing needs of all economic segments of the community.
- To promote high quality architecture and sustainable design (i.e., a philosophy that seeks to maximize the quality of the built environment, while minimizing or eliminating negative impact to the natural environment).
- To promote the stability of existing land uses that conform to the General Plan, protecting them from inharmonious influences and harmful intrusions.
- To promote a safe and efficient traffic circulation system, including bicycle facilities and pedestrian amenities, and to support a multi-modal transportation system.
- To facilitate the appropriate location of community facilities, institutions, parks, and recreational areas.
- To protect and enhance real property values.
- To safeguard and enhance the appearance of the city.
- To define duties and powers of governing bodies and officials responsible for the implementation of this Code.

The Development Code defines and identifies zoning districts within the City of Fresno. Zoning designations for the properties encompassed within the project site include "PI" (Public and Institutional), "NMX" (Neighborhood Mixed Use), and "RM-1" (Residential Multi-Family, Medium High Density).

The majority of the project site is zoned PI, reflective of its location within the existing FCC campus boundaries. The PI zone The PI district is used for public or quasi-public facilities, including City facilities, utilities, schools, health services, corporation yards, utility stations, and similar uses. Accessory retail uses and services, including food facilities and childcare, are also permitted in the PI district.

Five of the parcels adjacent to the existing campus (1.81 acres, most of the expansion area) are zoned NMX. The NMX zone is described in the Development Code as "provid[ing] for a scale and character of development that is pedestrian orientated, designed to attract and promote a walk-in clientele, with small lots and frequent pedestrian connections permitting convenient access from residences to commercial space." Development is expected to include ground-floor neighborhood retail uses and upper-level housing or offices, with a mix of small lot single-family houses, townhomes, and multi-family dwelling units on side streets, in a horizontal or vertical mixed-use orientation. Day Care Centers are included as a permitted use in the NMX zone district, as are Government Offices (not allowed on the ground floor of portions of the site which abut a major street, but allowed in the interior of all sites) and Business and Professional Offices.

Two parcels proposed as the Maintenance & Operations Building parking area (totaling 0.35 acres) are zoned RM-1. Areas zoned "RM" are generally intended to provide for a variety of multi-family residence types and housing opportunities, with additional emphasis on preserving, protecting, and enhancing the City's medium and high-density neighborhoods; promoting development of walkable, transit-oriented neighborhoods; ensuring compatibility of scale, mass, and form with existing structures; and ensuring adequate provisions of services and facilities. While the RM-1 zone is used primarily to provide for medium-high density residential development, it also allows some non-residential uses (either permissibly or conditionally), including but not limited to, Colleges and Trade Schools, Public Safety Facilities, Corner Commercial, and Personal (Mini) Storage.

Table 2.4-A presents a summary of the existing land uses, City of Fresno General Plan Land Use designations, and City of Fresno Zoning designations for each of the parcels included in the project site.

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**TABLE 2.4-A**
**Existing Land Uses, General Plan Designations, and Zoning**

| Fresno County Assessor Parcel Number | Parcel Size (Acres) | Existing Land Uses | Fresno General Plan Land Use Designation | City of Fresno Zoning |
|---|---|---|---|---|
| 444-086-11 | 0.14 | Vacant | Residential, Medium High Density | RM-1 |
| 444-086-14 | 0.21 | Residential, Duplex | Residential, Medium High Density | RM-1 |
| 444-165-12T | 0.65 | FCC Campus | Residential, Medium High Density | RM-1 |
| 444-176-05T | 1.75 | FCC Campus | Residential, Medium High Density | RM-1 |
| 444-176-06T | 3.15 | FCC Campus | Public Facilities/College | PI |
| 444-176-07 | 0.31 | Vacant | Neighborhood Mixed Use | NMX |
| 444-176-08 | 0.15 | Vacant | Neighborhood Mixed Use | NMX |
| 444-176-09 | 0.15 | Residential, Duplex | Neighborhood Mixed Use | NMX |
| 444-235-19T | 0.16 | FCC Campus | Public Facilities/College | PI |
| 444-235-20T | 0.17 | FCC Campus | Public Facilities/College | PI |
| 444-235-21T | 0.19 | FCC Campus | Public Facilities/College | PI |
| 444-235-22T | 0.19 | FCC Campus | Public Facilities/College | PI |
| 444-235-23T | 0.19 | FCC Campus | Public Facilities/College | PI |
| 444-235-24T | 0.31 | FCC Campus | Public Facilities/College | PI |
| 444-235-25T | 0.80 | FCC Campus | Public Facilities/College | PI |
| 444-235-26T | 2.57 | FCC Campus | Public Facilities/College | PI |
| 444-235-27T | 2.91 | FCC Campus | Public Facilities/College | PI |
| 444-235-28T | 0.08 | FCC Campus | Public Facilities/College | PI |
| 444-235-29T | 0.05 | FCC Campus | Public Facilities/College | PI |
| 444-235-30T | 0.23 | FCC Campus | Public Facilities/College | PI |
| 444-235-31 | 0.40 | Commercial, Auto Repair and Misc Retail/Service | Neighborhood Mixed Use | NMX |
| 444-235-32T | 0.23 | FCC Campus | Public Facilities/College | PI |
| 444-235-33T | 0.23 | FCC Campus | Public Facilities/College | PI |
| 444-235-34T | 0.46 | FCC Campus | Public Facilities/College | PI |
| 444-235-36 | 0.80 | Commercial, Auto Sales | Neighborhood Mixed Use | NMX |

Sources: Fresno County Assessor's Office, City of Fresno General Plan, City of Fresno Development Code, Odell Planning & Research, Inc., Google satellite imagery

***State Center Community College District***

Community College District Land Use Powers and Authority

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

SCCCD Facilities Master Plan

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

Fresno City College Educational Master Plan 2016-2026

The Fresno City College Educational Master Plan is a long-term comprehensive plan for educational programs and services. While the Educational Master Plan is less specifically focused on facilities development than the Facilities Master Plan, the two plans are integrated with one another, and the FCC Educational Master Plan mentions the necessity of well-designed and well-kept facilities in providing quality services to students and creating a cohesive and supportive environment for its administrators, faculty, staff and students.

Following are excerpts from the FCC Educational Master Plan which address and relate to components of the proposed project:

- *Classroom Space for Math, Science, and Engineering (MSE)*: The hard sciences (MSE division) are limited to the number of lab stations available and must also consider safety concerns, although with the advent of the new MSE facility, lab availability will be addressed. (FCC Educational Master Plan, p. 36)
- *Child Development Center*: During 2014 campus and community discussions, the decision was made to leave the Child Development Center in its current location and not relocate it across Blackstone Avenue to the current Police Academy location. This will allow safe access to the campus and center services for children and their FCC student parents. The current facilities do not meet the needs of students who are observing at the center. Additionally, Child Development faculty members are spread across the campus due to lack of faculty space near the center. (FCC Educational Master Plan, p. 56)
- *Parking*: Current enrollment at Fresno City College is over 21,506 with about 1,000 full-time and part-time employees. The number of available parking stalls is 2,976; therefore, the number of available parking stalls is 0.132 stalls per student/employee. This ratio does not account for restricted stalls (i.e. ADA, staff and motorcycle), which most students are not able to utilize. Research has found the ideal parking ratio for a community college campus is 0.18 stalls per school population (representing 536 additional parking stalls for FCC if student population is kept the same). School population includes students, faculty and employees. Research has also determined the parking capacity at FCC is currently below the ideal supply. Lack of convenient parking and inefficient traffic patterns present significant impediments to student access and success caused by frustration in finding parking and arriving late to classes. To sustain enrollment growth, FCC has to further increase parking capacity. (FCC Educational Master Plan, p. 54)

- *Landlocked*: As the residential neighborhoods and commercial districts surrounding the campus developed and matured, the campus has become landlocked and expansion opportunities are limited. Over time, multi-family residential properties to the north of the campus have been acquired by State Center Community College District to facilitate campus expansion. FCC is now considered an inner-city/urban campus and, as such, expanding into undeveloped land is no longer an option. With no additional land area on which to build new buildings or additional parking, alternative development patterns must be considered if the campus population is to grow. To meet the needs of projected future growth of the campus, the Master Plan proposes to densify the campus by identifying single story structures in the academic core and either removing or replacing them with multi-story buildings. (FCC Educational Master Plan, p. 54)

In addition to descriptions of existing campus conditions and needs, the Educational Master Plan includes a section titled Recommendations For College Long-Term Goals, which presents the following objectives that are notably related to the proposed project:

- Objective 1.4: FCC will implement the SCCCD Facilities Master Plan that calls for addressing traffic flow and additional parking, modernization of the MSE building and a Student Center on the FCC campus.
- Objective 1.5: FCC will address additional facilities needs as identified in the SCCCD Facilities Master Plan such as Child Development Center, ADA compliance issues, technology upgrades, and athletic facilities.
- Objective 1.6: FCC will implement the Measure C projects. (Note: Measure C refers to a bond measure approved for SCCCD, which includes funding for components of the subject project)

## 2.5 Actions Required to Implement the Project

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

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

## 2.6 Other Public Agencies Whose Approval is Required

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

- The City of Fresno must review and approve plans and accept improvements related to the provision of public street access, water supply, sewage collection, and fire protection improvements for the campus.
- The Fresno Metropolitan Flood Control District (FMFCD) must review and approve any plans for storm drainage improvements or modifications.
- The San Joaquin Valley Air Pollution Control District must review and approve the project for compliance with Rule 9510 (Indirect Source Review) and other applicable rules and regulations.

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

## 3. Environmental Factors Potentially Affected

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

**TABLE 3-A**
**Environmental Factors Potentially Affected**

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

## 4. Determination

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

Signature — October 3, 2019 — Date

CHRISTINE MIKTARIAN — VICE CHANCELLOR OPERATIONS & IS

Printed Name — Title

# 5. Approach to Evaluation of Environmental Impacts

## 5.1 State CEQA Guidelines Appendix G and Thresholds of Significance

This Initial Study identifies and analyzes the potential impacts of the project on the environmental resources and conditions listed in Appendix G in the State CEQA Guidelines[2], describes feasible mitigation measures that could be incorporated in the project to avoid the impacts or reduce them to an insignificant level, and determines the significance of the impacts without or with mitigation. The environmental resources and conditions listed in Appendix G are categorized as follows: Aesthetics, Agricultural and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, Wildfire, and Mandatory Findings of Significance.

The discussion of each impact in Section 6 of the Initial Study concludes with a determination that the impact is potentially significant, less than significant with mitigation, less than significant, or does not involve any impact (no impact).

The "potentially significant" determination is applied if there is substantial evidence that an effect may be significant. Under the State CEQA Guidelines, a significant effect, or impact, on the environment means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (see Guidelines § 15382). The District must prepare an Environmental Impact Report for the project if the Initial Study identifies one or more potentially significant impacts that cannot be mitigated to a less than significant level.

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

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

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

The discussion of impacts in this Initial Study lists each potential impact as stated in Appendix G, provides an analysis of the impact, describes each mitigation measure required to avoid the impact or reduce it to an insignificant level, and concludes with a determination of the level of significance of the impact. References to documents that would provide background information on an impact are provided where applicable.

This Initial Study incorporates by reference all documents and other sources of information cited in the Evaluation of Environmental Impacts (Section 6) and Sources Consulted.

## 5.2 Existing Laws, Regulations, Policies, and Mitigation Measures

In some cases, an impact that might appear to be significant is less than significant because it is subject to state, regional, or local laws, regulations, or policies – the application of which will reduce the impact to a less than significant level. Preparation of this Initial Study included a review of applicable laws, regulations, and policies to

[2] This report uses the recently updated version of the Appendix G Checklist, which went into effect on December 28, 2018. A copy of the Appendix G Checklist can be viewed at: http://resources.ca.gov/ceqa/docs/2018_CEQA_FINAL_TEXT_122818.pdf

determine if they would prevent or reduce the potentially significant impacts of the proposed project. The Initial Study does not cite the laws, regulations, and policies as mitigation measures because they would apply to the project regardless of the outcome of the Initial Study.

For the proposed project, applicable laws, regulations, and policies include but are not limited to the following:

**City of Fresno**

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

**Fresno County Department of Public Health, Environmental Health Division**
https://www.co.fresno.ca.us/departments/public-health/environmental-health

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

**Fresno Metropolitan Flood Control District (FMFCD)**

FMFCD manages flood control facilities in the Fresno area, and projects to be served by FMFCD facilities are subject to compliance with plans and policies administered by FMFCD prior to implementation. SCCCD is subject to compliance with FMFCD requirements for the design, construction, and operation of on- and off-site stormwater improvements necessary to serve the project. Before beginning construction, SCCCD must prepare a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP is a site-specific plan that is designed to control the discharge of pollutants from the construction site to local storm drains and waterways. FMFCD is responsible to ensure Permit compliance within the boundaries of the area's National Pollutant Discharge Elimination System (NPDES) Permit boundary.

**San Joaquin Valley Air Pollution Control District**
https://www.valleyair.org/rules/1ruleslist.htm

*Regulation VIII – Fugitive PM10 Prohibitions*

*Regulation IX – Mobile and Indirect Sources*

## 5.3 Technical Studies

The analyses in this Initial Study of several resources and conditions are based on technical background studies in the areas of air quality, cultural resources, energy, greenhouse gas emissions, noise and vibration, and transportation/traffic. The studies are listed in the Table of Contents and Section 9 (Sources Consulted) and are presented as Appendices to this Initial Study.

# 6. Evaluation of Environmental Impacts

The following questions are taken from the State CEQA Guidelines, Appendix G: Environmental Checklist Form, Evaluation of Environmental Impacts (as updated December 28, 2018). The thresholds of significance used for this Initial Study are the same as the environmental issues listed in the Appendix G Checklist.

## 6.1 Aesthetics

During preparation of this Initial Study, multiple visits were made to the project site and its surrounding vicinity in order to effectively ascertain the aesthetic setting and potential effects of the project on the surrounding area. Pictures of the project site and its vicinity are included for reference as Appendix 1 of this Initial Study. The pictures focus on presenting the locations where the FCC campus would be expanded through development of the proposed project and the present conditions of these locations.

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

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

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

The impact of the project on scenic resources would be less than significant. The City of Fresno General Plan Master EIR defines a scenic vista as a "viewpoint that provides a distant view of highly valued natural or man-made landscape features for the benefit of the general public" and discusses views of downtown Fresno, the San Joaquin River, and the Sierra Nevadas (General Plan MEIR, 2014). The project would not substantially adversely affect views of any of these identified scenic features due to its distance from these features and

because its design characteristics (e.g. building height, size, and lighting) would be similar to development already existing at the FCC campus and in its vicinity.

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

There are no state scenic highways or other scenic resources located in the project vicinity, thus no impact would result from the project.

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

The project site is located both on and immediately adjacent to the existing Fresno City College campus, which is located in a highly urbanized area within the City of Fresno. Development projects in this location are generally subject to regulations and guidelines governing visual character, urban form, and scenic quality found in the City of Fresno's Citywide Development Code and in the Tower District Specific Plan. The applicable scenic regulations act as a means of regulating land development to achieve the desired urban form, thus the focus here is whether the project would be consistent with the urban form sought for the Blackstone Corridor and FCC vicinity.

As a whole, the expanded campus facilities proposed as part of the project are consistent with common visual elements in an urban setting as what exists and is planned for the project site and its vicinity. Residents in the area may consider the change in visual character an adverse impact. This change, however, is consistent with what the City of Fresno has planned for in the Blackstone Corridor area. For instance, the facilities proposed as part of the project would be located in a way that the most active, user-attracting uses (i.e. the Science Building and Child Development Center) are oriented near the frontage of Blackstone Avenue and the least active uses (i.e. Maintenance & Operations facilities) are oriented towards the interior of the existing campus and railroad-adjacent areas. Further, educational facilities are typically a common and congruent visual feature within mixed-use and residential areas, and the FCC campus is long-established as a feature within the project site vicinity. The proposed facilities would be visually compatible with existing and future planned development at the FCC campus.

The educational facilities included in the project (in this instance, the proposed Science Building and Child Development Center) would be sited on land zoned PI or partially NMX. The design characteristics are expected to be consistent with the applicable form-based regulations and achieve the desired urban aesthetic environment intended for these zone district, particularly in this vicinity.

The largest structure included as part of the project is the proposed parking structure. With five levels of parking including a ground-floor level, the parking structure could result in a form the equivalent of four stories in height. The NMX zone has a height maximum of 40 feet (Table 15-1103); above that, Development Code section 15-2012, Heights and Height Exceptions, allows for "Decorative features such as spires, bell towers, domes, cupolas, obelisks, clock towers, and monuments" to project up to 20 feet above the height limit on non-residential sites. The NMX zone additionally promulgates minimal setbacks (10 feet or less) and at least 60 percent frontage coverage. As a matter of urban form, the parking structure is capable of meeting these regulations.

The proposed Maintenance & Operations Building and parking area are located on areas zoned RM-1 by the City. Focusing specifically on form-based regulations in this district (e.g. height, lot coverage, setbacks), the proposed building would be designed to meet applicable requirements. The new proposed surface parking area, although extending further north, would be on a smaller footprint and have generally the same urban form characteristics (i.e. flat surface parking plus fencing, located on an irregular lot on a short dead-end roadway, immediately adjacent to railroad tracks).

For these reasons, the resulting visual character and quality of the project would be sufficiently consistent with the existing aesthetic setting and with the urban form envisioned in the City of Fresno's planning policies, and impacts of the project related to compatibility with applicable zoning and other regulations governing scenic quality would be less than significant.

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

Under existing circumstances, the project vicinity is exposed to light and glare generated by existing activities and operations at the FCC campus as well as from commercial activity and transportation trips occurring along Blackstone Avenue. As part of the proposed project, buildings and parking areas will be lighted in pre-dawn and evening hours for the safety and security of the students and staff. Headlights from vehicles arriving and departing the campus during early morning and evening hours would also be a potential source of light and glare resulting from the project.

The anticipated project-related lighting and glare generally would not be unusual within the urban development that exists in the area surrounding the site. A substantial portion of the project, including the Science Building and the Child Development Center, is surrounded by existing campus and commercial uses which would not be adversely impacted by new lighting and glare. The project's primary potential for causing lighting and/or glare impacts relates to development of the proposed Parking Structure and Maintenance & Operations facilities. Development and operation of these facilities would place campus uses closer to existing residential properties located north of the project site, which could expose those properties to new and/or increased lighting and glare, such as from building lighting operated in the evening and from vehicle headlights entering and exiting the parking areas during pre-dawn and evening hours. It is worth noting that activity at the campus peaks between morning and early-afternoon hours (i.e. times during the day when lighting and glare sources are not in use), and design of the facilities is expected to include fixtures and equipment that function to keep lighting contained within the campus facilities. However, to ensure that adjacent existing and future land uses are not significantly impacted, the mitigation measures presented below will be incorporated into the project to reduce the generation of lighting and glare.

**Mitigation Measure AE-1:** Mitigation for Lighting and Glare

The following measures shall be incorporated into development and operation of the project in order to reduce impacts from lighting and glare:

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

b. All external signs and lighting shall be lit from the top and shine downward except where uplighting is required for safety or security purposes. The lighting shall also be, as much as physically possible, contained to the target area.

c. Exterior building lighting for security or aesthetics shall be full cut-off or a shielded type design to minimize any upward distribution of light.

d. No later than 10:00 p.m., lighting at project facilities not needed for safety or security purposes shall be turned off and the parking garage entrance/exit at Cambridge Avenue shall be closed. The Cambridge Avenue entrance/exit shall be equipped with gating or other equipment suitable for restricting access to the parking structure while also minimizing light and glare emitted from the interior of the parking structure.

**Level of Significance After Mitigation:** With implementation of the recommended mitigation measures for minimizing potential adverse lighting and glare, this impact will be less than significant.

## 6.2 Agricultural and Forestry Resources

| Would the project: | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non- agricultural use? | | | | ✓ |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | | | | ✓ |
| c. Conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production? | | | | ✓ |
| d. Result in the loss of forestland or conversion of forestland to non-forest use? | | | | ✓ |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forestland to non-forest use? | | | | ✓ |

**Would the project:**

**a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non- agricultural use?**

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

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

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

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

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

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

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

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

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

## 6.3 Air Quality

This section is based primarily on an Air Quality Impact Analysis completed for the project, included as Appendix 2 of the Initial Study.

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

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Table 6.3-A provides definitions for the air quality terms used in this section.

**TABLE 6.3-A**
**Air Quality Definitions**

**Carbon Monoxide (CO)**

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

**Nitrogen Oxides (Oxides of Nitrogen, $NO_x$)**

A general term pertaining to compounds of nitric oxide (NO), nitrogen dioxide ($NO_2$) and other oxides of nitrogen. Nitrogen oxides are typically created during combustion processes and are major contributors to smog formation and acid deposition. $NO_2$ is a criteria air pollutant and may result in numerous adverse health effects.

**Particulate Matter (PM)**

Any material, except pure water, that exists in the solid or liquid state in the atmosphere. The size of particulate matter can vary from coarse, wind-blown dust particles to fine particle combustion products.

**$PM_{2.5}$**

Includes tiny particles with an aerodynamic diameter less than or equal to a nominal 2.5 microns. This fraction of particulate matter penetrates most deeply into the lungs.

**$PM_{10}$ (Particulate Matter)**

A criteria air pollutant consisting of small particles with an aerodynamic diameter less than or equal to a nominal 10 microns (about 1/7 the diameter of a single human hair). Their small size allows them to make their way to the air sacs deep within the lungs where they may be deposited and result in adverse health effects. $PM_{10}$ also causes visibility reduction.

**Reactive Organic Gas (ROG)**

A photochemically reactive chemical gas, composed of non-methane hydrocarbons, that may contribute to the formation of smog. Also, sometimes referred to as Non-Methane Organic Gases (NMOGs). (See also Volatile and Hydrocarbons.)

**Sulfur Dioxide ($SO_2$)**

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

Source: California Air Resources Board. *Glossary of Air Pollution Terms* (2015)

**Would the project:**

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

In accordance with San Joaquin Valley Air Pollution Control District (SJVAPCD)-recommended methodology for the assessment of air quality impacts, projects that result in significant air quality impacts at the project level are also considered to have a significant cumulative air quality impact. As noted in Section 6.3(b) below, short-term construction and long-term operational emissions would not exceed applicable thresholds. In addition, the proposed project's contribution to localized concentrations of emissions, including emissions of CO, TACs, and odors, are considered less than significant. However, as noted in Section 6.3(c), the proposed project could result in a significant contribution to localized PM concentrations for which the SJVAB is currently designated non-attainment. For this reason, implementation of the proposed project could conflict with air quality attainment or maintenance planning efforts. This impact would be considered potentially significant.

**Mitigation Measure:** Implement Mitigation Measures AQ-1 through AQ-10

**Level of Significance after Mitigation:** With mitigation, short-term construction activities would be required to comply with SJVPACD Regulation VIII (Fugitive PM10 Prohibitions). Mandatory compliance with SJVAPCD Regulation VIII would reduce emissions of fugitive dust from the project site and minimize the project's potential to adversely affect nearby sensitive receptors. Compliance with SJVAPCD Regulation VIII would reduce fugitive emissions of PM by approximately 50 percent, or more. Additional measures have also been included to minimize emissions generated by onsite equipment and vehicles. With mitigation, this impact would be considered less than significant.

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

The proposed project is located in the City of Fresno, which is within the San Joaquin Valley Air Basin (SJVAB). The SJVAB is designated nonattainment for the national 8-hour ozone and $PM_{2.5}$ standards. On September 25, 2008, the U.S. EPA redesignated the San Joaquin Valley to attainment for the $PM_{10}$ NAAQS and approved the PM10 Maintenance Plan (SJVAPCD 2019). Potential air quality impacts associated with the proposed project could potentially occur during project construction or operational phases. Short-term construction and long-term air quality impacts associated with the proposed project are discussed, as follows:

***Short-term Construction Emissions***

Short-term increases in emissions would occur during the construction process. Construction-generated emissions are of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact. The construction of the proposed project would result in the temporary generation of emissions associated with site grading and excavation, paving, motor vehicle exhaust associated with construction equipment and worker trips; as well as, the movement of construction equipment on unpaved surfaces. Short-term construction emissions would result in increased emissions of ozone-precursor pollutants (i.e., ROG and NOx) and emissions of PM. Emissions of ozone-precursors would result from the operation of on-road and off-road motorized vehicles and equipment. Emissions of airborne PM are largely dependent on the amount of ground disturbance associated with site preparation activities and can result in increased concentrations of PM that can adversely affect nearby sensitive land uses.

Short-term construction emissions associated with the proposed project were calculated using the CalEEMod computer program[3]. Emissions were quantified for demolition, site preparation, grading, building construction, and application of architectural coatings. Detailed construction information, including construction schedules and equipment requirements, have not been identified for the proposed project. Default construction phases and equipment assumptions contained in the CalEEMod model were, therefore, relied upon for the calculation of construction-generated emissions.

Estimated annual and daily construction-generated emissions are discussed in greater detail, as follows:

Annual Construction Emissions

The proposed project would generate maximum uncontrolled annual emissions of approximately 0.99 tons/year of ROG, 5.85 tons/year of $NO_x$, 4.46 tons/year of CO, 0.01 tons/year of $SO_2$, 0.81 tons/year of $PM_{10}$, and 0.42 tons/year of $PM_{2.5}$ (see Table 6.3-B). Estimated construction-generated emissions would not exceed the SJVAPCD's significance thresholds of 10 tons/year of ROG, 10 tons/year of $NO_x$, or 15 tons/year of $PM_{10}$ or $PM_{2.5}$.

[3] Modeling assumptions and output files from CalEEMod Version 2016.3.2 for the project are included in Appendix A of the Air Quality and Greenhouse Gas Analysis (Initial Study Appendix 2).

**Table 6.3-B**
**Annual Construction Emissions**

| Construction Phase | Uncontrolled Maximum Annual Emissions (TPY)[1] | | | | | |
|---|---|---|---|---|---|---|
| | ROG | $NO_X$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
| **Construction Year 1** | | | | | | |
| Demolition | 0.04 | 0.39 | 0.23 | 0.00 | 0.04 | 0.02 |
| Site Preparation | 0.02 | 0.23 | 0.11 | 0.00 | 0.10 | 0.06 |
| Grading | 0.07 | 0.82 | 0.51 | 0.00 | 0.17 | 0.09 |
| Building Construction | 0.11 | 0.95 | 0.74 | 0.00 | 0.11 | 0.06 |
| Total: | 0.24 | 2.38 | 1.59 | 0.00 | 0.42 | 0.22 |
| **Construction Year 2** | | | | | | |
| Building Construction | 0.37 | 3.30 | 2.68 | 0.01 | 0.38 | 0.19 |
| Paving | 0.01 | 0.14 | 0.15 | 0.00 | 0.01 | 0.01 |
| Architectural Coating | 0.37 | 0.02 | 0.03 | 0.00 | 0.00 | 0.00 |
| Total: | 0.75 | 3.46 | 2.86 | 0.01 | 0.39 | 0.20 |
| Maximum Annual Emissions: | 0.99 | 5.85 | 4.46 | 0.01 | 0.81 | 0.42 |
| Significance Thresholds: | 10 | 10 | None | None | 15 | 15 |
| Exceeds Thresholds/Significant Impact?: | No | No | No | No | No | No |

1. Based on CalEEMod computer modeling. Totals may not sum due to rounding. Does not include emission control measures. Construction start date has not yet been identified. To be conservative, emissions modeling assumes construction could begin in 2019. Future year emissions would be less.

Source: Ambient 2019. Refer to Appendix A of the Air Quality & Greenhouse Gas Impact Analysis (Initial Study Appendix 2) for modeling results and assumptions.

Daily Construction Emissions

Estimated average-daily construction emissions are summarized in Table 6.3-C. The proposed project would generate maximum uncontrolled average-daily emissions of approximately 40.07 lbs/day of ROG, 35.78 lbs/day of $NO_X$, 32.11 lbs/day of CO, 11.05 lbs/day of $PM_{10}$, and 5.79 lbs/day of $PM_{2.5}$. The highest average-daily emissions would generally occur during the demolition of the existing structures and site grading activities. Emissions of $SO_2$ would be negligible (i.e., less than 0.1 lbs/day). Estimated average-daily on-site construction emissions would not exceed the SJVAPCD's significance thresholds of 100 lbs/day for each of the criteria air pollutants evaluated.

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**Table 6.3-C**
**Daily On-Site Construction Emissions**

| Construction Phase | Uncontrolled Daily Emissions (lbs/day)[1] | | | | | |
|---|---|---|---|---|---|---|
| | ROG | $NO_X$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
| Demolition | 3.51 | 35.78 | 22.06 | 0.04 | 3.93 | 1.99 |
| Site Preparation | 1.45 | 15.19 | 7.35 | 0.01 | 6.82 | 4.05 |
| Grading | 4.74 | 54.52 | 33.38 | 0.06 | 11.05 | 5.79 |
| Building Construction – Year 1 | 3.37 | 30.04 | 24.46 | 0.04 | 1.84 | 1.73 |
| Building Construction – Year 2 | 1.97 | 17.80 | 15.63 | 0.02 | 1.04 | 0.97 |
| Paving | 1.36 | 14.07 | 14.65 | 0.02 | 0.75 | 0.69 |
| Architectural Coating | 36.74 | 1.68 | 1.83 | 0.00 | 0.11 | 0.11 |
| Maximum Daily On-site Emissions: | 40.07 | 35.78 | 32.11 | 0.05 | 11.05 | 5.79 |
| Significance Thresholds: | 100 | 100 | 100 | 100 | 100 | 100 |
| Exceeds Thresholds/Significant Impact?: | No | No | No | No | No | No |

1. Based on CalEEMod computer modeling. Totals may not sum due to rounding. Does not include emission control measures, including dust control per Regulation VIII.

2. Average daily on-site emissions are based on total on-site emissions divided by the total number of construction days.

3. Maximum daily on-site emissions assumes building construction, paving, and architectural coating application could potentially occur simultaneously.

Source: Ambient 2019. Refer to Appendix A of the Air Quality & Greenhouse Gas Impact Analysis (Initial Study Appendix 2) for modeling results and assumptions.

Short-term construction of the proposed project would not result in a significant impact to regional or local air quality conditions. Furthermore, it is important to note that project construction, including excavation and grading activities, would be required to comply with SJVPACD Regulation VIII (Fugitive $PM_{10}$ Prohibitions). Mandatory compliance with SJVAPCD Regulation VIII would further reduce emissions of fugitive dust from the project site and minimize the project's potential to adversely affect nearby sensitive receptors. With compliance with SJVAPCD Regulation VIII, emissions of PM would be reduced by approximately 50 percent, or more. Given that project-generated emissions would not exceed applicable SJVAPCD significance thresholds, this impact would be considered less than significant.

***Long-term Operational Emissions***

Long-term operational emissions of criteria air pollutants associated with the proposed project were calculated using the CalEEMod computer program. Modeling was conducted based on traffic data derived, in part, from the Traffic Impact Analysis prepared for the proposed project (JLB 2019). Mobile source emissions were conservatively based on the default fleet distribution assumptions contained in the model. All other modeling assumptions were based on the default parameters contained in the CalEEMod computer model[4]. Exposure to localized concentrations of other pollutants, including fugitive dust, mobile-source CO, and odors were qualitatively assessed. As previously noted, an estimated date of project construction and opening date are dependent, in part, on yet-to-be-identified funding. To be conservative, operation of the project was assumed

[4] Modeling assumptions and output files from CalEEMod Version 2016.3.2 for the project are included in Appendix A of the Air Quality and Greenhouse Gas Analysis (Initial Study Appendix 2).

to begin in 2020. Due to anticipated reductions in future fleet-average mobile-source and energy emission rates, emissions for post-year 2020 operational conditions would be less.

Estimated annual operational emissions for the proposed project are summarized in Table 6.3-D. As depicted, the proposed project would generate approximately 1.24 tons/year of ROG, 7.53 tons/year of $NO_X$, 5.84 tons/year of CO, 1.47 tons/year of $PM_{10}$, and 0.43 tons/year of $PM_{2.5}$. Operational emissions of $SO_2$ would be negligible (i.e., less than 0.1 tons/year). It is important to note, however, that these estimates include mobile-source emissions associated with existing operations, which would be relocated with project implementation. When taking into account existing vehicle trips, the proposed expansion would result in net increases of approximately 0.68 tons/year of ROG, 0.95 tons/year of $NO_X$, 0.71 tons/year of CO, 0.14 tons/year of $PM_{10}$, and 0.05 tons/year of $PM_{2.5}$ during the initial year of operation. Operational emissions would be projected to decline in future years, with improvements in fuel consumption emissions standards. Operational emissions would not exceed SJVAPCD's mass-emissions significance thresholds.

Estimated average-daily on-site operational emissions are also summarized in Table 6.3-D. Average-daily on-site operational emissions would be largely associated with area sources (e.g., landscape maintenance activities and use of consumer products) and the use of natural-gas fired appliances. Average-daily on-site emissions would total approximately 6.18 lbs/day of ROG and approximately 1.1 lbs/day each of $NO_X$ and CO. Average-daily on-site emissions of other pollutants would be negligible (i.e., less than 0.1 lbs/day). Average-daily on-site emissions would not exceed the SJVAPCD's recommended localized ambient air quality significance thresholds of 100 lbs/day for each of the criteria air pollutants evaluated.

**Table 6.3-D**
**Long-term Operational Emissions (Unmitigated)**

| Season | Uncontrolled Daily Emissions (tons/year)[1] | | | | | |
|---|---|---|---|---|---|---|
| | ROG | $NO_X$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
| Area Source | 0.60 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| Energy Use | 0.02 | 0.13 | 0.11 | 0.00 | 0.01 | 0.01 |
| Mobile Source[2] | 0.63 | 7.40 | 5.71 | 0.03 | 1.46 | 0.42 |
| Total: | 1.24 | 7.53 | 5.84 | 0.03 | 1.47 | 0.43 |
| Less Existing Mobile-Source Emissions[3]: | -0.56 | -6.58 | -5.13 | -0.02 | -1.33 | -0.38 |
| Net Increase: | 0.68 | 0.95 | 0.71 | 0.01 | 0.14 | 0.05 |
| Significance Thresholds (tons): | 10 | 10 | None | None | 15 | None |
| Exceeds Thresholds/Significant Impact?: | No | No | -- | -- | No | -- |
| | | | | | | |
| Average Daily On-site Emissions (lbs)[4]: | 6.18 | 1.11 | 1.11 | 0.01 | 0.09 | 0.09 |
| Significance Thresholds (lbs): | 100 | 100 | 100 | 100 | 100 | 100 |
| Exceeds Thresholds/Significant Impact?: | No | No | No | No | No | No |

1. Emissions were calculated using the CalEEMod computer program. Does not include implementation of emissions control measures.

2. Fleet distribution data for the project is not available. Mobile source emissions are conservatively based on default vehicle fleet distribution for Fresno County, which includes all vehicle types/classifications, including medium and heavy-duty vehicles. Actual emissions would likely be lower.

3. Reflects vehicle trips already associated with existing operations that would be relocated with project implementation.

4. Based on calculated annual operational emissions from area sources and an average of 240 operational days annually.

Source: Ambient 2019. Refer to Appendix A of the Air Quality & Greenhouse Gas Impact Analysis (Initial Study Appendix 2) for modeling results and assumptions.

Long-term operation of the proposed project would not result in a significant impact to regional or local air quality conditions. It is important to note that estimated operational emissions are conservatively based on the default vehicle fleet distribution assumptions contained in the model, which include contributions from medium and heavy-duty trucks. Mobile sources associated with schools typically consist largely of light-duty vehicles. As a result, actual operational emissions would likely be slightly less than indicated. This impact is considered less than significant.

**c. Expose sensitive receptors to substantial pollutant concentrations?**

Sensitive land uses located in the vicinity of the proposed project site consist predominantly of residential land uses. The nearest residential land uses are located adjacent to the western boundary of the project site. Residential land uses are also located to the south and east of the project site (refer to Figure 1). Long- term operational and short-term construction activities and emission sources that could adversely impact these nearest sensitive receptors are discussed, as follows:

***Long-term Operation***

Localized Mobile-Source CO Emissions

Carbon monoxide is the primary criteria air pollutant of local concern associated with the proposed project. Under specific meteorological and operational conditions, such as near areas of heavily congested vehicle traffic, CO concentrations may reach unhealthy levels. If inhaled, CO can be absorbed easily by the blood stream and can inhibit oxygen delivery to the body, which can cause significant health effects ranging from slight headaches to death. The most serious effects are felt by individuals susceptible to oxygen deficiencies, including people with anemia and those suffering from chronic lung or heart disease.

Mobile-source emissions of CO are a direct function of traffic volume, speed, and delay. Transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. For this reason, modeling of mobile-source CO concentrations is typically recommended for sensitive land uses located near signalized roadway intersections that are projected to operate at unacceptable levels of service (i.e., LOS E or F). Localized CO concentrations associated with the proposed project would be considered less than significant if: 1) traffic generated by the proposed project would not result in deterioration of a signalized intersection to a LOS of E or F; or 2) the project would not contribute additional traffic to a signalized intersection that already operates at LOS of E or F.

Signalized intersections in the project area include the intersections of Blackstone Avenue/Weldon Avenue and Blackstone Avenue/McKinley Avenue. With implementation of the proposed traffic improvements, these intersections are projected to operate at LOS D, or better, for existing-plus-project, near-term, and future cumulative conditions (JBL 2019). In comparison to the CO screening criteria, implementation of the proposed project would not result in or contribute to unacceptable levels of service (i.e., LOS E, or worse) at nearby signalized intersections. As a result, the proposed project would not be anticipated to contribute substantially to localized CO concentrations that would exceed applicable standards. For this reason, this impact would be considered less than significant.

Toxic Air Contaminants

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. In addition, with implementation of the proposed project student facilities (e.g., Science Building, Child Development Center) would be largely contained within the existing campus boundaries. No major stationary sources of TACs were identified in the project vicinity that would result

in increased exposure of students or staff to TACs. For these reasons, long-term increases in exposure to TACs would be considered less than significant.

***Short-term Construction***

Naturally Occurring Asbestos

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

Asbestos-Containing Materials

Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during demolition of existing buildings, particularly older structures constructed prior to 1970. Asbestos can also be found in various building products, including (but not limited to) utility pipes/pipelines (transite pipes or insulation on pipes). If a project will involve the disturbance or potential disturbance of ACM, various regulatory requirements may apply, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M-Asbestos NESHAP). These requirements include but are not limited to: 1) notification, within at least 10 business days of activities commencing, to the APCD, 2) an asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM.

The proposed project would include the demolition of existing onsite structures. The demolition of existing structures may result in disturbance of ACM. This impact is considered potentially significant.

Lead-Coated Materials

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

The proposed project would include the demolition of existing onsite structures. The demolition of existing structures may result in disturbance of lead containing materials. This impact is considered potentially significant.

Diesel-Exhaust Emissions

Implementation of the proposed project would result in the generation of Diesel Particulate Matter (DPM) emissions during construction associated with the use of off-road diesel equipment for site grading and excavation, paving, and other construction activities. Health-related risks associated with diesel-exhaust emissions are primarily associated with long-term exposure and associated risk of contracting cancer. For residential land uses, the calculation of cancer risk associated with exposure of to TACs are typically calculated based on a 25- to 30-year period of exposure. The use of diesel-powered construction equipment, however, would be temporary and episodic and would occur over a relatively large area. Assuming that construction activities involving the use of diesel-fueled equipment would occur over an approximate 18-month period, project-related construction activities would constitute less than six percent of the typical exposure period. As

a result, exposure to construction-generated DPM would not be anticipated to exceed applicable thresholds (i.e., incremental increase in cancer risk of 20 in one million). In addition, implementation of the air quality mitigation measures would result in further reductions of on-site DPM emissions. For these reasons, this impact would be considered less than significant.

Localized PM Concentrations

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

**Mitigation Measures AQ-1 through AQ-10:** Measures to Reduce Localized Pollutant Concentrations.

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, demolition, grading, and paving.

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

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

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

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

**AQ-3**. Off-road diesel equipment 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. The specific requirements and exceptions in the regulations can be reviewed at the following web sites: www.arb.ca.gov/msprog/truck-idling/2485.pdf and www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

**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.

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

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

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

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

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

a. All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.

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

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

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

e. Trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.)

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

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

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

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

**AQ-10**. The above measures for the control of construction-generated emissions shall be included on site grading and construction plans.

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

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

Other emissions potentially associated with the proposed project would be predominantly associated to the generation of odors during project construction. The occurrence and severity of odor impacts depends on numerous factors, including: the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they still can be very

unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies.

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

## 6.4 Biological Resources

| Would the project: | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service? | | ✓ | | |
| b. Have a substantially adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U. S. Wildlife Service? | | | | ✓ |
| c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | | | | ✓ |
| d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites? | | | | ✓ |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | | | ✓ |

| | | | | |
|---|---|---|---|---|
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | | | | ✓ |

**Would the project:**

**a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?**

The project site is located in a highly developed area and is identified as "urban" land in the Biological Resources section of the City of Fresno General Plan Master EIR. As discussed in the MEIR, urban land provides poor quality habitat for any special status species, and special status species are not expected to occur within urban areas (General Plan MEIR, p. 5.4-9). Such land is of limited habitat value for sensitive plant and wildlife species due to the amount of disturbance from humans, vehicles, and domestic animals on a regular basis. However, given the presence of established trees and vegetation, migratory birds could be nesting on the project site and vicinity, most of which are protected by the Migratory Bird Treaty Act (USCA 1918). Construction-related disturbance could result in nest abandonment or direct mortality of eggs, chicks, and/or fledglings. To avoid impacts to nesting migratory birds, Mitigation Measure BR-1, below, is incorporated into the project.

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

1. Avoidance: If feasible, any vegetation removal within the project area shall take place between September 1 and February 1 to avoid impacts to nesting birds in compliance with the Migratory Bird Treaty Act (MBTA). No surveys will be required if project timing occurs outside the bird breeding season. 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. Pre-construction Surveys: If construction is to begin during the nesting season (February 1 through August 31), a qualified biologist shall conduct a pre-construction survey within 14 days prior to initiation of disturbance activities. This survey will search for nest sites within the project area. If the pre-construction survey does not detect any active nests, then no further action is required. If the survey does detect an active nest, then the District shall implement the following:

3. Minimization/Establish Buffers: If any active nests are discovered (and if construction will occur during bird breeding season), the District shall contact the United States Fish and Wildlife Service and/or California Department of Fish and Wildlife to determine protective measures required to avoid take. These measures could include fencing an area where a nest occurs or shifting construction work temporally or spatially away from the nesting birds. Biologists would be required on site to monitor construction activity while protected migratory birds are nesting in the project area. If an active nest is found after the completion of the pre-construction surveys and after construction begins, all construction activities shall stop until a qualified biologist has evaluated the nest and erected the appropriate buffer around the nest.

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

**b. Have a substantially adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Wildlife Service?**

There are no riparian or sensitive natural communities within the project area, thus no impact would occur.

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

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

**d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

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

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

No impact would occur. The project would not conflict with local policies or ordinances protecting biological resources.

**f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?**

The City of Fresno is not located within the boundaries of any Habitat Conservation Plan or Natural Conservation Community Plan, so the project would not conflict any provisions of any local, regional, or state habitat conservation plan.

## 6.5 Cultural Resources

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

**Would the project:**

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

The project entails demolition, building alteration, and site preparation activities (e.g. excavation and grading) which have the potential to impact historical and/or archeological resources. The project site and surrounding vicinity is highly disturbed, consisting of existing educational and administrative facilities, parking lots, residential housing, and commercial development; these conditions are indicative of a low potential to impact sensitive resources.

Development in the project vicinity, given its age and history, includes structures and other features potentially eligible for designation as historical resources, as well as resources that already appear on registers at the local, state, and/or national level. To evaluate potential impacts to historic structures, Karana Hattersley-Drayton, M.A., Architectural Historian, prepared a Historic Architectural Survey Report (HASR), which is included as Appendix 3 of this Initial Study. The HASR includes an overview of the history and development of both the City of Fresno and the project site itself, and it includes documentation and evaluation of the buildings currently located on the project site. Each building was evaluated for the potential of the proposed project to significantly impact a historic resource.

Per the HASR, no historic resources were identified on any of the adjacent parcels to be added to the campus as part of the project. Regarding the existing FCC campus, although the campus includes two designated historic resources including the Old Administration Building (1916, National Register and Local Register) as well as the Fresno City College Library (1931, Local Register), neither resource will be impacted by the proposed project. In addition, the Porter Tract Historic District (Local Register), located on the north side of the campus, will not be adversely affected by this project. Based on this information, the project's impact on historic buildings is considered less than significant.

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

**Mitigation Measures CR-1 through CR-3:** Mitigation for Potential Discovery of Subsurface Cultural Resources

**Mitigation Measure CR-1:** If previously unknown subsurface resources are encountered before or during excavation or grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the District on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City of Fresno's Historic Preservation Ordinance. If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources.

**Mitigation Measure CR-2:** In the event that buried prehistoric archaeological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The qualified archaeologist shall make recommendations to the District on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the

finds in accordance with Section 15064.5 of the CEQA Guidelines. If the resources are determined to be unique prehistoric archaeological resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any prehistoric archaeological artifacts recovered as a result of mitigation shall be provided to a District-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

**Mitigation Measure CR-3:** In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

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

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

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

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

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

## 6.6 Energy

This section is based primarily on an Energy Impact Assessment completed for the project, included as Appendix 4 of the Initial Study.

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

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

**Would the project**

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

In December 2018, the CEQA Guidelines Appendix G Checklist was updated to include a section for analysis of potential energy impacts associated with a proposed project. Where necessary, CEQA requires that mitigation measures be incorporated to reduce the inefficient, wasteful, or unnecessary consumption of energy. The State CEQA Guidelines, however, do not establish criteria that define inefficient, wasteful, or unnecessary consumption. Compliance with the State's building standards for energy efficiency would result in decreased energy consumption for proposed buildings. However, compliance with building codes may not adequately address all potential energy impacts associated with project construction and operation. As a result, this analysis includes an evaluation of electricity and natural gas usage requirements associated with future development, as well as, energy requirements associated with the use of on-road and off-road vehicles. The degree to which the proposed project would comply with existing energy standards, as well as, applicable regulatory requirements and policies related to energy conservation was also taken into consideration for the evaluation of project-related energy impacts. (See generally the Energy Impact Assessment, included as Appendix 4 of this Initial Study, for more information)

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

***Construction-Related Energy Consumption***

Energy consumption would occur during construction of the proposed facilities, including fuel use associated with the on-site operation of off-road equipment and vehicles traveling to and from the construction site. Table 6.6-A summarizes the projected levels of energy consumption associated with project construction. As depicted, operation of off-road construction equipment would use an estimated total of 46,670 gallons of diesel fuel. On-road vehicles would use approximately 19,743 gallons of gasoline and 6,953 gallons of diesel fuel. In total, fuel use would equate to approximately 9,744 million British thermal units per year (MMBU) over the life of the construction project. Construction equipment use and associated energy consumption would be typical of that commonly associated with the construction of new land uses. As a result, project construction would not be anticipated to require the use of construction equipment that would be less energy efficient than those commonly used for the construction of similar facilities. Idling of on-site equipment during construction would be limited to no more than five minutes in accordance with San Joaquin Valley Air Pollution Control District (SJVAPCD) requirements. Furthermore, on-site construction equipment may include alternatively-fueled vehicles (e.g., natural gas) where feasible. Energy use associated with construction of the proposed facilities would be temporary and would not be anticipated to result in the need for additional capacity, nor would construction be anticipated to result in increased peak-period demands for electricity. As a result, the construction of proposed facilities and improvements would not result in an inefficient, wasteful, or unnecessary consumption of energy. As a result, impacts are considered less than significant.

**Table 6.6-A**
**Projected Construction Energy Consumption**

| Source | Total Fuel Use (gallons) | Total MMBTU |
|---|---|---|
| Off-Road Equipment Use (Diesel) | 46,670 | 6,412 |
| On-Road Vehicles (Gasoline) | 19,743 | 2,378 |
| On-Road Vehicles (Diesel) | 6,953 | 955 |
| | Total: | 9,744 |

Fuel use was calculated based, in part, on default construction schedules, equipment use, and vehicle trips identified for the construction of similar land uses contained in the CalEEMod output files prepared for the air quality analysis conducted for this project. Refer to Appendix A of the Energy Impact Assessment (Initial Study Appendix 4) for modeling assumptions and results.

Source: Ambient 2019

***Operational Mobile-Source Energy Consumption***

Operational mobile-source energy consumption would be primarily associated with commute trips to and from the campus. Energy use associated with commute trips are discussed in greater detail, as follows:

Table 6.6-B summarizes the projected total fuel use at build-out of the proposed land uses. The proposed land uses would consume an estimated 701 gallons/year of diesel fuel and an estimated 135,093 gallons/year of gasoline. However, a large majority of the estimated fuel use (roughly 90 percent) would be associated with existing vehicle trips, which would be relocated with project implementation. As a result, the proposed project would not result in increased fuel usage that would be considered unnecessary, inefficient, or wasteful. This impact would be considered less than significant.

**Table 6.6-B**
**Projected Operational Fuel Consumption**

| Source | Total Fuel Use (gallons) | Total MMBTU |
|---|---|---|
| **Proposed Land Uses:** | | |
| On-Road Vehicles (Diesel) | 701 | 96 |
| On-Road Vehicles (Gasoline) | 135,093 | 16,269 |
| **Existing Vehicle Trips to be Relocated:** | | |
| On-Road Vehicles (Diesel) | 636 | 87 |
| On-Road Vehicles (Gasoline) | 122,632 | 14,768 |
| | Net Increase: | 1,510 |

Fuel use was calculated based, in part, on default construction schedules, equipment use, and vehicle trips identified for the construction of similar land uses contained in the CalEEMod output files prepared for the air quality analysis conducted for this project. Refer to Appendix A of the Energy Impact Assessment (Initial Study Appendix 4) for modeling assumptions and results.

Source: Ambient 2019

***Operational Building-Use Energy Consumption***

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

Estimated electricity and natural gas consumption associated with proposed facilities to be constructed as part of the proposed project are summarized in Table 6.6-C. As depicted, new facilities at build-out would result in

the consumption of approximately 1,886,154 kilowatt hours per year (kWh/year) of electricity and approximately 622,513 kilo British thermal units per year (kBTU/year) of natural gas. In total, the proposed facilities would use consume a total of approximately 7,058 MMBTU/year. The proposed project would comply with the most current building energy-efficient standards (i.e., Title 24), which would result in increased building energy efficiency and energy conservation. However, detailed project-specific information regarding future on-site energy-conservation measures have not yet been identified. For this reason, implementation of the proposed project could result in wasteful, inefficient, and unnecessary consumption of energy. As a result, this impact would be considered potentially significant.

**Table 6.6-C**
**Projected Operational Electricity and Natural Gas Consumption**

| Source | Energy Use | MMBTU/Year |
|---|---|---|
| Electricity Consumption | 1,852,122 kWh/year | 6,319 |
| Water Use, Treatment, & Conveyance | 34,032 kWh/year | 116 |
| Natural Gas Use | 622,513 kWh/year | 623 |
| | Total: | 7,058 |

Fuel use was calculated based, in part, on default construction schedules, equipment use, and vehicle trips identified for the construction of similar land uses contained in the CalEEMod output files prepared for the air quality analysis conducted for this project. Refer to Appendix A of the Energy Impact Assessment (Initial Study Appendix 4) for modeling assumptions and results.

Source: Ambient 2019

**Mitigation Measures:** Measures to Reduce or Offset Energy Use

**Mitigation Measure E-1:** The following measures shall be implemented to reduce or offset energy use associated with the development of future land uses. These measures shall be shown on grading and building plans:

- Meet or exceed CalGreen Tier 2 standards for providing EV charging infrastructure.
- Meet or exceed CalGreen Tier 2 standards for using shading, trees, plants, cool roofs, etc. to reduce the "heat island" effect.
- New buildings shall be designed to achieve a minimum 5-percent improvement beyond 2016 Title 24 building energy-efficiency standards with a goal of achieving net-zero energy use.
- Utilize high efficiency lights in parking lots, streets, and other public areas.
- Incorporate measures and building design features that reduce energy use, water use, and waste generation (e.g., light-colored roofing materials, installation of automatic lighting controls, planting of trees to provide shade).
- Install energy-efficient appliances and building components sufficient to achieve overall reductions in interior energy use beyond those required at the time of development by CalGreen standards.
- New buildings and parking structures shall be designed to accommodate rooftop solar photovoltaic systems.
- Plant drought-tolerant landscaping and incorporate water-efficient irrigation systems where necessary.
- Plant drought-tolerant, native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer.

**Level of Significance After Mitigation:** Mitigation Measure E-1 includes measures that would result in decreased energy consumption and increase reliance on renewable energy sources. With the implementation of Mitigation

Measure E-1, implementation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy. This impact would be considered less than significant.

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

As discussed in Section 6.6(a), the proposed land uses would consume an estimated 701 gallons per year of diesel fuel and an estimated 135,093 gallons per year of gasoline. However, a large majority of the estimated fuel use (roughly 90 percent) would be associated with existing vehicle trips, which would be relocated with project implementation. As a result, the proposed project would not result in increased fuel usage that would be anticipated to conflict with applicable plans, policies, or regulations adopted for the purpose of reducing future fuel consumption rates.

The State of California's Energy Efficiency Strategic Plan establishes a goal for the development of building with net zero energy consumption. This plan includes goals pertaining to the construction of new residential, commercial, and governmental buildings. Adherence to current and future Title 24 energy requirements would help to reduce the project's building-use energy consumption. Additional measures would, nonetheless, likely be required to achieve a goal of meeting net-zero energy usage. However, the specific measures to be implemented have not yet been clearly defined. For these reasons, this impact would be considered potentially significant.

**Mitigation Measure:** Implement Mitigation Measure E-1

**Level of Significance After Mitigation:** Mitigation measures have been included to reduce overall operational energy consumption, including those associated with long-term operational building energy use. With mitigation, operational energy consumption would be substantially reduced, beyond those required by Title 24 building energy-efficiency requirements. With mitigation, this impact would be considered less than significant.

## 6.7 Geology and Soils

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

| | | | | |
|---|---|---|---|---|
| b. Result in substantial soil erosion or the loss of topsoil? | | | ✓ | |
| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | | | ✓ | |
| d. Be located on expansive soil, as defined in Table 18-a-B of the Uniform Building Code (1994), creating substantial risks to life or property? | | | ✓ | |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | | | | ✓ |
| f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | | ✓ | | |

**Would the project:**

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

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

   **(ii) Strong seismic ground shaking?**

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

   **(iv) Landslides?**

   This impact would be less than significant. Conclusions and recommendations for geologic and soils conditions are presented as follows:

   - The project site is not located within the boundaries of an Alquist-Priolo Earthquake Fault Zone, and no active faults are known to traverse the project site.
   - Moderate ground shaking caused by events on distant and nearby active faults is considered a possible seismic hazard at the project site; however, this would be true for any potential site within the greater Fresno area and is thus not considered substantially adverse.
   - The USDA Natural Resources Conservation Service's Web Soil Survey tool shows the soils underlying the site as types of sandy loam; the site is not located within an area of soils known to have moderately high-to-high expansion potential, thus the risk of expansive soils at the site is considered negligible to low.
   - The risk of seismic settlement is considered negligible based on the soil type mapped at the site.
   - With depth to groundwater greater than 50 feet and the moderate ground shaking potential at the site, the risk of liquefaction is considered negligible.
   - The project site is located in an area with little or no subsidence.

- The project site and surrounding area is generally flat and not a landslide prone area.

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

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

The project would construct new community college campus facilities on areas that have for the most part been previously developed with hard surfaces and several buildings (e.g. asphalt-paved parking lot areas, existing campus buildings, residential structures on the south side of Cambridge Avenue). The site of the proposed Maintenance & Operations Building parking area, which has previously been heavily disturbed, currently consists of dirt and sparse vegetation.

The potential for water-or wind-borne erosion and loss of topsoil would exist during the construction phase of the proposed project, primarily due to clearing, grubbing, excavation, and grading activities. Once construction is completed, the potential for erosion would be minimal because the ground would be covered by buildings, hard surfaces, and landscaping. The project would be subject to requirements of the State Water Quality Control Board and the San Joaquin Valley Air Pollution Control District. General Construction Permit, Order No. 2012-0006-DWQ, issued by the State Water Quality Control Board in 2012, regulates construction projects of one acre or more, including the proposed project. Projects obtain coverage under the permit by developing and implementing the Storm Water Pollution Prevention Plans, which must specify best management practices that a project would employ to minimize pollution of storm water. Best management practices include erosion controls, sediment controls, wind erosion controls, non-storm water management controls, and waste management and controls (i.e. good housekeeping practices).

The intent of San Joaquin Valley Air Pollution Control District Regulation VIII (Fugitive $PM_{10}$ Prohibitions) is to reduce ambient concentrations of fine particulate matter ($PM_{10}$) by requiring actions to prevent, reduce or mitigate anthropogenic fugitive dust emissions. The regulation includes specific measures for construction projects. Based on this information, impacts regarding soil erosion and/or loss of topsoil would be less than significant.

**c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

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

**d. Be located on expansive soil, as defined in Table 18-a-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

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

**e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

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

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

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

**Mitigation Measure GS-1:** Mitigation for Potential Discovery of Subsurface Paleontological/Geological Resources.

In the event that unique paleontological/geological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified paleontologist shall be consulted to determine whether the resource requires further study. 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 of the finds and evaluation of the finds. If the resources are determined to be significant, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources.

## 6.8 Greenhouse Gas Emissions

A technical analysis of greenhouse gas emissions was conducted for the project and is included as part of the Air Quality & Greenhouse Gas Impact Analysis (Appendix 2 of this Initial Study).

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

**Would the project:**

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

Implementation of the proposed project would contribute to increases of GHG emissions that are associated with global climate change. To evaluate the potential significance of the project's GHG generation, the Air Quality & Greenhouse Gas Impact Analysis (Initial Study Appendix 2) utilizes a GHG efficiency threshold based on the project's service population, which is calculated by dividing the GHG emissions inventory goal (allowable emissions) by the estimated service population of the individual project. As discussed in Appendix 2, for most

development projects the service population is defined as the sum of the number of jobs and the number of residents provided by a project. However, this traditional definition of service population may not be applicable to all projects, depending on the end use; for instance, with regard to educational facilities, the student and employee population is the primary generator of GHG emissions with a majority of emissions being associated with student vehicle trips. Therefore, the calculated GHG efficiency of the proposed project was expanded to include the proposed student and employee population. GHG efficiency for the proposed project was calculated for years 2020 and 2030 to be consistent with state GHG-reduction target years. The methodology used for quantification of the target efficiency threshold applied to the proposed project is summarized in Table 6.8-A.

Project-generated GHG emissions that would exceed the efficiency threshold of 4.6 $MTCO_2e$ per service population ($MTCO_2e$/SP/year) in year 2020 or 3.3 $MTCO_2e$/SP/year in 2030 would be considered to have a potentially significant impact on the environment that could conflict with GHG-reduction planning efforts. To be conservative, construction-generated GHG emissions were amortized based on an estimated 30-year project life and included in annual operational GHG emissions estimates.

**Table 6.8-A**
**Project-Level GHG Efficiency Threshold Calculation**

| | Year 2020 | Year 2030 |
|---|---|---|
| Land Use Sectors GHG Emissions Target[1] | 272,850,000 | 213,000,000 |
| Population[2] | 40,467,295 | 43,631,295 |
| Employment[3] | 18,862,840 | 20,795,940 |
| Service Population | 59,330,135 | 64,427,235 |
| GHG Efficiency Threshold ($MTCO_2e$/SP/yr) | 4.6 | 3.3 |

Based on AB 32 Scoping Plan's land use inventory sectors for years 2020 and 2030; Includes transportation sources.

1. California Air Resources Board. California 1990 Greenhouse Gas Emissions Level and 2020 Limit — by Sector and Activity (Land Use-driven sectors only) MMT $CO_2e$ - (based upon IPCC Fourth Assessment Report Global Warming Potentials)

2. California Department of Finance Demographic Research Unit Report P-2 "State and County Population Projections by Race/Ethnicity and Age (5-year groups)" 2010 through 2060 (as of July 1). Published 12/15/2014

3. California Department of Finance Employment Development Department. Industry Employment Projections Labor Market Information Division 2010-2020 (Published 5/23/2012) and 2012-2022 (Published 9/19/2014)

Source: Ambient 2019

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

***Short-term Greenhouse Gas Emissions***

Short-term annual GHG emissions associated with the proposed project were calculated using the CalEEMod computer program and are summarized in Table 6.8-B. Based on the modeling conducted, annual emissions of GHGs associated with construction of the proposed project would total approximately 1,023 $MTCO_2e$. There would also be a small amount of GHG emissions from waste generated during construction; however, this amount is speculative. Actual emissions would vary, depending on various factors including construction schedules, equipment required, and activities conducted. Assuming an average project life of 30 years, amortized construction-generated GHG emissions would total approximately 34 $MTCO_2e$/yr. Amortized construction-generated GHG emissions were included in the operational GHG emissions inventory for the evaluation of project-generated GHG emissions (see Table 6.8-C).

**Table 6.8-B**
**Short-Term Construction GHG Emissions**

| Construction Year | Total GHG Emissions ($MTCO_2e$) |
|---|---|
| Year 1 | 326 |
| Year 2 | 697 |
| Total: | 1,023 |
| Amortized Construction Emissions: | 34 |

Source: Ambient 2019. Refer to Appendix A of Air Quality and Greenhouse Gas Analysis (Initial Study Appendix 2) for modeling results and assumptions.

***Long-term Greenhouse Gas Emissions***

Estimated long-term increases in GHG emissions associated with the proposed project were calculated using the CalEEMod computer program and are summarized in Table 6.8-C. Based on the modeling conducted, operational GHG emissions would total approximately 3,106 $MTCO_2e$/year in 2020 and approximately 2,568 $MTCO_2e$/year in 2030. It is important to note, however, that these estimates include motor-vehicle emissions associated with existing operations that would be relocated with project implementation. With the removal of these existing motor-vehicle emissions and the inclusion of amortized construction emissions, overall net increases of operational GHG emissions would total approximately 910 $MTCO_2e$/year in 2020 and approximately 763 $MTCO_2e$/year in 2030. Assuming an on-site population of 1,321 students and employees, the calculated GHG efficiency for the proposed project would be 2.4 $MTCO_2e$/SP/year in 2020 and 1.9 $MTCO_2e$/SP/year in 2030. The GHG efficiency for the proposed project would not exceed the thresholds of 4.6 $MTCO_2e$/SP/year in 2020 or 3.3 $MTCO_2e$/SP/year in 2030.

**Table 6.8-C**
**Long-Term Operational GHG Emissions**

| Emissions Source | Total GHG Emissions ($MTCO_2e$ per year) | |
|---|---|---|
| | Year 2020 | Year 2030 |
| Energy Use | 558 | 454 |
| Mobile Sources | 2,474 | 2,042 |
| Waste Generation | 60 | 60 |
| Water Use | 14 | 12 |
| Total Project Operational Emissions: | 3,106 | 2,568 |
| Less Existing Mobile-Source Emissions: | -2,230 | -1,839 |
| Amortized Construction Emissions: | 34 | 34 |
| Net Increase: | 910 | 763 |
| Service Population: | 1,321 | 1,321 |
| Project GHG Efficiency ($MTCO_2e$/SP/yr): | 2.4 | 1.9 |
| GHG Efficiency Threshold ($MTCO_2e$/SP/yr): | 4.6 | 3.3 |
| Exceeds Threshold/Significant Impact? | No | No |

Source: Ambient 2019. Refer to Appendix A of Air Quality and Greenhouse Gas Analysis (Initial Study Appendix 2) for modeling results and assumptions.

As depicted, operational GHG emissions associated with the proposed project would be predominantly associated with mobile sources. It is important to note that mobile-source emissions were conservatively calculated, based on the default fleet-distribution assumptions contained in the model, which includes medium and heavy-duty vehicles. Mobile sources associated with schools typically consist largely to light-duty vehicles. As a result, actual mobile-source emissions would be less. Nonetheless, because the GHG efficiency for the proposed project would not exceed the efficiency thresholds for 2020 or 2030, this impact would be considered less than significant.

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

As discussed in Section 6.8(a) above, the proposed project would not result in increased GHG emissions that would conflict with AB 32 GHG-reduction targets. The proposed project would be designed to meet current building energy-efficiency standards, which includes measures to reduce overall energy use, water use, and waste generation. The project would also be designed to promote the use of alternative means of transportation, such as bicycle use, and to provide improved pedestrian access that would link the project site to nearby land uses. These improvements would help to further reduce the project's GHG emissions and would also help to reduce community-wide GHG emissions. For these reasons, the proposed project would not conflict with local or state GHG-reduction planning efforts. This impact would be considered less than significant.

## 6.9 Hazards and Hazardous Materials

| Would the project: | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | | | ✓ | |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | | | ✓ | |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | | | ✓ | |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | | | ✓ | |

| | | | | |
|---|---|---|---|---|
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | | | | ✓ |
| f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | ✓ | |
| g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? | | | | ✓ |

**Would the project:**

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

Construction of the project would involve the transport and use of fuels, lubricants, greases, solvents, and architectural coatings including paints. Operation of the project would involve hazardous materials used for cleaning and maintenance of campus facilities and maintenance equipment; this includes (but is not limited to) cleansers, solvents, paints, pesticides, and fertilizers.

During both construction and operational activities, the project would be subject to federal, state, and local regulations governing the routine transport, use, and disposal of hazardous materials and the release of hazardous materials into the environment. For instance, the project would be required to prepare a spill prevention and treatment plan for safe and effective clean-up and disposal of any spills or releases that may occur during construction at the project site. As required under state and federal law, notification and evacuation procedures for site workers and local residents would be included as part of the plan in the event of a hazardous materials release during on-site construction. SWRCB Construction General Permit (2009-0009 DWQ) additionally requires spill prevention and containment plans to avoid spills and releases of hazardous materials and wastes into the environment. Additionally, the use and storage of hazardous materials plus disposal of hazardous wastes are subject to numerous laws and regulations at all levels of government; these regulations function to provide safe accommodations and prevent accidental release to the environment. Operations at the existing FCC campus are already subject to such requirements and would continue to be so during operation of the proposed project.

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

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

The project site and its immediate vicinity were reviewed using web-based mapping tools, including the SWRCB GeoTracker database, DTSC EnviroStor database, and the EPA Enviromapper website. Review of this data did not identify any hazardous materials sites within the project site's boundaries. GeoTracker records identified a Leaking Underground Storage Tank (LUST) cleanup site located at the Utilities Building on the existing Fresno City College (located southwest of the project site at the core of the campus across the railroad tracks); this site is shown as "Completed - Case Closed" as of April 2009. Section 6.9(a) above addresses the potential for release

of hazardous materials during construction and/or operation. Based on this information, this impact would be less than significant.

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

The project site is located within one-quarter mile of Heaton Elementary School (approximately 1,050 feet south of the project site) and Phillip J. Patiño School of Entrepreneurship (a specialized-curriculum public high school campus, located approximately 750 feet east of the project site). Design Science Middle College High School (a specialty school operated by Fresno Unified School District) is also located on the existing Fresno City Campus; it is noted that Design Science is expected to move from its current location east of Blackstone Avenue to the proposed new Science Building at Weldon and Blackstone. No proposed school sites are known to exist within one-quarter mile. It is noted that the FCC campus's proximity to the schools identified above is an existing condition, and the project would not shorten the distance to any existing school campuses within a one-quarter-mile vicinity. The potential for the project to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste is addressed in Section 6.9(a) above and was determined to be less than significant. Thus, this impact is also considered less than significant.

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

This impact is addressed in Section 6.9(b) above.

**e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

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

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

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

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

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

## 6.10 Hydrology and Water Quality

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

**Would the project:**

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

The City of Fresno's water supply and wastewater treatment systems would serve the project. The water supply system complies with applicable water quality standards and the wastewater discharge system complies with applicable waste discharge requirements. The design and operational characteristics of the project related to water and wastewater would not incrementally or directly cause the City's systems to violate the applicable requirements. Therefore, this is a less than significant impact.

**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 demand for the project is not expected to significantly differ from the mixed-use and residential land use designations planned for the site in the City of Fresno General Plan. Generally, educational facilities and office buildings generate less overall demand for water than residential uses. Additionally, the facilities proposed as part of project would not include features that require significant amounts of water for irrigation (e.g. large turfed areas for athletics and recreation), thus reducing the project's demand for water. 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 existing project site is generally developed with buildings, roads, and other impermeable surfaces. As such, the construction and redevelopment of project-related facilities on the site would not substantially change groundwater recharge conditions at the site from existing conditions. For these reasons, the project would have a less than significant impact on groundwater supplies and recharge.

**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?**

No streams or rivers exist on the project site. 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 runoff. The runoff would have the potential to degrade surface and groundwater quality if not properly controlled.

The Fresno Metropolitan Flood Control District (FMFCD) is responsible for managing urban stormwater runoff within the greater Fresno area. Its local urban system for storm water drainage consists of storm drains,

detention and retention basins, and pump stations. The system is designed to retain and infiltrate as much stormwater and urban runoff as possible. FMFCD's Storm Drainage and Flood Control Master Plan includes 158 drainage areas, each providing service to approximately one to two square miles. All but five of the developed drainage areas are served by a retention or detention facility.

In response to the NOP prepared for the project, FMFCD provided a comment letter indicating that the FMFCD Master Plan storm drainage system for the area is complete, that the system was designed for land use densities designated on prior General Plans and have been reflected in the FMFCD Master Plan, and that any proposed densification of existing land use densities within the plan area may exceed the capacity of the existing system and will require FMFCD review and approval prior to implementation. The volume of stormwater runoff from the proposed project would not substantially differ than what would occur with the urban residential, mixed-use, and public institutional development the *2014 Fresno General Plan* designates for the site. The portion of the project area located on the existing FCC campus (i.e. the majority of the entire project area) consists almost entirely of impermeable surfaces. For the proposed expansion areas, the City of Fresno's land use designations (Neighborhood Mixed Use and Medium-High Density Residential) also entail development that would include to a high degree land covered with impermeable surfaces (e.g., building pads, streets, sidewalks, driveways), to which the proposed project facilities would likely be substantially similar. However, to the extent that projected runoff from proposed project development exceeds the capacity of the existing storm drainage system, mitigation will be required in the form of on-site retention or FMFCD system modifications, which must be reviewed and approved by FMFCD prior to implementation.

Additionally, SCCCD must comply with FMFCD requirements for the design, construction, and operation of on- and off-site stormwater improvements necessary to serve the project. Before beginning construction, SCCCD must prepare a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP is a site-specific plan that is designed to control the discharge of pollutants from the construction site to local storm drains and waterways. FMFCD is responsible to ensure Permit compliance within the boundaries of the area's National Pollutant Discharge Elimination System (NPDES) Permit boundary. FMFCD's focus is on ensuring that construction sites are managed to minimize the amount of sediment discharged off-site and into the local storm drain system.

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, with the inclusion of the following mitigation measure.

**Mitigation Measure HW-1**: Mitigation for Potential Increase in Stormwater Runoff

To the extent that projected runoff from proposed project development exceeds the capacity of the existing storm drainage system, mitigation will be required in the form of on-site retention or FMFCD system modifications, which must be reviewed and approved by FMFCD prior to implementation.

**Level of Significance After Mitigation:** With implementation of the recommended mitigation measure, potential impacts related to stormwater runoff will be less than significant.

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

No impact would result as project site is not located in a flood hazard, tsunami, or seiche zone.

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

The Sustainable Groundwater Management Act (SGMA) was signed into law in 2014 to remedy unsustainable groundwater depletion in groundwater basins in California. SGMA requires the development and adoption of Groundwater Sustainability Plans (GSPs) by 2020 and that all high and medium priority groundwater basins (including the Kings Sub-basin) must reach sustainability by 2040. SGMA gives local agencies the authorities to

manage groundwater in a sustainable manner and allows for limited state intervention when necessary to protect groundwater resources.

The City of Fresno is participating with other local agencies in the North Kings Groundwater Sustainability Agency (North Kings GSA), a joint powers agency formed in December 2016 to implement SGMA for a northern portion of the Kings Subbasin. The North Kings GSA, consistent with SGMA, is developing a GSP targeted for completion before the legislated deadline of January 31, 2020. This document will be developed in compliance with the California Department of Water Resources' Groundwater Sustainability Plan Emergency Regulations. Developed pursuant to Water Code Section 10733.2, the regulations describe the components of groundwater sustainability plans, intra-basin coordination agreements, and the methods and criteria to be used by DWR to evaluate those plans and coordination agreements.

As discussed above in Section 6.10(b), the proposed parking structure, Science Building, and other facilities included as part of the project are not expected to adversely affect groundwater supplies or recharge. As such, the project is not expected to conflict with or obstruct the GSP ultimately adopted by the North Kings GSA. No other potential conflicts pertaining to water quality planning and/or groundwater management have been identified.

## 6.11 Land Use and Planning

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

**Would the project:**

**a. Physically divide an established community?**

The project would not cause a physical division of an established community. Development of the Science Building, parking structure, new Child Development Center, and new Maintenance & Operations Building would be contiguous with the existing community college campus, and the buildout would result in consistent linear campus boundaries along the west side of Blackstone Avenue and the south side of Cambridge Avenue. Development of the parking and storage area for the proposed Maintenance & Operations Building would encroach approximately 185 feet beyond the existing northernmost area of the campus (currently, the south side of Yale Avenue) into a relatively small area immediately adjacent to the BNSF railroad tracks. The size, location, and operational nature of the parking and storage area for the proposed Maintenance & Operations Building would not cause any residential parcels to be isolated, nor would it cause a new or substantially increased physical division of a community.

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

As discussed in Section 2.4 of this Initial Study, the project site includes land designated by the City of Fresno for Public Facilities, Neighborhood Mixed Use, and Medium High Density Residential with zoning that corresponds with these designations (i.e. "PI" for Public Facilities, "NMX" for Neighborhood Mixed Use, and "RM-1" for Medium High Density Residential). For each of these zone districts, the Development Code lists "Colleges and Trade Schools" as either permissible or conditionally permissible uses. The proposed project, by building out improved community college facilities in a densified urban form and conducive of greater activity along a key transportation and development corridor, is consistent with the policies and overall intent of both the Public Facilities and Neighborhood Mixed Use designations. Also, given the mix of adjacent land use designations and history of development at the project site vicinity, development of campus-serving maintenance and operational facilities on the portion of the site designated Medium High Density Residential would not undermine the overarching intent of the designation; the non-residential uses provided for in the Development Code illustrate how the underlying land use designation is designed to "fit in" with other forms of surrounding development.

The project also aligns with several of the City's broader planning goals and objectives, such as supporting infill development and forming Activity Centers that promote pedestrian and transit access. The project particularly would function to forward the City's vision to add activity and uses along the Blackstone Avenue Corridor, Regarding the Tower District Specific Plan, the proposed parking structure directly addresses the longstanding issue of parking from the campus spilling over into residential neighborhoods. Additionally, the project would develop new facilities consistent with the planning laid out in FCC's Educational Master Plan and SCCCD's Facilities Master Plan. Further, this Initial Study demonstrates that all potential impacts of the project are either less than significant or can be mitigated to a less than significant impact.

## 6.12 Mineral Resources

| Would the project: | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | | | | ✓ |
| b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | | | | ✓ |

**Would the project:**

**a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

The project would have no impacts on known mineral resources. The project site is located in a highly urbanized area and would not result in the loss of availability of a known mineral resource because no known resources

exist on or near the proposed site. Likewise, the project would not result in the loss of availability of a locally important mineral resource recovery site because none exists on or near the site (Fresno County General Plan Background Report (2000), City of Fresno General Plan DEIR (2014)).

**b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

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

## 6.13 Noise

This section is based on the Noise & Groundborne Vibration Impact Analysis prepared for the project, included as Appendix 5 of this Initial Study.

| Would the project result in: | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | | ✓ | | |
| b. Generation of excessive groundborne vibration or groundborne noise levels? | | | ✓ | |
| c. For a project located within a private airstrip or airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | | | | ✓ |

**Would the project result in:**

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

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

***Short-Term Construction Noise Levels***

Construction noise typically occurs intermittently and varies depending upon the nature or phase (e.g., demolition/land clearing, grading and excavation, erection) of construction. Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Although

noise ranges were found to be similar for all construction phases, the initial site preparation phases, including demolition and grading/excavation activities, tend to involve the most equipment and result in the highest average-hourly noise levels.

Noise levels commonly associated with construction equipment are summarized in the Noise & Groundborne Vibration Impact Analysis (see Appendix 5, Table 7). As noted there, instantaneous noise levels (in dBA $L_{max}$) generated by individual pieces of construction equipment typically range from approximately 80 dBA to 85 dBA $L_{max}$ at 50 feet (FTA 2006). Typical operating cycles may involve 2 minutes of full power, followed by 3 or 4 minutes at lower settings. Average-hourly noise levels for individual equipment generally range from approximately 73 to 82 dBA $L_{eq}$. Based on typical off-road equipment usage rates and assuming multiple pieces of equipment operating simultaneously within a localized area, such as soil excavation activities, average-hourly noise levels could reach levels of approximately 80 dBA $L_{eq}$ at roughly 100 feet.

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

**Mitigation Measure N-1**: Reduction of Construction-Generated Noise Levels

The following measures shall be implemented to reduce construction-generated noise levels.

a. Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the hours of 7:00 a.m. and 10:00 p.m. Construction activities shall be prohibited on Sundays and legal holidays. Construction truck trips shall be scheduled, to the extent feasible, to occur during non-peak hours and truck haul routes shall be selected to minimize impacts to nearby residential dwellings.

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

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

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

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

***Long-term Operational Noise Levels***

Potential long-term increases in noise associated with the proposed project would be primarily associated with the operation of building equipment, such as heating, ventilation, and air conditioning (HVAC) units, outdoor recreational activities, and vehicle use within onsite parking lots.

Maintenance & Operations Facilities

The proposed project includes the construction of maintenance and operations facilities, to be located adjacent to and west of N. San Pablo Avenue, north of E. Cambridge Avenue. Noise generated by the maintenance and operations facilities would be primarily associated with the installation of an air compressor. Additional sources of noise may include the use of pneumatic tools within the automotive shop area. Noise levels commonly associated with air compressors typically average approximately 76 dBA $L_{eq}$ at 50 feet. Pneumatic tools can generate noise levels of approximately 82 dBA $L_{eq}$ at 50 feet, with intermittent noise levels reaching approximately 85 dBA $L_{max}$ at 50 feet. Based on the preliminary plans prepared for the project, the air compressor would be enclosed and shielded from direct line-of-sight of the nearest residential land uses by intervening buildings. The automotive service bay would, likewise, be shielded from the nearest residential land uses by intervening onsite structures. Based on the operational noise levels noted above and assuming 15-dB reductions for the air compressor enclosure and intervening structures, combined operational noise levels would be approximately 54 dBA $L_{eq}$ at the property line of residential uses located to the north, across E. Yale Avenue, and approximately 48 dBA $L_{eq}$ at the property line of residential uses located to the east, across N. San Pablo Avenue. Predicted operational noise levels would exceed the City's daytime and nighttime noise standards (i.e., 50 and 45 dBA $L_{eq}$) at the property line of residential land uses to the north, and the City's nighttime noise standard at the property line of residential land uses to the east. Maximum instantaneous noise levels associated with the use of pneumatic tools would be approximately 67 dBA $L_{max}$ at the nearest residential property line, which would exceed the City's nighttime noise standard of 65 dBA $L_{max}$. As a result, this impact would be considered potentially significant.

Building Maintenance and Mechanical Equipment

Proposed structures, including the proposed Maintenance & Operations Building, Child Development Center, Science Building, and parking structure would be anticipated to include the use of building mechanical equipment, such as air conditioning units and exhaust fans.

The specific building mechanical equipment to be installed and the locations of such equipment have not yet been identified. Building mechanical equipment (e.g., air conditioning units, exhaust fans) would typically be located within the structures, enclosed, or placed on rooftop areas away from direct public exposure. Exterior air conditioning units and exhaust fans can generate noise levels up to approximately 65 dBA $L_{eq}$ at 10 feet. Depending on type and location of onsite equipment, predicted operational noise levels at nearby residential land uses could exceed the City's applicable exterior daytime and nighttime noise standards of 50 and 45 dBA $L_{eq}$, respectively (refer to Table 3 of Appendix 5).

In addition to building mechanical equipment operations, landscape maintenance and waste collection activities may also result in significant increases in ambient noise levels at nearby residential land uses, particularly if such activities were to occur during the more noise-sensitive nighttime hours. As a result, noise generated by onsite building maintenance and mechanical equipment would be considered to have a potentially significant impact.

Recreational Facilities

The proposed project includes the construction of a new Child Development Center, which would be anticipated to include outdoor recreational-use facilities, such as playgrounds. Noise generated by small playgrounds typically includes elevated children's voices and occasional adult voices. Based on measurement data obtained from similar land uses, noise levels associated with small playgrounds can generate intermittent noise levels of approximately 55-60 dBA $L_{eq}$ at 50 feet. The proposed Child Development Center would be constructed in the same general location of the existing Child Development Center. As a result, operational noise levels associated with exterior recreational facilities would be similar to noise levels associated recreational facilities at the existing use. As a result, significant increases in ambient noise levels would not be anticipated to occur. In addition, no noise-sensitive land uses were identified in the vicinity of the proposed Child Development Center that would be adversely affected by outdoor recreational noise events. Noise generated by recreational facilities would be considered to have a less than significant impact.

Vehicle Parking Areas & Structures

The proposed project includes the construction of a parking structure with capacity for up to 1,000 spaces, as well as various surface parking areas. The parking structure would be located east of N. Glenn Avenue, between E. Cambridge Avenue and E. Weldon Avenue. Table 6.13-A summarizes the predicted operational noise levels for the proposed parking structure. Based on a conservative assumption that all parking spaces within the parking structure were to be accessed over a one-hour period, predicted daytime noise levels at the property line of the nearest residential dwellings (which are located adjacent to and north of E. Cambridge Avenue) would be 47 dBA $L_{eq}$. During the nighttime hours, when student attendance is less, predicted parking garage noise levels are estimated to average approximately 41 dBA $L_{eq}$, or less. Predicted operational noise levels associated with other smaller surface parking areas would be less. During the daytime hours, predicted operational noise levels would be largely masked by ambient noise levels, which generally range from the low to mid 50s (in dBA $L_{eq}$) and are predominantly influenced by vehicle traffic noise on area roadways. Predicted noise levels would not exceed the City's daytime or nighttime noise standards of 50 and 45 dBA $L_{eq}$, respectively. As a result, this is considered a less than significant impact.

**Table 6.13-A**
**Predicted Parking Structure Operational Noise Levels**

| Day of Week/Period of Day | Noise Level at the Nearest Residential Property Line (dBA $L_{eq}$) | Exceeds Standards/ Significant Impact?[1] |
|---|---|---|
| Weekday – Daytime (7:00 a.m. to 10:00 p.m.)[2] | 47 | No |
| Weekday – Nighttime (10:00 p.m. to 7:00 a.m.)[3] | 41 | No |
| Saturday – Daytime (7:00 a.m. to 10:00 p.m.)[4] | 36 | No |

Noise levels associated with vehicle parking areas were calculated in accordance with FHWA's Transit Noise and Vibration Impact Assessment Guidelines (2006).

1. The City of Fresno's daytime and nighttime noise standards are 50 and 45 dBA $L_{eq}$, respectively, applied at outdoor activity areas. To be conservative, predicted noise levels were calculated at the property line of the nearest residential land uses.

2. Based on the total capacity of the parking garage (1,000 spaces) and assuming that all parking spaces could be accessed over a one-hour period.

3. Based on the highest hourly on-campus student attendance for the evening hours (7:00 p.m. to 10:00 p.m.) of 301 students and assuming that all students would utilize the parking garage and depart the structure after 10:00 p.m. Based on student attendance data, hourly on-campus student attendance/parking garage use for the early morning hours (5:00 a.m. to 7:00 a.m.) would be less.

4. Based on the highest hourly on-campus student attendance of 93 students and assuming that all students would utilize the parking garage and depart the structure over a one-hour period. Based on student attendance data, use of the parking garage during Saturday nighttime hours and Sundays would be less.

Source: Ambient 2019. Refer to the Noise & Groundborne Vibration Impact Analysis (Initial Study Appendix 5) for modeling results and assumptions.

Roadway Traffic

Predicted existing traffic noise levels, with and without implementation of proposed project, are summarized in Table 6.13-B. In comparison to existing traffic noise levels, the proposed project would result in a predicted increase in traffic noise levels of 0.3 to 4.6 along area roadways.

Predicted increases in future cumulative traffic noise levels along nearby roadways for proposed project are summarized in Table 6.13-C. In future years, the project's contribution to cumulative traffic noise levels would be anticipated to decline slightly as increases in vehicle traffic due to surrounding development increases. Under future cumulative conditions, the proposed project would result in predicted increases in traffic noise levels of 0.3 to 4.5 along area roadways.

As noted earlier in this report, changes in ambient noise levels of approximately 3 dBA, or less, are typically not discernible to the human ear and would not be considered to result in a significant impact. Implementation of the proposed project would result in a significant increase (i.e., 3 dBA, or greater) in existing and projected future traffic noise levels along E. Cambridge Avenue, west of N. Blackstone Avenue. However, predicted traffic noise levels along this roadway segment would not be projected to exceed the City's exterior noise standard of 65 dBA CNEL at adjacent residential land uses. As a result, this impact would be considered less than significant.

**Table 6.13-B**
**Predicted Increases in Existing Traffic Noise Levels**

| Roadway Segment | Predicted Noise Level at 50 feet from Centerline of Near Travel Lane (dBA CNEL/Ldn)[1] | | | |
|---|---|---|---|---|
| | Existing Without Project | Existing With Project | Difference[2] | Significant Impact?[3] |
| N. San Pablo Ave., South of E. Clinton Ave. | 48.7 | 50.3 | 1.6 | No |
| N. Glenn Ave., South of E. Clinton Ave. | 51.6 | 52.9 | 1.3 | No |
| E. Cambridge Ave., West of Blackstone Ave. | 50.1 | 54.7 | 4.6 | No |
| N. Blackstone Ave., South of E. Cambridge Ave. | 66.4 | 66.8 | 0.3 | No |

1. Traffic noise levels were calculated using the FHWA roadway noise prediction model (FHWA-RD-77-108), based on data obtained from the traffic analysis prepared for this project.

2. Difference in noise levels reflects the incremental increase attributable to the proposed project.

3. Defined as a substantial increase in ambient noise levels in excess of the City's exterior noise standard of 65 dBA CNEL.

Source: Ambient 2019. Refer to the Noise & Groundborne Vibration Impact Analysis (Initial Study Appendix 5) for modeling results and assumptions.

**Table 6.13-C**
**Predicted Increases in Future Traffic Noise Levels**

| Roadway Segment | Predicted Noise Level at 50 feet from Centerline of Near Travel Lane (dBA CNEL/Ldn)[1] | | | |
|---|---|---|---|---|
| | Existing Without Project | Existing With Project | Difference[2] | Significant Impact?[3] |
| N. San Pablo Ave., South of E. Clinton Ave. | 48.7 | 50.3 | 1.6 | No |
| N. Glenn Ave., South of E. Clinton Ave. | 51.7 | 53.0 | 1.3 | No |
| E. Cambridge Ave., West of Blackstone Ave. | 50.2 | 54.7 | 4.5 | No |
| N. Blackstone Ave., South of E. Cambridge Ave. | 67.2 | 67.5 | 0.3 | No |

1. Traffic noise levels were calculated using the FHWA roadway noise prediction model (FHWA-RD-77-108), based on data obtained from the traffic analysis prepared for this project.

2. Difference in noise levels reflects the incremental increase attributable to the proposed project.

3. Defined as a substantial increase in ambient noise levels in excess of the City's exterior noise standard of 65 dBA CNEL.

Source: Ambient 2019. Refer to the Noise & Groundborne Vibration Impact Analysis (Initial Study Appendix 5) for modeling results and assumptions.

***Land Use Compatibility***

The Noise Element of the *2014 Fresno General Plan* includes noise standards for determination of land use compatibility for new land uses. As previously discussed, the City's "normally acceptable" exterior noise standards for schools is 65 dBA CNEL/$L_{dn}$.

As noted earlier in this report, ambient noise levels in the project area are largely influenced by traffic noise on area roadways. Under future cumulative conditions, with project-generated vehicle traffic included, the predicted 65 dBA CNEL/$L_{dn}$ noise contour for N. Blackstone Avenue would extend to 129 feet from the roadway centerline. Based on preliminary site plans, the proposed Science Building would be located approximately 85 feet from the centerline of N. Blackstone Avenue. Based on this setback distance, predicted traffic noise levels at the nearest building façade would be 68 dBA CNEL/$L_{dn}$. With compliance with current building insulation standards, average exterior-to-interior noise reductions for newly constructed buildings typically range from approximately 25-30 dB. Assuming an exterior noise level of 68 dBA CNEL/$L_{dn}$ and a minimum exterior-to-interior noise reduction of 25 dB, predicted interior noise levels within the proposed Science Building would be approximately 43 dBA CNEL/$L_{dn}$, or less. Predicted interior noise levels would not exceed the City's applicable interior noise standard of 45 dBA CNEL/$L_{dn}$. The projected 65 dBA CNEL contour for other area roadways, including E. University Avenue and N. San Pablo Avenue, are not projected to extend beyond the roadway right-of-way. As a result, other proposed land uses, including the proposed Child Development Center and maintenance and operations facilities, would not be projected to exceed applicable City noise standards for land use compatibility. As a result, this impact would be considered less than significant.

**Mitigation Measure N-2:** Reduction of Long-Term Operational Noise Impacts

The following measures shall be implemented to reduce long-term operational noise impacts of the project:

a. An acoustical analysis shall be prepared for proposed onsite buildings and facilities prior to final design of the project's proposed facilities. The purpose of the acoustical analysis will be to evaluate operational noise levels associated with on-site building mechanical equipment (e.g. air conditioning units, exhaust fans) in comparison to applicable City of Fresno exterior daytime and nighttime noise standards of 50 and 45 dBA $L_{eq}$. The acoustical analysis shall identify nose-reduction measures to be incorporated, if needed, that are sufficient to achieve applicable noise standards. Noise-reduction measures to be incorporated may include, but are not limited to, the selection of alternative or quieter equipment, use of equipment enclosures, site design, and construction of noise barriers (e.g. walls).

b. Operation of the proposed Maintenance & Operations Building shall be limited to between the hours of 7:00 a.m. and 10:00 p.m.

c. Stationary equipment (e.g. air compressors) to be located at the proposed Maintenance & Operations Building shall be enclosed and shielded from direct line-of-sight of nearby residential land uses.

d. Exterior doors of the automotive service bay located within the proposed Maintenance & Operations Building shall be closed when using noise-generating equipment (e.g. pneumatic tools).

e. Landscape maintenance and waste collection activities shall be limited to between the hours of 7:00 a.m. and 10:00 p.m.

f. Any stationary equipment (e.g. air compressors) to be installed at the proposed Maintenance & Operations Building shall be enclosed, located at the furthest feasible distance from nearby residential land uses, and shielded from direct line-of-sight of nearby residential land uses.

**Level of Significance After Mitigation:** Implementation of Mitigation Measure N-2 would limit on-site maintenance activities, including activities conducted at the proposed maintenance facilities, landscape maintenance, and waste collection activities, to daytime hours of operation. Additional measures have been included to further reduce operational noise levels associated with the proposed Maintenance & Operations facilities. With mitigation, predicted noise levels associated with operation of the proposed Maintenance & Operations facilities would be reduced to 49 dBA $L_{eq}$, or less, at the nearest residential property lines. In addition, an acoustical analysis would also be required prior to final site design to further evaluate noise levels associated with building mechanical equipment (e.g., exhaust fans, air conditioning units) and to incorporate additional mitigation sufficient to achieve applicable City of Fresno noise standards. With mitigation, noise impacts associated with on-site non-transportation noise sources would be considered less than significant.

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

Long-term operational activities associated with the proposed project would not involve the use of any equipment or processes that would result in potentially significant levels of ground vibration. Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. Construction activities associated with the proposed improvements would likely require the use of various off-road equipment, such as tractors, concrete mixers, and haul trucks. The use of major groundborne vibration-generating construction equipment, such as pile drivers, would not be required for this project.

Per the Noise & Groundborne Vibration Impact Analysis (see p. 19 of Initial Study Appendix 5), groundborne vibration levels associated with representative construction equipment would range from approximately 0.003 to 0.089 in/sec ppv at 25 feet. These predicted vibration levels at the nearest existing structures would not be anticipated to exceed commonly applied criteria for structural damage or human annoyance (i.e., 0.5 and 0.2 in/sec ppv, respectively). In addition, no fragile or historic structures have been identified in the project area. As a result, this impact would be considered less than significant.

**c. For a project located within a private airstrip or airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

No impact would occur. The nearest airports in the project vicinity include the Fresno Yosemite International Airport and the Fresno Chandler Downtown Airport, which are located approximately 3.1 and 2.6 miles to the east and southwest, respectively. The proposed project is not located within the projected 60 dBA CNEL/$L_{dn}$ noise contours of these airports (City of Fresno 2014). No private airstrips were identified within two miles of the project site.

## 6.14 Population and Housing

| Would the project: | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Induce substantial unplanned population growth either in an area, directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | | | ✓ | |
| b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | | | ✓ | |

**Would the project:**

a. **Induce substantial unplanned population growth either in an area, directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

The FCC campus has existed in its current location for several decades, and the proposed project would entail a continuation of the use and operation of the campus in a manner similar to that of the existing campus. The project is intended to primarily address existing facilities capacity issues at the campus, and as such much of the project's service population is already present at the site. The project site is in a highly urbanized area, so no extension of infrastructure to previously unserved areas would be required for the project. Additionally, as discussed in Section 6.11, the City of Fresno has adopted policies to promote infill development and revitalization in established areas of the city, with specific attention given to the Blackstone Avenue corridor and the vicinity of Fresno City College. The project is also located along an existing major FAX bus line, and bike lanes and sidewalks exist at the northern boundary of the site, thus making the site readily accessible via alternative modes of transportation. Any growth in the area induced by the project would be consistent with the growth anticipated in, and sought after by, City plans and policies. Therefore, this impact is less than significant.

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

Development of the project entails removal of one duplex on the south side of Cambridge Avenue to accommodate the proposed parking structure, and a second vacant duplex north of Yale Avenue near the BNSF railroad tracks to accommodate the proposed Maintenance & Operations Building's parking and storage area.

The project would not displace either people or housing at an amount that necessitates construction of replacement housing. The project is subject to compliance with state housing and relocation laws and regulations, which require SCCCD to provide compensation and relocation assistance to property owners and tenants (i.e. the California Relocation Assistance Law [Cal. Gov. Code § 7260 et seq.], and the California Relocation Assistance and Real Property Acquisition Guidelines [Title 25 CCR, Chapter 6, § 6000 et seq.). Further, the number of residents and housing units that would be displaced as a result of the project is of a quantity that can be accommodated by vacancies in the existing local area housing supply. For these reasons, this impact is considered less than significant.

## 6.15 Public Services

| Would the project: | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any | | | | |

| | | | | |
|---|---|---|---|---|
| of the following public services: | | | | |
| (i) Fire Protection? | | | ✓ | |
| (ii) Police Protection? | | | ✓ | |
| (iii) Schools? | | | ✓ | |
| (iv) Parks? | | | ✓ | |
| (v) Other public facilities? | | | ✓ | |

**Would the project:**

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

The project would not result in the need for new or physically altered fire protection, police protection, schools, parks, other public facilities in order to maintain acceptable service ratios, response times, or other performance objectives. The project site is situated at the existing Fresno City College campus within an area of existing urban development where City of Fresno facilities and services are already available and provided, so the project would not require expansion of service areas. Neither the build-up of new facilities nor potential net increase in student and employee populations would substantially adversely impact public service performance measures. Regarding police protection, SCCCD provides police protection services for the FCC campus, and the project would entail relocation of the SCCCD police department from its existing location to another existing building on campus. However, this change is not expected to result in any substantially adverse impacts to the departments service or performance, nor will the relocation result in any specific physical environmental impacts. Additionally, the project entails an expansion of public community college facilities, with objectives of improving the capacity and efficacy of public higher education opportunities offered by Fresno City College. Based on these factors, impacts to public services would be considered less than significant.

## 6.16 Recreation

| Would the project: | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | | | ✓ | |
| b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | | | ✓ | |

**Would the project:**

a. **Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

The proposed project would not result in substantial physical deterioration of existing parks and/or recreational facilities. As the project would primarily accommodate the existing population of Fresno City College students and employees, it is not expected to substantially increase the demand for or use of existing park and recreation facilities. This impact is thus considered less than significant.

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

Development of the proposed Child Development Center may include minor recreation areas to be used by children at the center. Potential impacts specifically attributable to this component of the Child Development Center (e.g. noise) have been determined to be less than significant in this Initial Study. No other new recreational facilities or modifications to existing recreational facilities are included as part of the project, nor would any construction or expansion of recreational be required as a result of the project.

## 6.17 Transportation

The discussion of transportation and traffic impacts in this section primarily reflects information in the Traffic Impact Analysis (TIA) prepared for the project by JLB Traffic Engineering, Inc. (Initial Study Appendix 6).

| Would the project: | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? | | ✓ | | |
| b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | | | | ✓ |
| c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | | ✓ | | |
| d. Result in inadequate emergency access? | | | ✓ | |

Table 6.17-A provides definitions for traffic-related terms used in this section.

**TABLE 6.17-A**
**Transportation/Traffic Definitions and Standards**

| **Roadway Categories** |
|---|
| • Expressways: Expressways provide for through traffic movement on continuous routes through a city. It generally connects with arterials, highways, freeways. Also, it connects a city with other cities. Expressways are generally four lane roadways, divided and undivided. Access to expressways is typically restricted to signalized intersections with arterial and collector streets. There are no expressways in the vicinity of this project.<br>• Arterials: Arterials are designed to move large volumes of traffic and are intended to provide a high level of mobility between freeways, expressways, other arterials, and collector roadways. Arterials also provide non-freeway/highway connections between major residential, employment, and activity centers. Unlike freeways, they are intended not only for motor vehicles, but also for bicycles and pedestrians. Arterial streets typically have more right-of-way and a higher degree of access control than collector roadways.<br>• Collectors: Collector streets provide for relatively short distance travel between and within neighborhoods. Collectors are not designed to handle long-distance through-traffic. Driveway access to collectors is less limited than on arterials. Speed limits on these streets are typically lower than those found on arterials.<br>• Local Streets: Local streets are designed to provide direct roadway access to abutting land uses and serve short distance trips within neighborhoods. Traffic volumes and speed limits on local streets are low, and these roadways have no more than two travel lanes. |
| **Level of Service** |
| Level of Service (LOS) is a measure of roadway performance based on a qualitative description of traffic flow from the perspective of motorists. The Highway Capacity Manual (HCM) developed by the Transportation Research Board defines the following six levels of service from LOS A to LOS F. These grades represent the perspective of drivers only and are an indication of the comfort and convenience associated with driving, as well as speed, travel time, traffic interruptions, and freedom to maneuver.<br>• Level of Service A: Free-flow operations. Drivers are almost completely unimpeded in their ability to maneuver within the traffic stream.<br>• Level of Service B: Free-flow speeds are maintained. The ability to maneuver within the traffic stream is only slightly restricted.<br>• Level of Service C: Traffic flow with speeds at or near free-flow speed. The freedom to maneuver within the traffic steam is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.<br>• Level of Service D: Speeds begin to decline slightly with increasing flows. Freedom to maneuver within the traffic stream is noticeably limited.<br>• Level of Service E: Operations at or near capacity. There are virtually no useable gaps within the traffic stream, leaving little room to maneuver.<br>• Level of Service F: Breakdown in vehicular flow. Vehicular demand exceeds capacity. (Fehr and Peers 2014) |
| **AM Peak Hour/PM Peak Hour** |
| For purposes of this Initial Study:<br>• AM Peak Hour (or morning peak hour) means the average vehicle trip ends versus dwelling units for residential units and students for elementary schools on a weekday (Tuesday, Wednesday or Thursday only), peak hour of adjacent street traffic, one hour between 7 and 9 a.m. |

| |
|---|
| • PM Peak Hour (or evening peak hour) means the average vehicle trip ends versus dwelling units for residential units and students for elementary schools on a weekday (Tuesday, Wednesday or Thursday only), peak hour of adjacent street traffic, one hour between 2 and 4 p.m. |
| **Vehicle Miles Traveled** |
| Vehicle Miles Traveled (VMT) refers to the amount and distance of automobile travel attributable to a project. Calculating VMT simply involves the product of a number of trips and those trips' lengths. The first step in a VMT analysis is to establish the baseline average VMT, which requires the definition of a region. The OPR Technical Advisory states that existing VMT may be measured at the regional or city level. On the contrary, the Technical Advisory also notes that VMT analyses should not be truncated due to "jurisdictional or other boundaries." |

**Would the project:**

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

**Criteria of Significance**

*City of Fresno – Level of Service*

The City of Fresno General Plan has established various degrees of acceptable LOS on its major streets, which are dependent on four (4) Traffic Impact Zones (TIZs) within the City of Fresno. The standard LOS threshold for TIZ I is LOS F, that for TIZ II is LOS E, that for TIZ III is LOS D, and that for TIZ IV is LOS E. Additionally, the General Plan Master EIR made findings of overriding consideration to allow a lower LOS threshold that that established by the underlying TIZ. For those cases in which a LOS criterion for a roadway segment differs from that of the underlying TIZ, such criteria are identified in the roadway description. In this case, all study facilities, except for the southern leg of the intersection of Cedar Avenue and Butler Avenue, fall within TIZ I, therefore LOS F is used to evaluate the potential significance of LOS impacts to intersections within TIZ I. Since the southern leg of the intersection of Cedar Avenue and Butler Avenue falls within TIZ II, LOS E is used to evaluate the potential significance of LOS impacts to this particular intersection.

(Note: As mentioned in the Traffic Impact Analysis, the County of Fresno and Caltrans each have independent measures for acceptable Level of Service, but the agencies' standards are not necessarily applicable based on locational factors. In this case, all study facilities fall within the City of Fresno, thus the City of Fresno LOS thresholds are utilized.)

*City of Fresno Active Transportation Plan*

The City of Fresno's Active Transportation Plan (ATP) is a comprehensive guide outlining the vision for active transportation in the City and a roadmap for achieving that vision. Active transportation is defined in the ATP as human-powered travel including walking, bicycling, and wheelchair use. The ATP strives to improve the accessibility and connectivity of the bicycle and pedestrian network in order to increase the number of persons that travel by active transportation and to provide walking and bicycling facilities equitably for all City residents. The following goals are set forth in the plan:

- Equitably improve the safety and perceived safety of walking and bicycling in Fresno
- Increase walking and bicycling trips in Fresno by creating user-friendly facilities
- Improve the geographic equity of access to walking and bicycling facilities in Fresno
- Fill key gaps in Fresno's walking and bicycling networks

To achieve these goals, the ATP proposes a long-term, comprehensive network of citywide bikeways, trails, and sidewalks that connect all parts of Fresno. Since build-out of this network will take many years to complete, the ATP also identifies a priority network of connected bikeways and priority pedestrian areas to focus the City's

efforts in the near-term. These priority networks provide links to key destinations, support existing and future walking and biking activity areas, and equitably serve neighborhoods throughout the City. Additionally, the build-out must be consistent with requirements of the California Building Code and the Americans with Disabilities Act (ADA)[5].

*Southern Blackstone Corridor Smart Mobility Strategy*

Adopted in March 2019, the City of Fresno's Southern Blackstone Corridor Smart Mobility Strategy was developed to provide recommendations for both near-term and long-term multimodal and streetscape improvements for the City, private sector actors, longstanding institutions, and residents to consider and utilize in future planning and design as well as the implementation phase. In order to promote revitalization and transit-oriented development (TOD), the City changed the zoning along the Blackstone Avenue Corridor from auto-oriented commercial zoning designations to pedestrian-oriented mixed-use zoning, with the intention of transforming auto-oriented boulevards and corridors into vibrant, diverse, and attractive corridors that support a mix of pedestrian-oriented retail, office and residential uses in order to achieve an active social environment within a revitalize streetscape. To complement the envisioned land use changes and built environment, the multimodal improvements presented in the Strategy are intended to make the street safer and more comfortable to use for pedestrians, bicyclists, and transit riders; to improve non-motorized and transit-based access to shopping, services, and employment; improve air quality by reducing vehicle miles traveled (VMT); and to create a sense of place and identity for the street that residents and visitors alike can relate to. The Southern Blackstone Avenue Smart Mobility Strategy provides the City of Fresno with a community-driven vision and framework for implementing such a redesign and along with it many of the state, regional, and City policies and goals.

*Senate Bill 743 – Transportation Impacts*

Senate Bill (SB) 743 (Steinberg 2013) creates a path to revise the definition of transportation impacts according to CEQA. As the guidelines are proposed today, CEQA transportation impacts are determined using LOS of intersections and roadways, which is a measure of congestion. The intent of SB 743 is to align CEQA transportation study methodology with and promote the statewide goals and policies of reducing vehicle miles traveled (VMT) and greenhouse gases (GHG). Three objectives of SB 743 related to development are to reduce GHG, diversify land uses, and focus on creating a multimodal environment. It is hoped that this will spur infill development, particularly along transit corridors.

In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package, including the Guidelines section implementing SB 743 (section 15064.3). Concurrent with SB 743's implementation, the Governor's Office of Planning and Research (OPR) published its Technical Advisory on Evaluating Transportation Impacts in CEQA (hereafter referred to as "Technical Advisory"). The Technical Advisory acknowledges that lead agencies should set criteria and thresholds for VMT and transportation impacts. However, the Technical Advisory provides guidance to residential, office, and retail uses, citing these as the most common land uses. Beyond these three land uses, there is no guidance provided for any other land use type. The Technical Advisory also notes that land uses may have a less than significant impact if located within low VMT areas of a region. Screening maps are suggested for this determination.

Currently, Fresno COG and its member agencies, which include the City of Fresno, have begun the process to develop recommended criteria and thresholds that balance the direction from OPR and the goals of SB 743 with the vision of Fresno and economic development, access to goods and services, and overall quality of life.

[5] As described in the Fresno Active Transportation Plan, "The Americans with Disabilities Act Title III is legislation enacted in 1990 that provides thorough civil liberties protections to individuals with disabilities concerning employment, state and local government services, and access to public accommodations, transportation, and telecommunications. Title III of the Act requires places of public accommodation to be accessible and usable to all people, including those with disabilities. While the letter of the law applies to 'public accommodations,' the spirit of the law applies not only to public agencies but also to all facilities serving the public, whether publicly or privately funded."

However, these regional recommended criteria are not anticipated to be completed until mid-2020. In this Initial Study, a qualitative threshold of significance is utilized in conjunction with applicable LOS thresholds to evaluate the potential transportation impacts of the project.

**Existing Transportation Conditions**

*Roadway Network*

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

- *San Pablo Avenue* is an existing north-south two-lane local street adjacent to the proposed project. In this area, San Pablo Avenue exists as a two-lane undivided local street between Clinton Avenue and Cambridge Avenue. The City of Fresno General Plan Circulation Element designates San Pablo Avenue as a two-lane local street between Clinton Avenue and Cambridge Avenue.
- *Glenn Avenue* is an existing north-south two-lane local street adjacent to the proposed project. In this area, Glenn Avenue exists as a two-lane undivided local street between Clinton Avenue and Cambridge Avenue. The City of Fresno General Plan Circulation Element designates Glenn Avenue as a two-lane local street between Clinton Avenue and Cambridge Avenue.
- *Blackstone Avenue* is an existing north-south six-lane divided arterial adjacent to the proposed project. In this area, Blackstone Avenue exists as a six-lane divided arterial between Nees Avenue and Hedges Avenue, and two one-way three-lane roadways (Blackstone Avenue and Abby Street) between Hedges Avenue and Divisadero Street. The City of Fresno General Plan Circulation Element designates Blackstone Avenue as a six-lane arterial between Nees Avenue and Hedges Avenue and a four-lane arterial between Hedges Avenue and Divisadero Street.
- *Clinton Avenue* is an existing east-west four-lane collector in the vicinity of the proposed project. In this area, Clinton Avenue exists west of Chestnut Avenue through the City of Fresno and east of Clovis Avenue through the City of Fresno. The City of Fresno General Plan Circulation Element designates Clinton Avenue predominantly as a four-lane collector through the City of Fresno.
- *Weldon Avenue* is an existing east-west two-lane local street adjacent to the proposed project. In this area, Weldon Avenue exists as a two-lane local street west of Blackstone Avenue. Weldon Avenue is the major access point to Fresno City College off of Blackstone Avenue. The City of Fresno General Plan Circulation Element designates Weldon Avenue as a local street west of Blackstone Avenue.
- *University Avenue* is an existing east-west two-lane local street adjacent to the proposed project. In this area, University Avenue exists a two-lane local street between Calaveras Street and Fresno Street. The City of Fresno General Plan Circulation Element designates University Avenue as a local street between Calaveras Street and Fresno Street.
- *McKinley Avenue* is an existing east-west four-lane divided arterial in the vicinity of the proposed project. In this area, McKinley Avenue exists predominantly as a four-lane arterial west of Clovis Avenue. The City of Fresno General Plan Circulation Element designates Clinton Avenue as a predominantly four-lane arterial west of Clovis Avenue.

  (Locational diagrams of the intersections and roadways studied as part of the Traffic Impact Analysis can be referenced in Appendix 6)

*Transit*

Fresno Area Express (FAX) is the transit operator in the City of Fresno. At present, there are five (5) FAX transit routes that operate in the vicinity of the proposed project. These include FAX Route 1 Q Bus Rapid Transit (BRT), FAX Route 39, FAX Route 28, FAX Route 45, and FAX Route 20. Retention of the existing routes and expansion of future routes is dependent on transit ridership demand and available funding.

FAX Route 1 Q BRT runs on Blackstone Avenue adjacent to the proposed project. Its nearest stop to the project is located along the west side of Blackstone Avenue approximately 150 feet south of Weldon Avenue. FAX Route 1 Q BRT operates at 10-minute intervals on weekdays starting at approximately 6:00 AM and ending at 9:00 AM, 15-minute intervals starting at approximately 9:00 AM and ending at approximately 2:35 PM, and 10-minute intervals starting at approximately 2:35 PM and ending at 7:00 PM. This route provides a direct connection to various destinations located along Blackstone Avenue and Ventura Avenue/Kings Canyon Road.

FAX Route 39 runs on Clinton Avenue approximately 0.14 miles north of the proposed project. Its nearest stop to the project is located along the south side of Clinton Avenue approximately 25 feet west of San Pablo Avenue. FAX Route 39 operates at 30-minute intervals on weekdays and weekends and provides a direct connection to Fresno High School, Fresno City College, Veterans Medical Center, the Fresno Art Museum, the Cedar-Clinton Library Branch, Alliant University, and Fresno Yosemite International Air Terminal.

FAX Route 28 runs on Van Ness Avenue/Maroa Avenue approximately 0.40 miles east of the proposed project. Its nearest stop to the project is located along the east side of Maroa Avenue approximately 40 feet south of Weldon Avenue. FAX Route 28 operates at 20-minute intervals on weekdays and weekends and provides a direct connection to Fashion Fair Shopping Center, Fresno State University, the Save Mart Center, Manchester Center, Fresno City College, Fresno High School, Community Regional Medical Center, the Fresno Convention Center, Chukchansi Park, and Chandler Downtown Airport.

FAX Route 45 runs on Van Ness Avenue/Maroa Avenue approximately 0.40 miles east of the proposed project. Its nearest stop to the project is located along the east side of Maroa Avenue approximately 40 feet south of Weldon Avenue. FAX Route 45 operates at 60-minute intervals on weekdays and weekends and provides a direct connection to Bullard High School, the Gillis Library Branch, Fresno High School, Fresno City College, Manchester Center, and the California Army National Guard Recruiting Office.

FAX Route 20 runs on Blackstone Avenue approximately 0.26 miles south of the proposed project. Its nearest stop to the project is located along the west side of Blackstone Avenue approximately 150 feet south of McKinley Avenue. FAX Route 20 operates at 30-minute intervals on weekdays and weekends and provides a direct connection to Lions Park, Fresno High School, Fresno City College, Ted C. Wills Community Center, Cesar E. Chavez Adult School, Fresno Community Hospital, and the Fresno Convention Center.

*Bicycle and Pedestrian Facilities*

Class II Bike Lanes currently exist in the vicinity of the proposed project site along McKinley Avenue. The City of Fresno Active Transportation Plan recommends that Class II Bike Lanes be implemented on 1) Clinton Avenue through the City of Fresno, and 2) McKinley Avenue through the City of Fresno.

Walkways exist in the vicinity of the project site along San Pablo Avenue, Glenn Avenue, Blackstone Avenue, Clinton Avenue, Cambridge Avenue, Weldon Avenue, University Avenue, and McKinley Avenue. The City of Fresno Active Transportation Plan recommends that walkways be implemented on: 1) San Pablo Avenue, 2) Glenn Avenue, 3) Blackstone Avenue, 4) Clinton Avenue, 5) Cambridge Avenue, 6) University Avenue, and 7) McKinley Avenue. Additionally, the Active Transportation Plan identifies Blackstone Avenue between Shaw Avenue and Divisadero Street as a Pedestrian Activity Area. Pedestrian Activity Areas are highlighted in the Active Transportation Plan because their existing or planned development patterns and land use result in higher levels of pedestrian activity; these areas are also noted as experiencing some of the highest frequency of pedestrian collisions. The Active Transportation Plan presents recommendations for enhancements will better support pedestrian activity and improve pedestrian safety, such as widening sidewalks, landscaping to provide shade, bulb-outs, crossing treatments, lighting, and traffic calming measures. Some of these enhancements also encourage slower traffic speeds, which if implemented will reduce the likelihood and severity of vehicle-pedestrian collisions.

**Study Facilities**

The study focused on evaluating traffic conditions at the existing study intersections that may potentially be impacted by the proposed project.

The majority of the existing peak hour turning movement volume counts were conducted at the study intersections in April 2019. Since the City of Fresno provided comments after the requested deadline of May 14, counts for the additional study intersections were not collected until early June 2019. It is noted that while most schools in the vicinity of the proposed Project were in session, Fresno City College was out for summer break. Therefore, any counts collected in June were prorated upward to closely match upstream and downstream traffic counts collected while all schools in the vicinity of the project were in session. The intersection turning movement counts included pedestrian and bicycle volumes. The traffic counts for the existing study facilities are contained in Appendix B of the Traffic Impact Analysis (Initial Study Appendix 6). The existing turning movement volumes, intersection geometrics, and traffic controls are illustrated in Figure 2 of Initial Study Appendix 6.

Intersections

1. San Pablo Avenue / Clinton Avenue
2. Glenn Avenue / Clinton Avenue
3. Blackstone Avenue / Cambridge Avenue
4. Blackstone Avenue / Weldon Avenue
5. Blackstone Avenue / University Avenue
6. Blackstone Avenue / McKinley Avenue

Project Only Trips to State Facilities

1. State Route 41 at McKinley Avenue Interchange
2. State Route 180 at Blackstone Avenue/Abby Street Interchange

**Study Scenarios**

*Existing Traffic Conditions*

This scenario evaluates the Existing Traffic Conditions based on existing traffic volumes and roadway conditions from traffic counts and field surveys conducted in April and June 2019. June counts were prorated upward to closely match upstream and downstream traffic counts collected while all schools in the vicinity of the project were in session.

*Existing plus Project Traffic Conditions*

This scenario evaluates total traffic volumes and roadway conditions based on the Existing plus Project Traffic Conditions. The Existing plus Project traffic volumes were obtained by adding the Project Only Trips to the Existing Traffic Conditions scenario. The Net New Project Only Trips to the study facilities were developed based on existing travel patterns, the Fresno COG Project Select Zones, the existing roadway network, engineering judgment, data provided by the District, knowledge of the study area, existing residential and commercial densities, and the City of Fresno 2035 General Plan Circulation Element in the vicinity of the project. The Fresno COG Models for the Project Select Zones are contained in Appendix C of the Traffic Impact Analysis (Initial Study Appendix 6).

*Existing plus Project Traffic Conditions – No Parking Structure Access to Cambridge Avenue*

This scenario evaluates total traffic volumes and roadway conditions based on the Existing plus Project Traffic Conditions – No Parking Structure Access to Cambridge Avenue. The Existing plus Project – No Parking Structure Access to Cambridge Avenue traffic volumes were obtained by adjusting the anticipated trip distribution of the

Parking Structure component of the proposed Project. This scenario assumes that the Parking Structure will not have direct access to Cambridge Avenue.

*Near Term plus Project Traffic Conditions*

This scenario evaluates total traffic volumes and roadway conditions based on the Near Term plus Project Traffic Conditions. The Near Term plus Project traffic volumes were obtained by adding the Near Term related trips to the Existing plus Project Traffic Conditions scenario.

*Cumulative Year 2035 No Project Traffic Conditions*

This scenario evaluates total traffic volumes and roadway conditions based on the Cumulative Year 2035 No Project Traffic Conditions. The Cumulative Year 2035 No Project traffic volumes were obtained by subtracting Project Only Trips from the Cumulative Year 2035 plus Project traffic volumes.

*Cumulative Year 2035 plus Project Traffic Conditions*

This scenario evaluates total traffic volumes and roadway conditions based on the Cumulative Year 2035 plus Project Traffic Conditions. The Cumulative Year 2035 plus Project traffic volumes were obtained from the Fresno COG traffic model runs (Base Year 2019 and Cumulative Year 2035) and existing traffic counts. Under this scenario, the increment method, as recommended by the Model Steering Committee was utilized to determine the Cumulative Year 2035 plus Project traffic volumes. The Fresno COG models are contained in Appendix C of the Traffic Impact Analysis (Initial Study Appendix 6).

**Conclusions and Recommendations**

The potential impacts of the proposed project were evaluated in accordance with the standards set forth by the level of service (LOS) policies of the City of Fresno. Impacts of each scenario are described below, as well as recommendations for reducing those impacts.

*Existing Traffic Conditions*

- At present, the intersection of Blackstone Avenue and University Avenue exceeds its LOS threshold during both peak periods. To improve the LOS at this intersection, it is recommended that the following improvements be made at University Avenue and Blackstone Avenue:
    - Modify University Avenue access at Blackstone Avenue to right-in, right-out and left-in access only. To accomplish this, it is recommended that a raised median island be implemented. With the introduction of the raised median island, eastbound left-turns and through movements will need to be redirected. These movements will need to make a right-turn onto southbound Blackstone Avenue, proceed to make a U-turn at Blackstone Avenue and Peralta Way, and continue northbound on Blackstone Avenue toward University Avenue. Furthermore, with the introduction of the raised median island, westbound left-turns and through movements will need to be redirected. These movements will need to make a right-turn onto northbound Blackstone Avenue, proceed to make a U-turn at Blackstone Avenue and Weldon Avenue, and continue southbound on Blackstone Avenue toward University Avenue.

*Existing plus Project Traffic Conditions*

- At present, the project is estimated to generate a maximum of 2,045 daily trips, 262 AM peak hour trips and 237 PM peak hour trips. However, the trip generation of the project will differ as a result of the relocation, expansion and modification of the project's land uses. At buildout, the proposed Future Project is estimated to generate a maximum of 2,230 daily trips, 287 AM peak hour trips and 268 PM peak hour trips. Compared to the Existing Project Trip Generation, the Future Project Trip Generation is estimated to be slightly higher by 185 daily trips, 25 AM peak hour trips, and 31 PM peak hour trips.
- As the project will be used to serve an existing student and employee population, it is likely that the project would not add VMT per capita. Additionally, the project site is located near transit services and pedestrian and bicycle networks.

- The project's proposed parking structure is anticipated to add up to 1,000 parking spaces, while replacing 189 parking stalls. Therefore, the net change is 811 parking stalls (1,000 new parking stalls minus 189 existing parking stalls results in 811 net new parking stalls). Given that the current number of general public and metered on-site parking stalls is 2,388 and the Project will add 811 general public parking stalls, the new total of general public and metered on-site parking stalls will be 3,199 parking stalls. Since the parking supply is projected to be up to 3,199 general public and metered onsite parking stalls, it is anticipated that the FCC campus will have sufficient parking supply to accommodate the projected parking demand in the year 2028.
- Under this scenario, the intersections of Blackstone Avenue and Cambridge Avenue and Blackstone Avenue and University Avenue are projected to exceed their LOS threshold during both peak periods. To improve the LOS at these intersections, it is it is recommended that, in addition to the improvements recommended for the *Existing Traffic Conditions* scenario, the following improvements be made:
    - At University Avenue and Blackstone Avenue, modify University Avenue access at Blackstone Avenue to right-in, right-out and left-in access only. To accomplish this, it is recommended that a raised median island be implemented. With the introduction of the raised median island, eastbound left-turns and through movements will need to be redirected. These movements will need to make a right-turn onto southbound Blackstone Avenue, proceed to make a U-turn at Blackstone Avenue and Peralta Way, and continue northbound on Blackstone Avenue toward University Avenue. Furthermore, with the introduction of the raised median island, westbound left-turns and through movements will need to be redirected. These movements will need to make a right-turn onto northbound Blackstone Avenue, proceed to make a U-turn at Blackstone Avenue and Weldon Avenue, and continue southbound on Blackstone Avenue toward University Avenue.
    - While the intersection of Blackstone Avenue and Weldon Avenue is projected to operate at an acceptable LOS during both peak periods, it is recommended that this intersection be improved to allow for northbound and southbound U-turns. To achieve this, it is recommended that the following improvements be implemented: add a southbound U-turn-turn lane; remove the R3-4 (U-turn prohibition) sign that serves the northbound left-turn pocket; and modify the traffic signal to accommodate the added lane.
- It is recommended that the project implement a Class I Bike Routes along its frontage to Glenn Avenue, Cambridge Avenue and Weldon Avenue.
- It is recommended that the project retain the existing walkways that are in a good state and ADA compliant along its frontages to San Pablo Avenue, Blackstone Avenue, Cambridge Avenue, and Weldon Avenue. The project shall reconstruct walkways where needed to conform to current ADA guidelines.
- It is recommended that additional covered bus shelters be added along McKinley Avenue to help promote transit use during inclement weather conditions such as rain and extreme heat. Where possible, consideration should be given to the planting of trees to provide shade and help reduce heat during the summer months. Additionally, it is recommended that the District work with FAX to improve headways of the existing transit routes serving the FCC campus.

*Existing plus Project Traffic Conditions – No Parking Structure Access to Cambridge Avenue*

- Under this scenario, the intersections of Blackstone Avenue and Cambridge Avenue and Blackstone Avenue and University Avenue are projected to exceed their LOS threshold during both peak periods. To improve the LOS at these intersections, it is recommended that the improvements recommended for the *Existing plus Project Traffic Conditions* scenario be implemented.
- When compared to the *Existing plus Project Traffic Conditions* scenario, the prevention of the Parking Structure's access to Cambridge Avenue will encourage most southbound traffic on Blackstone Avenue and all northbound traffic on Blackstone Avenue to enter the site via Weldon Avenue, thus reducing traffic on

Cambridge Avenue between Glenn Avenue and Blackstone Avenue. As can be seen from Tables V and VI, the prevention of the Parking Structure's access to Cambridge Avenue is projected to slightly improve the LOS at the intersection of Blackstone Avenue and Cambridge Avenue while the LOS at the intersection of Blackstone Avenue and Weldon Avenue is projected to slightly worsen.

*Near Term plus Project Traffic Conditions*

- The total trip generation for the Near Term Project is 2,132 daily trips, 171 AM peak hour trips and 150 PM peak hour trips.
- Under this scenario, the intersections of Blackstone Avenue and Cambridge Avenue and Blackstone Avenue and University Avenue are projected to exceed their LOS threshold during both peak periods. To improve the LOS at these intersections, it is recommended that the improvements identified in the *Existing plus Project Traffic Conditions* scenario be implemented.

*Cumulative Year 2035 No Project Traffic Conditions*

- Under this scenario, the intersections of Blackstone Avenue and Cambridge Avenue and Blackstone Avenue and University Avenue are projected to exceed their LOS threshold during both peak periods. To improve the LOS at these intersections, it is it is recommended that the improvements identified in the *Existing plus Project Traffic Conditions* scenario be implemented.

*Cumulative Year 2035 plus Project Traffic Conditions*

- Under this scenario, the intersections of Glenn Avenue and Clinton Avenue, Blackstone Avenue and Cambridge Avenue, and Blackstone Avenue and University Avenue are projected to exceed their LOS threshold during both peak periods. To improve the LOS at these intersections, it is it is recommended that the following improvements be implemented, in addition to the improvements identified in the *Existing plus Project Traffic Conditions* scenario.
    - At Glenn Avenue and Clinton Avenue: Modify the northbound left-right lane to a left-turn lane; add a northbound right-turn lane; and eliminate curbside parking along Glenn Avenue within the limits of the proposed right-turn lane and transitions thereof. The Queuing Analysis presents the storage capacity recommendation for this movement.

*Queuing Analysis*

The Traffic Impact Analysis included a Queuing Analysis (see Initial Study Appendix 6, pages 45-48), which compares the storage capacity of traffic lanes to existing and future traffic scenarios. Based on the Queuing Analysis, the report included recommendations to consider increasing turn lane storage lengths at the Study Intersections. However, the report also makes reference to several existing conditions that may affect implementation of the recommended movements (see Appendix 6 for more detailed information). A mitigation measure has been included requiring that SCCCD seek to work with the City of Fresno regarding implementation of the queuing length recommendations.

*Project Pro-Rata Fair Share of Future Transportation Improvements*

The project's fair share percentage impacts to study intersections projected to fall below their LOS threshold and which are not covered by an existing impact fee program is provided in Table 6.17-B. (Details regarding calculation of the project's fair share percentage impacts are presented in the Traffic Impact Analysis, Initial Study Appendix 6).

**Table 6.17-B**
**Project Fair Share of Future Roadway Improvements**

| Intersection | Existing Traffic Volumes (PM Peak) | Cumulative Year 2035 plus Project Traffic Volumes (PM Peak) | Project Only Trips (PM Peak) | Project Fair Share (%) |
|---|---|---|---|---|
| Glenn Avenue / Clinton Avenue | 1,623 | 2,008 | 56 | 14.55 |
| Blackstone Avenue / Cambridge Avenue | 2,304 | 2,982 | 180 | 26.55 |
| Blackstone Avenue / Weldon Avenue | 2,533 | 3,318 | 434 | 55.29 |
| Blackstone Avenue / University Avenue | 2,304 | 2,880 | 297 | 51.56 |

Note: Project Fair Share= ((Net New Project Only Trips)/(Cumulative Year 2035 + Project Traffic Volumes – Existing Traffic Volumes)) x 100

It is recommended that the project contribute its equitable fair share as listed in Table 6.17-B for the future improvements necessary to maintain an acceptable LOS. However, fair share contributions should 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. For those improvements not presently covered by local and regional roadway impact fee programs or grant funding, it is recommended that the project contribute its equitable fair share. Payment of the project's equitable fair share in addition to the local and regional impact fee programs would satisfy the project's traffic mitigation measures. The Traffic Impact Analysis does not provide construction costs for the recommended mitigation measures; therefore, if the recommended mitigation measures are implemented, it is recommended that the District work with the City of Fresno to develop the estimated construction cost.

*Bicycle, Pedestrian, and Transit Evaluation*

The Traffic Impact Analysis presented recommendations to ensure the functionality and safety of the circulation system for bicycle and pedestrian access to and from the project, which include:

- Implementing Class I Bike Lanes along the frontages to Glenn Avenue, Cambridge Avenue, and Weldon Avenue.
- Retaining the existing walkways that are in a good state and ADA compliant along its frontages to San Pablo Avenue, Blackstone Avenue, Cambridge Avenue, and Weldon Avenue, plus reconstructing walkways where needed to conform to current Americans With Disabilities Act (ADA) guidelines.

Additionally, the analysis recommended that SCCCD work with FAX to improve headways of the existing transit routes serving the FCC campus. These recommendations have been included as mitigation measures to ensure that the project is supportive of a network of bike lanes, walkways, and transit connections in the project vicinity while also being functional and safe for users.

As discussed in Section 6.17(b), the project is located in a built-out urban area with existing walkways and bicycle lanes adjacent to the project site and is served by three FAX-operated transit lines (including a BRT line). Development and operation of the project is consistent with the overarching aims of increasing utilization of walking and bicycling facilities, increasing the access provided by this network, and providing a network that is safe and equitable. For these reasons, and with implementation of the recommended mitigation measures, the project would be consistent with applicable transportation programs, plans, ordinances and policies pertaining to bicycle and pedestrian transportation as well as transit.

The following measures shall be implemented to reduce potential impacts of the project regarding the transportation circulation system:

**Mitigation Measure T-1:** To achieve an acceptable LOS in the project vicinity, SCCCD shall participate in the following improvements:

a. At the intersection of Blackstone Avenue and Cambridge Avenue, prior to operation of the project: Modify Cambridge Avenue access at Blackstone Avenue to right-in, right-out and left-in access only. To accomplish this, it is recommended that a raised median island be implemented. With the introduction of the raised median island, eastbound left-turns will need to be redirected. These movements will need to make a right-turn onto southbound Blackstone Avenue, proceed to make a U-turn at Blackstone Avenue and Weldon Avenue, and continue northbound on Blackstone Avenue toward Cambridge Avenue. Furthermore, with the introduction of the raised median island, westbound left-turns and through movements will need to be redirected. These movements will need to make a right-turn onto northbound Blackstone Avenue, proceed to make a U-turn at Blackstone Avenue and Yale Avenue, and continue southbound on Blackstone Avenue toward Cambridge Avenue. Additionally, it is recommended that Yale Avenue access at Blackstone Avenue also be limited to right-in, right-out and left-in access only. To accomplish this, it is recommended that a raised median island be implemented.

b. At the intersection of Blackstone Avenue and University Avenue, prior to operation of the project: Modify University Avenue access at Blackstone Avenue to right-in, right-out and left-in access only. To accomplish this, it is recommended that a raised median island be implemented. With the introduction of the raised median island, eastbound left-turns and through movements will need to be redirected. These movements will need to make a right-turn onto southbound Blackstone Avenue, proceed to make a U-turn at Blackstone Avenue and Peralta Way, and continue northbound on Blackstone Avenue toward University Avenue. Furthermore, with the introduction of the raised median island, westbound left-turns and through movements will need to be redirected. These movements will need to make a right-turn onto northbound Blackstone Avenue, proceed to make a U-turn at Blackstone Avenue and Weldon Avenue, and continue southbound on Blackstone Avenue toward University Avenue.

c. At the intersection of Blackstone Avenue and Weldon Avenue, prior to operation of the project: Add a southbound U-turn-turn lane; remove the R3-4 (U-turn prohibition) sign that serves the northbound left-turn pocket; and modify the traffic signal to accommodate the added lane.

d. At the intersection of Glenn Avenue and Clinton Avenue, prior to the occurrence of Cumulative Year 2035 Traffic Conditions: Modify the northbound left-right lane to a left-turn lane; add a northbound right-turn lane; and eliminate curbside parking along Glenn Avenue within the limits of the proposed right-turn lane and transitions thereof. Refer to the Queuing Analysis for the storage capacity recommended for this movement.

**Mitigation Measure T-2:** SCCCD shall be responsible for contributing its proportionate share of the installation of improvements at the intersections identified in Table 6.17-B, Project Fair Share of Future Roadway Improvements. 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 to develop the estimated construction cost.

**Mitigation Measure T-3:** SCCCD shall work with the City of Fresno to review and implement the recommended left-turn and right-turn lane storage lengths as indicated in the Queuing Analysis.

**Mitigation Measure T-4:** The project shall implement Class I Bike Routes along the following areas: Glenn Avenue within the project site, along the project's frontage to Cambridge Avenue (between San Pablo Avenue and Blackstone Avenue), and Weldon Avenue within the project site.

**Mitigation Measure T-5:** The project shall retain existing walkways that are in a good state and compliant with requirements of the Americans With Disabilities Act (ADA) along its frontages to San Pablo Avenue, Blackstone

Avenue, Cambridge Avenue, and Weldon Avenue. SCCCD shall act to ensure that any gaps be filled and that the project reconstruct walkways where needed to conform to current California Building Code and ADA requirements as well as to promote pedestrian access at the project.

**Mitigation Measure T-6:** To help facilitate transit usage at the project, SCCCD shall coordinate with FAX to improve headways of the existing transit routes serving the FCC campus, and landscape design for the project shall take into consideration measures such as tree plantings which may provide shade and help reduce heat at transit stops during the summer months.

**Level of Significance After Mitigation:** With implementation of the project related to performance of the transportation circulation system would be less than significant.

**b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?**

CEQA Guidelines section 15064.3 describes specific considerations for evaluating a project's transportation impacts and provides that, generally, vehicle miles traveled is the most appropriate measure of transportation impacts. 15064.3(b)(1) addresses land use projects as follows:

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

The project is located on and adjacent to the existing Fresno City College campus, which itself is located in a built-out urban area, so it will not require the construction of new roadways. Additionally, the project site is located near transit service (including the FAX Route 1 Q BRT line) plus pedestrian and bicycle networks. As the project will be used to serve an existing student and employee population, it is likely that the project would not add VMT per capita. Based on these factors, the project does not conflict with 15064.3(b) and is presumed to have a less than significant impact.

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

SCCCD will comply with all City of Fresno policies and standards pertaining to transportation access at the site. For example, the District will consult with the City to determine the final placement of driveways and their access type. Additionally, implementation of the mitigation measures identified in Section 6.17(a) would contribute to a further reduction in the potential for hazards. For these reasons, and with implementation of the recommended mitigation measures, the project would result in a less than significant impact related to hazards resulting from roadway design features or incompatible uses.

A notable design feature of the existing Fresno City College campus is that it is partially divided by railroad tracks, which run diagonally from northwest to southeast near the campus core. An underpass at Weldon Avenue allows vehicle and pedestrian traffic to travel beneath the railroad tracks to traverse the campus. There is an existing continuous barrier in place along the entire length of either side of tracks on the campus; the barrier mostly consists of fencing (wrought-iron on the east side, chain-link on the west side, underpass-specific fencing) but also includes a section of masonry wall and a portion of the Health Sciences building.

As part of the project's review, project information was distributed to BNSF Railway, who maintains and operates the tracks. A response letter from BNSF indicated that, in order to deter pedestrian crossings over the tracks between the project site and the existing campus core, fencing should be extended between the crossings to the north and south of the underpass. It is noted that there is fencing already present where the project site meets the railroad right-of-way (i.e., on the east side of the railroad tracks), and the project will include

installation of additional wrought-iron fencing at the proposed Maintenance & Operations parking area which will be contiguous with existing wrought-iron fencing at the east side of the campus. The proposed Maintenance & Operations Building and parking area would generally not be trafficked by students because these facilities provide for campus maintenance-related activities and do not include classrooms or other student-oriented space. The more intensive, student-oriented uses included in the project (e.g. the Science Building and parking structure) are located further east nearer to Blackstone Avenue, and it is expected that these uses will be accessed via Blackstone or via the existing FCC campus circulation network. Further, despite any additional fencing, openings would have to remain at Clinton Avenue and McKinley Avenue in order for the railroad to be operational. Therefore, impacts related to the proximity of railroad facilities are considered less than significant.

**Mitigation Measure:** Implement Mitigation Measures T-1 through T-6

**Level of Significance after Mitigation:** With implementation of the recommended mitigation measures, impacts of the project regarding transportation-related hazards would be less than significant.

**d. Would the project result in inadequate emergency access?**

SCCCD will work with the City of Fresno and responsible emergency services agencies to ensure adequate emergency access exists for the proposed project, and the District will follow objectives and policies of the City of Fresno General Plan that will support implementation and provide adequate emergency access. As mentioned in Section 6.17(c), the roadways associated with the project will be designed according to applicable governmental agency design standards. Emergency access may be hindered during periods of construction and the removal action, but alternative routes would be available. Therefore, this impact would be less than significant.

## 6.18 Tribal Cultural Resources

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

| | | | | |
|---|---|---|---|---|
| pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe? | | | | |

a. **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

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

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

In accordance with AB 52[6], potentially affected tribes were formally notified of this project and were given the opportunity to request consultation on the project. In response to the notification, two tribes (Table Mountain Rancheria and Big Sandy Rancheria, Band of Western Mono Indians) submitted letters indicating no comment or concerns regarding the project. No requests for consultation were received nor were any other comments provided by the notified tribes. As discussed in Section 6.5 (Cultural Resources), the project site is located in a highly disturbed, heavily urbanized area within the City of Fresno, 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. Therefore, the following mitigation measure has be incorporated into the project:

**Mitigation Measure TC-1:** Mitigation for Potential Discovery of Subsurface Resources

If tribal cultural resources are discovered during construction activities, construction 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 by the Lead Agency 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.

**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.

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

## 6.19 Utilities and Service Systems

| Would the project: | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects? | | ✓ | | |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? | | | ✓ | |
| c. Result in determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | | | ✓ | |
| d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | | | ✓ | |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | | | ✓ | |

**Would the project:**

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

The impact of the proposed project on the above items, except for stormwater drainage, would be less than significant. The reasons for this conclusion are as follows:

***Water and Wastewater***

The project site is within the City of Fresno and would receive water supply and wastewater collection and treatment services from the City's Department of Public Utilities for the project. Existing water and wastewater system infrastructure which serve the Fresno City College campus and surrounding development are in place at the project. Details of the project were distributed to the Department of Public Utilities (DPU) for review and

comment; however, no response was provided from either DPU or through another department regarding water and wastewater. The project would be developed in a manner compliant with the Department of Public Utilities standards, specifications, and policies.

***Electric Power, Natural Gas, and Telecommunications***

The project site is located in an urbanized area with existing electrical and natural gas service utilities 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.

***Storm Drainage***

The Fresno Metropolitan Flood Control District (FMFCD) provides storm water drainage services to the proposed project area. As previously discussed in Section 6.11(c), the project site is located in FMFCD's Basin "RR" area, which is an area that has been urbanized for many years and has existing drainage infrastructure in place. The volume of stormwater runoff from the proposed educational and administrative facilities may not substantially differ from the existing conditions at the project site. However, to the extent that any proposed densification of the project area exceeds the capacity of the existing storm drainage system, mitigation will be required in the form of on-site retention or FMFCD system modifications, which must be reviewed and approved by FMFCD prior to implementation. Mitigation Measure HW-1 would be applicable to this potential impact and would reduce it to less than significant level.

**Mitigation Measure:** Implement Mitigation Measure HW-1

**Level of Significance after Mitigation:** With implementation of the recommended mitigation measure, potential impacts related to stormwater drainage facilities would be 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 City of Fresno's 2015 Urban Water Management Plan 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).

As discussed in Section 6.10 (Hydrology and Water Quality), the project's demand for water is not expected to substantially differ from the demand projected from the uses planned on the site in the City's General Plan, on which assumptions and projections of the UWMP are based. Project information was distributed to the City of Fresno's Department of Public Utilities for review and comment, and no comments were received indicating any concerns regarding the adequacy and available of its water supplies to serve the project. Based on this information, this impact is 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 generation of wastewater that would occur from the proposed campus facilities expansion project would be similar to (if not less than) what was projected in the General Plan MEIR, as the

project's users are already present in the service area for the RWRF. Further, project information was distributed to the City of Fresno's Department of Public Utilities for review and comment, and no comments were received indicating any concerns regarding the adequacy to provide wastewater treatment for the project. This impact is thus 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?**

Within the City of Fresno, 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. As described in the City of Fresno General Plan Master EIR, 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).

As discussed elsewhere in this report, the project would primarily serve existing users at the FCC campus and is consistent with the level of land use intensity planned for the site and its vicinity, so impacts related to solid waste generation are not anticipated to significantly differ from existing conditions and assumptions affecting solid waste planning and goals. Additionally, based on the above information, there is sufficient available landfill capacity to accommodate the project. The impact of the proposed campus facilities expansion project in relation to solid waste impacts would thus be less than significant.

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

The District operates its existing facilities in compliance with applicable statutes and regulation related to solid waste and would continue to do so upon operation of the proposed project. Therefore, no impact would occur.

## 6.20 Wildfire

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

| | | | | |
|---|---|---|---|---|
| breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in the temporary or ongoing impacts to the environment? | | | | |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | | | | ✓ |

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

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

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

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

This impact is addressed in Section 6.20(a).

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

This impact is addressed in Section 6.20(a).

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

This impact is addressed in Section 6.20(a).

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## 6.21 Mandatory Findings of Significance

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | | ✓ | | |
| b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects) | | | ✓ | |
| c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | | ✓ | | |

**a. Does the proposed project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

Based on the information in Sections 6.5 and 6.18, the project could have potentially significant effects on cultural resources and tribal cultural resources, but these effects would be less than significant with the incorporation of the mitigation measures provided. As discussed in Section 6.4, potential impacts to biological resources would be less than significant with mitigation.

**b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)**

Based on the information throughout Section 6 of the Initial Study, the proposed project would not have any impacts that would be individually limited but cumulatively considerable.

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

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

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# 7. Mitigation Monitoring and Reporting

## 7.1 Purpose

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

## 7.2 Lead Agency

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

## 7.3 Mitigation Monitoring and Reporting Coordinator

The Vice Chancellor of Operations and Information Systems, or his/her designee shall act as the Project Mitigation Monitoring and Reporting Coordinator ("Coordinator").

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

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

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

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

# 8. Names of Persons Who Prepared or Participated in the Initial Study/Environmental Checklist

## 8.1 Lead Agency

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## 8.2 Environmental Review Consultant

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## 8.3 Technical Consultants

***Ambient Air Quality & Noise Consulting*** (Air Quality, Energy, Greenhouse Gas Emissions, and Noise Impacts)
612 12th Street, Suite 201
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(805) 226-2727
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***JLB Traffic Engineering, Inc.*** (Transportation Impacts)
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***Sierra Valley Cultural Planning*** (Cultural Resources Impacts)
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Karana Hattersley-Drayton, M.A., Architectural Historian

# 9. Sources Consulted

Following are the sources consulted in preparing this Initial Study:

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# APPENDIX 1

## Site Photographs of Expansion Areas and Vicinity

# APPENDIX 2

# Air Quality & Greenhouse Gas Impact Analysis

# APPENDIX 3

## Cultural Resources Assessment / Historic Architectural Survey Report

# APPENDIX 4

# Energy Impact Analysis

# APPENDIX 5

# Noise & Groundborne Vibration Impact Analysis

# APPENDIX 6

# Traffic Impact Analysis