

**INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION**

FOR

**WEST HILLS COMMUNITY COLLEGE
Expansion - North District Center**

March 2009



Quad Knopf

Initial Study/ Mitigated Negative Declaration

Prepared for:

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March 2009

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SECTION ONE
INTRODUCTION

SECTION ONE – INTRODUCTION

1.1 CEQA Requirements

This document is the Initial Study of the potential environmental effects of the construction and operation of an expanded college campus. The West Hills Community College District will act as the Lead Agency for this project pursuant to the *California Environmental Quality Act (CEQA)* and the *CEQA Guidelines*.

Section 15063 of the CEQA Guidelines requires the Lead Agency to prepare an Initial Study to determine whether a discretionary project will have a significant effect on the environment. The purposes of an Initial Study, as listed under Section 15063[c] of the CEQA Guidelines, include:

- (1) *Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR [Environmental Impact Report] or a Negative Declaration.*
- (2) *Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration.*
- (3) *Assist in the preparation of an EIR, if one is required, by:*
 - (A) *Focusing the EIR on the effects determined to be significant,*
 - (B) *Identifying the effects determined not to be significant,*
 - (C) *Explaining the reasons for determining that potentially significant effects would not be significant, and*
 - (D) *Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.*
- (4) *Facilitate environmental assessment early in the design of a project;*
- (5) *Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;*
- (6) *Eliminate unnecessary EIRs;*
- (7) *Determine whether a previously prepared EIR could be used with the project.*

This Initial Study has been prepared in response to the requirements presented above. The proposed project consists of the demolition of an existing structure, construction of a new multi-story facility, parking expansion to accommodate the new facilities, and other related improvements on the campus in the City of Firebaugh.

The preliminary design includes the construction of a new facility to include classroom and administrative space, and demolition of the College's current facility, which will be replaced with parking for the new facility. The Initial Study examines the project impacts and identifies the appropriate type of additional documentation that is required pursuant to *CEQA* and the *CEQA Guidelines*.

1.2 Prior Environmental Documents

There are no prior Initial Studies or Environmental Impact Reports for this project.

The following reports are incorporated into this Initial Study by reference:

- Achieving Business Excellence Online, *West Hills Community College: Growing in the Valley*, June 2009.
- *California Water Plan Update 2009, Volume 3 Regional Reports. Public Review Draft, Chapter 7 San Joaquin River Hydrologic Region Water Quality*, 2009
- City of Firebaugh, *Draft Environmental Impact Report, 2030 Firebaugh General Plan Update*, Administrative Draft (not adopted as of this date), October 2009.
- City of Firebaugh, *Draft General Plan Update & Municipal Code Chapter 25 Zoning Ordinance*, September 1992
- City of Firebaugh, *Administrative Draft General Plan Update & Municipal Code Chapter 25 Zoning Ordinance, 2013*
- *Initial Study for City of Firebaugh Redevelopment Plan Amendment, Appendix B, Biological Reconnaissance Survey Resources Report*, July 2006.
- U.S. Bureau of Reclamation, *Appendix A: Groundwater Conditions in the Firebaugh Canal Water District and CCID Camp 13 Drainage District*, 2007
- USDA Rural Development, *News Release No. 21.07. USDA Rural Development Quenches Firebaugh's Thirst*, May 31, 2007

SECTION TWO
PROJECT DESCRIPTION

SECTION TWO – PROJECT DESCRIPTION

2.1 Project Location

The West Hills Community College District's (District) proposed expansion project (Project) site is located in an incorporated area of the City of Firebaugh (See Figure 2-1). The City is located west of State Highway 99 and east of Interstate 5. The Project site is between "O" and "P" Streets, southeast of Eighth Street at Ninth Street. It is located in the Southwestern ¼ of Section 29, Township 12 South, Range 14 East, MDB&M (See Figure 2-2). The current property is more specifically described as APN 042-023-27 through 042-023-32, and four adjacent lots with APNs 044-17-17 through 044-17-19. The proposed project is located in a developed section of the City, and is surrounded by residential and commercial properties. In addition to a medical center and hardware store to the southwest of the site and retail businesses to the southeast, residential properties are located to the northwest, north, and northeast. A child development center, on property owned by the District, is located to the northwest, between a residential lot and Eighth Street (See Figure 2-3).

2.2 Project Objective and Description

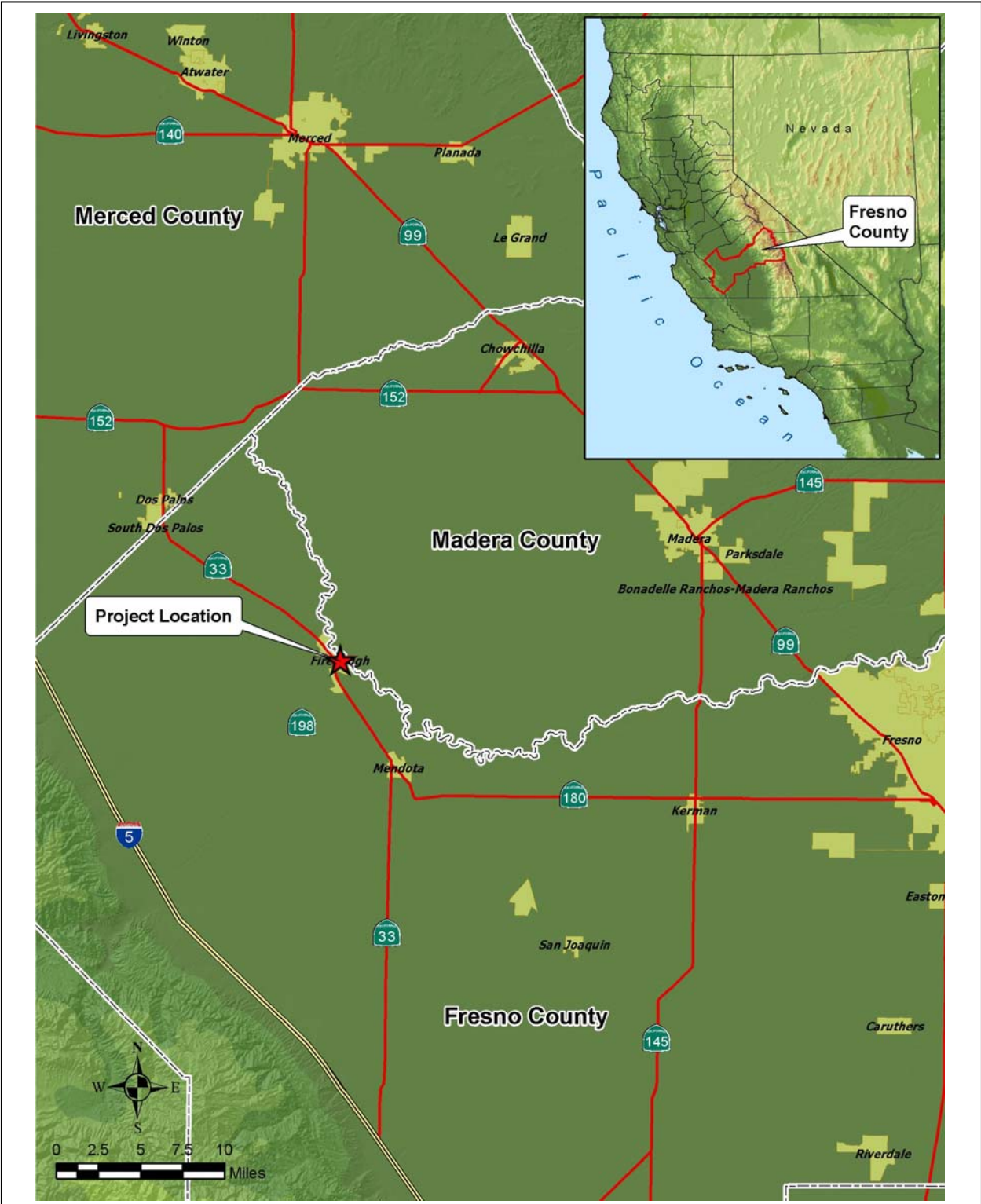
The North District campus of West Hills College opened in Firebaugh in 1971. Students may take individual courses, earn an Associate of Arts or Associate of Science degree, earn a Certificate of Achievement, and transfer courses to a four-year institution. Because West Hills College is the only college located in the western portion of the County, the North District campus offers local residents, as well as residents of nearby Mendota (population 9,870), the only opportunity to attend local, post-high school education classes.

West Hills Community College District plans to expand its smallest campus, known as the North District Center. The existing facility, located in the City's downtown area, includes approximately one-half acre. The existing facility was purchased and renovated in 2001 and 2002, and the facility has outgrown its potential student population. The Project objective is to replace the facility with another that meets the needs of the increased student population. The District purchased adjacent parcels for this purpose. The proposed Project includes the demolition of the existing facility, which will be replaced with parking to accommodate the new campus. A second structure, a vacant commercial building on the newly purchased parcels, will also be demolished to make room for a new two-story facility. Phase I of the Project will include construction of the new facility, including classrooms and administrative space, a library, bookstore, lecture hall, and laboratory, as well as a plaza with landscaping. Phase II will include demolition of the current structure and construction of a paved parking lot and associated landscaping.

The expanded Project site will be approximately one acre, and is anticipated to serve approximately 1,200 students (600 existing plus 600 projected new students). The new facility will occupy approximately half of the site, consisting of construction on the abandoned portion of Ninth Street and the adjacent lots, with the new parking area situated on the existing, one-half acre parcels. Current use of the property includes a lot that previously served as an outdoor

seating area on Ninth Street, between “O” and “P” Streets, and vacant lots that serve as parking for the campus.

West Hills Community College District has facilities in three communities; Lemoore, Coalinga, and Firebaugh. Although the North District Center serves the smallest number of students (15-20 percent of total), 32 percent of local high school students enroll here upon graduation. Most North District students are local and can walk to the campus, with students from nearby Mendota and other, smaller communities commuting to this facility. The District anticipates that enrollment at this location will double within the next few years. In addition to on-site classes, students can attend on line classes remotely.



 <p>Quad Knopf</p>	<p>REGIONAL LOCATION MAP</p>	<p>Figure 2 - 1</p>
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PROJECT LOCATION

Figure
2 - 2



SITE PLAN

Figure 2 - 3



SECTION THREE
EVALUATION OF ENVIRONMENTAL IMPACTS

SECTION THREE – EVALUATION OF ENVIRONMENTAL IMPACTS

3.1 *Environmental Checklist and Discussion (Initial Study)*

1. **Project title:**
West Hills Community College District
North District Center Expansion
2. **Lead agency name and address:**
West Hills Community College District
9900 Cody Street
Coalinga, California 93210
3. **Contact person and phone number:**
Ken Stoppenbrink
(559) 934-2160
4. **Project location:**
The Project site is located in the City of Firebaugh, at Ninth Street, between “O” and “P” Streets. Southwestern ¼ of Section 29, Township 12 South, Range 14 East, MDB&M; APN 042-023-27 through 042-023-32 and APN 044-17-17 through 044-17-19.
5. **Project sponsor’s name and address:**
West Hills Community College District
1151 Ninth Street
Firebaugh, California 93622
6. **General Plan designation:**
Existing- Quasi-Public: Expansion Parcels – Central Commercial
7. **Zoning:**
Existing and Expansion Parcels – Zone C-2: Commercial
8. **Description of Project:**
West Hills Community College District plans to expand its smallest campus, known as the North District Center, located in Firebaugh. The existing facility, located in the City’s downtown area, includes approximately one-half acre. The existing campus is on a site purchased and renovated in 2001 and 2002, and has outgrown its anticipated student population. The District owns adjacent parcels on which it plans to construct a new facility. The proposed Project includes the demolition of the existing facility, which will be replaced with parking to accommodate the new facilities, and construction of a new multi-story facility. Phase I of the Project will include construction of the new two-story structure, including classrooms and administrative space, a library, bookstore, lecture hall, and laboratory, and a plaza with landscaping. Phase II will include demolition of

the current structure and construction of a paved parking lot and associated landscaping.

9. **Surrounding land uses and setting:**

The proposed Project is located in the agricultural community of Firebaugh, approximately 45 miles from Fresno. The Department of Finance estimates the 2009 population to be 6,807. In 2000, approximately 88 percent of residents were Hispanic, and almost 23 percent were unemployed. At that time, approximately 34 percent of the population had some post-high school education. The current unemployment rate in Fresno County is 16.8 percent, although the small agricultural communities tend to have higher rates than the County as a whole.

The proposed structure is located between O and P Streets, and the new parking area (immediately northwest of the new facility) will be accessed from O Street. Properties surrounding the proposed Project site are fully developed with commercial and residentially zoned uses, except that one parcel (owned by the District) immediately northwest of the existing campus is vacant. Lots where the new facility will be located are also vacant, and include a vacant building that will be demolished. Between the existing facility and planned building is Ninth Street. Rather than continuing from “O” Street to “P” Street Ninth Street terminates before it intersects with “O” Street. An outdoor seating area has replaced Ninth Street immediately outside the campus’s front entrance. Nearby commercial properties include a hardware store, medical building, and retail shops to the southwest and southeast of the site. Residential properties are located to the east, northeast, and north, of the proposed site.

10. **Other reviewing and/or approving public agencies**

- California Department of Health Services
- Department of Toxic Substances Control
- California State Clearinghouse
- San Joaquin Valley Air Pollution Control District
- CalOSHA (if asbestos may be present)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared by: Travis Crawford Date: 3/10/10
Senior Environmental Planner
Quad Knopf, Inc.

3.1.1 Aesthetics –

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Response:

a) The Project site is located in an urbanized area that has been developed. No known aesthetic resources exist on the site and the site is not within any State, City or County identified scenic vista or scenic highway corridor. The current facility is situated immediately to the northwest of the proposed Project site. This structure will be demolished and replaced with paved parking, and the new structure will be constructed on the adjacent site. The new facility will include a landscaped plaza, existing outdoor seating area, and a two-story structure. Furthermore, development of the Project would not block or preclude views to any area containing important or what would be considered visually appealing landforms. Therefore, no scenic vistas will be impacted by construction of this project. There is ***no impact***.

As indicated on the California Department of Transportation’s *California Scenic Highway Mapping System*, the Project does not lie near or within a State Designated or Eligible State Scenic Highway. Further, the Project does not include the removal of trees, the destruction of rock outcroppings or degradation of any historic building. Therefore, no scenic resources will be impacted. There is ***no impact***.

b) The Project is located on developed land, and is surrounded by commercial and residential properties. An existing outdoor seating area consisting of benches surrounding a young tree is included in the design features for the plaza. The Project includes a two-story structure, a plaza with landscaping, the seating area, and a tensile structure, and a paved parking lot with landscaping. Development of the site will not change the land use from urban use, or change the visual character of the Project area. However, the project will result in positive visual impacts with removal of older

structures and addition of new buildings, plaza area, and landscaping. Impacts are considered *less than significant*.

- c) The new facility and parking area will include lighting for security and access purposes. Additional lighting will be installed around the new facility, parking facility, and plaza. Such lighting will be designed to reflect light downward and be hooded, and avoid spill or glare to adjacent properties. Additional measures may be required in order to prevent impacts from light and glare. Implementation of the following mitigation measure will further reduce impacts due to onsite lighting used for security and access to a *less than significant* level.

Mitigation Measure #3.1.1-1: The District will consult with a lighting engineer to design and plan for a system that will not cause substantial glare to the public. Such plans shall be submitted to the District Board for review and approval.

Effectiveness of Mitigation: Implementation of the above mitigation measure will result in a *less than significant* impact.

Mitigation Monitoring: The District's architect/engineer will be responsible for implementation of Mitigation Measure #3.1.1-1.

Potentially Significant <u>Impact</u>	Less Than Significant With Mitigation <u>Incorporation</u>	Less Than Significant <u>Impact</u>	No <u>Impact</u>
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3.1.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by GC section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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 forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response:

- a) The Project will not result in the loss of agricultural land. The site is designated as urban and built up land under the California Department of Conservation Division of Land Resource Protection's Farmland Mapping Project (FMMP) (California Department of Conservation 1998). There is ***no impact***.

- b) The proposed Project site is not zoned for agricultural use, and is not under a Williamson Act contract. There is *no impact*.
- c) All adjacent properties have been developed, and no conversion of forestland will occur as a result of the Project. The site is within the City of Firebaugh limits. Therefore, the Project will not be the cause of rezoning of forest land, timberland, or Timberland Production to urban land uses. There is *no impact*.
- d) No forestland will be lost or converted. There is *no impact*.
- e) No other changes to the existing urban environment, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. There is *no impact*.

3.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management of air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is no-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Response:

The Project lies within the Fresno County portion of the San Joaquin Valley Air Basin (SJVAB). The SJVAB is comprised of eight counties: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and central and western Kern.

a, b, c) The College expansion will not exceed the 1,100-student Small Project Analysis Level (SPAL) established by the San Joaquin Valley Air Pollution Control District (SJVAPCD) for a Junior College (See Appendix A for the SPAL Table 5-3(e)). As indicated in the Guide to Mitigating and Assessing Air Quality Impacts (GAMAQI) published by the SJVAPCD, those projects which fall within the SPAL analysis levels are considered to “have no possibility of exceeding the emissions thresholds” (Page 35). Moreover, the Project will comply with all other applicable SJVAPCD regulations and plans as required by law. The Project will be subject to Regulation VIII (Fugitive PM₁₀ Prohibitions); Rule 3135 (Dust Control Plan Fee); Rule 4102 (Nuisance); Rule 4601 (Architectural Coatings); Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations); and Rule 9510 (Indirect Source Review). Regulation VIII measures are listed in Table 3.3-1. Therefore, the Project will not conflict with the SJVAPCD’s air quality plan or violate any air quality standards. Impacts are considered *less than significant*.

**Table 3.3-1
Mandatory Control Measures for Construction, Excavation, Extraction,
and Other Earthmoving Activities**

<p>A. Pre-Activity: A1: Pre-water site sufficient to limit Visible Dust Emissions (VDE) to 20% opacity A2: Phase work to reduce the amount of disturbed surface area at any one time.</p>
<p>B. During Active Operations: B1: Apply water or chemical/organic stabilizers/suppressants sufficient to limit VDE to 20% opacity B2: Construct and maintain wind barriers sufficient to limit VDE to 20% opacity. If utilizing wind barriers, control measure B1 above shall also be implemented. B3: Apply water or chemical/organic stabilizers/suppressants to unpaved haul/access roads and unpaved vehicle/equipment traffic areas sufficient to limit VDE to 20% opacity and meet the conditions of a stabilized unpaved road surface.</p>
<p>C. Temporary Stabilization During Periods Of Inactivity: C1: Restrict vehicular access to the area C2: Apply water or chemical/organic stabilizers/suppressants, sufficient to comply with the conditions of a stabilized surface. If an area having 0.5 acres or more of disturbed surface area remains unused for seven or more days, the area must comply with the conditions for a stabilized surface area as defined below: <u>Stabilized Surface:</u> any disturbed surface area or open bulk material storage pile that is resistant to wind blown fugitive dust emissions. A surface is considered to be stabilized if it meets at least one of the following conditions:</p> <ul style="list-style-type: none"> • A visible crust; or • A threshold friction velocity (TFV) for disturbed surface areas corrected for nonerrodible elements of 100 centimeters per second or greater; or • A flat vegetative cover of at least 50 percent that is attached or rooted vegetation; or unattached vegetative debris lying on the surface with a predominant horizontal orientation that is not subject to movement by wind; or • A standing vegetative cover of at least 30 percent that is attached or rooted vegetation with a predominant vertical orientation; or • A standing vegetative cover that is attached or rooted vegetation with a predominant vertical orientation that is at least 10 percent and where the TFV is at least 43 centimeters per second when corrected for nonerrodible elements; or • A surface that is greater than or equal to 10 percent of non-errodible elements such as rocks, stones, or hard-packed clumps of soil.
<p>D. Speed Limitations and Posting of Speed Limit Signs D1: Limit the speed of vehicles traveling on uncontrolled unpaved access/haul roads within construction sites to a maximum of 15 miles per hour. D2: Post speed limit signs that meet State and Federal Department of Transportation standards at each construction site's uncontrolled unpaved access/haul road entrance. At a minimum, speed limit signs shall also be posted at least every 500 feet and shall be readable in both directions of travel along uncontrolled unpaved access/haul roads.</p>
<p>E. Wind Generated Fugitive Dust Requirements E1: Cease outdoor construction, excavation, extraction, and other earthmoving activities that disturb the soil whenever VDE exceeds 20% opacity. Indoor activities such as electrical, plumbing, dry wall installation, painting, and any other activity that does not cause any disturbances to the soil are not subject to this requirement. E2: Continue operation of water trucks/devices when outdoor construction excavation, extraction, and other earthmoving activities cease, unless unsafe to do so.</p>

- d) As indicated in the SPAL analysis, the Project, because of its educational nature, is not expected to result in the generation of odors or hazardous air pollutants. Moreover, site review during the SPAL analysis indicated the surrounding properties were in good environmental condition and did not appear to be a threat for toxic air contaminants, hazardous materials, or odors. Therefore, impacts are considered *less than significant*.

- e) The Project will not expose a substantial number of people to objectionable odors. However, during construction of the Project, construction activities and equipment may generate odors from construction equipment exhaust. These impacts are localized and temporary in nature and therefore are considered *less than significant*. The Project will not create objectionable odors.

3.1.4 Biological Resources –

	Potentially Significant <u>Impact</u>	Less Than Significant With Mitigation <u>Incorporation</u>	Less Than Significant <u>Impact</u>	No <u>Impact</u>
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?			
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Have a substantial 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. Fish and Wildlife Service?			
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?			
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

- a) The proposed Project site is located in an area that has been disturbed and urbanized. Although habitat existed historically for a number of special status species, little remains

in the City limits. Therefore, it is unlikely that any special-status species actually occur within the Project area, although there is potential for several to exist within the City limits. A biological report was prepared in 2006 for the City of Firebaugh Redevelopment Agency which included field surveys and a listing of special status species listed by either the state or the U.S. Fish and Wildlife Service as potentially occurring in and around the City. This list was reviewed and updated by Quad Knopf biologists in October 2009 to include only those special status species that might potentially occur on the proposed Project site. Special-status wildlife species that may occur on or adjacent to the Project Area include San Joaquin kit fox, American badger, Townsend's big-eared bat, and western mastiff bat. The western spadefoot toad is unlikely to occur, but may possibly visit the site during the wetter, winter months. Due in part to the urbanization and ground disturbance on the site, no special-status plant species occur on the proposed Project site. See Appendix B for a full listing of species. Mitigation measures are provided that will reduce the impacts to species that may potentially occur on the Project sites to a degree that is less than significant.

Mitigation Measure #3.1.4-1: San Joaquin Kit Fox and American badger

To minimize the potential for direct and indirect impacts to San Joaquin kit fox and American badger to a level of less than significant, a qualified biologist would be retained prior to ground disturbing activities to conduct a pre-construction survey of the Project site. Surveys would be conducted in accordance with the USFWS Standard Recommendations for the Protection of the San Joaquin Kit Fox Prior to Ground Disturbing Activities (USFWS 1999). Survey protocols require that the pre-construction survey be conducted no fewer than two weeks and no more than 30 days prior to the onset of ground disturbing activities. Walking transects to detect potential kit fox dens would be conducted such that 100 percent visual coverage is achieved. In the event that a kit fox or potential dens were observed, the CDFG would be contacted for further direction. As the Project lies within the MBHCP area, mitigation and compensation requirements of the MBHCP will reduce the impacts to kit fox to a level of less than significant. These requirements include:

- The contractor shall provide qualified personnel to conduct preconstruction surveys for known dens according to the CDFG Region 4 Protocols, and implement appropriate take avoidance measures for the San Joaquin kit fox in accordance with MBHCP take avoidance measures. All agency guidelines regarding kit fox tracking and excavation to prevent entrapment of animals in potential dens shall be followed. The findings of the survey shall be included in a report submitted to the West Hills Community College District. The District shall then forward the report to the City of Firebaugh and applicable resource agencies.
- Kit foxes and American badgers are attracted to den-like structures such as pipes and may enter stored pipes, becoming trapped or injured. All construction pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected by the contractor for kit foxes before the pipe is subsequently buried, capped, or

otherwise used or moved in anyway. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the USFWS has been consulted. If an American badger is discovered in a pipe, CDFG must be contracted. If necessary, and under the direct supervision of the biologist, the pipe may be moved once to remove it from the path of construction activity, until the fox or badger has escaped.

- To prevent inadvertent entrapment of kit foxes or other animals during the construction phase of a project, the contractor shall cover all excavated, steep-walled holes or trenches greater than two feet deep at the close of each working day with plywood or similar materials, or provide one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, the contractor shall thoroughly inspect them for trapped animals. If at any time a trapped or injured kit fox is discovered, the USFWS/CDFG must be consulted.
- Other measures, as outlined in Appendix B, shall also apply.

Mitigation Measure #3.1.4-2: Townsend's big-eared bat and western mastiff bat:

One to three buildings within the Project area provide potential roosting and nesting sites for bats. Removal of these buildings will potentially result in the loss of roosting sites and may disrupt breeding behavior and lead to reproductive failure.

- In order to reduce potential impacts to the Townsend's big-eared bat and the western mastiff bat to less than significant, the contractor shall provide qualified personnel to conduct surveys of structures located on the Project site. As not all structures may be scheduled for demolition at one time, surveys shall be conducted within 14 days of demolition of each structure. Surveys would be conducted in accordance with the USFWS Standard Recommendations. Should signs of either or both the Townsend's big-eared bat or the western mastiff bat, or both, be present in a structure, qualified personnel shall passively relocate the bats.
- Permanent, elevated bat boxes will be installed in appropriate, nearby suitable habitat (outside the Project site), so that bats will be passively relocated upon their return to the area. Placement and height will be determined by a qualified biologist, but the height of bat house will be at least 15 feet. Bat houses will be multi-chambered and be purchased or constructed to specifications. The number of bat houses required will be dependant upon the size and number of colonies present, but at least one bat house will be installed for each pair of bats (if occurring individually) or each colony of bats found.
- Once personnel have established that bats may be present, they shall progressively board up any entrances to the structure at night while bats are foraging. Structures shall not be removed until bats have been passively relocated from the structure.

Mitigation Measure #3.1.4-3: Western spadefoot toad:

Although unlikely, western spadefoot toads may be present on the construction site during wet seasons, and could be subject to mortality and loss of foraging habitat. Because western spadefoot toads are listed as a California Species of Special Concern, formal consultation with the U.S. Fish and Wildlife Service and the CDFG and the acquisition of special permits for “take” are not required. However, the following mitigating measures will be implemented:

- Clearance surveys will be conducted for western spadefoot toads by qualified biologists. Clearance surveys will consist of visual surveys of the construction site prior to initiation of ground clearing or construction activities and inspection of all small mammal burrows using a video probe. All small mammal burrows will be hand-excavated after inspection. All spadefoots found will be removed from the site and relocated to adjacent the nearest available suitable habitat.

Effectiveness of Mitigation: Implementation of the above mitigation measures will result in a *less than significant* impact.

Mitigation Monitoring: The District will be responsible for implementation of Mitigation Measure #3.1.4-1 through 3.1.4-3.

- b) The proposed Project area has been developed. *No impact* will occur to riparian or other natural community from the proposed Project.
- c) A review of the National Wetlands Inventory Map (NWI Map) for the Firebaugh 7.5” USGS quadrangle and adjacent quadrangles was completed as part of the biological review. The NWI indicated that no wetland areas exist on the Project site. Further, areas indicated within the Firebaugh quadrangle are approximately one-half mile from the Project site. Therefore, there is no potential for the proposed Project to impact these areas. There is *no impact*.
- d) See response to 3.1.4.c. There is *no impact*.
- e) The proposed development does not conflict with any City of Firebaugh ordinance or policies. There is *no impact*.
- f) There are no approved habitat conservation plans that include the proposed Project site. There is *no impact*.

3.1.5 Cultural Resources –

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Response:

a, b, c, d) The City of Firebaugh was originally established as a ferry location that allowed people to cross the San Joaquin River. The area had been used extensively, however, for thousands of years, as it provided marshlands and hunting grounds during various periods. Surveys have revealed no known archaeological sites within the Project area, although much of the developed area has not been surveyed. It is expected that the developed areas potentially include subsurface historic or prehistoric resources.

The mitigation measures adopted in the City's General Plan Update and listed below establish procedures that will assure that potential impacts on identified cultural resources, paleontological resources, or human remains will be avoided or mitigated to a level that is less than significant. Those mitigation measures are incorporated into, and will be implemented as part of any proposed project within the Project Area.

Mitigation Measure #3.1.5-1: The City shall require a surface investigation for cultural resources to be conducted by a qualified archaeologist as part of the environmental assessment process for any proposed urban development project within the future growth areas. Any resources discovered should be properly investigated and appropriate protective measures should be taken as recommended by the archaeologist.

Mitigation Measure #3.1.5-2: If cultural resources are discovered during the process of development, the City will require that work stop and that a qualified archaeologist, and, if appropriate, the Native American Heritage Commission, be contacted immediately so that mitigative actions can be taken. The City will not permit work to be resumed until any required mitigation measures have been completed.

Mitigation Measure #3.1.5-3: The City shall require that if cultural resources are discovered during construction or related activities, all work will be halted within 100 feet of the site and a qualified archaeologist (or the State Office of Historic Preservation) and the City of Firebaugh will be informed. All contractors and the subcontractors will be informed in writing of this possibility. The find will be properly investigated and appropriate protective measures will be taken, as recommended by the archaeologist or the State Office of Historic Preservation.

Effectiveness of Mitigation: Implementation of the above mitigation measures will result in a *less than significant* impact.

Mitigation Monitoring: The District will be responsible for implementation of Mitigation Measure #3.1.5-1 through 3.1.5-3.

3.1.6 Geology/Soils –

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving?				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Response:

- a, b, c)** According to the Firebaugh General Plan (1992), no known active faults underlie the Project site. The Draft EIR for the Firebaugh General Plan Update 2030 states that the City is in the “V-3” Seismic Zone. Therefore, the City could receive some ground shaking, but has not experienced fault damage from earthquakes. Further, construction standards established in Chapter 11 of the Uniform Building Code will be imposed on all new development, and will reduce potential impacts to a *less than significant* level.

The proposed Project is located on relatively flat ground. Moreover, the site is not located near any slopes capable of producing landslides, either related or unrelated to seismic activity. The predominant soil type is Elnido sandy loam that is partially drained with low holding capacity and almost no runoff. There are no significant, evident or visible soil erosion problems within the proposed Project area. In addition, all construction activities as well as eventual operation of the Project would conform to requirements of the National Pollution Discharge Elimination System (NPDES). The NPDES requires the project applicant to file a public notice of intent to discharge stormwater and to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). These plans would require incorporation of Best Management Practices (BMPs) to prevent significant soil erosion. BMPs would include but not be limited to lining the construction site with sandbags or other impediments to water flow, installation of catchment and desilting basins, and watering the site regularly to prevent erosion. Implementation of such BMP's will reduce any soil erosion impacts to a *less than significant* level.

- d) The Draft EIR also concludes that, “expansive clay soils exist under a substantial portion of the planning area. These soils tend to shrink and swell during wet and dry periods which can cause foundation cracking and poorly functioning doors and windows.” However, as noted above, the parcels in the downtown area where the Project site is located, are comprised of Elnido sandy loam, which is not an expansive clay. Further, adherence to all California Code of Regulations, Title 24 (California Building Standards Code) as well State Architect requirements and review for seismic safety will reduce, even further any potential impacts that could otherwise result from any expansive soils.

Soils at the Project site are sandy loams with low-shrink swell potential. Therefore, the potential for substantial risks to life or property due to expansive soils is considered *less than significant*.

Issues:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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3.1.7 Greenhouse Gas Emissions:

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response:

- a, b)** “Global warming” is the term coined to describe very widespread climate change characterized by a rise in the Earth’s ambient average temperatures with concomitant disturbances in weather patterns and resulting alteration of oceanic and terrestrial environs and biota. The predominant opinion within the scientific community is that global warming is currently occurring, and that it is being caused and/or accelerated by human activities, primarily the generation of “greenhouse gas” (GHG) emissions.

When sunlight strikes the Earth’s surface, some of it is reflected back into space as infrared radiation. When the net amount of solar energy reaching Earth’s surface is about the same as the amount of energy radiated back into space, the average ambient temperature of the Earth’s surface would remain more or less constant. Greenhouse gases disturb this equilibrium by absorbing and retaining infrared energy, trapping heat in the atmosphere—the “greenhouse gas effect.” The belief is that global warming is now occurring because natural carbon cycle processes (such as photosynthesis) are unable to absorb sufficient quantities of carbon dioxide and other GHG, and cannot keep the level of these gases under control. It is believed that a combination of factors related to human activities, such as deforestation and an increased emission of GHG into the atmosphere, is causing global warming.

Water vapor is the most predominant GHG, and is primarily a natural occurrence: approximately 85% of the water vapor in the atmosphere is created by evaporation from the oceans. The predominant types of anthropogenic greenhouse gases (those caused by human activity), are:

- carbon dioxide (CO₂), largely generated by combustion activities such as coal and wood burning and fossil fuel use in vehicles, and also a byproduct of respiration and volcanic activity;

- methane (CH₄), known commonly as “natural gas,” is present in geologic deposits and is also evolved by anaerobic decay processes and animal digestion. On a ton-for-ton basis, CH₄ exerts about 20 times the greenhouse gas effect of CO₂;
- nitrous oxide (N₂O), produced in large part by soil microbes and enhanced through application of fertilizers. N₂O is also a byproduct of fossil fuel burning: atmospheric nitrogen, an inert gas that makes up a large proportion of the atmosphere, is oxidized when air is exposed to high-temperature combustion. N₂O is used in some industrial processes, as a fuel for rocket and racing engines, as a propellant, and as an anesthetic. N₂O is one component of “oxides of nitrogen” (NOX), long recognized as precursors of smog-causing atmospheric oxidants;
- chlorofluorocarbons (CFCs), synthetic chemicals developed in the late 1920s for use as improved refrigerants (e.g., “Freon™”). Over two decades ago this class of chemicals was recognized as exerting powerful and persistent greenhouse gas effects. In 1987, the Montreal Protocol halted production of CFCs;
- hydrofluorocarbons (HFCs), another class of synthetic refrigerants developed to replace CFCs;
- perfluorocarbons (PFCs), used in aluminum and semiconductor manufacturing, have an extremely stable molecular structure, with biological half-lives of tens of thousands of years, leading to ongoing atmospheric accumulation of these GHGs; and
- sulfur hexafluoride (SF₆) is used for insulation in electric equipment, semiconductor manufacturing, magnesium refining and as a tracer gas for leak detection. Of any gas evaluated, SF₆ exerts the most powerful greenhouse gas effect, almost 24,000 times as powerful as that of CO₂ on a ton-for-ton basis.

Although California has a relatively low carbon dioxide emissions intensity, according to the California Energy Commission, the State is the second largest emitter of GHG in the U.S. In an effort to address the perceived causes of global warming by reducing the amount of anthropogenic greenhouse gases generated in California, the state enacted the Global Warming Solutions Act of 2006 (Codified as Health & Safety Code Section 38501 et seq.). Key provisions include the following:

- Codification of the state's goal by requiring that California's GHG emissions be reduced to 1990 “baseline” levels by 2020; and
- Set deadlines for establishing an enforcement mechanism to reduce the GHG emissions:
 - By June 30, 2007, the California Air Resources Board (“CARB”) was required to publish “discrete early action” GHG emission reduction measures. Discrete early actions are regulations to reduce greenhouse gas emissions to be adopted by the CARB and enforceable by January 1, 2010;

- By January 1, 2008, CARB was required to identify what the state's GHG emissions were in 1990 (set the “baseline”) and approve a statewide emissions limit for the year 2020 that is equivalent to 1990 levels. (These statewide baseline emissions have not yet been allocated to regions, counties, or smaller political jurisdictions.) By this same date, CARB was required to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions.
- By January 1, 2011, CARB must adopt emission limits and emission reduction measures to take effect by January 1, 2012.

As support for this legislation, the Act contains factual statements regarding the potentially significant impacts on California's physical environment that could be caused by global warming. These include, an increase in the intensity and duration of heat waves, the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snow pack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

On August 24, 2007, California also enacted legislation (Public Resources Code §§ 21083.05 and 21097, or SB97) requiring the state Natural Resources Agency to adopt guidelines for addressing climate change in environmental analysis pursuant to the California Environmental Quality Act. By July 1, 2009, the Governor's Office of Planning and Research (OPR) was required to prepare guidelines for the mitigation of greenhouse gas emissions, and transmit those draft regulations to the Natural Resources Agency. The Natural Resources Agency must then certify and adopt the guidelines by January 1, 2010. The Natural Resources Agency adopted these guidelines on December 31, 2009, and, has provided the *Final Statement of Reasons for Regulatory Action: Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB97* to the State Office of Administration. Once this Office has completed its review and transmitted them to the Secretary of State, they will be included in the California Code of Regulations.

Additionally, SB 375 was signed into law in September of 2008. SB 375 provides the CARB the authority to develop regional GHG reduction targets to be applied to the automobile and light truck industry. The state's 18 Metropolitan Planning Organizations will also work with CARB to coordinate their Regional Transportation Plans and elements of their General Plans, with ultimate plans, or “sustainable communities strategies” intended to reduce the number of vehicle miles traveled. Included in SB 375 are incentives for creating walkable and sustainable communities.

Because it is believed that global warming is being caused by human activities on the entire planet, it would be highly speculative to conclude that this Project would have a direct adverse impact on global climate. CARB has not adopted GHG emission limits and emission reduction measures and because CEQA guidelines have not yet been

codified for the evaluation and mitigation of greenhouse gas emissions, there is an absence of regulatory guidance to assist any lead agencies in determining whether a particular project will have a significant impact on global warming.

The purpose of the proposed Project is the expansion of an existing campus from one-half to one acre to accommodate an anticipated increase in student size from 600 to 1,200. Development will comply with all required federal, regional, and local requirements and Best Management Practices. As stated under 3.1.2, “The College expansion will not exceed the Small Project Analysis Level (SPAL) established by the SJVAPCD for a Junior College. As indicated in the Guide to Mitigating and Assessing Air Quality Impacts (GAMAQI) published by the SJVAPCD, those projects which fall within the SPAL analysis levels are considered to ‘have no possibility of exceeding the emissions thresholds.’” Because the Project will not generate greenhouse gas emissions that may have a significant impact, will comply with federal, state and regional requirements, and will utilize Best Management Practices, the Project will have *less than significant impact*.

3.1.8 Hazards/Hazardous Materials –

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Response:

- a) Two structures on the project site are proposed to be demolished. The building currently used by the District was constructed in the mid 1960s. The second structure is currently vacant, is located on the newly acquired parcels, and appears to have been constructed in the early 1960s. Buildings constructed before 1972 may contain asbestos containing material. Asbestos is most often found in fireproofing, insulation for boilers, cement, drying, taping compounds, floor and ceiling tile, roofing felt and sealing compounds, and other building materials.

Buildings constructed before 1978 may also include lead-based paints. The existing facility has been renovated and is unlikely to have lead-based paint that has not been “disturbed without containment.” However, the structure on the newly purchased parcel could have lead-based paint that could result in “persistent measurable lead exposure.” Mitigation measures, as described below, will be implemented should any structure be found to contain asbestos and/or lead-based paint.

Although construction of the site would involve the transport and use of minor quantities of hazardous materials, such materials would be limited to fuels, oils, lubricants, hydraulic fluids, paints and solvents utilized at the Project location for construction purposes. Moreover, the use of such materials will be temporary in nature and would cease upon construction completion. The operation of the proposed Project would require relatively small quantities of hazardous materials, consisting primarily of landscaping chemicals and cleaning agents. Hazardous materials that could be used for landscaping purposes include pesticides, some fertilizers, and herbicides. These chemicals are regulated by federal and state agencies, and would be stored and handled per regulatory requirements. However, substantial amounts of the above substances will not be used on site, and proper handling techniques will be employed.

Mitigation Measure #3.1.8-1: Appropriate demolition and removal procedures, pursuant to state regulations, will be implemented by the contractor to reduce the impacts from asbestos to less than significant.

Mitigation Measure #3.1.8-2: Should either existing structure contain lead-based paint, technicians and workers certified by the California Department of Public Health will conduct a lead hazard evaluation; will make recommendations and plan for lead clearance if needed; and will complete lead clearance if required.

Effectiveness of Mitigation: Implementation of the above mitigation measures will result in a *less than significant* impact.

Mitigation Monitoring: The District’s contractor will be responsible for monitoring during the demolition of the two structures.

- b) Construction would involve the transport and use of minor quantities of hazardous materials. The presence of such materials could present a significant risk if not properly

managed. As part of the construction phase for this project, contractors would use a variety of petrochemicals—including fuels, lubricants, and solvents—to operate the heavy equipment used for site preparation. Grading and construction activities would require the transport, storage, use, and disposal of hazardous materials, such as the fueling/servicing of construction equipment. The presence and use of these materials, which are classified as hazardous materials, create the potential for accidental spillage and exposure of workers to these substances. Compliance with the requirements set forth in U.S. Code and California Health and Safety Code, under the direct oversight of the construction manager and the applicant would be required. As the designated lead agency for county lands, the Fresno County EHSD would provide oversight in site cleanup and site remediation should releases occur during construction activities. City of Firebaugh Fire Department would provide oversight in site cleanup and site remediation and would verify that all appropriate remedial actions were undertaken within the Project site. Additionally, these regulations require EHSD and Project contractors to submit a hazardous materials management plan to ensure that appropriate remedial actions are taken. Such regulatory requirements cause this impact to be *less than significant*.

- c) The Project is located within ¼ mile of the College’s Child Development Center, used as a daycare center by the students. There are no other public or private schools within one-quarter mile of the proposed Project Site. No hazardous emissions are anticipated from the Project except those considered under a and b as noted above, during the construction phase of the proposed Project. Therefore, impacts are *less than significant*.
- d) The Project is not located on a hazardous materials site. Review of the Cortese List (provisions under GC Section 65962.5) indicate that one site, Tri-Air, exists within one mile of the proposed Project site. Ten sites, listed as LUST (Leaking Underground Storage Tank), were listed as being located in the City of Firebaugh. Of these, one inactive site was within one mile of the proposed Project site. No sites listed as Solid Waste Disposal Sites were listed citywide.

The active site, Tri-Air is located at 915 Tenth Street is a two-acre site used to store agricultural chemicals for crop dusting nearby agricultural fields. This site is located adjacent to the Firebaugh Airport, approximately 3000 feet from the Project site. Leakage of chemicals into the groundwater was the reason for action. The Department of Toxic Substances Control (DTSC) report states that, “A response action involved the removal of the floating product from the groundwater. Additional investigations involving, groundwater, soil and soil gas vapor were conducted in March 2005 and health risk assessments are under review by DTSC.” No more recent information was available concerning this company or the status of the site. As potential hazardous materials were removed approximately four years ago, no further action has been recommended, and no other active sites have been recorded with one mile of the Project site, impacts are *less than significant*.

- e, f) The Firebaugh Airport is approximately 3000 feet from the proposed Project site and is not included in an airport land use plan. The proposed Project will not impede use of the airport and will not result in a more significant hazard than current conditions at the campus and surrounding vicinity. The Project does not lie within 2 miles of a known private use airport or landing strip. There is *no impact*.

- g)** The Project will not alter any of the existing and/or adopted emergency response plans or emergency evacuation plans. See also response 3.1.9(d). There is *no impact*.
- h)** No grasslands or other natural fuels exist in the site vicinity. Surrounding lands are urban in nature. The San Joaquin River is approximately 600 feet from the proposed Project site, and includes the closest vegetation, other than a few trees on nearby residential properties. Therefore, impacts regarding the probability of wild land fires in the Project vicinity and their associated hazards are considered *less than significant*.

3.1.9 Hydrology/Water Quality –

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

- a) The proposed Project will generate domestic-type wastewater from restroom facilities. The quality of the local groundwater, as provided by the City, is affected by elevated levels of iron and manganese, as well as arsenic levels that exceed State levels. The City is working to provide an alternative water treatment method that will remove these chemicals. The City is regulated by the Regional Water Quality Control Board for water quality standards, and the Project will not impact the water quality or treatment methods; therefore, the Project will not violate any water quality standards. Impacts are considered *less than significant*.
- b) The existing site has been developed and the current facility utilizes groundwater as its source of potable water. The new facility will continue to receive its water from the City water system. The City added an additional well in 2005 for a total of seven wells. The proposed Project is expected to double its current student population, and water use is expected to increase somewhat. According to a groundwater analysis conducted by Ken Schmidt & Associates and included in the Draft EIR for the General Plan Update 2030, the amount of groundwater pumped for use within the City’s SOI does not, and is not expected to, exceed groundwater recharge within the planning period. Increased water use will not deplete water supplies or substantially interfere with the City’s ability to recharge water. Therefore, the impact on groundwater resource availability will be *less than significant*.
- c, d) The Project site was previously developed and includes structures and paving. The site to be developed is partially paved, and will become the foundation for the new facility and courtyard. The current structure will be demolished and will become a paved parking area. The approximate square footage covered by paving and structures will increase. No stream or other flowing water exists on the site. No changes to the drainage pattern will occur, including those resulting in erosion, siltation, or flooding. Moreover, all construction activities will abide by the requirements of the Project’s NPDES permit and all BMP’s associated with and required by the permit. Therefore, potential impacts from on and off-site siltation and erosion are considered *less than significant*.
- e) The existing facility will be demolished and a new facility constructed on an adjacent parcel which is currently used for parking and is partially paved. New construction of the facility and plaza occur on both paved and unpaved areas. This construction will result in

a slight increase in stormwater runoff, and the campus will continue to use the existing stormwater basin provided by the City. The proposed Project will not increase above the capacity of the existing stormwater drainage system. Impacts to the drainage system will be *less than significant*.

- f) Please see response 3.1.9.a, b, c, and d, above.
- g) According to the California Water Plan Update 2009, Appendix 7A, early floods along the San Joaquin River were not uncommon. The San Joaquin River flood control system was created as a result of flooding of the Central Valley in 1907 and 1909. The eastern tributaries of the River have been especially prone to flooding, as a result of snowmelt from the Sierra Nevada Mountains, as well as heavy rainfall. On New Years Day in 1997, storms caused the River levee system to fail in 36 places “due to wavewash and sloughing.”

Although some sections of the City are within a 100-year flood zone, the Federal Emergency Management Agency’s Flood Insurance Rate Map shows that the site is not located within Zone “A,” and therefore lies outside the 100-year flood hazard zone (see Figure 3-1). Therefore, potential impacts from 100-year flooding events are considered *less than significant*.

- h) The San Joaquin River flows through the eastern boundary of Firebaugh, and although FEMA increased the flood plain of the River significantly in 2007, the proposed Project site is not in the floodplain of the river. Potential impacts from 100-year flooding events are considered *less than significant*.
- i) An Awareness Floodplain map has not been completed by the State Department of Water Resources. However, the City’s Draft General Plan Update 2030 indicates that the threat of dam failure does exist in the City, due to the location of dams along the San Joaquin and Kings Rivers. If a worst case scenario occurred (e.g., failure of more than one dam at once during peak flow periods), flooding from the San Joaquin River would reach Firebaugh in 24 to 36 hours, while flooding from the Kings River would take several days to reach the City. This would allow sufficient time for the City to be evacuated. Because the facility could be evacuated with sufficient notice, the likelihood of a dam failure impacting the Project site is considered *less than significant*.
- j) Water flowing from the San Joaquin River is not sufficient to create a potential threat from seiche. No threat of a tsunami is possible in this part of Fresno County. Further, the site is flat and is not located near any areas of significant elevation which would be subject to mudflows; therefore, the potential for mudflows does not exist. There is *no impact*.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding from the 1% annual chance flood. The Special Flood Hazard includes Zone AE, A, AH, AO, AR, AV, and VE. The Base Flood Elevation is the water surface elevation of the 1% annual chance flood.

- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average elevations determined. For areas of structural flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that has since been removed. Zone AR indicates that the former flood control system is being removed to provide protection from the 1% annual chance or greater flood.
- ZONE AV** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

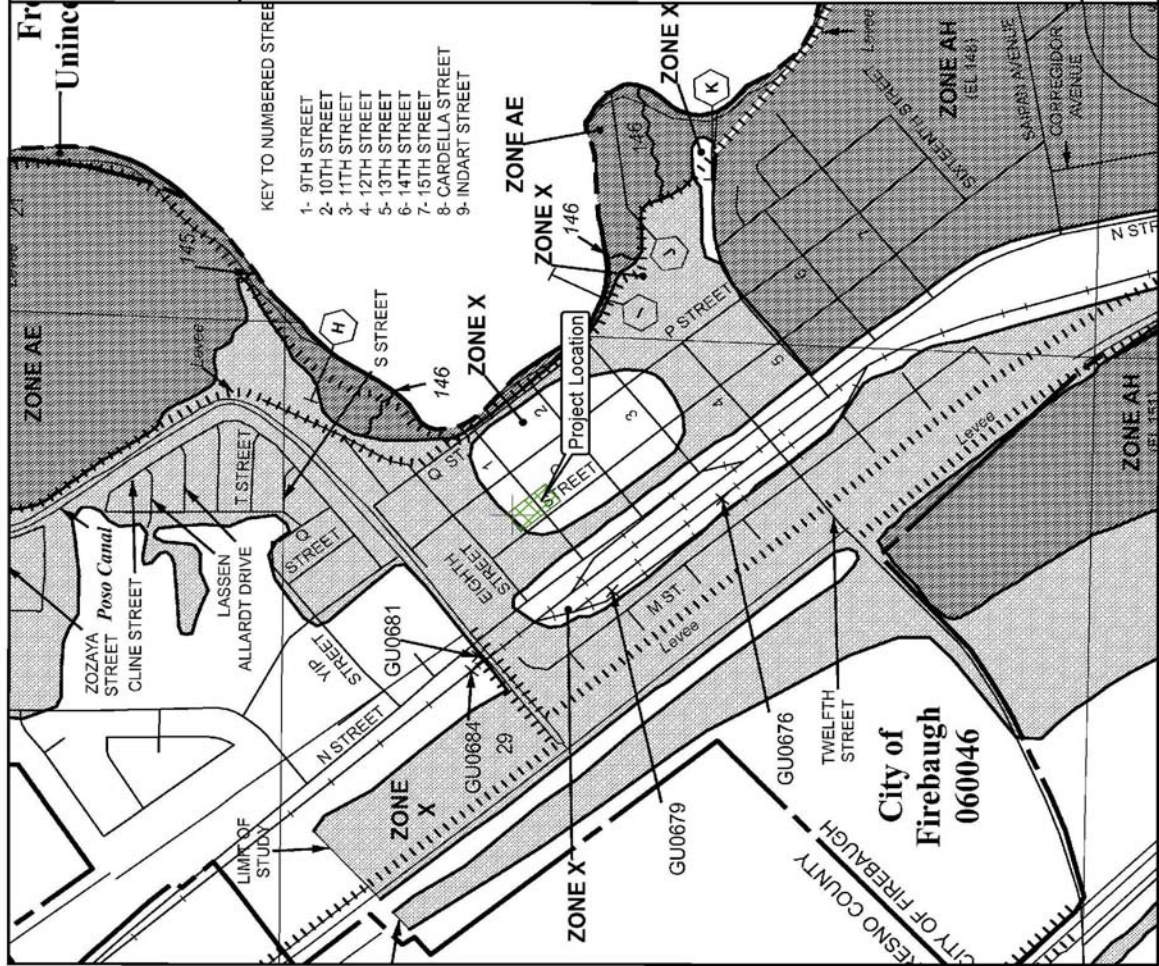
The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of obstructions so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

- ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile and areas protected by levees from 1% annual chance flood.
- OTHER AREAS** Areas determined to be outside the 0.2% annual chance floodplain. Areas in which flood hazards are undetermined, but possible.
- COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS**
- OTHERWISE PROTECTED AREAS (OPAs)** CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

KEY TO NUMBERED STREET

- 1- 9TH STREET
- 2- 10TH STREET
- 3- 11TH STREET
- 4- 12TH STREET
- 5- 13TH STREET
- 6- 14TH STREET
- 7- 15TH STREET
- 8- CARDELLA STREET
- 9- INDART STREET



This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes to the flood plain which may have been made subsequent to the date on the flood map. For more information on the National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.nfsc.fema.gov



FEMA FIRM MAP

Figure 3 - 1

3.1.10 Land Use/Planning –

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

- a) Expanding the North District Center of the College will neither impede the orderly growth and development of this area nor divide an established community. The proposed project will span Ninth Street; however, that street is not a through street at this location. New development within the proposed Project area shall endeavor to be in compliance with the General Plan and the City of Firebaugh Zoning Code Ordinance.

The proposed Project would include the construction and operation of a new facility for the Community College to serve existing and projected students in the City of Firebaugh and nearby communities. The expansion is needed because enrollment has increased, and this College is the only local campus to serve this part of Fresno County.

Surrounding properties have been developed, and this project will utilize an infill property that contains a vacant commercial building or is currently used as parking for the College. There is *no impact*.

- b) The campus will be designed to conform to the Firebaugh General Plan and will not conflict with any applicable land use plan. The General Plan currently identifies the site as Quasi-public, and the zoning ordinance identifies the Project in zoning district C-2 Commercial. The Project will include expansion of an existing facility onto an adjoining, vacant parcel. This parcel, which is owned by the District, is in the process of being converted from four smaller parcels to one larger one through a lot line adjustment. This parcel is currently designated as Commercial use in the General Plan, and is in the C-2, commercial, zoning district. The College will seek a zoning change and General Plan designation change to convert all parcels to Quasi-Public in the G – Government and Public Use zone district. The proposed Project will create infill in the City’s downtown

area, and will eliminate existing vacant lots and a vacant building, thereby improving the human environment. Therefore, the District will be in compliance with all applicable land use plans, policies and regulations prior to the start of construction. There is a *less than significant impact*.

- c) The Project site is not located within any habitat conservation plan or community conservation plan. Impact will be *less than significant*. See also response to section 3.1.4.a.

3.1.11 Mineral Resources –

	Potentially Significant <u>Impact</u>	Less Than Significant With Mitigation <u>Incorporation</u>	Less Than Significant <u>Impact</u>	No <u>Impact</u>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

- a) According to the 1992 Firebaugh General Plan Update, no significant mineral resources exist within the proposed Project site. Therefore, impacts are considered ***less than significant***.
- b) As the Project site is not delineated on any local general plans, specific plans, or other land use plans indicating locally-important and significant mineral resource recovery sites. There is ***no impact***.

3.1.12 Noise –

Would the project result in:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

- a) The expansion of the College campus may lead to an increase in noise in the area, however, since the type of land use will not change, levels of noise are not expected to increase substantially. Noise levels and hours when noise will be generated (e.g, vehicles arriving and departing, speaking voice levels) will comply with requirements of the General Plan. Additionally, temporary noise levels will increase during the construction phase of the Project, with the demolition of the existing structure(s), construction of the new facility, and operations to replace/place asphalt paving. The 1992 General Plan Update, Table VIII-2 includes a standard of between 50 and 70 dB for the hours between 7:00 a.m. and 10:00 p.m. for lands designated as noise sensitive. Because surrounding land uses include residential neighborhoods, mitigation measures will utilize this standard to include restriction of construction to daylight hours as described below.

The Noise Element identifies the existing and projected noise-sensitive uses in the City, which include residential development, schools, hospitals and nursing homes, churches, and libraries. The Project site is not located in the immediate vicinity of any of these identified uses, except the West Hills College Child Development Center, located approximately one block from the campus. The Child Development Center operates from 7:00 a.m. to 6 p.m. on Mondays through Thursdays, and 7:00 a.m. to 5 p.m. on Fridays. Consequently, all exterior noise levels at the property boundaries will be lower than standards as stated in the General Plan for acceptable outdoor noise levels. Sensitive receptors located on the Project site will not be exposed to noise levels that violate applicable noise standards during operation of the Project, once construction has been completed. Impacts to sensitive receptors onsite are considered *less than significant*.

- b) Construction activities in general can have the potential to create groundbourne vibrations. This being said, based on the soil types found in the general Project vicinity, it is unlikely that any blasting or pile-driving would be required in connection with construction of the new facility. However, vibrations will be generated by equipment used to remove paving materials and existing structures. Measures to minimize impacts created during the construction phase will be included to reduce impacts to *less than significant* levels.
- c) Sounds associated with the operation of the Community College could increase in the Project area, as the number of students is expected to double at build out. These sounds include noise generated by additional traffic, including automobiles in the area during arrival and departure of students and staff, and people talking in the plaza and parking areas.

Outdoor sounds associated with the facility would not substantially increase ambient noise levels in the Project vicinity. Impacts would be occasional and temporary in nature, and would therefore have a *less than significant* impact.

- d) Noise generated during construction activities by equipment and vehicles would increase temporary noise levels in the proposed Project area. Because residences and the Child Care Center are within one-quarter mile of the proposed Project area, a mitigation measure has been included to lessen noise impacts to *less than significant*.

Mitigation Measure #3.1.12-1: Construction in the proposed Project area, including demolition, paving activities, construction, and other operations will occur between 7:00 a.m. and 10:00 p.m., Monday through Saturday.

Effectiveness of Mitigation: Implementation of the above mitigation measure will result in a *less than significant* impact.

Mitigation Monitoring: The District and/or the District's contractor will be responsible for implementation of Mitigation Measure #3.1.12-1.

- e) The Project is located approximately 3000 feet from the Firebaugh public airport, but is outside any Airport Land Use Plan. Employees and students of the new facility will be subject to noise levels no higher than those currently existing on the site of the present facility. There is *no impact*.

- f) The Project is not located within two miles of a private use airport. There is *no impact*.

3.1.13 Population and Housing –

Potentially Significant <u>Impact</u>	Less Than Significant With Mitigation <u>Incorporation</u>	Less Than Significant <u>Impact</u>	No <u>Impact</u>
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Would the project:

- | | | | | | |
|----|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) | Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) | Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) | Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response:

- a) Development of the expanded college facility is in response to an increased need in the northwestern part of Fresno County, both from existing and proposed increased growth in Firebaugh, Mendota, and nearby unincorporated areas. The Firebaugh General Plan Update (1992) recognized growth throughout the area, and included policies and implementation measures to assure orderly growth as the area expanded. The provision of public services and quasi-public facilities, such as schools, was one of the main implementation measures listed to secure orderly growth. Additionally, construction and operation of an expanded community college will encourage local higher education opportunities, so that residents need not travel elsewhere to attend.

Therefore, the proposed Project will include area residents to remain in their community, the Project will not directly or indirectly cause substantial population growth and impacts are considered *less than significant*.

- b) There are no inhabited dwellings currently on the Project site. Therefore, the Project does not have the potential to displace housing or people. There is *no impact*.
- c) See 3.1.13.b, above.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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3.1.14 Public Services –

Would the project:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause a significant environmental impact, in order to maintain acceptable service ratios for any of the public services:

i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

a.i) Fire protection is provided by the Firebaugh Volunteer Fire Department, which may be assisted by the Mid-Valley Fire Protection District (Fresno County unincorporated area). The Department is located adjacent to the City Hall on 11th Street, between O and P Streets, approximately 2 blocks from the Project site. The City’s General Plan requires that all new development be designed to provide proper access for fire trucks and equipment. Access to the campus will be provided by way of O Street. Fire vehicles can also access the facility from Ninth Street, to the northeast. The closest fire hydrant is located at the southwest corner of the Alley and 9th Street. Therefore, substantial adverse physical impacts associated with the provision of new or physically altered fire protection services are considered to be *less than significant*.

a.ii) In compliance with the General Plan, the Project will include security features. The City operates a police department at 1575 11th Street, approximately two blocks from the proposed Project site. The department provides law enforcement services to the community with nine sworn officers. As the population and geographic area of the City increases, the demand for police services will similarly increase. The number of law enforcement officers and patrol cars, which presently serve the Project vicinity, varies according to shift and time of day.

Although the expanded campus will not directly cause an increase in population which would require more police protection services, development of the expanded facility

could result in additional police service calls. However, the Community College provides its own on-campus security service, which will relieve the need for most service calls by the City police staff. Therefore, impacts to police protection services are considered *less than significant*.

- a.iii)** The Project is the construction and operation of an expanded community college campus. Locally, the schools in closest proximity to the proposed Project are Bailey Primary School and Mills Elementary School; each is located approximately 1500 feet from the campus. Operation of the expanded facility will not impact the public and private schools in the City. No new services will be needed that would deprive existing schools of needed services. There is *no impact*.
- a.iv)** As the population served by the campus would most likely come from existing populations, development of the expanded facility would not be the cause of new demand for park services in the community, and, therefore, would not have any adverse impacts on existing parks or recreation areas. Moreover, it is likely that the campus would have beneficial effects in the area because the site could be used to host some of the activities currently held at nearby parks. There is *no impact*.
- a.v)** The Project would construct and operate an expanded facility that would serve students and others in the City. The new facility will likely house the City's public library resources for the area. The facility would provide other resources as well, such as a conference room, computer lab, and other areas with public access to the community at large. As it could be used for many other public facility purposes, the campus will off-set some of the need for additional public facilities, therefore, having an overall net benefit to the community. There is *no impact*.

Potentially Significant <u>Impact</u>	Less Than Significant With Mitigation <u>Incorporation</u>	Less Than Significant <u>Impact</u>	No <u>Impact</u>
---	---	---	---------------------

3.1.15 Recreation -

Would the project:

- | | | | | | |
|----|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) | Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) | Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response:

- a) Development of the new facility is not expected to change or increase the use of existing parks or other recreational facilities. The new facility will provide students common space and parking, so that students will not increase use of off-campus facilities. There is ***no impact***.
- b) The proposed Project includes facilities that are integral to a community college facility, including buildings and outdoor areas that provide common areas for students (primarily adults). A plaza will be included that will include an existing seating area and the addition of a tensile structure. No expansion or addition of recreational facilities will be included in the Project. The development and operation of the Project will have ***a less than significant*** impact.

3.1.16 Transportation/Traffic –

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 City for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?'	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Response:

- a) The project will not conflict with the City’s General Plan elements, or any applicable ordinance or policy regarding the circulation system. The project will not require construction of new streets, will provide more parking with better access, and will comply with the City’s zoning ordinances and circulation element of the General Plan, which includes policies to, “control access to streets and highways in a manner which is supportive of their functions,” and “...cooperate in and encourage the development of inter-city and intra-city transit systems...” Impacts will be *less than significant*.

b) A Traffic Impact Study was completed by Ruettggers & Schuler in November of 2009 to determine the impact the Project will have on area levels of service and overall traffic volume (See Appendix C). The purpose of the study was to evaluate the potential traffic impacts of a proposed community college expansion on existing and future traffic operations in the vicinity of the project. Analyses were performed for the years 2009 and 2015 (by which time both phases of construction will be completed), both with and without the project. A total of five intersections, located along State Route 33 between Morris Kyle Drive and Clyde Fannon Road were included in the study. The study intersections are shown in Figures 2 through 7 of Appendix C. Intersections studied included State Route 33 and:

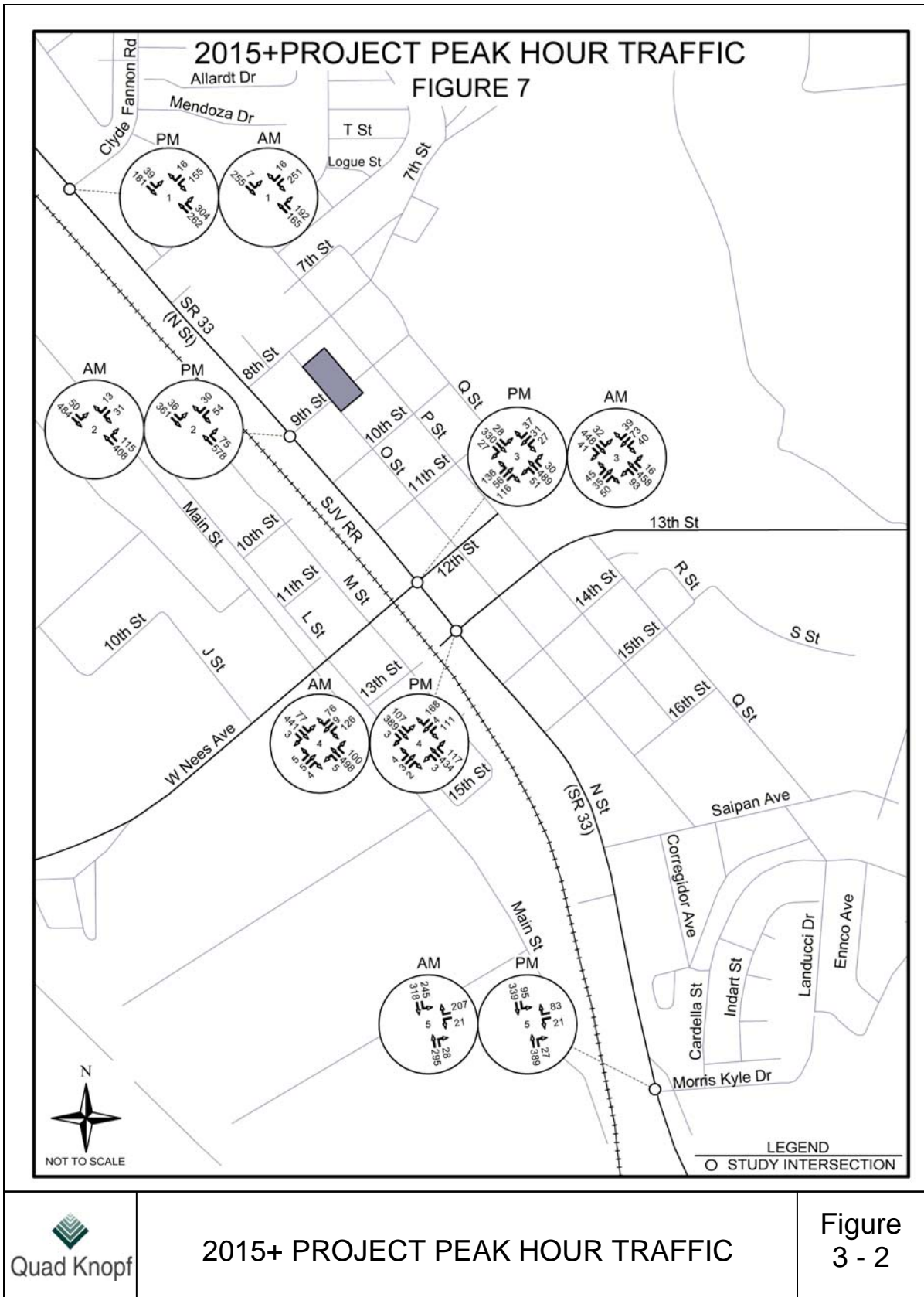
- **9th Street** – which extends east from State Route 33. Ninth Street does not continue from O Street east to P Street, but instead includes an outdoor seating area to the southeast of the existing College facility. The new College facility will be partially located “on” 9th Street, between O and P Streets.
- **12th Street** – a two lane, east-west roadway, intersecting State Route 33 near the center of Firebaugh (parallel and to the south of 9th Street). The intersection of State Route 33 and 12th Street is signalized.
- **13th Street** – a two lane, east-west roadway that intersects State Route 33 south of 12th Street.
- **Clyde Fannon Road** – a two-lane roadway north of the College facility, providing access to commercial, residential, and agricultural land uses to the east of State Route 33. This roadway has been identified by Caltrans for future signalization.
- **Morris Kyle Drive** – a two-lane, roadway on the southern end of Firebaugh, providing access to residential land, as well as Bailey Primary School and Firebaugh High School. This roadway was also identified by Caltrans for signalization.

State Route 33 exists as a two-lane roadway to the north and south of the study area. It is a four-lane roadway from 13th Street north to Clyde Fannon Road. A raised center median exists along State Route 33 through the center of the City.

Standards of the Institute of Transportation Engineers for Junior/Community College: Students/Weekday were used to estimate project trip generation based on the increase of students from 600 to 1,200 upon project completion. An average annual growth rate of one (1) percent was applied to existing traffic volumes to estimate future traffic volumes for the year 2015, based on historical growth in the area.

Trip Distribution and Assignment

Trip distribution and assignment assumptions were used to distribute project peak hour traffic as shown in Figure 3-2. These trip distribution and assignment assumptions are detailed in Table 3.1.16-1.



2015+ PROJECT PEAK HOUR TRAFFIC

Figure 3 - 2

**Table 3.1.16-1
Project Trip Distribution and Assignment**

Direction	Percentage	Description
North	35	State Route 33 (N Street)
East	15	13 th Street
South	35	State Route 33 (N Street)
West	15	12 th Street

Intersection Analysis

Weekday PM and AM peak hour levels of service for the unsignalized intersections in the study are presented in Tables 3.1.16-2 and 3.1.16-3, respectively. Similarly, weekday PM and AM peak hour levels of service for the signalized intersections in the study are presented in Tables 3.1.16-4 and 3.1.16-5, respectively.

**Table 3.1.16-2
Unsignalized Intersection Level of Service
PM Peak Hour**

#	Intersection	Movement	2009	2009+ Project	2015	2015+ Project	2015+ Project w/Mitigation
1	SR 33 (N St) & Clyde Fannon Rd	WB	C	C	C	C	-
2	SR 33 (N St) & 9 th St	WB	B	C	C	C	-
5	SR 33 (N St) & Morris Kyle Dr	WB	B	B	B	B	-

**Table 3.1.16-3
Unsignalized Intersection Level of Service
AM Peak Hour**

#	Intersection	Movement	2009	2009+ Project	2015	2015+ Project	2015+ Project w/Mitigation
1	SR 33 (N St) & Clyde Fannon Rd	WB	C	C	C	C	-
2	SR 33 (N St) & 9 th St	WB	B	C	C	C	-
5	SR 33 (N St) & Morris Kyle Dr	WB	B	B	B	C	-

**Table 3.1.16-4
Signalized Intersection Level of Service
PM Peak Hour**

#	Intersection	2009	2009+ Project	2015	2015+ Project	2015+ Project w/Mitigation
3	SR 33 (N St) & 12 th St	B	B	B	B	-
4	SR 33 (N St) & 13 th St	B	B	B	B	-

**Table 3.1.16-5
Signalized Intersection Level of Service
AM Peak Hour**

#	Intersection	2009	2009+ Project	2015	2015+ Project	2015+ Project w/Mitigation
3	SR 33 (N St) & 12 th St	B	B	B	B	-
4	SR 33 (N St) & 13 th St	B	B	B	B	-

The study concludes that, “All roadway segments in the study currently operate at an acceptable level of service, and will continue to do so though the year 2015, with or without project traffic. No mitigation is needed to maintain or improve the operational level of service of the roadway segments within the scope of the study on opening day.”

It can be concluded that the Project will not cause an increase in traffic that will substantially affect existing traffic loads and capacity of the street system. There is a *less than significant impact*.

- c) Project will not impact existing air traffic patterns. Additionally, the building of the expanded facility is unlikely to create an increased demand for air transport. Therefore, the Project will have a *less than significant impact*.
- d) The site containing the current parking area and community college building will be expanded. The structure will be demolished, and the capacity of the parking area increased. The entry to the parking area from O Street will continue to be the primary access for parking on site. Vehicles exiting the campus should be provided with a clear view of the roadway without obstruction. Landscaping associated with the entry driveway could, if improperly installed, impede such views. The City’s zoning ordinance requires:

§25-3.2(p)(3) Junior colleges, colleges, and universities. There shall be one (1) parking space for each two (2) members of the faculty and employees, plus one (1) space for each two (2) full-time or equivalent regularly-enrolled students.

Specific circulation patterns and roadways for the Project will incorporate all applicable safety measures in the project design, which will ensure that hazardous design features or inadequate emergency access to the site or other areas surrounding the Project area will not occur. With incorporation of design features to assure clear views into and from the parking area, impacts are expected to be *less than significant*.

- e) The Project would be required to comply with all emergency access requirements adopted by City, County, and State agencies. Site access requirements are set forth in the City of Firebaugh Municipal Code as well as dictated by the Project architect. These requirements and all others required to be included in the project design will be verified by the appropriate agency prior to Project approval. Therefore, emergency access impacts are considered *less than significant*.

- f) Students and staff attending the school could utilize private automobiles, rural Fresno County buses, bikes, and footpaths. The City provides a demand-response public transit system, and does not maintain regular bus stops. The site will include appropriate facilities and otherwise encourage students and staff to ride bicycles to the campus, car pool, and walk when appropriate. The proposed Project will not conflict with adopted policies, plans, or programs regarding bicycle, pedestrian, or public transit facilities. Therefore, impacts are considered *less than significant*.

3.1.17 Utilities/Service Systems –

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

a, b) The Project will connect to the City of Firebaugh sanitary sewer system, which is regulated by the Regional Water Quality Control Board (RWQCB). The RWQCB is charged with the protection of water resources in the region, and as such prescribes standards for the treatment and disposal of wastewater.

According to the Administrative Draft Firebaugh General Plan Update (2030), sewer service is available from the City of Firebaugh. The City of Firebaugh approved the

Sewer System Management Plan in August of 2008. In May of 2006, the City received over \$10 million in loan monies from the USDA Rural Development agency to begin reconstruction of the City water and wastewater systems. The City maintains and operates a 1.5 million gallon per day (gpd) wastewater treatment facility, with a peak load of .7 mgd (average). A sewer line is located on the existing Project site. The Project may require the installation of a new sewer manhole. The wastewater plant will adequately service the Project. Therefore, no additional sewer service would be required. Impacts are considered *less than significant*.

- c) The Project is an expansion of an existing facility to meet the increasing need for local, post- high school education opportunities. The District does not expect a large increase in stormwater runoff, and will continue to utilize the existing stormwater drainage system. The Administrative Draft EIR (2030) states that the City is in the process of developing ponding basins for retention of stormwater runoff. However, this action is not related to the expansion of the campus, and would have occurred without the Project. Drainage system discharges shall comply with applicable state and federal pollutant discharge requirements. Therefore, no new stormwater infrastructure will be required. Impacts are considered *less than significant*. See also Section 3.1.9.e.
- d) As indicated in sections 2.3 and 3.1.9.b. of this document, the City of Firebaugh Water Management plan states that sufficient water capacity is available to service future development needs, as provided by the City of Firebaugh. A water line exists on the existing Project site. Therefore, impacts to water supplies are considered *less than significant*.
- e) See response 3.1.9.a, above.
- f) Solid waste removal from the site will be managed by a private disposal company, Mid Valley Disposal Service for collection of solid waste, recycling, and green waste. The nearest landfill to the Project site is the American Avenue Disposal Site. According to the California Integrated Waste Management Board, the American Avenue landfill reached 10.2 percent of its capacity in 2000. The landfill had a remaining capacity of almost 90 percent or 29,358,535 cubic yards when reviewed in 2000. Therefore, this facility has adequate capacity to serve the Project. Recycling will be encouraged, which will help to reduce the amount of solid waste going to the landfill. No adverse impacts to landfill operations or substantial increases in solid waste received at the landfill are anticipated to occur. The impact would be *less than significant*.
- g) The Project will have its solid waste managed by Fresno County, which operates the American Avenue Disposal Site. The Disposal Site, and all other Fresno County landfills, are governed and permitted by the California Integrated Waste Management Board. Therefore, in order to remain compliant with requirements set forth as part of their permit, the County is required to comply with federal, state, and local statutes and regulations related to solid waste. As such, the District will remain compliant with such statutes and regulations. There is *no impact*.

3.2 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	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 an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have possible environmental effects that are individually limited but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Will the environmental effects of a project cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Response:

- a) As indicated in previous sections, all impacts described above were found to be **less than significant** or have been mitigated to less than significant levels. Therefore, the Project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or disturb paleontological resources or eliminate important examples of the major periods of California history or prehistory.
- b) The Project is consistent with long-range plans for the City and will not be inconsistent with existing environmental plans. All impacts identified in the Initial Study have been mitigated to less than significant levels. No short-term environmental goals will be achieved that will be to the disadvantage of long-term goals; therefore, impacts will be **less than significant**.

- c) Potential impacts to resources, such as increased noise and dust levels, would be temporary in nature and mitigated to avoid long-term impacts. Therefore environmental effects would ***not contribute substantially to adverse cumulative conditions, or create any substantial indirect impacts*** (i.e., increase in population could lead to an increase need for housing, increase in traffic, air pollutants, etc).

- d) The Project is expected to encourage higher education of local and nearby residents and provide additional facilities and resources to the community. As indicated in this initial study, all impacts which could have a negative effect on human beings have been determined to be ***less than significant or have been mitigated to levels of less than significant***. Therefore, the Project will not have substantial adverse effects on human beings, either directly or indirectly

SECTION FOUR

**MITIGATION REPORTING/
MONITORING PROGRAM**

SECTION FOUR – MITIGATION REPORTING/MONITORING PROGRAM

4.1 Introduction

State and local agencies are required by *Section 21081.6* of the *California Public Resources Code* to establish a monitoring and reporting program for all projects that are approved and that require CEQA processing.

Local agencies are given broad latitude in developing programs to meet the requirements of *Public Resources Code Section 21081.6*. The mitigation monitoring program outlined in this document is based upon guidance issued by the Governor's Office of Planning and Research.

The mitigation monitoring and reporting program for the proposed project corresponds to mitigation measures outlined in the project Mitigated Negative Declaration (MND). The Program summarizes the environmental issues identified in the MND, the mitigation measures required to reduce each potentially significant impact and the agency or agencies responsible for monitoring and reporting on the implementation of the mitigation measures.

4.2 The Program

AESTHETICS

- **Mitigation Measure #3.1.1-1:** The District will consult with a lighting engineer to design and plan for a system that will not cause substantial glare to the public. Such plans shall be submitted to the District Board for review and approval.

Effectiveness of Mitigation: Implementation of the above mitigation measure will result in a *less than significant* impact.

Mitigation Monitoring: The District's architect/engineer will be responsible for implementation of Mitigation Measure #3.1.1-1.

BIOLOGICAL RESOURCES

- **Mitigation Measure #3.1.4-1:** To minimize the potential for direct and indirect impacts to San Joaquin kit fox and American Badger to a level of less than significant, a qualified biologist would be retrained prior to ground disturbing activities to conduct a pre-construction survey of the Project site. Surveys would be conducted in accordance with the USFWS Standard Recommendations for the Protection of the San Joaquin Kit Fox Prior to Ground Disturbing Activities (USFWS 1999). Survey protocols require that the pre-construction survey be conducted no fewer than two weeks and no more than 30 days prior to the onset of ground disturbing activities. Walking transects to detect potential kit fox dens would be conducted such that 100 percent visual coverage is achieved. In the event that a kit fox or potential dens were observed, the CDFG would be contacted for further direction. As the Project lies within the MBHCP area, mitigation and compensation requirements of the

MBHCP will reduce the impacts to kit fox to a level of less than significant. These requirements include:

The contractor shall provide qualified personnel to conduct preconstruction surveys for known dens according to the CDFG Region 4 Protocols, and implement appropriate take avoidance measures for the San Joaquin kit fox in accordance with MBHCP take avoidance measures. All agency guidelines regarding kit fox tracking and excavation to prevent entrapment of animals in potential dens shall be followed. The findings of the survey shall be included in a report submitted to the West Hills Community College District. The District shall then forward the report to the City of Firebaugh and applicable resource agencies.

Kit foxes and American badgers are attracted to den-like structures such as pipes and may enter stored pipes, becoming trapped or injured. All construction pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected by the contractor for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in anyway. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the USFWS has been consulted. If an American badger is discovered in a pipe, CDFG must be contracted. If necessary, and under the direct supervision of the biologist, the pipe may be moved once to remove it from the path of construction activity, until the fox or badger has escaped.

To prevent inadvertent entrapment of kit foxes or other animals during the construction phase of a project, the contractor shall cover all excavated, steep-walled holes or trenches greater than two feet deep at the close of each working day with plywood or similar materials, or provide one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, the contractor shall thoroughly inspect them for trapped animals. If at any time a trapped or injured kit fox is discovered, the USFWS/CDFG must be consulted.

Other measures, as outlined in Appendix B, shall also apply.

- **Mitigation Measure #3.1.4-2:** Townsend's big-eared bat and western mastiff bat:

One to three buildings within the Project area provide potential roosting and nesting sites for bats. Removal of these buildings will potentially result in the loss of roosting sites and may disrupt breeding behavior and lead to reproductive failure.

In order to reduce potential impacts to the Townsend's big-eared bat and the western mastiff bat to less than significant, the contractor shall provide qualified personnel to conduct surveys of structures located on the Project site. As not all structures may be scheduled for demolition at one time, surveys shall be conducted within 14 days of demolition of each structure. Surveys would be conducted in accordance with the USFWS Standard Recommendations. Should signs of either or both the Townsend's big-eared bat or the western mastiff bat, or both, be present in a structure, qualified personnel shall passively relocated the bats.

Permanent, elevated bat boxes will be installed in appropriate, nearby suitable habitat (outside the Project site), so that bats will be passively relocated upon their return to the area. Placement and height will be determined by a qualified biologist, but the height of bat house will be at least 15 feet. Bat houses will be multi-chambered and be purchased or constructed to specifications. The number of bat houses required will be dependant upon the size and number of colonies present, but at least one bat house will be installed for each pair of bats (if occurring individually) or each colony of bats found.

Once personnel have established that bats may be present, they shall progressively board up any entrances to the structure at night while bats are foraging. Structures shall not be removed until bats have been passively relocated from the structure.

- **Mitigation Measure #3.1.4-3:** western spadefoot toad:

Although unlikely, western spadefoot toads may be present on the construction site during wet seasons, and could be subject to mortality and loss of foraging habitat. Because western spadefoot toads are listed as a California Species of Special Concern, formal consultation with the U.S. Fish and Wildlife Service and the CDFG and the acquisition of special permits for “take” are not required. However, the following mitigating measures will be implemented:

Clearance surveys will be conducted for western spadefoot toads by qualified biologists. Clearance surveys will consist of visual surveys of the construction site prior to initiation of ground clearing or construction activities and inspection of all small mammal burrows using a video probe. All small mammal burrows will be hand-excavated after inspection. All spadefoots found will be removed from the site and relocated to adjacent the nearest available suitable habitat.

Responsibility: The District will be responsible for implementation of Mitigation Measures #3.1.4.-1 through 3.1.4-3.

Reporting: These measures shall be included in the District’s construction contract. Monitoring shall be accomplished by the District (or a qualified biologist) prior to the start of construction, and by the project inspector (or a qualified biologist) during construction.

CULTURAL RESOURCES

- **Mitigation Measure #3.1.5-1:** The City shall require a surface investigation for cultural resources to be conducted by a qualified archaeologist as part of the environmental assessment process for any proposed urban development project within the future growth areas. Any resources discovered should be properly investigated and appropriate protective measures should be taken as recommended by the archaeologist.
- **Mitigation Measure #3.1.5-2:** If cultural resources are discovered during the process of development, the City will require that work stop and that a qualified archaeologist, and, if appropriate, the Native American Heritage Commission, be contacted immediately so that

mitigative actions can be taken. The City will not permit work to be resumed until any required mitigation measures have been completed.

- **Mitigation Measure #3.1.5-3:** The City shall require that if cultural resources are discovered during construction or related activities, all work will be halted within 100 feet of the site and a qualified archaeologist (or the State Office of Historic Preservation) and the City of Firebaugh will be informed. All contractors and the subcontractors will be informed in writing of this possibility. The find will be properly investigated and appropriate protective measures will be taken, as recommended by the archaeologist or the State Office of Historic Preservation.

Responsibility: The District and/or the District's contractor will be responsible for implementation of Mitigation Measure #3.1.5-1 through 3.1.5-3.

Reporting: These measures shall be included in the District's construction contract. Monitoring shall be accomplished by a qualified archaeologist prior to the start of construction and if/when the need arises during construction. The archaeologist shall be called when required, and shall report all findings to the District. If cultural resources are discovered on site, a qualified archaeologist, the City, and the State Office of Historic Preservation (when appropriate) shall be called. The District shall establish procedures for cultural resource surveys, and shall establish procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the any discovered cultural resources as appropriate.

HAZARDS/HAZARDOUS MATERIALS

- **Mitigation Measure #3.1.8-1:** Appropriate demolition and removal procedures, pursuant to state regulations, will be implemented by the contractor to reduce the impacts from asbestos to less than significant.
- **Mitigation Measure #3.1.8-2:** Should either existing structure contain lead-based paint, technicians and workers certified by the California Department of Public Health will conduct a lead hazard evaluation; will make recommendations and plan for lead clearance if needed; and will complete lead clearance if required.

Responsibility: The District and/or the District's contractor will be responsible for implementation of Mitigation Measure #3.1.8-1 and 3.1.8-2.

Reporting: These measures shall be included in the District's construction contract. If a lead hazard evaluation is required, the California Department of Public Health will provide the District with reports, and will complete appropriate clearance activities.

NOISE

- **Mitigation Measure #3.1.16-1:** Construction in the proposed Project area, including demolition, paving activities, construction, and other operations will occur between 7:00 a.m. and 6:00 p.m., Monday through Saturday.

Responsibility: The District will be responsible for implementation of Mitigation Measures #3.1.16-1.

Reporting: Compliance of Mitigation Measure #3.1.15-1 will be the responsibility of the District and/or the District's Contractor.

SECTION FIVE
LIST OF PREPARERS

SECTION FIVE – LIST OF PREPARERS

Travis Crawford
Project Manager

Ginger White
Senior Associate Planner

Vanessa Williams
Business Services

APPENDICES

Appendix A

**Air Quality -
Junior College Small Project Analysis Level**

**Proposed Junior College
Small Project Analysis Level**

PROJECT DESCRIPTION:

The Project is the proposed expansion of the West Hills Community College North District Center in Firebaugh, CA. The Project site is located on approximately two acres. A new facility will be constructed as Phase 1 and will accommodate an additional 600 students (1,200 total projected enrollment at full buildout). The new facility comprises approximately one acre and will include classrooms, a library, a laboratory and administrative offices, restrooms, and common areas. Once the proposed facility is close to completion and usable, the current facility, on an adjacent property, will be demolished and replaced with a paved parking area with landscaping.

SMALL PROJECT ANALYSIS LEVEL (SPAL) – ANALYSIS REQUIREMENTS:

In order to determine the appropriate level of analysis for a proposed project’s air emissions impacts, the SJVAPCD has established a three-tiered analysis program which requires a gradation of analytic rigor based on a proposed project’s air emission impacts. It has been determined that this project, a proposed two-year Community College (Junior College), meets the analysis requirements for a Small Project Analysis Level (SPAL), the least rigorous analysis required by SJVAPCD. The determination has been made based upon the project description. Table 5-3(e) in the SJVAPCD Guide for Assessing and Mitigating Air Quality Impacts lists the qualifying criteria for various types of projects to meet the SPAL analysis level. Utilizing these criteria, the proposed North District Center Expansion Project meets the requirements for inclusion into the SPAL program, as seen below in Chart 1.

Chart 1

Land Use	SJVAPCD Allowable Project Size	Proposed Project Size
Junior College	1100 Students	1200 Students (600 Additional Students)

Because the current facility serves 600 students, only the additional students expected to attend will potentially increase impacts to air quality. The number of additional students for the proposed project falls below the SPAL thresholds and therefore satisfies the SPAL analysis requirements. Student population size projected for the school was determined by the District through their facilities planning process.

As for identifying the toxic air contaminants, hazardous materials, and odors associated with the proposed project and the site vicinity, because the project is educational in nature, it is not expected to result in the generation of odors or hazardous air pollutants. The project is not located within 1 mile of farming facilities, which may have the potential for environmental conditions. A biological review, conducted by Quad Knopf

Registered Biologist Curtis Uptain indicated that the project site and the surrounding properties were in good environmental condition and did not appear to be a threat for toxic air contaminants, hazardous materials, or odors.

References:

San Joaquin Valley Unified Air Pollution Control District, *Guide For Assessing and Mitigating Air Quality Impacts*. January, 2002.

Appendix B
Biological Review

BIOLOGICAL REVIEW
for the
NORTH DISTRICT CENTER

Prepared by:



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October 2009

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SUMMARY OF FINDINGS AND CONCLUSION

The proposed project is a Community College expansion that will cover approximately one acre within the City of Firebaugh. The Project Area consists primarily of urban and commercial development with little to no natural habitat for plant and avian species. Mammals may visit the site, and bats may roost in structures located on the site. The San Joaquin River, which is adjacent to the east side of the Project Area, may contain special-status plant and animal species and also may serve as a movement corridor for special-status and other wildlife species. The Main Canal, Helm Canal, and other waterways that occur within the City may provide important habitat for some species. Special-status wildlife species that may occur on or adjacent to the Project area include Swainson's hawk, San Joaquin kit fox, American badger, western spadefoot, Townsend's big-eared bat, and western mastiff bat. Mitigation measures are provided that will reduce the impacts to these species to a degree that is less than significant.

INTRODUCTION

Project Description

The City of Firebaugh is located in the San Joaquin Valley approximately 140 miles southeast of San Francisco, and approximately 35 miles west of Fresno. The proposed Project site is located generally between O and P Streets, on either side of 9th Avenue in the City's downtown area. Existing land uses in the Project Area include residential, commercial, and public uses.

Regulatory Setting

The natural vegetation communities of the southern San Joaquin Valley historically supported a diverse assemblage of plant and animal species. The conversion of native and naturalized plant communities by agricultural development, flood control, road construction, dam construction, and urbanization has significantly reduced available wildlife and plant habitat. As a result of this conversion, several species of both plants and animals have been extirpated from the region, and populations of other species have declined significantly. As directed by the State and federal legislation, the California Department of Fish and Game (CDFG) and the United States Fish and Wildlife Service (USFWS) have listed many species as threatened, endangered, or as candidates for State or federal listing. Other species have been designated as "species of special concern by the CDFG. The California Native Plant Society (CNPS) has developed its own set of lists of native plants considered rare, threatened, or endangered. Collectively, these plants and animals are referred to as "special-status species".

For this report, the terms "sensitive species", "special status species" or "species of concern" refer to those species viewed with special concern by the USFWS; the CDFG Natural Diversity Data Base (CNDDDB) "Special Animals" (CDFG 2004a); and the CNDDDB "Special Vascular Plants, Bryophytes, and Lichens List (CDFG 2004b). This report identifies and addresses potential project related effects on special-status animal and plant species that could potentially be present on the project site. Special-status species included in the report may be listed under one or more of the following categories:

Federal Endangered - Listed as Endangered by the Federal Government.

Federal Threatened - Listed as Threatened by the Federal Government.

Federal Candidate - Candidate for federal listing (Taxa for which the U.S. Fish and Wildlife Service has sufficient biological information to support a proposal to list as Endangered or Threatened).

Federal Species of Concern - Federal Species of Concern (Taxa whose conservation status is of concern to the USFWS).

MBTA - Species protected under the auspices of the Migratory Bird Treaty Act.

State Endangered - Listed as Endangered by the State of California.

State Threatened - Listed as Threatened by the State of California.

State Rare - Plant species listed as Rare by the State of California and afforded protection under the Native Plant Protection Act.

State Species of Special Concern - California Department of Fish and Game Species of Special Concern.

The objectives of this biological review were to:

- Determine the likelihood of occurrence of sensitive plant and animal species on the project site;
- Identify potential impacts on sensitive species that would result from implementation of the proposed project, and;
- Identify mitigation measures that would avoid impacts or reduce impacts to a level that would be less than significant.

RESULTS AND DISCUSSION

The review of federal and state databases, as well as the Biological Report for the Firebaugh Redevelopment Plan (2006) revealed that of the listing of special-status species that could potentially occur within the City of Firebaugh, six wildlife species and no plant species could occur within the proposed Project area. The Project area is dominated by urban dwellings and paved areas and yards and compounds that are highly landscaped and manicured. There is little vacant land to provide areas that support a variety of plants and animals: any vacant land existent has been highly disturbed by human activity.

SENSITIVE NATURAL COMMUNITIES, SPECIAL-STATUS PLANT SPECIES, AND SPECIAL-STATUS WILDLIFE SPECIES.

Results of the CNDDDB search of the City and surrounding areas included records of 4 threatened or endangered species from the Firebaugh quadrangle and 7 additional threatened or endangered species from the adjacent eight quadrangles (Table 1). Five other sensitive species were

recorded within the Firebaugh quadrangle and 15 other sensitive species have been recorded from adjacent quadrangles. Although not included in the CNDDDB report, two sensitive bat species potentially occur in the area. It is a certainty that many of these species historically occurred on the Project Site.

Table 1 indicates which wildlife species could occur on the Project area. None of the potentially occurring special-status plant species were observed in the redevelopment area and there is not suitable habitat to support these species (Table 1).

The San Joaquin kit fox (*Vulpes macrotis mutica*) and the American badger are known to occur in the project vicinity and could be present on the Project area from time to time as transient foragers. These two species would be less likely to occur within the urban areas of town than in the agricultural areas, fallowed areas, and along the easements of canals, railroads, and road easements, which provide suitable movement corridors. Some limited portions of the Project Area are marginally suitable for the western spadefoot (*Spea hammondi*). This toad could occur in roadside ditches or other areas that are temporarily inundated. Two species of bats, Townsend's big-eared bat (*Corynorhinus townsendii*) and western mastiff bat (*Eumops perotis californicus*), could roost in buildings or trees in the Project area.

Below is an analysis of potential impacts of the project on each species (or group of species) and mitigation measures that, when followed, would ensure that impacts are reduced to a less than significant level.

Western Spadefoot Toad

Western spadefoot toads may be present on the construction site and be subject to mortality and loss of foraging habitat. Because western spadefoots are listed as a California Species of Special Concern, formal consultation with the United States Fish and Wildlife Service and the California Department of Fish and Game and the acquisition of special permits for "take" is not required. However, the following mitigating measures will be implemented:

1. Clearance surveys will be conducted for western spadefoot toads by qualified biologists. Clearance surveys will consist of visual surveys of the construction site prior to initiation of ground clearing or construction activities and inspection of all small mammal burrows using a video probe. All small mammal burrows will be hand-excavated after inspection. All spadefoots found will be removed from the site and relocated to adjacent the nearest available suitable habitat.

Bats

Buildings within the Project Area provide potential roosting and nesting sites for bats. Removal of these buildings will potentially result in the loss of roosting sites and may disrupt breeding behavior and lead to reproductive failure. Prior to the demolition of buildings, a qualified biologist will conduct a pre-construction survey approximately 14 days prior to activities, to inspect buildings for the presence of bats. If bats are identified to be roosting in the structures, those structures will not be removed until:

1. Permanent, elevated bat houses have been installed outside of, but near the construction area.

Table 1
List of Endangered, Threatened, and Sensitive Species Potentially
Occurring in the Firebaugh Area
(Based In Part on CNDDDB Records from the Firebaugh Quadrangle and Eight Adjacent Quadrangles*),
the Probability of Occurrence, and an Assessment of Impacts from the Proposed Project

Common Name	Scientific Name	Status**	Probability of Occurrence and Assessment of Impacts
Threatened and Endangered Species palmate bracted bird's beak	<i>Cordylanthus palmatus</i>	FE, SE	Absent. Although the soil conditions (seasonally flooded alkaline soils) on site are suitable for this plant and one of its known hosts (PBBB is hemiparasitic), <i>Distichlis spicata</i> , is present, this plant was not observed and it is not likely to occur. Periodic disking may preclude it from being present. The proposed project will not have a significant impact on this species.
San Joaquin woolly threads	<i>Monolopia congdonii</i>	FE	Absent. Although the soils on-site appear suitable for this species, its historical range likely did not reach as far north as the project site (southern Fresno County south). Regardless, repeated disturbance of the site by disking and other activities are not conducive to its existence. It is not expected to occur on the site. The proposed project will not have a significant impact on this species.
blunt-nosed leopard lizard	<i>Gambelia sila</i>	FE, SE, SP	Absent. No sightings or sign of this species was observed during the surveys and suitable habitat is not present on site. This lizard may have historically occurred here, but would have been eliminated by the high degree of development and disturbance. The proposed project will not have a significant impact on this species
giant garter snake	<i>Thamnophis gigas</i>	FE, ST	Absent. No sightings or sign of this species was observed during the surveys. No suitable habitat exists on the project site. The proposed project will not have a significant impact on this species.
Swainson's hawk	<i>Buteo swainsoni</i>	ST	Absent. Swainson's hawks are known to nest along the San Joaquin River and forage over nearby lands. The project site currently does not contain foraging habitat and development would not significantly impact this species.
western yellow-billed cuckoo	<i>Coccyzus americanus</i>	FC, SE	Absent. Historically, the yellow-billed cuckoo nested along the San Joaquin River in the vicinity of the project site. However, they are no longer extant due to habitat degradation. A nesting pair was recently reported at the San Joaquin NWR, in Stanislaus County. The proposed project will not have a significant impact on this species.
bank swallow	<i>Riparia riparia</i>	ST	Absent. Bank swallows are colonial nesting birds which nest along river banks just below the root zone and in rock piles. No bank swallows nor their nests were observed on the project site and they are considered to be absent from the site. The proposed project would not have a significant impact on this species.
San Joaquin antelope squirrel	<i>Ammospermophilus nelsoni</i>	ST	Absent. This species is primarily restricted to saltbush shrublands, but they have also been found in grasslands. There were no sightings or sign of this species and suitable habitat does not exist on the site. The proposed project will not have a significant impact

Common Name	Scientific Name	Status**	Probability of Occurrence and Assessment of Impacts
giant kangaroo rat	<i>Dipodomys ingens</i>	FE, SE	on this species. Absent. This species is restricted to grasslands and open shrublands in the foothills and alluvial fans of the Coast Range, Tumbler Range, and along the margins of the San Joaquin Valley floor. It is not likely to have ever occurred at the proposed project site. Current habitat is not suitable for this species and sign of this animal was not observed. The proposed project will not have a significant impact on this species.
Fresno kangaroo rat	<i>Dipodomys nitratooides exilis</i>	FE, SE	Absent. The site lies within the historic range of this species, but the last known capture of a Fresno kangaroo rat was in 1992. It may be extinct, but it also may occur in isolated locations on private property. Its preferred habitat is Alkali Sink and sparsely vegetated grasslands on the Valley floor. No potential sign of this species was observed. The high degree of disturbance and the high numbers of potential predators on the site would preclude its existence. The proposed project will not have a significant impact on this species.
San Joaquin kit fox	<i>Vulpes macrotis mutica</i>	FE, ST	Possible. The San Joaquin kit fox likely historically occurred in the vicinity of the City. No sign of this species was found on the site and there were multiple observations of kit fox predators (roaming dogs). However, the kit fox may occur as a foraging transient on the site from time to time. The project site does not provide opportunity for denning. The proposed project may have a significant impact on this species.
Sensitive Species			
Munz's tidy tips	<i>Layia munzii</i>	IB	Absent. There are 2 populations of this species that are known from near the project site. One is located 4 miles north of Mendota along the Southern Pacific railroad and the other location is listed in the CNDDDB as "Firebaugh". Both populations are presumed extant, and previous site disturbances preclude it from occurring on virtually all areas of the site. The project site does not contain habitat suitable for this species. The proposed project will not have a significant impact on this species.
Sanford's arrowhead	<i>Sagittaria sanfordii</i>	IB	Absent. This plant occurs in shallow, standing, or sluggish waters such as marshes, swamps, ponds, vernal pools sloughs, ditches, canals, and the backwaters of streams and rivers. Habitat for this species occurs in the Main Canal and the Helm Canal. No Sanford's arrowhead was observed during the biological surveys. This is a wetland species so that no suitable habitat occurs on the project site. The proposed project will not have a significant impact on this species.
Lost Hills saltbush	<i>Atriplex vallicola</i>	IB	Absent. The high degree of site disturbance precludes the presence of this species in most areas of the site. No areas within the site are indicative of habitat for this species, and that the proposed project will not have significant impacts to this species?
heartscale	<i>Atriplex cordulata</i>	IB	Absent. This annual plant occurs in Chenopod scrubland and grassland habitats, but it also is known to occur in wet areas. The project site does not provide suitable habitat for this species. The proposed project will not have significant impacts to this species.
brittlescale	<i>Atriplex depressa</i>	IB	Absent. This annual plant occurs in Chenopod scrubland, grassland, and alkali sink habitats, but it also is known to occur in wet areas. The project site does not provide

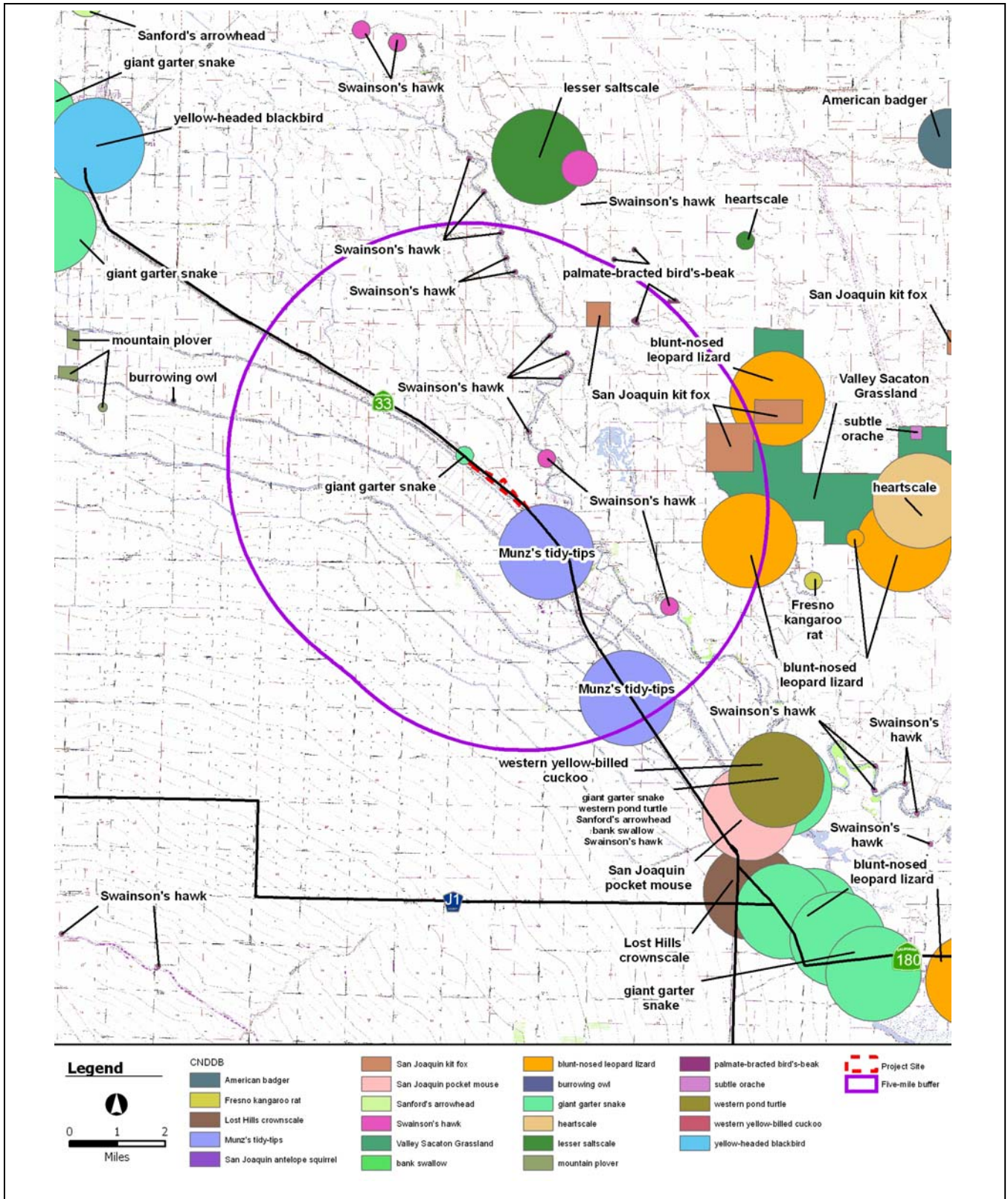
Common Name	Scientific Name	Status**	Probability of Occurrence and Assessment of Impacts
			suitable habitat for this species. The proposed project will not have significant impacts to this species.
Lesser saltscale	<i>Atriplex miniscula</i>	IB	Absent. This annual plant occurs in Chenopod scrubland and grassland habitats, but it also is known to occur in wet areas. The project site does not provide suitable habitat for this species. The proposed project will not have significant impacts to this species.
subtle orache	<i>Atriplex subtilis</i>	IB	Absent. This annual plant occurs in Chenopod scrubland and grassland habitats, but it also is known to occur in wet areas. The project site does not provide suitable habitat for this species. The proposed project will not have significant impacts to this species.
recurved larkspur	<i>Delphinium recurvatum</i>	IB	Absent. This plant is found in Chenopod scrublands, grasslands, and foothill woodland. It was not found on the site and is not expected to occur. The proposed project will not have a significant impact on this species.
Panoche peppergrass	<i>Lepidium jaredii</i> ssp. <i>album</i>	IB	Absent. This plant occurs in grassland habitats in washes and on alluvial plains. It is known from west of the project site. The project site does not provide suitable habitat for this species. The proposed project will not have significant impacts to this species.
western spadefoot	<i>Spea hammondi</i>	SSC	Unlikely. This species is uncommon, but widespread in grassland, scrub, and chaparral habitat. It occurs in seasonally moist areas, including puddles, vernal pools, and roadside ditches. Breeding habitat for this species is not present on the project site, but there may be small burrows present that provide suitable habitat for estivation. Removal of limited estivation opportunities would have a less than significant impact on this species.
silvery legless lizard	<i>Anniella pulchra pulchra</i>	SSC	Absent. This fossorial lizard is spotty in occurrence on the floor of the San Joaquin Valley. It primarily occurs in areas with sandy or loose organic soils or where there is plenty of leaf litter. There are no records in the CNDDB of this animal from the Firebaugh quadrangle or from the nearest 8 other quadrangles. Given existing soil conditions and the level of disturbance at the site, this lizard is expected to be absent. The proposed project would not have a significant impact on this species.
Coast horned lizard	<i>Phrynosoma coronatum (frontale)</i>	SSC	Absent. The coast horned lizard is uncommon to common in suitable habitat, which includes valley-foothill hardwood, conifer and riparian habitats, pine-cypress, juniper and annual grassland habitats. It is not likely that they occur on the project site because of the high level of disturbance and lack of suitable habitat. The proposed project will not have a significant impact on this species.
San Joaquin whipsnake	<i>Masticophis flagellum ruddocki</i>	SSC	Absent. This snake occurs in valley grassland and saltbush scrub habitats on the San Joaquin Valley floor and surrounding foothills. It may have historically occurred on the project site, but extensive land conversion and disturbance on the site and on surrounding areas has eliminated all suitable habitat in the project area. The proposed project will not have a significant impact on this species.
western pond turtle	<i>Clemmys marmorata</i>	SSC	Absent. The western pond turtle occurs in streams, large rivers, and other bodies of slow-moving water. They are most common in areas with large rocks and boulders which they use as basking sites. They are known to occur in the San Joaquin River to the east of the project site and they could occur in the Main Canal and Helm Canal. There is

Common Name	Scientific Name	Status**	Probability of Occurrence and Assessment of Impacts
Townsend's big-eared bat	<i>Corynorhinus townsendii</i>	SSC	no suitable habitat within the proposed project area, and that the project will not significantly impact this species. Possible. Townsend's big-eared bats are found throughout California, but the details of its distribution are not well known. This species is found in all but subalpine and alpine habitats. They are primarily colonial roosting bats which roost in caves and mines, but can also be found in buildings. They generally roost in the open and are thus, susceptible to disturbance. These bats could roost in old buildings, outbuildings and in trees on the project site. The project may potentially have significant impacts.
western mastiff bat	<i>Eumops perotis californicus</i>	SSC	Possible. This bat is an uncommon resident in San Joaquin Valley and Coastal Ranges. It occurs in many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, annual and perennial grasslands, palm oases, chaparral, desert scrub, and urban. It roosts in crevices in cliff faces, high buildings, trees, and tunnels. Any large trees and buildings on the site may provide suitable roosting sites. The project may have significant impacts on this species.
Tulare grasshopper mouse	<i>Onychomys torridus tularensis</i>	SSC	Absent. This small mammal is known to occur in Chenopod scrublands, Alkali Sink, and grassland habitat associations. It is widespread in the San Joaquin Valley, but is generally occurs in low densities. It is likely to have historically occurred on the project site, but extensive land conversion and disturbance on the site and on surrounding areas has virtually eliminated all suitable habitat in the project area. The proposed project is not expected to have a significant impact on this species.
San Joaquin pocket mouse	<i>Perognathus inornatus</i>	SSP	Absent. This species occurs in dry, open grasslands or scrub areas on fine-textured soils in the San Joaquin Valley. This pocket mouse likely occurred on the project site in the past, but current levels of disturbance (disking and presence of numerous predators) and lack of suitable habitat reduce the potential for it to be extant on the site. No sign of this species was located on site. The proposed project will not have a significant impact on this species.
American badger	<i>Taxidea taxus</i>	SSC	Possible. This mammal is an uncommon, permanent resident found throughout most of California. It is most abundant in dry, open shrublands but also occurs in grasslands and other habitats. It is likely to have historically occurred on the project site, but extensive land conversion and disturbance on the site and on surrounding areas has reduced the potential for this species to occur. Although no sign of this species was observed during field surveys of the site, it could be present as a transient forager. The proposed project may have a significant impact on this species.
burrowing owl	<i>Athene cunicularia</i>	SSC	Absent. The burrowing owl occurs in open, dry grassland and shrub habitats throughout California. It is likely to have historically occurred on the project site, but extensive land conversion and disturbance on the site and on surrounding areas has reduced the potential for this species to occur. No sign of this species was observed during field surveys of the site, and the site provides no suitable habitat for this species. The proposed project will not have a significant impact on this species.

Common Name	Scientific Name	Status**	Probability of Occurrence and Assessment of Impacts
mountain plover	<i>Charadrius montanus</i>	SSC	Absent. The mountain plover is a winter resident (September through March) in California, occurring on short grasslands and plowed fields of the San Joaquin Valley. It may forage in the agricultural fields around the City; however, the project site does not contain suitable habitat for this species. The proposed project will not have a significant impact on this species.
white-faced ibis	<i>Plegadis chihui</i>	SSC	Absent. The white-faced ibis is rare visitor in the Central Valley. It feeds in fresh emergent wetland, shallow waters, and muddy ground of wet meadows and irrigated or flooded pastures and croplands. A flock of approximately 100 white-faced ibises was seen in an agricultural field approximately 2 miles southwest of the City in October of 2005. No habitat exists within the project area. The proposed project will have no significant impact on this species.
tricolored blackbirds	<i>Agelaius tricolor</i>	SSC	Absent. The Tricolored Blackbird is a colonial breeder that typically nests in freshwater marshes dominated by cattails or bulrushes. However, they sometimes nest in upland or agricultural areas if tall grasses or grains provide suitable nesting sites. Only very limited areas around the City are suitable for tricolored blackbird nesting. This bird may breed in stands of cat tails along the margins of the Main Canal and Helm Canal and could breed and forage in local agricultural areas. No suitable habitat is present on the project site. The proposed project will not have a significant impact on this species.

* The eight adjacent quadrangles are Chaney Ranch, Coit Ranch, Firebaugh NE, Mendota Dam, Oxalis, Poso Farm, and Tranquility.

** Status codes are: FE = federally endangered, FT = federally threatened, FC = federal candidate, SE = State endangered, SP = State protected, SSC = California species of special concern, IB = California Native Plant Society list IB.



SPECIAL-STATUS SPECIES RECORDS FROM CNDDB

Figure 1

2. Bats have been passively relocated from the structure by progressively boarding up any entrances at night while bats are foraging away from the tree or structure.

San Joaquin Kit Fox and American Badger

Because there is a potential for kit fox to occur on and in the vicinity of the Project Area, the project proponent shall follow the *Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance* (USFWS 1999), (Appendix E). The measures that are listed below have been excerpted from these guidelines. Implementation of these measures will reduce potential biological impacts to the San Joaquin kit fox to a level of less than significant.

1. Pre-construction surveys shall be conducted no less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities, or any project activity likely to impact the San Joaquin kit fox or American badger. Exclusion zones shall be placed in accordance with USFWS Recommendations at the following radii:
 - a. Potential Den - 50 feet
 - b. Known Den - 100 feet
 - c. Natal/Pupping Den (Occupied and Unoccupied) - Contact Service for guidance
 - d. Atypical Den - 50 feet

If dens must be removed, they must be appropriately monitored and excavated by a trained wildlife biologist. Replacement dens will be required. Destruction of natal dens and other “known” kit fox dens must not occur until authorized by USFWS.

2. Project-related vehicles should observe a 20-mph speed limit in all construction areas, except on county roads and State and Federal highways; this is particularly important at night when kit foxes are most active. To the extent possible, nighttime construction should be avoided. Off-road traffic outside of designated project areas should be prohibited.
3. To prevent inadvertent entrapment of kit foxes, American badgers, or other animals during the construction phase of the project, all excavated, steep-walled holes or trenches more than 2 feet deep should be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they should be thoroughly inspected for trapped animals. If at any time a trapped or injured kit fox is discovered, the procedures under numbers 8 and 9 of this section must be followed.
4. Kit foxes and American badgers are attracted to den-like structures such as pipes and may enter stored pipe, becoming trapped or injured. All construction pipes, culverts, or similar structures with a diameter of 4-inches or greater that are stored at a construction site for one or more overnight periods should be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in anyway. If a kit fox is discovered inside a pipe, that section of pipe should not be moved until the USFWS has been consulted. If an American badger is discovered in a pipe, CDFG must be contacted.

If necessary, and under the direct supervision of the biologist, the pipe may be moved once to remove it from the path of construction activity, until the fox or badger has escaped.

5. All food-related trash items such as wrappers, cans, bottles, and food scraps should be disposed of in closed containers and removed at least once a week from a construction or Project Site.
6. No firearms shall be allowed on the Project Site.
7. To prevent harassment, mortality of kit foxes or destruction of dens by dogs or cats, no pets should be permitted on Project Sites.
8. A representative shall be appointed by the project proponent who will be the contact source for any employee or contractor who might inadvertently kill or injure a kit fox or who finds a dead, injured or entrapped individual. The representative's name and telephone number shall be provided to the USFWS.
9. In the case of trapped animals, escape ramps or structures should be installed immediately to allow the animal(s) to escape, or the USFWS should be contacted for advice.
10. Any contractor, employee(s), or military or agency personnel who inadvertently kills or injures a San Joaquin kit fox shall immediately report the incident to their representative. This representative shall contact the CDFG immediately in the case of a dead, injured or entrapped kit fox. The CDFG contact for immediate assistance is State Dispatch at (916) 445-0045. They will contact the local warden or biologist.
11. The Sacramento Fish and Wildlife Office and CDFG will be notified in writing within three working days of the accidental death or injury to a San Joaquin kit fox or American badger during project related activities. Notification must include the date, time, and location of the incident or of the finding of a dead or injured animal and any other pertinent information. The USFWS contact is the Chief of the Division of Endangered Species, 2800 Cottage Way, Suite W2605, Sacramento, CA 95825-1846, and (916) 414-6620. The CDFG contact is Mr. Ron Schlorff at 1416 9th Street, Sacramento, CA 95814, (916) 654-4262.

In addition to these measures, a training program will be prepared and presented to all construction personnel by a qualified biologist. The program will include, at a minimum, a discussion of the laws and regulations that afford protection to special status species, the natural history of each special status species that could potentially be impacted by project construction activities, specific activities that could affect the species, the types of impacts that could occur to each species, and photographs of each species.

Appendix C
Traffic Study

TRAFFIC STUDY

**WEST HILLS COMMUNITY COLLEGE DISTRICT
NORTH DISTRICT CENTER EXPANSION
FIREBAUGH, CALIFORNIA**

**Prepared for:
QUAD KNOPF, INC.**

November 2009

Prepared by:



**1800 30th Street, Suite 260
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INTRODUCTION

This traffic study was prepared for the proposed expansion of the North District Center, a West Hills Community College campus located in Firebaugh, California. Built in 1971, the North District Center serves a student population of approximately 600. A vicinity map is presented in Figure 1 and a location map is presented in Figure 2.

A. Project Description

As currently planned, the expansion project will be completed in two phases. Phase I will involve the construction of a new building located immediately southeast of the existing campus structure. This multi-story building will include classrooms and administrative space, a library, bookstore, lecture hall and laboratory. Phase II will involve the demolition of the current structure and construction of a new paved parking lot in its place.

It is anticipated that the entire expansion project will be completed by the end of 2015. Upon completion, the North District Center is expected to accommodate a total student population of approximately 1,200.

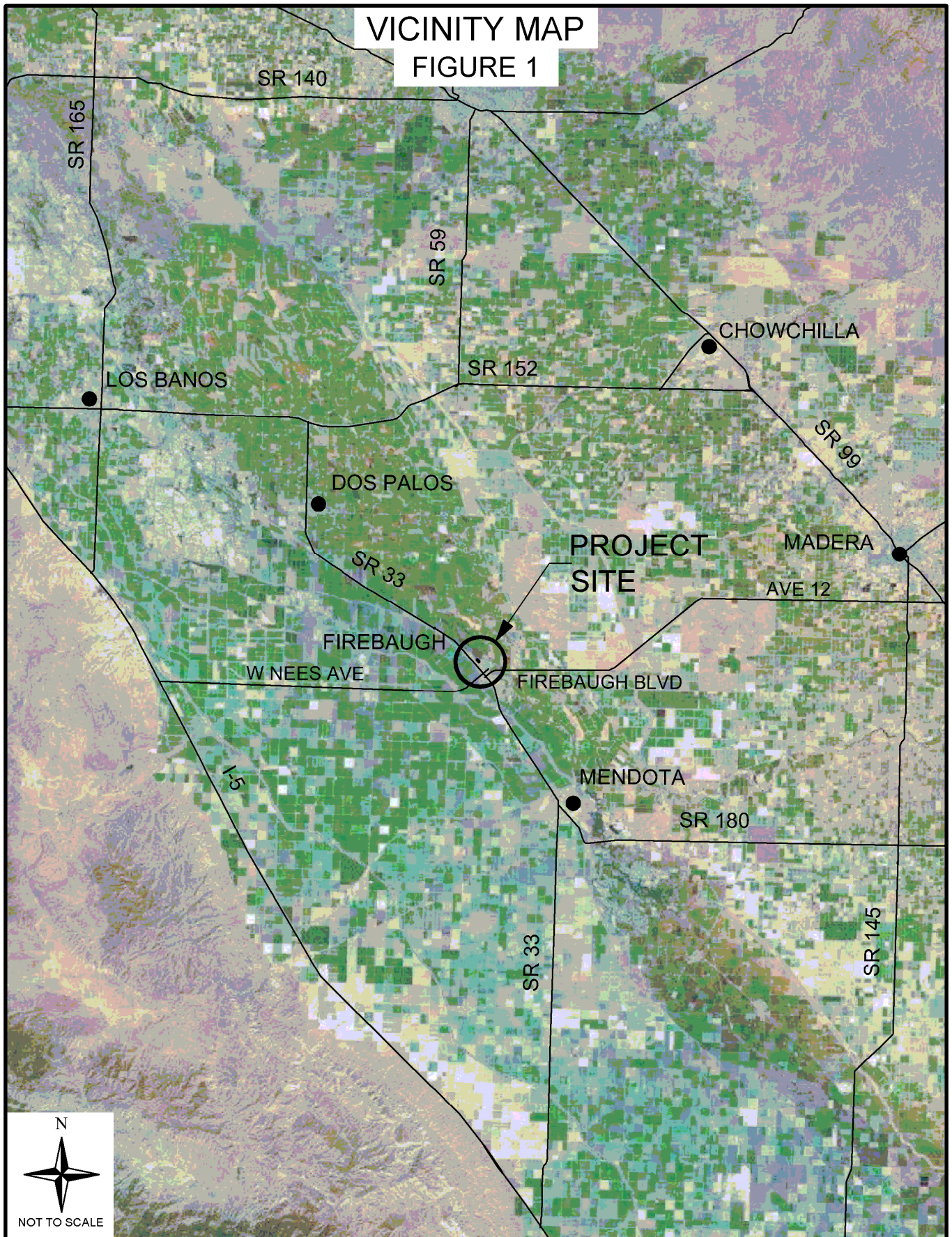
B. Study Approach

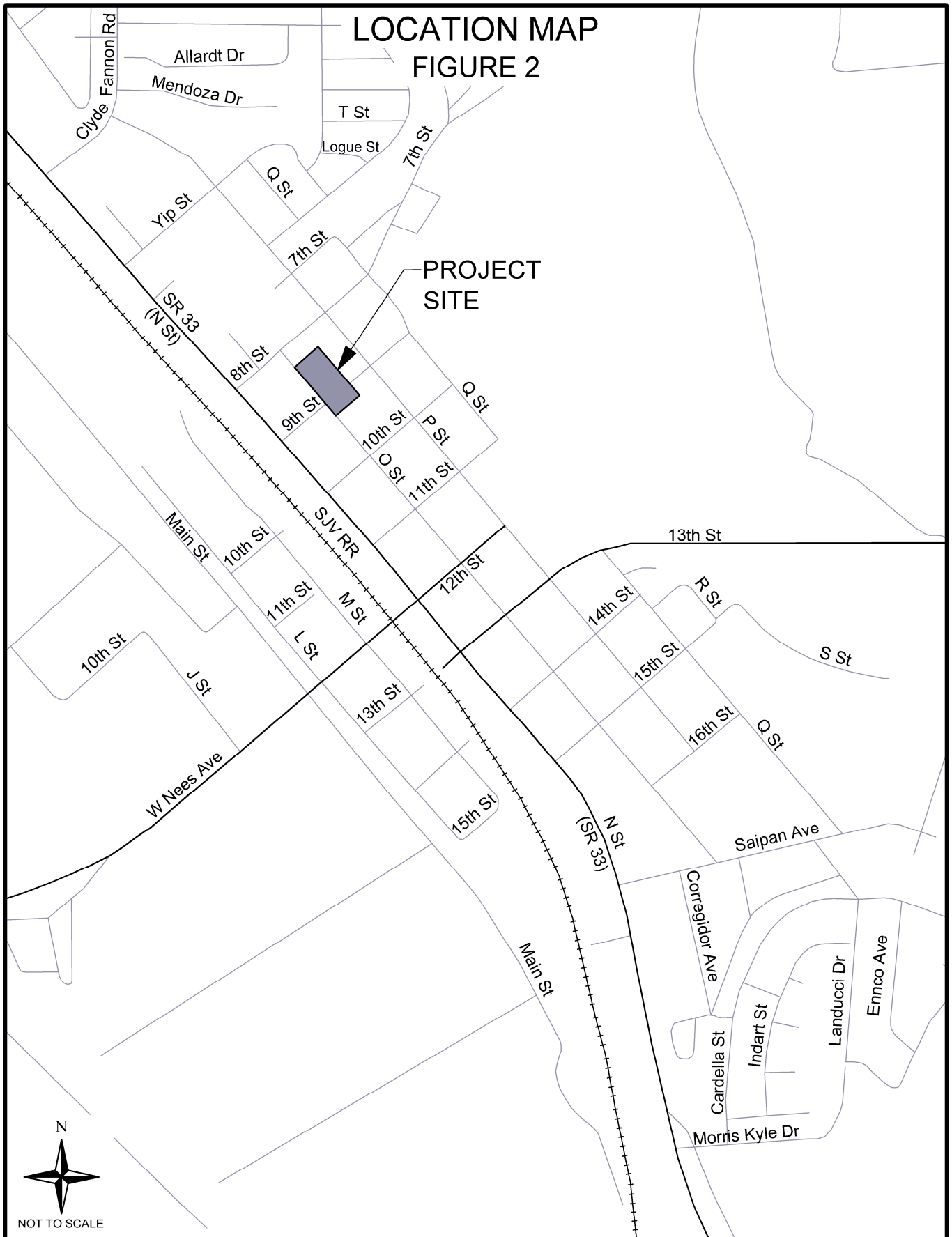
The purpose of this study is to evaluate the potential impacts of the proposed expansion of the North District Center on existing and future traffic operations in the vicinity of the project. The methodology employed for this study is consistent with Caltrans guidelines.

The traffic impact analysis involved the use of existing traffic counts and published ADT (average daily traffic) volumes. Analyses were performed for the years 2009 and 2015, both with and without the project. Traffic impacts were assessed based on intersection level of service and roadway capacity. The need for mitigation to maintain or improve operational level of service on opening day was also identified as part of this study.

C. Study Area

The scope of the study was developed in association with, and was approved by, Caltrans staff. All five study intersections, shown in Figures 3 through 7, are located along State Route 33 between Morris Kyle Drive and Clyde Fannon Road.





EXISTING STREET SYSTEM

9th Street extends east from State Route 33 near the center of Firebaugh. It operates as a two-lane roadway and provides access primarily to residential and commercial land uses.

12th Street is a two-lane, east-west roadway which intersects State Route 33 near the center of Firebaugh. It provides access to industrial land uses and the Firebaugh Airport west of State Route 33 and residential and commercial land uses east of State Route 33. 12th Street continues west of the city as W Nees Avenue and connects with Interstate 5. The intersection of State Route 33/12th Street is signalized.

13th Street is a two-lane, east-west roadway which intersects State Route 33 near the center of Firebaugh. It provides access to industrial land uses west of State Route 33 and residential and commercial land uses and the downtown area east of State Route 33. 13th Street continues east of the city as Firebaugh Boulevard before shifting northeasterly onto the Avenue 12 alignment and connecting to State Route 99 south of Madera. The intersection of State Route 33/13th Street is signalized.

Clyde Fannon Road extends east of State Route 33 near the north end of Firebaugh. It exists as a two-lane roadway and provides access to commercial, residential and agricultural land uses. Caltrans has identified the intersection of State Route 33/Clyde Fannon Road as a possible candidate for future signalization.

Morris Kyle Drive extends east of State Route 33 near the south end of Firebaugh. It exists as a two-lane roadway and provides access to residential land uses and Bailey Primary School and Firebaugh High School. Caltrans has plans to signalize the intersection of State Route 33/Morris Kyle Drive.

State Route 33 is a north-south state highway that extends approximately 290 miles through central California from Interstate 5 near Tracy in San Joaquin County to US 101 near Ventura in Ventura County. The segment of State Route 33 through Firebaugh is also known as N Street.

State Route 33 exists as a three-lane roadway from Morris Kyle Drive to 13th Street, as a four-lane roadway from 13th Street to Clyde Fannon Road, and as a two-lane roadway north and south of Clyde Fannon Road and Morris Kyle Drive, respectively. A raised center median exists along State Route 33 through the center of Firebaugh.

PROJECT TRAFFIC

A. Potential Trip Generation

The daily and peak hour trips shown in Table 1 were estimated based on data contained in Trip Generation, an informational report prepared by the Institute of Transportation Engineers (ITE). Equations and directional splits for ITE Land Use Code 540 (Junior/Community College: Students, Weekday, Peak Hour of Adjacent Street Traffic) were used to estimate project trip generation based on an increase in student population of 600.

Table 1
Project Trip Generation

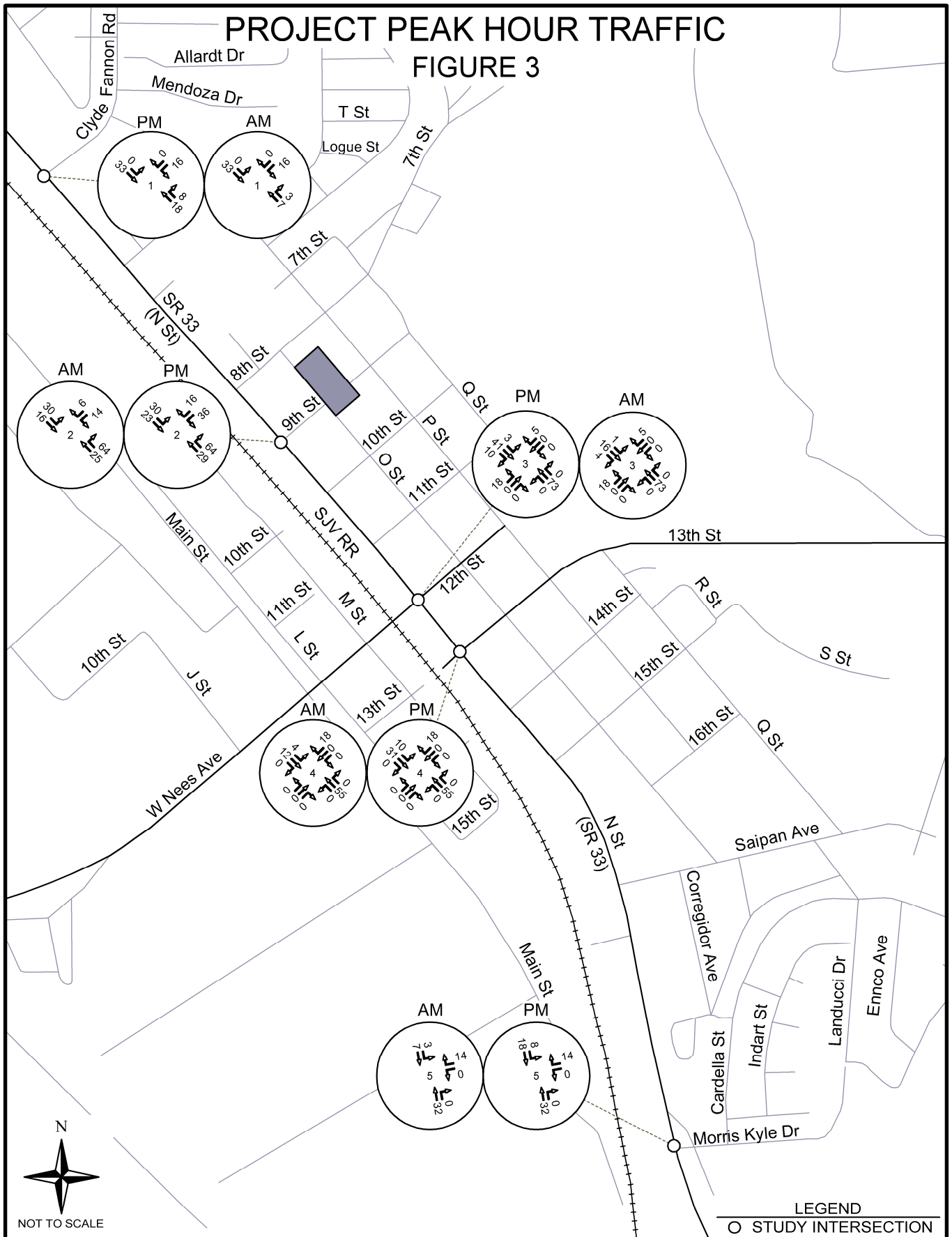
General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
540	Junior/Community College	600 Students	eq	1,026	eq	82% 182	18% 40	eq	64% 182	36% 102

B. Trip Distribution and Assignment

The trip distribution and assignment assumptions in Table 2 represent the most logically traveled routes for traffic accessing the project. These assumptions were used to distribute project peak hour traffic as shown in Figure 3.

Table 2
Project Trip Distribution and Assignment

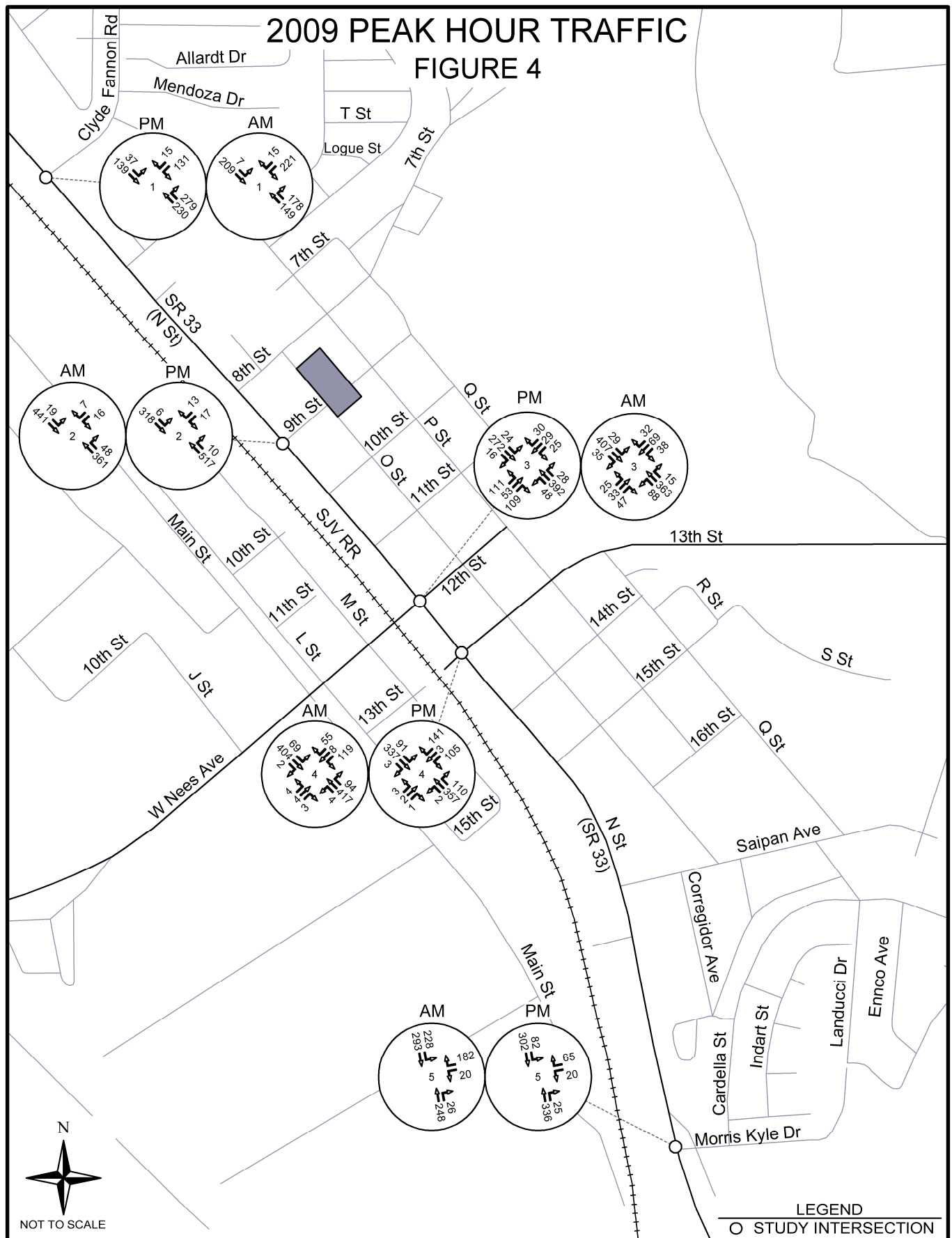
Direction	Percentage	Description
North	35	State Route 33 (N Street)
East	15	13 th Street
South	35	State Route 33 (N Street)
West	15	12 th Street

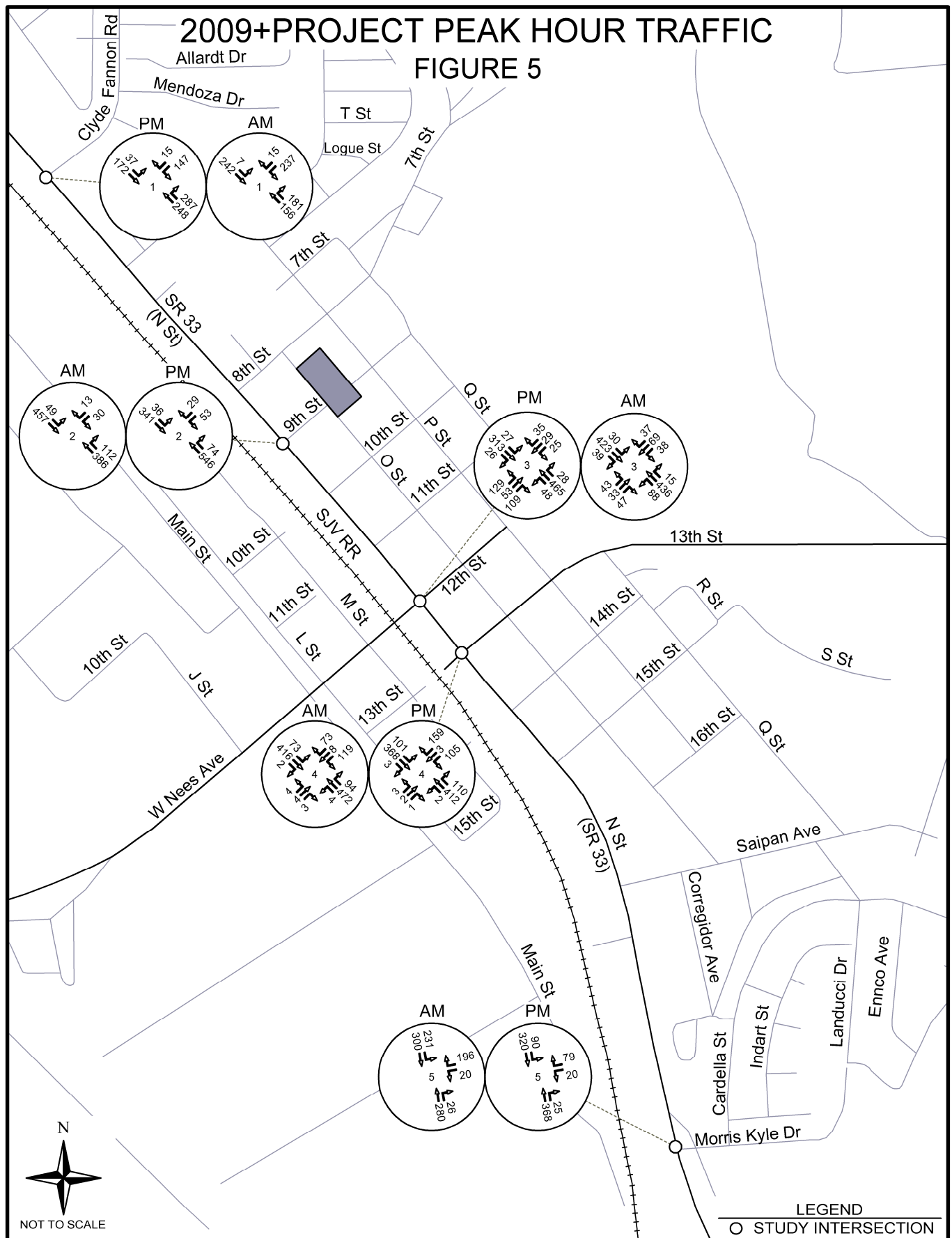


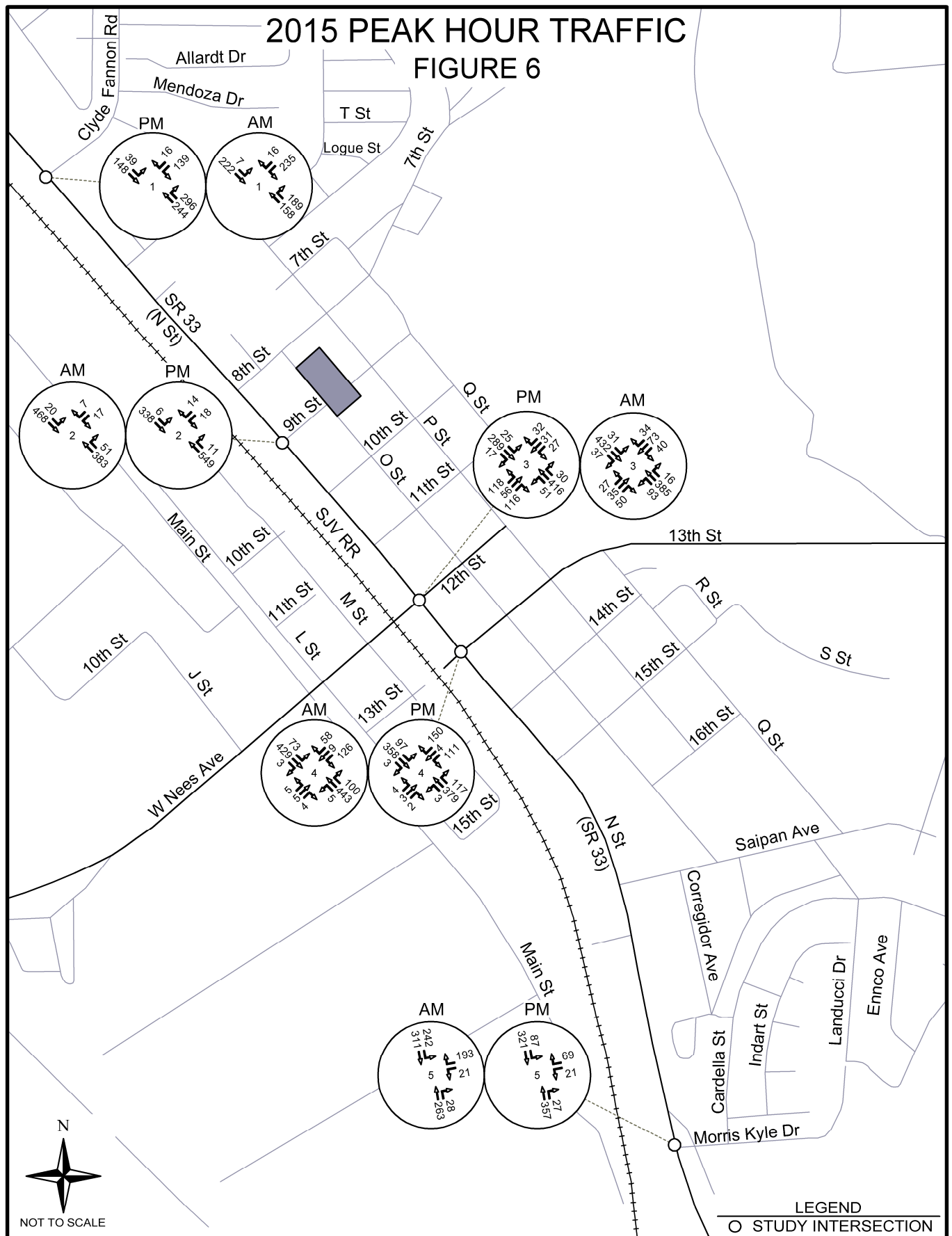
EXISTING AND FUTURE TRAFFIC

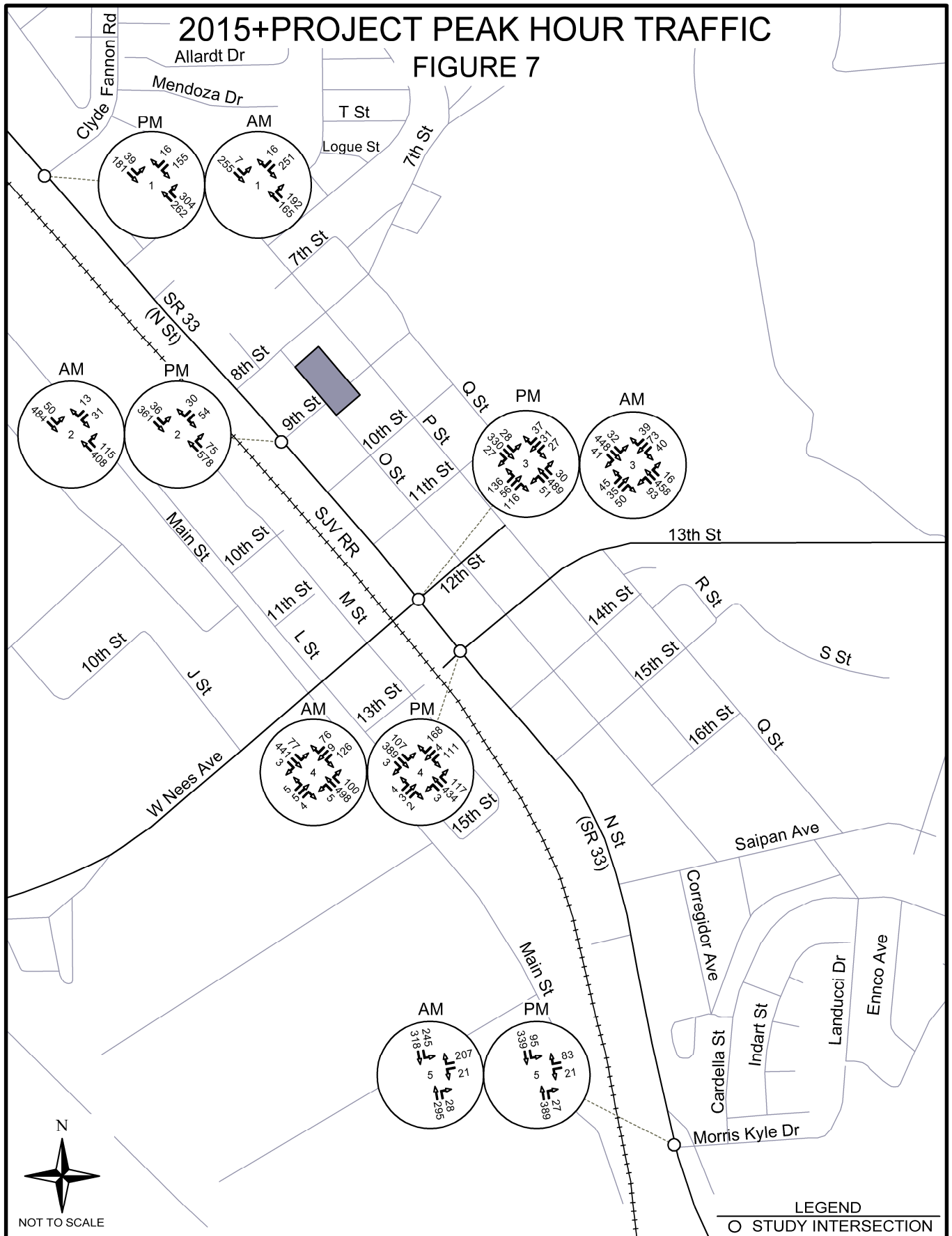
Existing peak hour turning movement volumes were obtained at the five study intersections in November 2009 and are shown in Figure 4. Existing-plus-project peak hour volumes are shown in Figure 5.

An average annual growth rate of 1% was applied to existing traffic volumes to estimate future traffic volumes for the year 2015. This growth rate was developed based on a review of historical growth rates in the study area. Future peak hour volumes are shown in Figure 6. Future-plus-project peak hour volumes are shown in Figure 7.









INTERSECTION ANALYSIS

An analysis of the study intersections was conducted using Synchro 6 software from Trafficware. This software utilizes the capacity analysis methodology in the Transportation Research Board's Highway Capacity Manual. The intersection analysis was performed for the following traffic scenarios: 2009, 2009 + project, 2015, and 2015 + project.

Intersection level of service (LOS) criteria are shown in the tables below. Weekday PM and AM peak hour levels of service for the unsignalized intersections in the study are presented in Tables 3a and 3b, respectively. Similarly, weekday PM and AM peak hour levels of service for the signalized intersections in the study are presented in Tables 4a and 4b, respectively.

LEVEL OF SERVICE CRITERIA UNSIGNALIZED INTERSECTION

Average Control Delay (sec/veh)	Level of Service	Expected Delay to Minor Street Traffic
≤ 10	A	Little or no delay
> 10 and ≤ 15	B	Short traffic delays
> 15 and ≤ 25	C	Average traffic delays
> 25 and ≤ 35	D	Long traffic delays
> 35 and ≤ 50	E	Very long traffic delays
> 50	F	Extreme delays

LEVEL OF SERVICE CRITERIA SIGNALIZED INTERSECTIONS

Volume/Capacity (v/c)	Control Delay (sec/veh)	Level of Service
< 0.60	≤ 10	A
0.61 - 0.70	> 10 and ≤ 20	B
0.71 - 0.80	> 20 and ≤ 35	C
0.81 - 0.90	> 35 and ≤ 55	D
0.91 - 1.00	> 55 and ≤ 80	E
> 1.0	> 80	F

**Table 3a
Unsignalized Intersection Level of Service
PM Peak Hour**

#	Intersection	Movement	2009	2009+ Project	2015	2015+ Project	2015+ Project w/Mitigation
1	SR 33 (N St) & Clyde Fannon Rd	WB	C	C	C	C	-
2	SR 33 (N St) & 9th St	WB	B	C	C	C	-
5	SR 33 (N St) & Morris Kyle Dr	WB	B	B	B	B	-

**Table 3b
Unsignalized Intersection Level of Service
AM Peak Hour**

#	Intersection	Movement	2009	2009+ Project	2015	2015+ Project	2015+ Project w/Mitigation
1	SR 33 (N St) & Clyde Fannon Rd	WB	C	C	C	C	-
2	SR 33 (N St) & 9th St	WB	B	C	C	C	-
5	SR 33 (N St) & Morris Kyle Dr	WB	B	B	B	C	-

**Table 4a
Signalized Intersection Level of Service
PM Peak Hour**

#	Intersection	2009	2009+ Project	2015	2015+ Project	2015+ Project w/Mitigation
3	SR 33 (N St) & 12th St	B	B	B	B	-
4	SR 33 (N St) & 13th St	B	B	B	B	-

**Table 4b
Signalized Intersection Level of Service
AM Peak Hour**

#	Intersection	2009	2009+ Project	2015	2015+ Project	2015+ Project w/Mitigation
3	SR 33 (N St) & 12th St	B	B	B	B	-
4	SR 33 (N St) & 13th St	B	B	B	B	-

The results of the intersection analysis indicate that all five study intersections currently operate at an acceptable level of service during peak hours and will continue to do so through the year 2015, both with and without project traffic. No mitigation is needed to maintain or improve the operational level of service of the study intersections on opening day.

TRAFFIC SIGNAL WARRANT ANALYSIS

Peak hour signal warrants were evaluated for the unsignalized intersections in the study based on the California MUTCD. Peak hour signal warrants assess delay to traffic on minor street approaches when entering or crossing a major street. Signal warrant analysis results are shown in Tables 5a and 5b.

**Table 5a
Traffic Signal Warrants
PM Peak Hour**

#	Intersection	2009			2009+Project			2015			2015+Project		
		Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	SR 33 (N St) at Clyde Fannon Rd	685	146	NO	744	162	NO	727	155	NO	786	171	YES
2	SR 33 (N St) at 9th St	851	30	NO	997	82	NO	904	32	NO	1050	84	NO
5	SR 33 (N St) at Morris Kyle Dr	745	85	NO	803	99	NO	792	90	NO	850	104	NO

**Table 5b
Traffic Signal Warrants
AM Peak Hour**

#	Intersection	2009			2009+Project			2015			2015+Project		
		Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	SR 33 (N St) at Clyde Fannon Rd	543	236	NO	586	252	YES	576	251	YES	619	267	YES
2	SR 33 (N St) at 9th St	869	23	NO	1004	43	NO	923	24	NO	1058	44	NO
5	SR 33 (N St) at Morris Kyle Dr	795	202	NO	837	216	YES	844	214	YES	886	228	YES

The intersection of State Route 33/Clyde Fannon Road meets PM peak hour signal warrants for the year 2015 with project traffic. Similarly, the intersections of State Route 33/Clyde Fannon Road and State Route 33/Kyle Morris Drive meet AM peak hour signal warrants for the year 2009 with project traffic, and the year 2015 both with and without project traffic. It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic control signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed, but rather, that other traffic conditions be evaluated in order to determine whether a signal is truly justified.

It is also noted that signal warrants do not necessarily correlate with level of service. An intersection may operate below LOS C and not meet signal warrant criteria or, as with Clyde Fannon Road and Kyle Morris Drive, satisfy signal warrant conditions and operate at or above LOS C.

ROADWAY ANALYSIS

The volume-to-capacity ratios shown in Table 6 were calculated for roadways with published ADT data. A volume-to-capacity ratio (v/c) of greater than 0.80 corresponds to a LOS of less than C, as defined in the Highway Capacity Manual.

**Table 6
Roadway Capacity**

Street	2008 ¹	Project ADT	2015 ADT	2015+ Project	Existing Capacity	Mitigated Capacity	v/c 2008	v/c 2008+Proj	v/c 2015	v/c 2015+Proj	v/c (Mit) 2015+Proj
SR 33 (N St): Clyde Fannon Rd to 8th St	8,500	351	9,113	9,464	40,000	-	0.21	0.22	0.23	0.24	-
SR 33 (N St): 8th St to 12th St	10,400	702	11,150	11,852	40,000	-	0.26	0.28	0.28	0.30	-
SR 33 (N St): 12th St to 15th St	9,700	527	10,400	10,927	40,000	-	0.24	0.26	0.26	0.27	-
SR 33 (N St): 15th St to Morris Kyle Dr	10,200	527	10,936	11,463	40,000	-	0.26	0.27	0.27	0.29	-

¹Published ADT data

All roadway segments within the scope of the study currently operate at an acceptable level of service and will continue to do so through the year 2015, both with and without project traffic. No mitigation is needed to maintain or improve the operational level of service of the roadway segments within the scope of the study on opening day.

CONCLUSIONS

The proposed expansion of the North District Center in Firebaugh, California will have minimal impact on traffic operations in the vicinity of the project. All study intersections and roadway segments will operate at acceptable levels of service in their present configurations upon project completion in the year 2015, and therefore, no mitigation is needed to maintain or improve operational level of service on opening day.

The intersections of State Route 33/Clyde Fannon Road and State Route 33/Morris Kyle Drive satisfy peak hour signal warrant criteria for the years 2009 and 2015. Analysis of other traffic conditions (e.g., intersection layout, pedestrian volumes, traffic accidents, etc.) is needed to determine whether installation of signals is justified at these locations.

REFERENCES

1. California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2003 Edition, as amended for use in California); State of California; Business, Transportation and Housing Agency; Department of Transportation (Caltrans), September 26, 2006, (California MUTCD)
2. Highway Capacity Manual, Transportation Research Board, National Research Board, National Research Council, Washington, DC, 2000
3. Trip Generation, 8th Edition, Institute of Transportation Engineers (ITE), Publication No. IR-016F, 2008