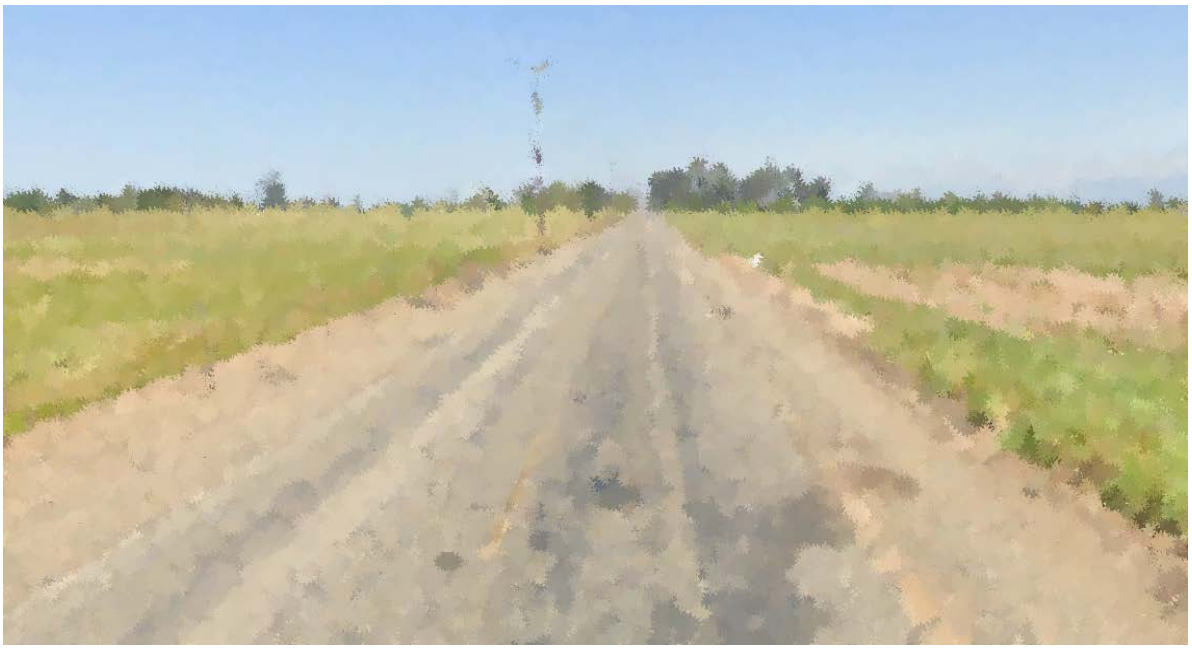


Terry Bradley Educational Center Additional Infrastructure Project

Initial Study – Mitigated Negative Declaration

prepared by

Clovis Unified School District
1450 Herndon Avenue
Clovis, California 93611
Contact: Denver Stairs, Assistant Superintendent, Facility Services

prepared with the assistance of

Rincon Consultants, Inc.
7080 North Whitney Avenue, Suite 101
Fresno, California 93720

November 2023

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

This report prepared on 50% recycled paper with 50% post-consumer content.

Table of Contents

Tables

Figures

Appendices

Initial Study

1. Project Title

Terry Bradley Educational Center Additional Infrastructure Project

2. Lead Agency Name and Address

Clovis Unified School District
1450 Herndon Avenue
Clovis, California 93611

3. Contact Person and Phone Number

Denver Stairs, Assistant Superintendent, Facility Services
DenverStairs@clovisusd.k12.ca.us

4. Project Location

The project site consists of proposed pipeline alignments as well as proposed on-site facilities located on the Terry Bradley Educational Center (TBEC) campus. The proposed project would extend sewer and water lines from the City of Fresno's sanitary sewer gravity and force main and potable water main line, along Shields Avenue, McKinley Avenue, Leonard Avenue, Princeton Avenue, Weldon Avenue, and Highland Avenue, before connecting to the TBEC campus. The pipeline alignment would be located within the public right-of-way (ROW) within paved roads and dirt shoulders, and would cross Redbank Slough at six locations.

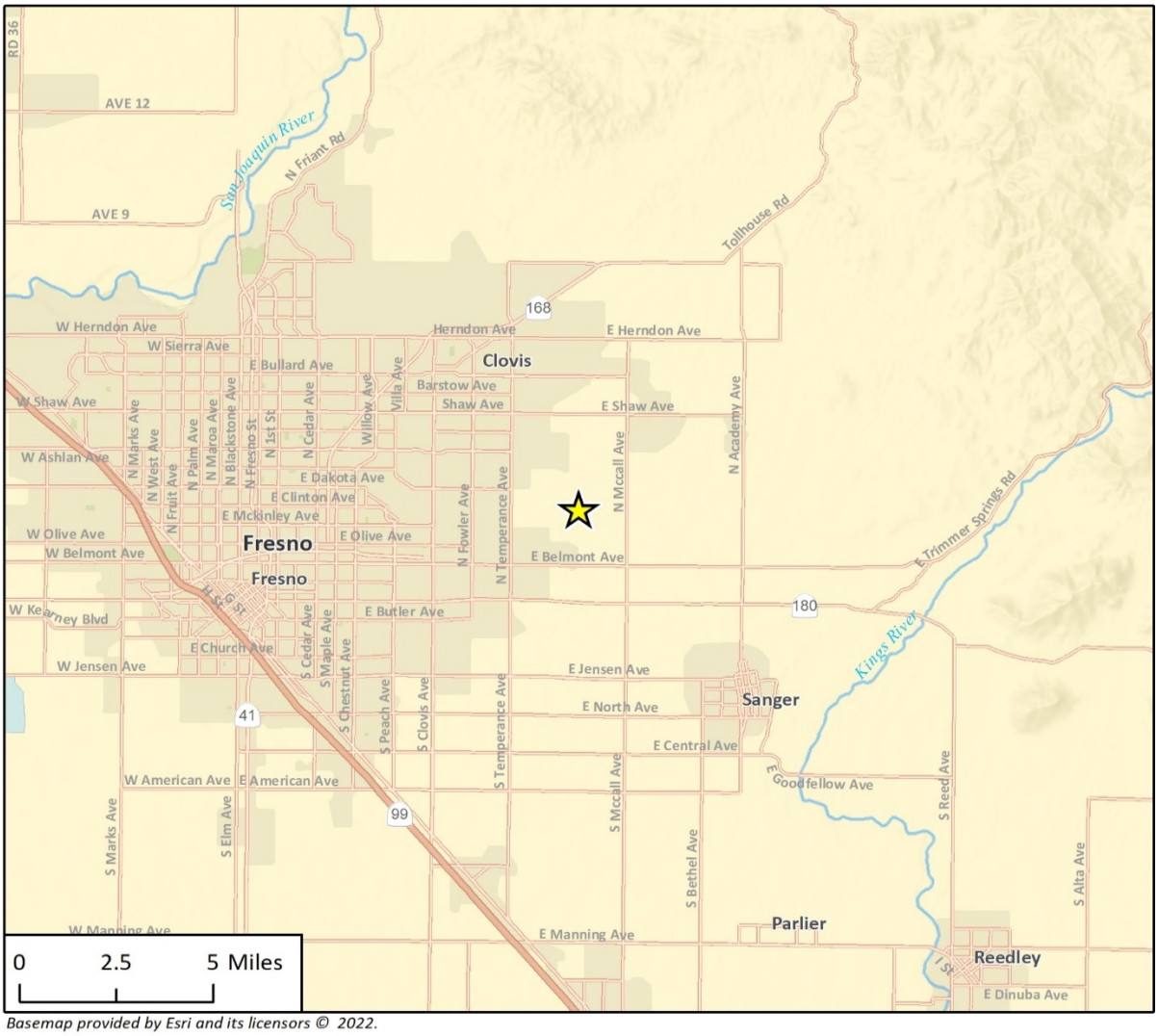
The TBEC campus is located in the County of Fresno, approximately 1.5 miles from the City limit of Fresno. The campus is located between Leonard and Highland Avenues on the north and south sides of the Clinton Avenue alignment, Fresno County, California. The campus is located within Section 25, Township 13 South, Range 21 East, Mount Diablo Base and Meridian, as shown on the *Clovis, Calif*. 7.5 Minute Series USGS Quadrangle (1964). The project site is located within the City of Fresno's sphere of influence and within the City's Southeast Development Area (SEDA) Plan. The project would construct water and sewer facilities on the southeastern portion of the TBEC campus, adjacent to Leonard Avenue.

Figure 1 shows the regional location of the project alignment and Figure 2 shows the location of the proposed water pipeline, sewer pipeline, and on-site utility facilities.

5. Project Sponsor's Name and Address

Clovis Unified School District
1450 Herndon Avenue
Clovis, California 93611

Figure 1 Regional Location

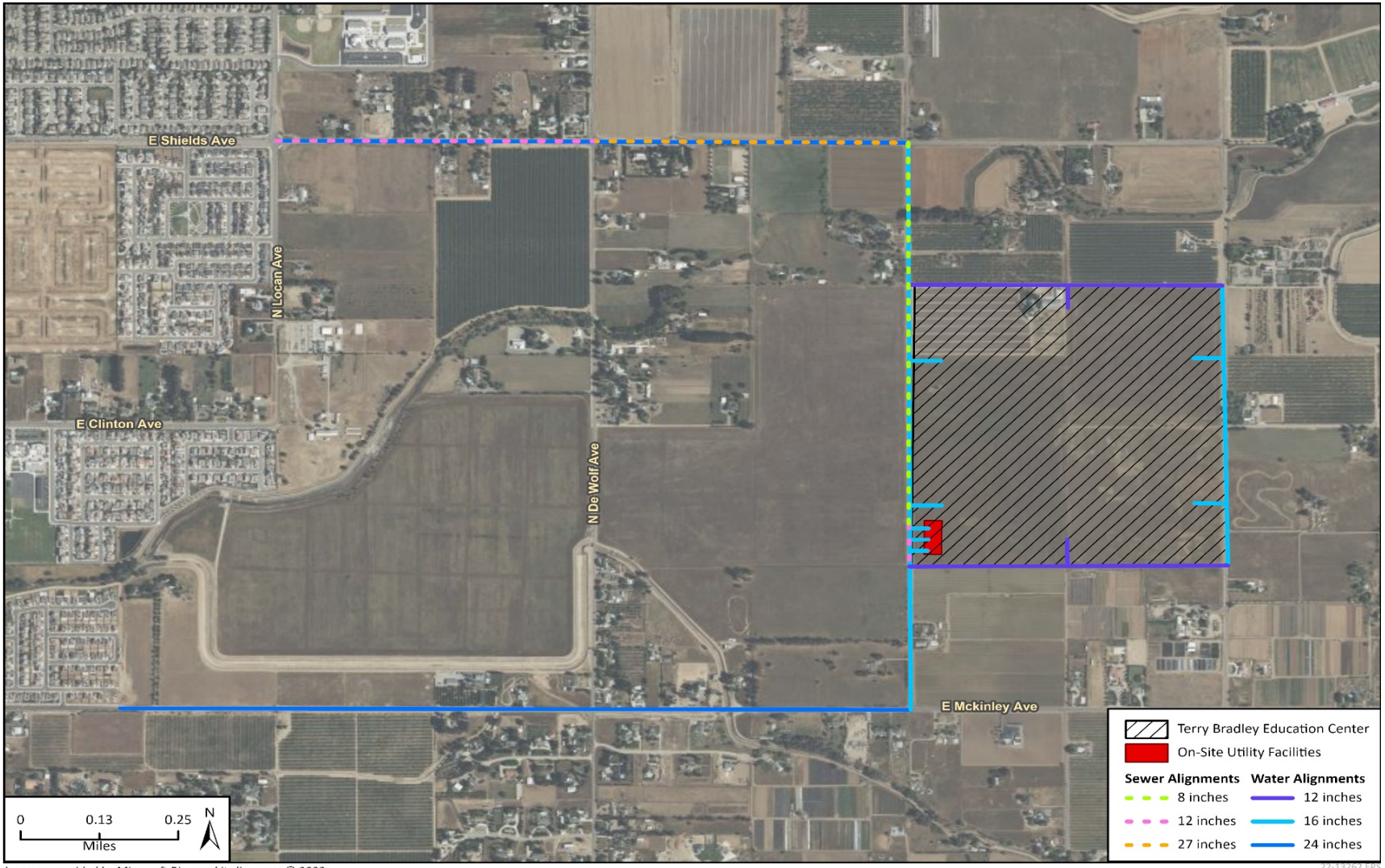


Basemap provided by Esri and its licensors © 2022.

Project Location

N

Figure 2 Project Site Location



6. General Plan Designation

The project site is located within an unincorporated portion of Fresno County within the City of Fresno Sphere of Influence (SOI). The pipeline alignments are located within existing public roadway ROW and do not have a Fresno County General Plan land use designation. The Fresno County General Plan designates the TBEC campus as Agriculture. The City of Fresno's SEDA Plan designates the TBEC campus as Institutional.

7. Zoning

The pipeline alignments are located within existing public roadway ROW and are therefore not zoned. The TBEC campus is zoned in the County as Exclusive Agriculture (AE-20), 20 acres minimum. This zoning designation is intended to be an exclusive district for agriculture and for those uses that are necessary and an integral part of the agricultural operation. Because the campus is within the Fresno SOI, the intent is for the school and surrounding area to be developed in accordance with City of Fresno SEDA planning as identified in the City's General Plan.

8. Project Background

The TBEC is a Clovis Unified School District (CUSD) project that was designed to provide the student capacity necessary to accommodate population growth in the district, as projected in 2008. The TBEC includes a high school, intermediate school, and elementary school, along with recreational areas and supporting facilities consistent with other educational center sites. These schools are within the City of Fresno's SEDA as identified in the City of Fresno General Plan adopted on December 18, 2014, formerly identified as the Southeast Growth Area (SEGA) Specific Plan area.

In 2006, the Fresno County Local Agency Formation Commission (LAFCo) approved incorporation of SEGA into the City of Fresno, which would provide access to municipal facilities and services, including water and sewer. LAFCo's approval was contingent upon a Specific Plan being developed for SEGA, as well as all required environmental reviews and permit authorizations for the SEGA Specific Plan be complete before LAFCo would approve annexation of the land to the City.[1] In response to LAFCo's requirement for a Specific Plan, in 2006, the City of Fresno initiated preparation of a Specific Plan for SEGA. The need to increase local school capacity had already been identified at that time, and CUSD began designing the TBEC in response. As the TBEC is located within the SEGA Specific Plan area, and SEGA incorporation into the City had been approved by LAFCo, CUSD anticipated that municipal water and sewer services would be provided to the site as reflected in the 2008 Final Environmental Impact Report (EIR) (State Clearinghouse #2005101054) that was certified by CUSD's Board of Directors on August 28, 2008, along with project approval of the TBEC. Conclusions from the 2008 Final EIR are incorporated into this document for informational purposes.

Later in 2008, the City of Fresno put the SEGA Specific Plan on hold due to uncertainties around growth and recession. Because the SEGA Specific Plan was put on hold, the municipal facilities for water and sewer were not developed within SEGA/SEDA, and consequently, not to the project site. The 2008 Final EIR did not identify an alternate water supply source or wastewater treatment provider, as the project design assumed municipal service connections would be provided.

[1] https://www.fresno.gov/darm/wp-content/uploads/sites/10/2022/03/Fresno-SEDA-SP-Program-EIR-NOP_4_languages.pdf

CUSD intends to move forward with construction of the TBEC now, rather than waiting for City infrastructure to be developed in SEDA, because there is an immediate need for increased school capacity and CUSD is authorized to construct the TBEC under the certified 2008 Final EIR. Previously CUSD had proposed construction and operation of potable water facilities, non-potable water facilities, a wastewater treatment plant, potential solar panel installation, and support facilities for the proposed utilities, located immediately east of the TBEC campus, across Highland Avenue. However, following recent agreements with the City of Fresno and LAFCo, CUSD has reached an agreement with the City of Fresno to extend water and sewer lines from existing City of Fresno connections, with support facilities located on the TBEC campus. The project would provide permanent water and sewer facilities needed for the TBEC's operation, and are necessary for the TBEC to become operational in 2025.

9. Description of Project

The proposed project consists of water and sewer connections to the Terry Bradley Educational Center Project ("Approved Project" and formerly the "Fourth Educational Center Project"), which was approved with certification of the 2008 Final EIR for the Fourth Educational Center Project (State Clearinghouse #2005101054).

CUSD is proposing to install new, permanent water and sewer lines by extending the existing City of Fresno supply water and sewer services to the TBEC campus, located between Leonard and Highland Avenues north of Weldon Avenue (see Figure 2). In addition to the water and sewer connections, the project would involve the construction of utility facilities on the TBEC campus. Throughout this environmental document, the term "off-site components" refers to the water and sewer pipelines, and "on-site components" refers to the utility facilities on the TBEC campus. The project's off-site and on-site components are further discussed in the below subsection.

Project Components

Sanitary Sewer Connection

The project would install approximately 9,240 linear feet (LF) of 8-inch, 12-inch, and 27-inch sanitary sewer mains. The 12-inch sewer pipeline would begin at the existing City of Fresno sewer connection at the intersection of Shields Avenue and Locan Avenue. The 12-inch sewer pipeline would then extend east along Shields Avenue. At the intersection of Shields Avenue and DeWolf Avenue, the 12-inch sewer pipeline would connect to the proposed 27-inch sewer pipeline, and a pressure manhole would be installed. From this point, the 27-inch sewer pipeline would continue east along Shields Avenue; at the intersection of Shields Avenue and Leonard Avenue, the 27-inch pipeline would connect to the proposed 8-inch pipeline. The 8-inch pipeline would extend south along Leonard Avenue, before connecting with the on-site facilities at the TBEC campus. At the TBEC campus connection, the 8-inch pipeline would also connect to a 12-inch pipeline, which would extend south for the remainder of Leonard Avenue, ending at the intersection of Leonard Avenue and Weldon Avenue.

Installation of the sanitary sewer pipeline would disturb approximately 59,472 square feet of existing roadway along Shields Avenue and Leonard Avenue. The average depth of excavation for the 12-inch and 27-inch pipelines would be 16 feet, with a maximum depth of excavation at 19 feet. The average depth of excavation for the 8-inch pipeline would be 5 feet.

Potable Water Connection

The project would install approximately 25,080 LF of potable water pipeline. The proposed pipeline would include 16-inch and 12-inch pipelines under the roadways that surround the TBEC campus. The 16-inch pipelines would occur on the western (under Leonard Avenue, which would connect to proposed on-site facilities) and eastern (under Highland Avenue) boundaries, and the 12-inch pipelines would occur on the northern (under Princeton Avenue) and southern (under Weldon Avenue) boundaries of the TBEC campus. Each segment of pipeline that would surround the TBEC campus would be approximately 2,640 LF. Additionally, the project would install two pipeline alignments that would connect the City of Fresno's water system to the TBEC campus.

The first alignment would begin at the existing City of Fresno potable water connection at the intersection of Shields Avenue and Locan Avenue (the same site as the initial sanitary sewer connection). From this point, a 24-inch pipeline would extend east along Shields Avenue for 5,280 LF, before ending at the intersection of Shields Avenue and Leonard Avenue. Then, the 24-inch pipeline would connect to a 16-inch pipeline, which would extend south along Leonard Avenue for 1,320 LF before connecting to the proposed 16-inch pipeline under Leonard Avenue, along the TBEC campus's western boundary.

The second alignment would begin at the existing City of Fresno potable water connection on McKinley Avenue. From this point, a 16-inch pipeline would extend east along McKinley Avenue for 6,600 LF, until the intersection of McKinley Avenue and Leonard Avenue. Then, the 16-inch pipeline would turn north, and extend along Leonard Avenue for approximately 1,320 LF before connecting to the proposed 16-inch pipeline under Leonard Avenue, along the TBEC campus's western boundary (see Figure 2).

Installation of these water pipelines would disturb approximately 100,320 square feet of existing roadway along Shields Avenue, McKinley Avenue, Leonard Avenue, Princeton Avenue, Weldon Avenue, and Highland Avenue, with an average depth of excavation at 5 feet.

On-Site Facilities

In addition to the water and sewer pipelines, the project would involve the construction of utility facilities on the TBEC campus. These facilities would include:

- A sewer lift station, with associated odor control, shade canopies, and backup power generation.
- An irrigation water booster pump station, with associated shade canopies.
- A fire water booster pump station, with associated shade canopies and backup power generation.
- A potable water booster pump station, with associated shade canopies and backup power generation.
- Perimeter chain link fencing with polyvinyl chloride privacy slats and concrete mow curb, landscape planters, and drainage inlets.

The above on-site facilities would disturb approximately 33,050 square feet of the existing TBEC campus site, the development of which was previously analyzed in the 2008 Final EIR. The proposed sewer lift station would have an average depth of excavation at 30 feet, and the proposed irrigation, fire, and potable water booster pump stations would have an average depth of excavation at 5 feet.

These new facilities would be dedicated for use solely by TBEC as permanent facilities for the campus.

Project Construction

Construction equipment staging and worker parking for water and sewer pipeline installation would occur on the ROW of Shields Avenue, McKinley Avenue, Leonard Avenue, Princeton Avenue, Weldon Avenue, and Highland Avenue. Construction equipment staging and worker parking for the on-site components would occur on the TBEC campus site. Groundwater is not anticipated to be encountered during project construction activities. Project construction would not involve pile-driving or blasting activities. Where the project alignments would cross Redbank Slough, jack-and-bore trenching methods would be used to avoid impacts to the slough.

Construction Schedule

Installation of the water and sewer pipelines is anticipated to begin in March 2024 and occur for eight months, ending in October 2024. The sewer pipeline would be installed first, for a duration of four months (March 2024 to June 2024), followed by the water pipeline, which would also occur for a duration of four months (July 2024 to October 2024). Construction of the on-site facilities (including the sewer lift station and three water booster pump stations) would begin in August 2024 and occur for twelve months, ending in July 2025. Construction would occur from 7:00AM to 5:00PM, Monday through Friday, with possible overtime and Saturday work required. No nighttime construction would occur.

Traffic Controls

During project construction activities, CUSD would implement a traffic control plan to minimize impacts to the traveling public. This traffic control plan would include message boards, signage, delineators, and cones for when pipeline installation would occur along Shields Avenue, McKinley Avenue, Leonard Avenue, Princeton Avenue, Weldon Avenue, and Highland Avenue.

Best Management Practices

During construction of the proposed project, CUSD's construction contractor would implement best management practices (BMPs) in accordance with the project's specifications. BMPs for the proposed project are anticipated to include measures for the protection of air quality, water quality, and traffic. They are listed below.

- During project construction, exposed areas would be watered once to twice daily, to minimize fugitive dust emissions and off-site sediment transportation.
- During project construction, vehicle speeds on unpaved roads would be limited to 5 to 15 miles per hour, to reduce dust emissions.
- A traffic control plan would be implemented during pipeline installation activities to minimize traffic impacts.
- Other BMPs as defined and required by the project-specific Storm Water Pollution Prevention Plan (SWPPP) to reduce impacts from erosion and sedimentation would be implemented.

Project Operation and Maintenance

Once construction is completed, the proposed water and sewer pipelines would be operated by the City of Fresno. City staff would periodically inspect the pipeline and perform routine maintenance, and the anticipated pipeline lifetime is more than 80 years.

The on-site project components would be inspected weekly, resulting in 52 maintenance trips per year. The anticipated lifetime of on-site project components is more than 50 years.

10. Surrounding Land Uses and Setting

The pipeline alignments and TBEC campus are located in a rural and agricultural area of unincorporated Fresno County. Existing land uses surrounding the alignments and TBEC campus include vacant land, dry pasture, orchards, vineyards, and rural residences. The nearest urbanized development to the project site is located adjacent to the proposed water and sewer alignment's connection at the intersection of Locan Avenue and Shields Avenue, and consists of a suburban neighborhood.

11. Other Public Agencies Whose Approval is Required

The proposed project would require approval or permits from the following agencies:

- CUSD Board of Directors for project approval
- City of Fresno for approval of infrastructure connections to existing City systems
- County of Fresno Encroachment Permit
- Fresno County LAFCo for approval of infrastructure connections
- California Department of Transportation Encroachment Permit
- State Water Resources Control Board Construction General Permit

12. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

CUSD has not received any formal requests for consultation from any Native American tribes traditionally and culturally affiliated with the project area pursuant to Assembly Bill (AB) 52; however, CUSD provided courtesy notifications to such tribes on July 3, 2023. This included distributing letters to tribes with known traditional and cultural affiliations with the project area to request review and input on the proposed project.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

Determination

Based on 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 to 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 "less than significant with mitigation incorporated" 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 potential 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.

Signature

11/14/23

Date

Michael Johnston

Printed Name

Associate Superintendent
Admin. Services

Title

Environmental Checklist

1 Aesthetics

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

Impacts Identified in the 2008 Final EIR

Impacts related to aesthetics were analyzed on pages 8-1 through 8-3 of the 2008 Final EIR. The 2008 Final EIR determined that the project would substantially alter the existing agricultural and rural visual character, which would be a significant and unavoidable impact; that the project would increase potential for litter and graffiti, which would be a less than significant impact with mitigation; that the project would increase light and glare in the vicinity, which would be a less than significant impact with mitigation; and that there would be no impact to scenic resources visible from a state scenic highway. Therefore, impacts regarding aesthetics were determined to be significant and unavoidable.

Impacts of the Proposed Project

a. Would the project have a substantial adverse effect on a scenic vista?

Scenic vistas are viewpoints that provide expansive views of highly valued landscape for the public benefit. The project's off-site components would be located within existing roadways in

unincorporated Fresno County, and on-site components would be located on the TBEC campus. The Open Space and Conservation Element of the County of Fresno's General Plan identifies Fresno County-designated scenic roadways, including landscaped drives, scenic drives, and scenic highways (County of Fresno 2000). Roadways within the project footprint, including Shields Avenue, McKinley Avenue, Leonard Avenue, Princeton Avenue, Weldon Avenue, and Highland Avenue, are not designated as scenic drives or roadways.

Visual resources in the vicinity of the project generally consist of views of residential neighborhoods, agricultural lands, and open space areas. During construction activities, views along project roadways would be temporarily affected by the staging and operation of construction equipment, which would be visible from Shields Avenue, McKinley Avenue, Leonard Avenue, Princeton Avenue, Weldon Avenue, and Highland Avenue. Once construction of the pipelines is complete, the project would not result in permanent aesthetic changes that would alter scenic vistas from their existing conditions because the pipelines would be entirely underground. Similarly, construction of the proposed on-site facilities would temporarily affect nearby views by the staging and operation of construction equipment on the TBEC campus. The on-site facilities would be located on the TBEC campus, and impacts to scenic vistas from development on the TBEC campus were analyzed in the 2008 Final EIR and determined to be significant and unavoidable. Operation of the project's on-site facilities would not result in a more severe impact to scenic vistas than identified in the 2008 Final EIR, as these facilities would be small-scale and would not include substantial building mass, height, or other elements that could adversely affect scenic vistas. Therefore, operational activities would not have a substantial adverse effect on visual character along the project alignments or on the TBEC campus, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The nearest designated state scenic highway to the project site is State Route 180, approximately 13 miles southeast of the project alignments along Leonard Road (California Department of Transportation [Caltrans] 2023). State Route 168, approximately 4.8 miles north of the project alignments on Shields Road, is eligible for designation as a state scenic highway (Caltrans 2019).

The project site is not located on a state scenic highway and is not visible from a state scenic highway. Therefore, the proposed project would not damage scenic resources within a state scenic highway, and no impact would occur.

NO IMPACT

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

The project alignments and TBEC campus are primarily bounded by residential, agricultural, and open space land uses. Because the project traverses both urbanized and non-urbanized areas, this analysis evaluates both potential degradation of existing visual character and potential conflicts with zoning and other regulations governing scenic quality.

The proposed project would extend the City of Fresno water and sewer services within existing roadway ROW. During construction of off-site components, construction equipment would be

temporarily staged on project roadways, and construction would involve pipeline construction activities. However, these impacts would be temporary and would be limited to the project construction period. Upon completion of construction of off-site components, ground surfaces would be restored to pre-project conditions. Operation of the on-site components would not degrade scenic quality as the proposed on-site utility facilities are small-scale and do not involve substantial building mass, height, or other elements that may affect nearby views. Therefore, the proposed project would not substantially degrade the existing visual character or quality of public views surrounding the proposed water and sewer pipeline alignments, or on the TBEC campus. Additionally, because the project would not change surface land uses, the project would not conflict with applicable zoning of land uses. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Construction would generally occur during the daytime hours and would not require the use of lighting. Furthermore, during installation of the proposed water and sewer pipelines, the active construction area and any associated lighting would move along the alignments as each segment of pipeline is installed, making construction lighting impacts not only temporary but also short-term at any individual light receiver. The project's off-site components would not create a new source of light or glare once construction is complete because the proposed pipelines would be underground. The project's on-site components would involve minimal exterior lighting for safety purposes, and such lighting would be consistent with the developed educational use of the TBEC campus.

Thus, the proposed project would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the vicinity of the project alignments and TBEC campus, and there would be a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

This page intentionally left blank.

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■
c. Conflict with existing zoning for, or cause rezoning of, 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 Government Code Section 51104(g))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	■

Impacts Identified in the 2008 Final EIR

Impacts related to agriculture and forestry resources were analyzed on pages 5-1 through 5-8 of the 2008 Final EIR. The 2008 Final EIR determined that the project would convert Prime Farmland and Farmland of Statewide Importance to non-agricultural use, which would be a significant and unavoidable impact; and that the project would conflict with existing agricultural operations, including Williamson Act contracts, which would be a significant and unavoidable impact. Therefore, impacts regarding agricultural and forestry resources were determined to be significant and unavoidable.

Impacts of the Proposed Project

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

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

The proposed water and sewer pipeline alignments are situated adjacent to Prime Farmland, Unique Farmland, and Farmland of Statewide Importance (Farmland), as mapped and identified by the California Department of Conservation (DOC) (DOC 2023a). Project construction activities along public ROW would be restricted to the roadway corridors and would not extend onto adjacent mapped Farmland. Because pipelines would be installed within existing roadways, no portion of the project alignment is mapped as Farmland. Portions of the TBEC campus are identified as Farmland (DOC 2023a). Impacts to Farmland from development of the TBEC campus were analyzed in the 2008 Final EIR and determined to be significant and unavoidable. Construction and operation of the project's on-site components would not result in the additional loss of Farmland or a more severe impact to Farmland than previously analyzed. As such, the project would not convert mapped Farmland to non-agricultural use, and would not conflict with existing zoning for agricultural use or a Williamson Act contract. There would be no impact.

NO IMPACT

c. Would the project 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 Government Code Section 51104(g))?

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The proposed water and sewer pipeline alignments, TBEC campus, and surrounding vicinity are not designated or zoned for forest land, timberland, or timberland zoned Timberland Production. The proposed project would consist of pipeline installation and utility facility operation and would not change the land uses on the project alignments or TBEC campus, or facilitate off-site loss of forest land or conversion of forest land to non-forest use. Therefore, implementation of the proposed project would not convert any forest land to non-forest use, nor would it conflict with existing zoning for such lands. As such, no impact to forests or timberland would occur.

NO IMPACT

e. Would the project 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?

As previously discussed under thresholds (a) through (d) above, the proposed project would not result in the conversion of Farmland or forest land to non-agricultural or non-forest uses. Proposed project activities would be limited to pipeline installation, utility facility construction, and utility facility operational activities and would not result in other changes to the existing environment that could result in conversion of Farmland to non-agricultural use or forest land to non-forest use. No impact would occur.

NO IMPACT

3 Air Quality

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

Air quality is defined by the concentration of pollutants in relation to their impact on human health. Concentrations of air pollutants are determined by the rate and location of pollutant emissions released by pollution sources, and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, and sunlight.

The TBEC is located in the San Joaquin Valley Air Basin (SJVAB) under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD has developed and updated *Guidance for Assessing and Mitigating Air Quality Impacts* (2015) to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. Additionally, SJVAPCD has issued criteria for determining the level of significance for project-specific impacts within its jurisdiction in accordance with the above significance thresholds. Table 1 provides a summary of these levels of significance.

Table 1 SJVAPCD Air Quality Levels of Significance

Pollutant/Precursor	Construction Emissions (tons per year)	Operational Emissions (tons per year)
CO	100	100
NO_X	10	10
ROG	10	10
SO_X	27	27
PM_{10}	15	15
$PM_{2.5}$	15	15

Source: SJVAPCD 2015

Impacts Identified in the 2008 Final EIR

Impacts related to air quality were analyzed on pages 10-1 through 10-27 of the 2008 Final EIR. The 2008 Final EIR determined that project construction would result short-term emissions of criteria air pollutants, which would be a less than significant impact through mitigation; that the project construction would result in short-term and long-term emissions of ozone precursor pollutants, which would be a significant and unavoidable impact; that the project would contribute to local carbon monoxide (CO) concentrations, which would be a less than significant impact through mitigation; and that the project would have a cumulative contribution to air quality impacts, which would be a significant and unavoidable impact. The 2008 Final EIR also determined that impacts related to objectionable odors and conflict with the applicable air quality management plan (AQMP) would be less than significant. Therefore, impacts regarding air quality would be significant and unavoidable.

Impacts of the Proposed Project

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

According to the SJVAPCD's *Guidance for Assessing and Mitigating Air Quality Impacts* (2015), projects with emissions below the thresholds of significance for criteria pollutants would be determined to "not conflict or obstruct implementation of the District's air quality plan." As discussed under threshold (b), below, the project would not result in emissions of criteria pollutants during construction or operation that would exceed the SJVAPCD's thresholds of significance. Therefore, impacts involving conflict with the applicable AQMP would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

According to the SJVAPCD's *Guidance for Assessing and Mitigating Air Quality Impacts* (2015), if project emissions would not exceed State and federal ambient air quality standards at the project's property boundaries, the project would be considered to not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Additionally, if project-specific emissions exceed the thresholds of significance for criteria pollutants, then the project would be expected to result in a cumulatively considerable net increase of any criteria pollutant for which the SJVAPCD is in non-attainment under applicable federal or State ambient air quality standards. The following subsections analyze project-specific construction and operational emissions.

Project Construction

Construction emissions are temporary in nature but have the potential to represent a significant short-term impact with respect to air quality. Operation of off-road construction equipment and mobile sources (e.g., delivery vehicles, construction worker vehicles) would generate criteria pollutant emissions. Generation of these emissions varies as a function of the types and number of heavy-duty, off-road equipment used, the intensity and frequency of their operation, and vehicle trips per day associated with delivery of construction materials, the importing and exporting of soil, vendor trips, and worker commute trips. Fugitive dust emissions are among the pollutants of greatest concern with respect to construction activities. General site grading operations are the

primary sources of fugitive dust emissions, but these emissions can vary greatly, depending on the level of activity, the specific operations taking place, the number and types of equipment operated, vehicle speeds, local soil conditions, weather conditions, and the amount of earth disturbance. The project would involve site preparation, grading, utility facility construction, and paving.

Annual project construction emissions (tons/year) were estimated using CalEEMod. Annual construction emissions for off-site components are presented in Table 2, and annual construction emissions for on-site components are presented in Table 3.

Table 2 Estimated Annual Construction Emissions from Off-Site Facilities

	Annual Emissions (tons/year)					
Year	**ROG**	**NO_x**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2024	0.1	0.8	1.9	<0.1	<0.1	<0.1
Total Construction Emissions	**0.1**	**0.8**	**1.9**	**<0.1**	**<0.1**	**<0.1**
SJVAPCD Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	No	No	No	No	No	No

See Appendix A for CalEEMod worksheets.

Table 3 Estimated Annual Construction Emissions from On-Site Facilities

	Annual Emissions (tons/year)					
Year	**ROG**	**NO_x**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2024	<0.1	0.3	0.9	<0.1	<0.1	<0.1
2025	<0.1	0.4	1.2	<0.1	<0.1	<0.1
Total Construction Emissions[1]	**0.1**	**0.7**	**2.1**	**0.1**	**0.1**	**0.1**
SJVAPCD Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	No	No	No	No	No	No

[1] Numbers may not add due to rounding.

See Appendix A for CalEEMod worksheets.

As shown above in Table 2 and Table 3, temporary emissions during construction of both on-site and off-site facilities would not exceed SJVAPCD thresholds for any criteria pollutant. Impacts during project construction would be less than significant.

Project Operation

The project's long-term operational emissions are those attributed to vehicle trips (mobile emissions) and energy consumption. CalEEMod was used to calculate emissions from the proposed on-site facilities and the number of trips generated. The proposed off-site pipelines would convey water and wastewater and would not result in operational emissions of criteria pollutants. The information in Table 4, which shows estimated annual operational emissions from on-site facilities, indicates that the project would not exceed SJVAPCD significance thresholds for ozone, PM_{10}, or $PM_{2.5}$, the three criteria pollutants for which the SJVAB is in non-attainment, or for other criteria pollutants.

Table 4 Estimated Annual Operational Emissions

	Annual Emissions (lbs/day)					
	ROG	NO_x	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	0.1	0.1	0.6	<0.1	0.1	<0.1
Energy	0.2	<0.1	0.1	<0.1	<0.1	<0.1
Mobile	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Total Project Emissions[1]	**0.3**	**0.2**	**0.8**	**<0.1**	**0.1**	**<0.1**
SJVAPCD Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	No	No	No	No	No	No

[1] Numbers may not add due to rounding.

See Appendix B for CalEEMod worksheets.

As shown in Table 4, emissions generated by project operation would not exceed SJVAPCD significance thresholds. Therefore, project emissions would not violate air quality standards or contribute to existing violations. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Exposure to localized concentrations of toxic air contaminants (TAC) was assessed qualitatively based on the project's potential to result in increased exposure of sensitive receptors to new or existing TAC emission sources. Sensitive receptors in the vicinity of the off-site pipelines include single-family residences along Shields Avenue, Leonard Avenue, Highland Avenue, and McKinley Avenue. Sensitive receptors in the vicinity of the TBEC campus include single-family residences along Leonard Avenue and Shields Avenue. The TBEC, when constructed, would also constitute a sensitive receptor, and is located on the same site as the project's on-site utility facilities.

According to the SJVAPCD's *Guidance for Assessing and Mitigating Air Quality Impacts* (2015), land use projects that would place new toxic sources in the vicinity of existing receptors, and land use projects that would place new receptors in the vicinity of existing toxics sources, are considered the two types of project with potential to cause long-term health risk impacts. The proposed utility operations of the project are not listed as a source of toxic air emissions (SJVAPCD 2015), and the project would not place new sensitive receptors in the vicinity of toxic sources. The project would not result in the emission of substantial pollutant concentrations during project construction and operation, as discussed in threshold (b). Impacts regarding the exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Construction activities would potentially generate odors from vehicle exhaust and fumes from fuel. Construction-related odors would be temporary and would cease upon completion. As the project alignments and TBEC campus are located in an area without tall buildings to block air movement and hold odors, construction-related odors would disperse and dissipate and would not cause substantial odors at the closest sensitive receptors. Impacts regarding odor creation during project construction would be less than significant.

The project would involve operation of utility facilities, including a sewer lift station and irrigation, fire, and potable water booster pump stations. None of these proposed utility facilities are listed as potential odor-generating sources, according to the SJVAPCD's *Guidance for Assessing and Mitigating Air Quality Impacts* (2015). Therefore, impacts regarding odor creation during project operation would be less than significant.

LESS THAN SIGNIFICANT IMPACT

This page intentionally left blank.

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	☐	■	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	■	☐	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	■	☐	☐
d. Interfere substantially with the movement of any 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?	☐	☐	■	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

Existing Setting

The project alignments consist of paved roads and compacted road shoulders and are located in a predominately agricultural area within the City of Fresno's SEDA, along with the TBEC campus. Agricultural and residential developments surround the project area in all directions. The project alignments cross Redbank Slough and its tributaries six times: once along Shields Avenue, twice along Leonard Avenue, and three times along McKinley Avenue.

Regulatory Setting

Regulatory authority over biological resources is shared by federal, state, and local agencies under a variety of laws, ordinances, regulations, and statutes. Primary authority for biological resources lies within the land use control and planning authority of local jurisdictions (in this instance, the City of Fresno).

The California Department of Fish and Wildlife (CDFW) is a trustee agency for biological resources throughout the State under CEQA and has direct jurisdiction under the California Fish and Game Code (CFGC). Under the California Endangered Species Act (CESA) and the federal Endangered Species Act (FESA), CDFW and the U.S. Fish and Wildlife Service (USFWS), respectively, have direct regulatory authority over species formally listed as Threatened or Endangered (and listed as Rare for CDFW). Native and/or migratory bird species are protected under the Migratory Bird Treaty Act and CFGC Sections 3503, 3503.5, and 3511.

Laws and regulations found within the Clean Water Act (CWA), CFGC, California Water Code, and California Code of Regulations (CCR) protect wetlands and riparian habitat. The U.S. Army Corps of Engineers (USACE) has regulatory authority over wetlands and other waters of the United States under Section 404 of the CWA. The State Water Resources Control Board and the nine Regional Water Quality Control Boards (RWQCBs) ensure water quality protection in California pursuant to Section 401 of the CWA and Section 13263 of the Porter-Cologne Water Quality Control Act. CDFW regulates certain waters features, such as streams and lakes, under CFGC Section 1600 et seq.

Special status species are those plants and animals: 1) listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS and the National Marine Fisheries Service (NMFS) under the FESA; 2) listed or proposed for listing as Candidates, Rare, Threatened, or Endangered by the CDFW under the CESA; 3) recognized as California Species of Special Concern (CSSC) by the CDFW; 4) afforded protection under the Migratory Bird Treaty Act (MBTA) or CFGC; and 5) occurring on Lists 1 and 2 of the California Native Plant Society's (CNPS) California Rare Plant Ranking (CRPR) system.

Impacts Identified in the 2008 Final EIR

Impacts related to biological resources were analyzed on pages 6-1 through 6-18 of the 2008 Final EIR. The 2008 Final EIR determined that the project could result in mortality of special-status bird and bat species, which would be a less than significant impact through mitigation; and that the project would have a less than significant impact regarding loss of habitat and wildlife movement. The 2008 Final EIR also determined that the project would have no impact regarding riparian habitat, sensitive natural communities, wetlands, or conflict with biological resource policies. Therefore, impacts regarding biological resources would be less than significant with mitigation incorporated.

Impacts of the Proposed Project

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

The project alignments consist of paved roads and are surrounded by agriculture and residential areas, and thus are unlikely to contain special status plant and wildlife taxa recognized on the CNPS Online Inventory of Rare and Endangered Plants of California (CNPS 2023) and the CDFW State and Federally Listed Endangered, Threatened, And Rare Plants of California (CDFW 2023a). A field visit conducted by Rincon Consultants, Inc. in July 2023 concluded that the project alignments and TBEC campus are highly disturbed and mostly consist of weeds and ornamental vegetation.

The project alignment contains trees on either side of project roadways that may provide habitat for nesting birds protected under the MBTA and CFGC. The nesting season generally extends from February 1 through August 31 in California but can vary based upon annual climatic conditions. Thus, construction activities could result in direct impacts to active nests during vegetation removal, or disturbance-related nest abandonment. Impacts to most non-listed bird species through nest destruction or abandonment would not be significant; however, this would be a violation of CFGC code and the MBTA. Therefore, impacts to non-listed special status birds would be potentially significant and Mitigation Measure BIO-1 would be required to mitigate impacts to less than significant levels.

Mitigation Measure

BIO-1 Nesting Birds

Project construction shall be conducted outside of the nesting season (September 1 to January 31) to the extent feasible. If vegetation removal, grading, or initial ground-disturbing activities are conducted during the nesting season, a qualified biologist shall conduct a preconstruction nesting bird survey no more than 14 days prior to vegetation removal or initial ground disturbance. Nesting habitat may include grasslands, shrubs, trees, snags, and open ground. The survey shall include all potential nesting habitat in the project area and within 300 feet of the proposed project grading boundaries to identify the location and status of any nests that could potentially be affected by project activities. The biologist shall submit a report of the preconstruction nesting bird survey to CUSD to document compliance within 30 days of its completion.

If active nests of protected species are found within project impact areas or close enough to these areas to affect breeding success, the biologist shall establish a work exclusion zone around each nest that shall be followed by the contractor. Established exclusion zones shall remain in place until all young in the nest have fledged or the nest otherwise becomes inactive (e.g., due to predation). Appropriate exclusion zone sizes vary dependent upon bird species, nest location, existing visual buffers, ambient sound levels, and other factors; an exclusion zone radius may be as small as 25 feet (for common, disturbance-adapted species) or as large as 250 feet or more for raptors. Exclusion zone size may also be reduced from established levels if supported with nest monitoring by a qualified biologist indicating that work activities outside the reduced radius are not adversely impacting the nest. The biologist shall submit a report of the success of the exclusion zone to the City to document compliance within 30 days of completion of project construction.

Significance After Mitigation

Implementation of Mitigation Measure BIO-1 would ensure protection of nesting birds that may be on-site during project activities. This measure would reduce impacts to special status species to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

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

The proposed project would consist of new utilities connections to existing water and sewer lines within public roadway ROW, as well as the construction and operation of on-site utility facilities. The project alignments cross Redbank Slough and its tributaries six times: once along Shields Avenue, twice along Leonard Avenue, and three times along McKinley Avenue. Redbank Slough is identified as containing riverine wetlands by USFWS (USFWS 2023b). Redbank Slough and its tributaries may be under USACE and RWQCB jurisdictions and the areas up to the top of the bank as well as any adjacent wetlands or other riparian habitat are subject to CDFW jurisdiction pursuant to Section 1600 et seq. of the CFGC. Jack and bore activities would be used to connect pipelines through Redbank Slough and its tributaries. Proposed jack and bore pits would have the potential to impact riparian habitat subject to CDFW jurisdiction. Pipeline drilling between jack and bore pits would also cross under these potentially jurisdictional waters, which could result in a fissures from the bore hole up to the slough bottom (known as a “frac-out"), which could result in discharge of drilling muds, solvents, and other materials. Therefore, utility connections would cause potentially significant impacts to aquatic features under the jurisdiction of USACE, RWQCB, and CDFW, and CUSD may need to obtain regulatory permits from these agencies. Therefore, Mitigation Measure BIO-2a would be required to determine the extent of potentially jurisdictional features for the purposes of potential wetlands and waters permitting. Construction may also result in temporary construction-related impacts to riparian habitat and waters of the U.S. and State. Therefore, Mitigation Measure BIO-2b would be required to offset impacts to riparian habitat through habitat restoration or enhancement. Lastly, Mitigation Measure BIO-2c would be required to reduce the risks associated with frac-out through preparation of a Frac-Out Contingency Plan.

No additional sensitive natural communities on the project alignments or TBEC campus were identified in local or regional plans. A search of the USFWS Information Planning and Consultation system concluded that the project alignments or TBEC campus do not contain critical habitats (USFWS 2023a).

Project specifications require implementation of a site-specific SWPPP and BMPs. These BMPs would include erosion and sediment controls, runoff water quality monitoring, and means of waste disposal, all of which would ensure no pollutants or sediments are carried via stormwater runoff from the active project construction area to nearby riparian or wetland features. Thus, with implementation of required SWPPP, BMPs, and Mitigation Measures BIO-2a, BIO-2b, and BIO-2c the project would reduce impacts to riparian habitat and or state or federally protected waters to a less than significant level.

Mitigation Measure

BIO-2a Jurisdictional Delineation

Prior to project construction, CUSD shall direct a qualified biologist to delineate those areas on the project site that are under the jurisdiction of CDFW, USACE and RWQCB. The qualified biologist shall submit the jurisdictional delineation to USACE, RWQCB, and/or CDFW, as appropriate, for review and approval. If the project cannot be designed to avoid permanent impacts to jurisdictional resources, CUSD shall obtain appropriate regulatory permits and implement all required mitigation measures as instructed by the regulating agency. Required mitigation measures would include Mitigation Measures BIO-2b and BIO-2c, which would require the preparation of a Habitat Restoration/Enhancement Plan and Frac-out Contingency Plan, respectively.

BIO-2b Habitat Restoration/Enhancement Plan

Prior to issuance of a grading permit, CUSD shall prepare a site-specific Habitat Restoration/Enhancement Plan (HREP). The HREP shall provide for restoration of any jurisdictional wetlands, waters, or riparian habitat temporarily impacted by the project. If CUSD cannot avoid permanent impacts to jurisdictional habitat, impacts shall be offset through habitat restoration and/or enhancement at a minimum ratio of 1:1 (habitat restored and/or enhanced to habitat impacted) in accordance with the HREP and in coordination with regulatory agencies. A qualified biologist shall develop the HREP pursuant to the requirements listed below.

The HREP shall include the following components, as applicable:

a. Description of the project/impact site (i.e., location, responsible parties, areas to be impacted by habitat type);
b. Goal(s) of the compensatory mitigation project (i.e., the type/types and area/areas of habitat to be established, restored, enhanced, and/or preserved; specific functions and values of habitat type/types to be established, restored, enhanced, and/or preserved);
c. Description of the proposed compensatory mitigation-site (i.e., location and size, ownership status, existing functions and values of the compensatory mitigation-site);
d. Implementation plan for the compensatory mitigation site (the plan will include rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan, including plant species to be used, container sizes, and seeding rates);
e. Construction activities during the monitoring period, including jack and bore, excavation, and trenching as appropriate (the plan will include activities, responsible parties, and schedule);
f. Monitoring plan for the compensatory mitigation-site, including no less than quarterly monitoring for the first year; the plan will include performance standards, target functions and values, target acreages to be established, restored, enhanced, and/or preserved, annual monitoring reports;
g. Success criteria based on the goals and measurable objectives; said criteria to be, at a minimum, at least 80 percent survival of container plants and 30 percent relative cover by vegetation type;
h. An adaptive management program and remedial measures to address negative impacts to restoration efforts;
i. Notification of completion of compensatory mitigation and agency confirmation; and
j. Contingency measures (e.g., initiating procedures, alternative locations for contingency compensatory mitigation, funding mechanism).

The HREP shall be prepared by a qualified biologist and submitted to CDFW, USACE, and the Central Valley RWQCB (depending on jurisdictional requirements) for review and approval prior to the issuance of a grading permit.

BIO-2c Frac-out Contingency Plan

If directional drilling under jurisdictional waters is required, CUSD shall require the contractor to retain a licensed geotechnical engineer to develop a Frac-out Contingency Plan. CUSD shall submit the Frac-out Contingency Plan to the appropriate resource agencies for review prior to the start of construction of any pipeline that would use directional drilling under jurisdictional waters. The Frac-out Contingency Plan shall include, at a minimum:

a. Measures describing training of construction personnel about monitoring procedures, equipment, materials and procedures in place for the prevention, containment, clean-up (such as creating a containment area and using a pump, using a vacuum truck, etc.), and disposal of released bentonite slurry, and agency notification protocols.
b. Methods for preventing frac-out including maintaining pressure in the borehole to avoid exceeding the strength of the overlying soil.
c. Methods for detecting an accidental release of drilling fluid that include: (a) monitoring by a designated construction monitor throughout drilling operations to ensure swift response if a frac-out occurs; (b) continuous monitoring of drilling pressures to ensure they do not exceed those needed to penetrate the formation; (c) continuous monitoring of slurry returns at the exit and entry pits to determine if slurry circulation has been lost; and (d) continuous monitoring by spotters to follow the progress of the drill bit during the pilot hole operation, and reaming and pull back operations.
d. Protocols that the contractor would follow if there is a loss of circulation or other indicator of a release of drilling fluid.
e. Cleanup and disposal procedures and equipment the contractor would use if a frac-out occurs.
f. If a frac-out occurs, the contractor shall immediately halt work, implement the clean-up measures outlined in the Frac-out Contingency Plan to contain, clean-up, and dispose of the drilling fluid, and, if the frac-out occurs in the water channel, notify and consult with the regulatory agencies before drilling activities can begin again.

The Frac-out Contingency Plan shall be prepared by a licensed geotechnical engineer and submitted to CDFW, USACE, and the Central Valley RWQCB (depending on jurisdictional requirements) for review and approval prior to pipeline construction.

Significance After Mitigation

Implementation of Mitigation Measures BIO-2a, BIO-2b, and BIO-2c would reduce impacts to sensitive riparian habitat and jurisdictional waters to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. Would the project 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?

The project alignments, TBEC campus, and surrounding vicinity are not identified as Essential Connectivity Areas by CDFW (CDFW 2023b). Given the current level of disturbance on the project alignments, TBEC campus, and in the surrounding area, it is unlikely that wildlife movement corridors or habitat linkages would be present. Due to its proximity to existing development and agricultural use, the project would not interfere substantially with the movement of wildlife species. Impacts to wildlife movement would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project would not conflict with local policies or ordinances protecting biological resources. The City of Fresno's tree preservation ordinance requires a Tree Removal Permit when removing protected trees. Protected trees are defined as: Heritage Trees; multi-trunk trees; parkway trees; any trees located on public property; and any tree which measures 12 inches or greater in diameter or 38 inches or greater in circumference, measured four feet above the adjacent grade, except for developed single-family residential properties. Trees are not expected to be removed during project activities. There would be no impact.

NO IMPACT

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

The project alignments and TBEC campus are not within the boundaries of any approved or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other adopted local, regional, or state Habitat Conservation Plan (CDFW 2023c). There would be no impact involving conflict with biological resource policies or adopted habitat conservation plans.

NO IMPACT

This page intentionally left blank.

5 Cultural Resources

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

CEQA requires a lead agency to determine whether a project may have a significant effect on historical resources (Public Resources Code [PRC], Section 21084.1) and tribal cultural resources (PRC Section 21074 [a][1][A]-[B]). A historical resource is a resource listed in, or determined to be eligible for listing, in the California Register of Historical Resources (CRHR), a resource included in a local register of historical resources, or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (State CEQA Guidelines, Section 15064.5[a][1-3]).

A resource shall be considered historically significant if it:

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

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC, Section 21083.2[a], [b]).

PRC, Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;

2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

CEQA Guidelines Section 15064.5 also provides guidance for addressing the potential presence of human remains, including those discovered during implementation of a project.

The impact analysis included herein is organized based on the cultural resources checklist questions included in CEQA Guidelines Appendix G: Environmental Checklist Form. Threshold (a) broadly refers to historical resources. To differentiate between archaeological and built environment resources, analysis under threshold (a) is limited to built environment resources. Archaeological resources, including those that may be considered historical resources pursuant to CEQA Guidelines Section 15064.5 and those that may be considered unique archaeological resources pursuant to PRC Section 21083.2, are considered under threshold (b).

Impacts Identified in the 2008 Final EIR

Impacts related to cultural resources were analyzed on pages 7-1 through 7-5 of the 2008 Final EIR. The 2008 Final EIR determined that the project could impact subsurface cultural resources, which would be a less than significant impact through mitigation; and that the project would have no impact to historic resources. Therefore, impacts regarding cultural resources would be less than significant with mitigation.

Impacts of the Proposed Project

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

No historical built environment resources were identified within the project alignments or TBEC campus as part of the background research for the project (Appendix B). Two historic-period resources, the Pickett Residence and Gould Canal, are recorded within 0.5 mile of the project alignments. Neither of these resources extend into the project alignments (Appendix B). As such, the project would result in no impact to historical resources under CEQA.

NO IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

No archaeological resources or archaeological deposits were identified within the project alignments or TBEC campus; however, one precontact archaeological resource (P-10-002189/CA-FRE-2189) that included burials is documented within 0.5 mile of the project alignments. The disposition of the burials and exact location is unknown as the burials were identified during construction of the residences and were not reported until the conclusion of construction. It is unknown if the burials extended into the current project alignments (Appendix B). Furthermore, although the project alignments have been disturbed by roadways, there are no existing subsurface water pipelines within the project alignments. The presence of a precontact archaeological resource that included burials in the vicinity, the presence of naturally occurring water sources that cross the project alignments, and the lack of previous cultural resources study suggests that the archaeological sensitivity for the project alignments is undetermined but potentially high. A lack of

surface evidence of archaeological materials does not preclude their subsurface existence. As such, there is a potential for intact subsurface archaeological resources to be present within the project alignments. During pipeline installation, these resources, if present, may be disturbed or destroyed, which would be a potentially significant impact that requires mitigation. Following implementation of Mitigation Measures CUL-1a through CUL-1c, this impact would be less than significant.

Mitigation Measures

CUL-1a Worker's Environmental Awareness Program (WEAP)

A qualified archaeologist shall be retained to conduct a WEAP training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities. The training shall be conducted by or under the direction of an archaeologist who meets or exceeds the Secretary of Interior's Professional Qualification Standards for archaeology (National Park Service [NPS] 1983). Archaeological sensitivity training shall include a description of the types of cultural material that may be encountered, cultural sensitivity issues, the regulatory environment, and the proper protocol for treatment of the materials in the event of a find.

CUL-1b Archaeological and Native American Monitoring

Archaeological and Native American monitoring shall be performed for all project-related ground disturbing activities by a qualified archaeologist and a Native American consultant. Archaeological monitoring shall be performed under the direction of an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983). Native American monitoring shall be provided by a locally affiliated tribal member(s). Monitors shall have the authority to halt and redirect work should any archaeological resources be identified during monitoring. If archaeological resources are encountered during ground-disturbing activities, work in the immediate area must halt and the find be evaluated for listing in the CRHR and NRHP. Archaeological or Native American monitoring or both may be reduced or halted at the discretion of the qualified archaeologist, in consultation with the lead agency, as warranted by conditions such as encountering bedrock, sediments being excavated are fill, or negative findings during the first 50 percent of ground-disturbance. If monitoring is reduced to spot-checking, spot-checking shall occur when ground-disturbance moves to a new location within the project site and when ground disturbance will extend to depths not previously reached (unless those depths are within bedrock).

CUL-1c Unanticipated Discovery of Cultural Resources

In the event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work within 50 feet of the find shall halt and the on-site archaeologist and Native American consultant shall be contacted immediately to evaluate the resource. If the qualified archaeologist and/or Native American representative determines it to be appropriate, archaeological testing for CRHR eligibility shall be completed. If the resource proves to be eligible for the CRHR and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of CCR Guidelines Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City shall review and approve the treatment plan and archaeological testing as

appropriate, and the resulting documentation shall be submitted to the regional repository of the California Historical Resources Information System, per CCR Guidelines Section 15126.4(b)(3)(C).

Significance After Mitigation

Implementation of Mitigation Measures CUL-1a, CUL-1b, and CUL-1c would ensure protection of cultural resources that may be uncovered during project construction activities by requiring a worker environmental awareness training, monitoring during project construction, and provisions for the unanticipated discovery of cultural resources. These measures would reduce impacts to cultural resources to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

No human remains are known to be present within the project alignments or TBEC campus; however, remains are reported within 0.5 mile of the project alignments. The resource recording was unable to identify how many burials or location of the burials as they were identified during residential construction at an unknown date and recorded following the conclusion of the construction. The final disposition of the burials is currently unknown (Appendix B). Although the project alignments are proposed in highly disturbed and currently paved roads, and the TBEC campus has been previously disturbed, the discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be of Native American origin, the Coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. With adherence to existing regulations, potential impacts to human remains would be less than significant.

LESS THAN SIGNIFICANT IMPACT

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	■

Impacts Identified in the 2008 Final EIR

Impacts related to energy were analyzed on pages 19-1 through 19-3 of the 2008 Final EIR. The 2008 Final EIR determined that the project would consume electricity and natural gas, which would be a less than significant impact through mitigation; and that project-generated vehicle trips would have a less than significant impact on the consumption of non-renewable energy resources. Therefore, impacts regarding energy would be less than significant with mitigation incorporated.

Impacts of the Proposed Project

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

Construction

During construction of both on-site and off-site project components, energy would be consumed in the form of petroleum-based fuels used to power off-road heavy-duty vehicles and equipment on the project site, worker travel to and from the project site, and vehicles used to deliver materials to the site. Information provided by CUSD and the CalEEMod outputs for the air pollutant and greenhouse gas (GHG) emissions modeling (Appendix A) were used to estimate energy consumption associated with the proposed project. As shown in Table 5, construction activities would require approximately 3,105 gallons of gasoline and approximately 35,028 gallons of diesel fuel. These construction energy estimates are conservative because they assume the construction equipment used in each phase of construction would operate every day of construction.

Table 5 Estimated Fuel Consumption during Construction

	Fuel Consumption (gallons)	
Source	Gasoline	Diesel
Construction Equipment & Hauling Trips	N/A	35,028
Construction Worker Vehicle Trips	3,105	N/A

N/A = not applicable

See Appendix C for energy calculation sheets.

Energy use during construction would be temporary in nature and heavy-duty equipment used would be typical of similar-sized construction projects in the region. In addition, project contractors would be required to comply with the provisions of CCR Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Heavy-duty equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. These practices would result in efficient use of energy necessary to perform construction of the project. In the interest of cost-efficiency, project contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, project construction would not involve the inefficient, wasteful, and unnecessary use of energy, and impacts would be less than significant.

Operation

Operation of the off-site pipelines would not require electricity or natural gas; therefore, the following analysis focuses on impacts to energy from operation of the on-site project components, which consist of the proposed sewer lift station and the proposed irrigation, fire, and potable water booster pump stations. Operation of the on-site components would require energy use in the form of electricity, diesel, and gasoline consumption. Electricity would be used for lighting and facilities operations, diesel would be used for the back-up generators, and gasoline consumption would be attributed to vehicular travel from staff traveling to and from the facilities at the TBEC campus.

Project operation would consume approximately 392 megawatt-hours of electricity per year (Appendix A). The project would use approximately 46 gallons of gasoline and 11 gallons of diesel annually (Appendix C). The project would be required to comply with standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. CCR Title 24, Part 11 (CalGREEN) requires implementation of energy-efficient light fixtures and building materials into the design of new construction projects. These standards are specifically crafted for new buildings to achieve energy-efficient performance. The standards are updated every three years, and each iteration increases energy efficiency standards. As mentioned above, the project would comply with CALGreen standards, which would minimize the project's potential to result in the wasteful, inefficient, or unnecessary consumption of vehicle fuels. With implementation of applicable energy efficiency measures, the project would minimally increase energy demand and petroleum demand due to the development of the project, compared with existing conditions. Therefore, project operation would not involve the inefficient, wasteful, and unnecessary use of energy, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project would increase energy consumption when compared to existing conditions, through electricity to power facilities and petroleum use by motor vehicles traveling to and from the facilities at the TBEC campus. As discussed under threshold (a), new development would comply with CalGREEN Standards.

SB 100 mandates 100 percent clean electricity for California by 2045. Considering the project would be powered by the existing electricity grid, the project would eventually be powered completely by renewable energy as mandated by SB 100 and would not conflict with this statewide plan. Therefore, no conflict with an applicable plan, policy or regulation adopted for the purpose of renewable energy or energy efficiency is anticipated. There would be no impact.

NO IMPACT

This page intentionally left blank.

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. Landslides?	☐	☐	■	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	■	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	■	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐

Impacts Identified in the 2008 Final EIR

Impacts related to geology and soils were analyzed on pages 4-1 through 4-5, impacts related to drainage and erosion were analyzed on pages 14-1 through 14-4, and impacts related to paleontological resources were analyzed on pages 7-1 through 7-5 of the 2008 Final EIR. The 2008 Final EIR determined that impacts related to geologic hazards, seismic hazards, and soil conditions would be less than significant with regulatory compliance; that the project would have a less than significant impact through mitigation for erosion and runoff; and that the project could impact subsurface paleontological resources, which would be a less than significant impact through mitigation. Therefore, impacts regarding geology and soils, and paleontological resources, would be less than significant with mitigation incorporated.

Impacts of the Proposed Project

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

The project alignments and TBEC campus are located in the east central portion of the San Joaquin Valley. The San Joaquin Valley is bordered on the east by the Sierra Nevada mountains and on the west by the Coast Ranges. This area is traditionally characterized by relatively low seismic activity. The site is not located in an Alquist-Priolo Earthquake Fault Zone (DOC 2023b). Faults with the greatest potential to produce strong ground motion in the project area are the San Andreas Fault System (located approximately 77 miles west of the project area) and the Foothills Fault System (located approximately 80 miles north of the project area) (DOC 2023b). Since these faults are far from the project alignments and TBEC campus, the potential for fault-related surface rupture is very low. Additionally, the project would not include habitable structures and project construction would be required to comply with CBC seismic recommendations. Therefore, the project would have a less than significant impact involving risk of loss, injury, or death from rupture of a known earthquake fault or strong seismic ground shaking.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Liquefaction occurs when strong, cyclic motions during an earthquake cause water-saturated soils to lose their cohesion and take on a liquid state. Liquefied soils are unstable and can subject overlying structures to substantial damage. The project alignments, TBEC campus, and surrounding land uses are generally flat and are not located within an identified liquefaction hazard area (DOC 2023b). There would be a less than significant impact involving risk of loss, injury, or death from landslides or liquefaction.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

In general, a landslide event may be triggered by removing material down-slope of potentially unstable materials that would otherwise support such materials; placing fill or heavy structures upslope of potentially unstable materials; or applying substantial amounts of water to the surface or subsurface such that it decreases the strength of potentially unstable geologic areas. The project alignments, TBEC campus, and surrounding land are generally flat and not located within an identified landslide zone (DOC 2023b). The proposed project would not include habitable structures and would not expose people to loss, injury, or death involving landslides. The project would have a less than significant impact involving landslides.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

Soil erosion or the loss of topsoil may occur when soils are disturbed but not secured or restored, such that wind or rain events may mobilize disturbed soils, resulting in their transport off the project alignments or TBEC campus. Construction of the proposed pipelines would primarily require trenching within existing paved roadways, which have been previously disturbed. Construction of the on-site facilities would occur on the TBEC campus, which has also been previously disturbed. As the proposed project's disturbance area is greater than one acre, the project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (typically called the Construction General Permit). The Construction General Permit requires development and implementation of a project-specific SWPPP. Implementation of the SWPPP would minimize the amount of sediment and other pollutants associated with construction sites that are discharged in stormwater runoff, through BMPs to control erosion and sedimentation. Such BMPs typically include the use of stabilized construction entrances and exits, construction vehicle maintenance in staging areas to avoid leaks, and installation of silt fences and erosion control blankets. BMPs required by the SWPPP would be included in the design of the project and do not serve as mitigation measures.

No substantial erosion or loss of topsoil would occur from project operation because the project would restore ground surfaces to pre-project conditions and would implement BMPs designed to control erosion and sedimentation on the TBEC campus. Therefore, impacts regarding substantial soil erosion or the loss of topsoil would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project 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?

Unstable soils are those soils which are physically unsuitable to support buildings, roads, utilities, or other development-related improvements, or which have the potential for slope failure, erosion, or subsidence. According to the County's Multi-Jurisdictional Hazard Mitigation Plan, the project alignments and TBEC campus are located in an area at low risk of subsidence (County of Fresno 2018). The proposed project would not include habitable structures and would include the preparation of a geotechnical report in accordance with CBC building regulations, which would

recommend necessary design features to ensure the stability of proposed structures. Therefore, impacts regarding unstable soils would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Expansive soils are those soils which can undergo substantial changes in volume (i.e., shrink-or-swell potential) due to variations in moisture content. The project's off-site and on-site components would be located on Atwater loamy sand (AoA) and Atwater sandy loam (ArA); both soil types have low susceptibility to expansion, given their high drainage properties (United States Department of Agriculture Natural Resources Conservation Service 2023). Additionally, the proposed project would comply with CBC requirements to address soil-related hazards. Impacts involving expansive soils would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The proposed project would not include the use of septic tanks or alternative wastewater disposal systems. No impact would occur.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project alignments are located within previously disturbed roadway ROW, and on-site facilities would be located on the TBEC campus. The proposed ground-disturbing activities associated with this project are unlikely to reach depths at which younger sediments could transition into older, potentially higher-sensitivity sediments. While the risk of encountering paleontological resources is low, project activities would excavate a maximum depth of 19 feet during pipeline installation. Therefore, project construction would have the potential to disturb paleontological resources. The 2008 Final EIR determined that impacts to paleontological resources would be less than significant with implementation of mitigation measures. Similar to the 2008 Final EIR, project impacts to paleontological resources would be potentially significant, requiring mitigation. Following implementation of Mitigation Measure GEO-1, this impact would be less than significant with mitigation incorporated.

Mitigation Measures

GEO-1 Paleontological Resources Mitigation

Qualified Professional Paleontologist. Prior to excavation, CUSD shall retain a Qualified Professional Paleontologist, as defined by the SVP (2010). The Qualified Professional Paleontologist shall draft a Paleontological Resources Impact Mitigation Program to direct all mitigation measures related to paleontological resources and shall monitor all construction activities.

Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Qualified Professional Paleontologist or their designee shall conduct a Paleontological Resources

Awareness Training (PRAT) for construction personnel and CUSD inspectors (including soil materials specialists) regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction or CUSD personnel.

Paleontological Monitoring. In the event of a fossil discovery, all construction activity within 50 feet of the find shall cease, and the Qualified Professional Paleontologist shall evaluate the find. If the fossil(s) is (are) not scientifically significant, then construction activity may resume. If it is determined the fossil(s) is (are) scientifically significant, the following shall be completed:

- **Fossil Salvage.** The paleontological monitor shall salvage (i.e., excavate and recover) the fossil to protect it from damage/destruction. Typically, fossils can be safely salvaged quickly by a single paleontological monitor with minimal disruption to construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. Bulk matrix sampling may be necessary to recover small invertebrates or microvertebrates from within paleontologically sensitive deposits. After the fossil(s) is (are) salvaged, construction activity may resume.
- **Fossil Preparation and Curation**. Fossils shall be identified to the lowest (i.e., most-specific) possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Professional Paleontologist.

Final Paleontological Mitigation Report. Upon completion of ground-disturbing activities (or laboratory preparation and curation of fossils, if necessary), the Qualified Professional Paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts. The report shall include a summary of the field and laboratory methods employed; an overview of project geology; and, if fossils were discovered, an analysis of the fossils, including physical description, taxonomic identification, and scientific significance. The report shall be submitted to CUSD and, if fossil curation occurs, the designated scientific institution.

Significance After Mitigation

Implementation of Mitigation Measure GEO-1 would ensure protection of paleontological resources that may occur on-site during project activities by requiring a worker environmental awareness training, paleontological monitoring, and provisions for the unanticipated discovery of paleontological resources. These measures would reduce impacts to paleontological resources to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

This page intentionally left blank.

8 Greenhouse Gas Emissions

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

The majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be 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, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

According to the State CEQA Guidelines, projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals (2016) in its white paper, Beyond Newhall and 2020, to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions.

The SJVAPCD Climate Change Action Plan (CCAP), adopted in 2009, assists lead agencies, project proponents, permit applicants, and interested parties in assessing and reducing the impacts of project specific GHG emissions on global climate change. The guidance and policy rely on the use of performance-based standards to assess significance of project-specific GHG emissions on global climate change during the CEQA review process. Demonstration of a 29-percent reduction in GHG emissions from business-as-usual is required to determine that a project would have a less-than-significant impact and would be consistent with the 2020 GHG emissions reduction targets under AB 32. The CCAP is not considered a qualified GHG reduction strategy for assessing the significance of GHG emissions generated by projects with a horizon year beyond 2020.

In the absence of any adopted numeric threshold, the significance of the project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For this project, the most directly applicable adopted regulatory plan to reduce GHG emissions is the California Air

Resources Board 2022 Scoping Plan. GHG emissions from the construction and operation of the project are provided for informational purposes.

Impacts Identified in the 2008 Final EIR

Impacts related to GHG emissions were analyzed on pages 10-1 through 10-27 of the 2008 Final EIR. The 2008 Final EIR determined that project construction would result in short-term GHG emissions, which would be a less than significant impact through mitigation; that project construction would result in short-term and long-term emissions of ozone precursor pollutants, which would be a significant and unavoidable impact; and that the project would have a cumulative contribution to GHG impacts, which would be a significant and unavoidable impact. Therefore, impacts regarding GHG emissions would be significant and unavoidable.

Impacts of the Proposed Project

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

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

This analysis evaluates the project against the goals of the 2022 Scoping Plan. A major element of the 2022 Scoping Plan is the aggressive reduction of fossil fuels. Project construction would adhere to California's Energy Efficiency Standards and Green Building Standards Code, which would improve energy efficiency and reduce emissions associated with water use, energy, and construction waste. Therefore, although the project would generate temporary construction and few operational emissions, as described below, the project would ultimately be consistent with the goals of CARB's 2022 Scoping Plan.

Project construction would generate GHG emissions from the operation of heavy machinery and equipment and materials haul truck trips and construction worker trips to and from the project site. Construction GHG emissions were estimated using CalEEMod (Appendix A). Operation of the project would generate GHG emissions associated with energy, area, and mobile sources, such as electricity consumption and employee vehicle trips. Quantification of GHG emissions from construction and operational activities are provided for informational purposes.

As shown in Table 6, construction of the project would generate an estimated total of 565 megatons of carbon dioxide equivalent (MT CO_2e). The Association of Environmental Professionals (2016) recommends GHG emissions from construction be amortized over 30 years[2] and added to operational GHG emissions to determine the overall impact of a project. The construction of the proposed project would generate an estimated 18.8 MT CO_2e per year over a 30-year period.

[2] The lifetime of the project is anticipated to be longer than 30 years; therefore, the analysis is conservative.

Table 6 Estimated Annual Construction Emissions from Off-Site Facilities

Year	Project Emissions MT CO2e
2024[1]	393
2025	172
Total Construction Emissions	**565**
Amortized Construction Emissions (over 30 years)	**18.8**

[1] Construction Emissions for 2024 represent the summed annual emissions for both on-site and off-site project components. See Appendix A for CalEEMod worksheets.

Table 7 combines the estimated construction and operational GHG emissions associated with development of the project. As shown in Table 7, annual emissions from the project would be approximately 296.3 MT of CO_2e per year with amortized construction emissions.

Table 7 Combined Annual Emissions of Greenhouse Gases

Year	Project Emissions MT CO2e
Construction[1]	**18.8**
Operational	
Area	142
Energy	0.48
Mobile	109
Solid Waste	12.8
Water, Wastewater	13.2
Total	**296.3**

[1] Amortized construction related GHG emissions over 30 years. See Appendix A for CalEEMod worksheets.

The above emissions in Table 7 are provided for informational purposes, as no numeric thresholds have been identified against which these emissions could be compared. As stated above, project construction and operation would adhere to California's Energy Efficiency Standards and Green Building Standards Code, which would improve energy efficiency and reduce GHG emissions, ultimately leading to consistency with the 2022 Scoping Plan. The proposed project would not be in conflict with any applicable plans, policies, or regulations for the purpose of reducing GHG emissions. Therefore, impacts related to GHG emissions would be less than significant.

LESS THAN SIGNIFICANT IMPACT

This page intentionally left blank.

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	■	☐
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	■	☐	☐
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	■

Impacts Identified in the 2008 Final EIR

Impacts related to hazards and hazardous materials were analyzed on pages 20-1 through 20-4 of the 2008 Final EIR. The 2008 Final EIR determined that the project site could be impacted by prior pesticide application and product disposal, which would be a less than significant impact through mitigation; and that the project would have a less than significant impact involving exposure to agricultural chemicals and use of hazardous materials during project operation. The 2008 Final EIR also determined that the project would have no impact regarding the handling or emission of hazardous materials, formerly contaminated sites compiled pursuant to Government Code Section 65962.5, airport hazards, or wildland fire hazards. Therefore, impacts regarding hazards and hazardous materials would be less than significant with mitigation incorporated.

Impacts of the Proposed Project

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

Construction of the proposed project would temporarily increase the transport and use of hazardous materials along the project alignment and at the TBEC campus through the operation of vehicles and equipment, consistent with other utility construction projects in the region. Such substances include diesel fuel, oil, solvents, and other similar materials brought onto the construction site for use and storage during the construction period. These materials would be contained within vessels specifically engineered for safe storage and would not be transported, stored, or used in quantities which would pose a significant hazard to the public or construction workers. Furthermore, project construction would require the excavation and transport of paving materials and soils which could possibly be contaminated by vehicle-related pollution (e.g., oil, gasoline, diesel, and other automotive chemicals). All such paving and soils removed during construction would be transported and disposed of in accordance with applicable codes and regulations, such as the California Building and Fire Codes, as well regulations of the federal and State Occupational Safety and Health Administrations, to minimize potential hazards to construction workers and the surrounding community.

Operation of the proposed project would involve the conveyance of water and wastewater and utility facility maintenance and would not require the use, storage, or disposal of hazardous materials. Therefore, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The use, transport, and storage of hazardous materials during construction of the proposed project (e.g., diesel fuel, oil, solvents, and other similar materials) could introduce the potential for an accidental spill or release to occur. As discussed under threshold (a), operation and maintenance of the project would not involve the routine transport, use, or disposal of hazardous materials. Therefore, potential impacts are limited to the construction period.

The presence of hazardous materials during project construction activities could result in an accidental upset or release of hazardous materials if they are not properly stored and secured. However, hazardous materials used during project construction would be disposed of off-site in accordance with all applicable laws and regulations. Additionally, the proposed project would adhere to BMPs required by the SWPPP, which include hazardous material storage and management measures, spill response and prevention measures, and erosion and sediment controls to prevent the dispersal of hazardous materials. Therefore, construction impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Schools located within 0.25 mile of the project include the proposed TBEC, which this project would serve. The TBEC would include the construction of a high school, intermediate school, and elementary school on a site directly east of the project's alignment on Leonard Avenue, where the proposed on-site project components would be constructed. The TBEC was approved under the 2008 Final EIR, though facilities have not yet been constructed.

As described under threshold (a) and threshold (b), above, an accidental spill or release of hazardous or potentially hazardous materials such as vehicle and equipment fuels could occur during project construction. Hazardous materials used during project construction would be disposed of off-site in accordance with all applicable laws and regulations, including but not limited to the California Building and Fire Codes, as well regulations of the federal and State Occupational Safety and Health Administrations. Therefore, potential impacts associated with an accidental emission or release of hazardous materials in proximity to a school would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on a site that is included on a list of hazardous material 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?

Government Code Section 65962.5 requires the California Environmental Protection Agency to develop an updated Hazardous Waste and Substances Sites List, also known as the Cortese List. The California Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List; other state and local government agencies are also required to provide additional hazardous material release information for the Cortese List. The analysis for this section included a review of the following resources on June 26, 2023, to provide hazardous material release information:

- State Water Resources Control Board (SWRCB) GeoTracker database (SWRCB 2023)
- DTSC EnviroStor database (DTSC 2023)

Based upon review of these databases, there are no hazardous material sites along the project alignments and one hazardous material site located on the TBEC campus--a "School Cleanup", due to the site's former use as an agricultural orchard where pesticides may have been applied. The cleanup status for this site is inactive, with action required (DTSC 2023). The 2008 Final EIR concluded that the former agricultural use of the TBEC campus would result in a potentially significant impact involving hazardous materials; however, that impact could be mitigated to a less

than significant level. Mitigation Measure 20.1 in the 2008 Final EIR required project site testing for agricultural chemicals and remediation of site soils, if appropriate. With full remediation of the site, the impact would be reduced to a less than significant level. As of September 2023, cleanup action is still required (DTSC 2023) and has not been initiated. In the event that the cleanup required for the TBEC campus is not complete prior to initiation of construction of the on-site components of the current project, construction could expose workers to potentially hazardous materials, including pesticides, and introduce the potential for such hazardous materials to migrate off-site. Therefore, similar to the 2008 Final EIR, the project may result in a potentially significant impact due to the possible presence of pesticides from the TBEC campus's former agricultural use. This impact would be less than significant following the implementation of Mitigation Measure HAZ-1.

Mitigation Measure

HAZ-1 Subsurface Investigation

This mitigation measure shall be implemented if Mitigation Measure 20.1 from the 2008 Final EIR has not been already implemented. Prior to issuance of a grading permit, CUSD shall conduct a Phase II Environmental Site Assessment. The Phase II Environmental Site Assessment shall be prepared and conducted by a qualified environmental consultant (Professional Geologist or Professional Engineer). The Phase II Environmental Site Assessment shall conform to the recommended guidelines established by the American Society for Testing and Materials in Standard E1903-11. The Phase II Environmental Site Assessment shall include a subsurface investigation in areas of proposed development at the TBEC campus where soil piles were formerly or are currently present. The subsurface investigation may include, but is not limited to, completion of soil sampling and analysis for total petroleum hydrocarbons in the gas, diesel, and oil range, volatile organic compounds, semi-volatile organic compounds, organochlorine pesticides, and metals.

The Professional Geologist or Professional Engineer shall prepare a subsurface investigation report, which shall be submitted to CUSD for review and approval. As part of the subsurface investigation, analytical results shall be screened against the San Francisco Bay Regional Water Quality Control Board's Environmental Screening Levels. These Environmental Screening Levels are risk-based screening levels for direct exposure of a construction worker and commercial/industrial land use. The subsurface investigation report shall include recommendations to address identified hazards and indicate when to apply those recommended actions in relation to proposed project activities.

If contaminants are detected at the TBEC campus, CUSD shall implement the recommendations specified in the subsurface investigation report, and appropriate steps shall be undertaken by CUSD to protect site workers during construction. This will include the preparation of a Soil Management Plan and remediation, if required. The Soil Management Plan must establish remedial measures and/or soil management practices to ensure construction worker safety, the health of future workers and visitors, and the offsite migration of impacts from the project alignments and TBEC campus. These measures and practices may include, but are not limited to:

- Stockpile management including stormwater pollution prevention and the installation of BMPs
- Proper disposal procedures for contaminated soils
- Monitoring and reporting
- A health and safety plan for contractors working at the site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection

- The health and safety plan will also outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction
- Proper handling procedures for unexpected contamination, such as halt-work and avoidance protocols, and City and contractor notifications

Significance After Mitigation

Implementation of Mitigation Measure HAZ-1 would require a subsurface investigation prior to construction of the project's on-site utility facilities. This investigation would determine the presence of pesticides in soil and provide recommendations to address potential hazards. This measure would reduce impacts involving hazardous material sites to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The closest airport is the Fresno Yosemite International Airport, approximately 2.3 miles west of the project's westernmost alignment on McKinley Avenue. The project alignments and TBEC campus are not located within a Safety Compatibility Zone as designated by the Fresno County Airport Land Use Compatibility Plan (Fresno County Airport Land Use Commission 2018). Therefore, the proposed project would not subject people working along the site to safety hazards or excessive noise, and there would be no impact.

NO IMPACT

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The project would require temporary lane closures along Shields Avenue, McKinley Avenue, Leonard Avenue, Princeton Avenue, Weldon Avenue, and Highland Avenue to install the proposed water and sewer pipelines. However, traffic would be managed by an approved traffic control plan. Emergency routes would remain open with minimal delay resulting from project construction, and the project would not interfere with an adopted emergency response plan or emergency evacuation plan.

Project operation would not change or disrupt the existing roadway and traffic patterns, and no streets would be closed or reconfigured once construction is complete. As such, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, including the Fresno County Multi-Hazard Mitigation Plan. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project's off-site and on-site components are adjacent to existing agricultural uses. As discussed in Environmental Checklist Section 20, *Wildfire*, there are no wildland conditions on or adjacent to the project, and the project is not located in a designated Very High Fire Hazard Severity Zone (VHFHSZ) (California Department of Forestry and Fire Protection [CAL FIRE] 2007). The project would

not expose people or structures to a significant loss, injury, or death involving wildland fires. There would be no impact.

NO IMPACT

10 Hydrology and Water Quality

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

Impacts Identified in the 2008 Final EIR

Impacts related to water supply and quality were analyzed on pages 12-1 through 12-7, and impacts related to drainage and flooding were analyzed on pages 14-1 through 14-4 of the 2008 Final EIR. The 2008 Final EIR determined that the project would increase local water consumption, which would be a less than significant impact through mitigation; that project development would damage existing water facilities, which would be a less than significant impact through mitigation; and that the project could allow pollutants to enter the groundwater supply, which would be a less than significant impact through mitigation. The 2008 Final EIR also determined that the project would result in increased stormwater runoff that could pollute natural waterbodies, which would be a less than significant impact through mitigation; and that the project site may be periodically subject to flooding, which also would be a less than significant impact through mitigation. Therefore, impacts regarding hydrology and water quality would be less than significant with mitigation incorporated.

Impacts of the Proposed Project

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The proposed project would disturb more than 1.0 acre of land. Therefore, the project would be required to comply with the NPDES Construction General Permit adopted by the SWRCB. Under the conditions of the Construction General Permit, the applicant would be required to develop and implement a SWPPP for construction activities. The SWPPP must include BMPs specific to project construction and is subject to inspections by a Qualified Stormwater Professional. BMPs aim to control degradation of surface water by preventing soil erosion or pollution discharge from the project site.

Compliance with this requirement would ensure that construction and operational stormwater runoff does not degrade surface water or groundwater quality in the vicinity of the site. Therefore, impacts involving degradation of water quality would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The project alignments and TBEC campus extend over the San Joaquin Valley Groundwater Basin-Kings Subbasin (Department of Water Resource [DWR] 2019). The Kings Subbasin is designated as a high-priority basin pursuant to the Sustainable Groundwater Management Act (SMGA) (DWR 2023). To comply with SGMA, the Kings Subbasin has been organized into several Groundwater Sustainability Agencies (GSA). The project alignment is located within the jurisdiction of the North Kings GSA, which adopted its Groundwater Sustainability Plan in January 2020.

Construction of the proposed pipeline would not increase impervious surfaces along the pipeline alignment because ground surfaces would be restored to pre-project conditions. Construction of the on-site project components would result in a minor increase of impervious area and stormwater would drain to planned stormwater facilities for the TBEC, which is currently under construction.

Therefore, the project would not substantially interfere with groundwater recharge occurring along the project alignment. Impacts would be less than significant.

During operation, the pipelines would convey water and wastewater. Operation of the on-site project components would not require a new source of water. As discussed in Initial Study Section 9, *Description of Project*, the proposed project would serve only the planned (and previously approved) TBEC. The proposed project would not introduce a new demand for groundwater supplies. As such, the proposed project would not impede sustainable groundwater management, or conflict with a water quality control plan. Potential impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

c.(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would 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?

The proposed project would not alter the course of a stream or river and would not introduce new impervious surfaces that could result in substantial erosion, siltation, or flooding on or off the site. Construction of the pipelines would not increase impervious surfaces along the project alignment because the pipelines would be installed under existing roadways. Construction of the on-site project components would result in a minor increase of impervious area and stormwater would drain to planned stormwater facilities for the TBEC, which is currently under construction. Therefore, project construction would not alter the existing drainage pattern along the project alignment and would not substantially alter the existing drainage pattern of the TBEC campus.

In addition, as discussed for threshold (a) above, the project would not result in water quality degradation as the project would not introduce a source of polluted runoff. The proposed project would not exceed the capacity of existing or planned stormwater drainage systems and would not provide substantial additional sources of polluted runoff. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

As discussed above for thresholds (c.ii) and (c.iii), potential impacts related to drainage pattern alterations from the proposed project would be less than significant. The proposed project would not substantially alter existing drainage patterns along the project alignment or on the TBEC campus as the proposed project would not substantially increase impervious surface area or alter the course

of a stream or river. The project would restore roadways along the project alignment to pre-project conditions upon completion of construction. No impact would occur.

NO IMPACT

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

The project alignments and TBEC campus are located in Fresno County and are not located in a tsunami inundation area, nor is there a water body near the project alignments and TBEC campus capable of seiche (DOC 2023c). Portions of the project alignment along McKinley Avenue, Leonard Avenue, and Shields Avenue are located in Special Flood Hazard Areas as designated by the Federal Emergency Management Agency (FEMA) (FEMA 2023).

An extreme flood event could inundate the area where the project alignment occurs, but the underground pipeline would be unaffected. Furthermore, implementation of spill response BMPs from the project's SWPPP would provide a rapid clean-up of any accidentally released materials to prevent pollutant release in a storm or flooding event during construction. Therefore, the project alignment would not be subject to potential inundation and would not risk release of pollutants due to inundation. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

11 Land Use and Planning

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

Impacts Identified in the 2008 Final EIR

Impacts related to land use and planning were analyzed on pages 3-1 through 3-7 of the 2008 Final EIR. The 2008 Final EIR determined that the project would be inconsistent with the Fresno County General Plan agricultural land use designation for the project site, which would be a less than significant impact through mitigation; that the project would displace nine existing housing units, which would be a less than significant impact; and that the project would have no impact involving the division of an established community. Therefore, impacts regarding land use and planning would be less than significant with mitigation incorporated.

Impacts of the Proposed Project

a. Would the project physically divide an established community?

The project's off-site pipelines would be located entirely below the ground surface, within an existing public road ROW. The alignment area would be restored to pre-project condition once construction has completed, and the proposed pipeline would be located underground. The project's on-site components would be located on the TBEC campus, which is not currently developed with residential uses. The proposed project would not have the potential to physically divide an established community. No impact would occur.

NO IMPACT

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Per California Government Code Section 53091, building and zoning ordinances of a county or city do not apply to the location or construction of facilities for the production, storage, or transmission of water, wastewater, or electrical energy by a local agency. The proposed project would extend the existing City of Fresno supply water and sewer services to the TBEC campus and is thus exempt from local building and zoning ordinances. In addition, the proposed pipeline would be constructed

entirely underground below existing road ROW, and would not change surface land uses along the project alignment.

The project alignment area and surrounding land are within unincorporated Fresno County, as well as within the City of Fresno's sphere of influence and SEDA Specific Plan. The Fresno County General Plan contains goals, policies, and implementation programs applicable to the proposed project. The project would further these goals and policies.

> **Goal LU-G:** To direct urban development within city spheres of influence to existing incorporated cities and to ensure that all development in city fringe areas is well planned and adequately served by necessary public facilities and infrastructure and furthers countywide economic development goals.
>
> **Policy LU-G.1:** The County acknowledges that the cities have primary responsibility for planning within their LAFCO –adopted spheres of influence and are responsible for urban development and the provision of urban services within their spheres of influence.
>
> **Policy LU-G.23:** The County shall ensure that the expansion of unincorporated communities can be provided with necessary public services and such expansion is consistent with other General Plan policies.
>
> **Policy PF-A.3:** The County shall require new urban commercial and urban-density residential development to be served by community sewer, stormwater, and water systems.
>
> **Policy PF-A.4:** The County shall encourage the placement of irrigation canals and utility lines underground as urban residential, commercial, and industrial development takes place.
>
> **Goal PF-D:** To ensure adequate wastewater collection and treatment and the safe disposal of wastewater.

As the project is within the City of Fresno's sphere of influence, and according to Fresno County General Plan Goal LU-G and Policy LU-G.1, the City has primary responsibility for provision of services to the project area. The City of Fresno's General Plan includes several policies that support the proposed project, including:

> **PU-4-b:** New Trunk Facilities. Pursue construction of new or replacement sewer trunk facilities or other alternatives consistent with the Wastewater Master Plan to accommodate the uses as envisioned in this General Plan.
>
> **PU-4-c**: System Extension and Cost Recovery. Pursue enlargement or extension of the sewage collection system where necessary to serve planned urban development, with the capital costs and benefits allocated equitably and fairly between the existing users and new users.
>
> **PU-8-b**: Potable Water Supply and Cost Recovery. Prepare for provision of increased potable water capacity (including surface water treatment capacity) in a timely manner to facilitate planned urban development consistent with the General Plan. Accommodate increase in water demand from the existing community with the capital costs and benefits allocated equitably and fairly between existing users and new users, as authorized by law, and recognizing the differences in terms of quantity, quality and reliability of the various types of water in the City's portfolio.

PU-8-c: Conditions of Approval. Set appropriate conditions of approval for each new development proposal to ensure that the necessary potable water production and supply facilities and water resources are in place prior to occupancy.

The project area is within the City of Fresno's Southeast Development Area (SEDA) Specific Plan. The SEDA Specific Plan includes policies that are applicable to the proposed project:

Policy PF-8.1: Provision of Water, Stormwater, & Wastewater Infrastructure – Provide water, stormwater, and wastewater infrastructure in accordance with the policies of the Water Resources Element. Refer to the Water Resources Element for detailed information.

Policy RC-2.2: Shared Water Resources & Infrastructure – Develop methods and systems to share water resources and infrastructure to capture the highest possible value for all planning, water delivery, and water-using agencies.

Policy RC-6.1: Water Supply & Delivery – Evaluate the potential surface water and groundwater resources and infrastructure needs necessary to meet the Southeast Development Area demand. Detailed assessments shall be addressed in the pending SEDA Infrastructure Assessment and EIR-related water infrastructure planning tasks.

Policy RC-6.2: Wastewater Treatment & Delivery – Evaluate the potential wastewater treatment and infrastructure needs necessary to meet Southeast Development Area demand.

The proposed project would enable development of local water and sewer infrastructure. As such, the project would represent an improvement to the region's water and sewer infrastructure. The proposed project would be consistent with the goals and policies outlined in the Fresno County General Plan, the City of Fresno General Plan, and the SEDA Specific Plan. The proposed project would not conflict with land use plans, policies, or regulations, and would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

This page intentionally left blank.

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	■
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?	☐	☐	☐	■

Impacts Identified in the 2008 Final EIR

Impacts related to mineral resources were analyzed on pages 4-1 through 4-5 of the 2008 Final EIR. The 2008 Final EIR determined that the project would have no impact involving the loss of availability of a known mineral resource or a locally important mineral resource recovery site. Therefore, the project would have no impact regarding mineral resources.

Impacts of the Proposed Project

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

b. Would the project 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?

The project alignment, along with the City of Fresno and a significant portion of Fresno County, is located within a Mineral Resource Zone (MRZ) classified as MRZ-3, which applies to areas with mineral deposits of unknown significance (DOC 1998). However, mineral resources within this MRZ-3 designation may not be of high quality (City of Fresno 2014). The project is located in a predominately agricultural area where there are no active mining operations present.

The proposed project would not involve mineral extraction or changes in land use that could affect the availability of mineral resources. The proposed project would not require a supply of mineral resources beyond sand and gravel used to conduct road resurfacing and provide fill materials. Therefore, the project would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site. No impact would occur.

NO IMPACT

This page intentionally left blank.

13 Noise

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

Noise is defined as unwanted sound. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the ambient noise level to be judged as twice as loud. In general, a 3 dBA change in the ambient noise level is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while areas adjacent to arterial streets are typically in the 50-60+ dBA range. Normal conversational levels are usually in the 60-65 dBA range and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels from point sources, such as those from individual pieces of machinery, typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from the noise source. Noise levels from lightly traveled roads typically attenuate at a rate of about 4.5 dBA per doubling of distance. Noise levels from heavily traveled roads typically attenuate at about 3 dBA per doubling of

distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source can reduces noise levels by about 5 dBA, while a solid wall or berm can reduce noise levels by 5 to 10 dBA (Federal Transit Administration [FTA] 2006). The manner in which homes in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 20 to 25 dBA with closed windows (FTA 2006).

The time period in which noise occurs is also important since nighttime noise tends to disturb people more than daytime noise. Community noise is usually measured using the Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10 PM to 7 AM) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7 PM to 10 PM and a 10 dBA penalty for noise occurring from 10 PM to 7 AM. The Ldn and CNEL typically do not differ by more than 1 dBA. In practice, CNEL and Ldn are often used interchangeably.

Some land uses are more sensitive to ambient noise levels than other uses due to the amount of noise exposure and the types of activities involved. For example, residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, museums, cultural facilities, parks, and outdoor recreation areas are more sensitive to noise than commercial and industrial land uses.

Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas sound is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise (e.g., the rattling of windows from passing trucks). This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is measured in vibration decibels (VdB).

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources inside buildings such as the operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads.

Vibration impacts would be significant if they exceed the following Federal Railroad Administration (FRA) thresholds:

- 65 VdB where low ambient vibration is essential for interior operations, such as hospitals and recording studios
- 72 VdB for residences and buildings where people normally sleep, including hotels
- 75 VdB for institutional land uses with primary daytime use, such as churches and schools
- 95 VdB for physical damage to extremely fragile historic buildings
- 100 VdB for physical damage to buildings

In addition to the groundborne vibration thresholds outlined above, the FTA outlined human response to different levels of groundborne vibration and determined that vibration that is 85 VdB is acceptable only if there are an infrequent number of events per day.

Impacts Identified in the 2008 Final EIR

Impacts related to noise were analyzed on pages 11-1 through 11-24 of the 2008 Final EIR. The 2008 Final EIR determined that project construction would result in short-term noise, which would be a less than significant impact through mitigation; that the project would expose sensitive receptors to stationary, project-generated noise, which would be a significant and unavoidable impact; that sensitive receptors on the project site would be exposed to high noise levels, which would be a less than significant impact through mitigation; and that the project would have a less than significant impact regarding noise from aircraft, increases in traffic noise, increases in groundborne vibration, and cumulative traffic noise. Therefore, impacts regarding noise would be significant and unavoidable.

Impacts of the Proposed Project

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

Construction

The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their Transit and Noise Vibration Impact Assessment Manual (FTA 2018). For residential uses, the daytime noise threshold is 80 dBA Leq for an 8-hour period. These thresholds are used for the analysis.

Off-site Construction Activities

Temporary noise levels caused by construction activity would be a function of the noise generated by construction equipment, the location and sensitivity of nearby land uses, and the timing and duration of noise-generating activities. For a construction noise assessment, construction equipment can be considered to operate in two modes: stationary and mobile. As a rule, stationary equipment operates in a single location for one or more days at a time, with either fixed-power operation (e.g., pumps, generators, and compressors) or variable-power operation (e.g., pavement breakers). Mobile equipment moves around the construction area with power applied in cyclic fashion, such as bulldozers, graders, and loaders.

Pipeline construction activities would be mobile and would be constantly moving in a linear path along the pipeline alignment. Based upon a four-month construction period each for the sewer and potable water pipelines, it was assumed that construction equipment used for these activities would travel linearly for an average of 100 linear feet per day. Therefore, it is conservatively assumed that a sensitive receiver would be exposed to noise for an average distance of 50 feet during a construction day near that receiver. Sensitive receivers include single-family residences that are sporadically located along the alignment on Shields Avenue, McKinley Avenue, and Leonard Avenue. Each of these residences is set back from the roadway, with the closest sensitive receiver approximately 80 feet from Shields Avenue.

Pipeline construction would involve a variety of equipment, although only a few pieces of equipment would be anticipated to be in operation at any single moment. For a conservative analysis, three of the louder pieces of construction equipment were analyzed at a distance of 50 feet: a backhoe, concrete saw, and excavator. Per the Roadway Construction Noise Model (RCNM), these pieces of equipment would generate a noise level of 84 dBA Leq (8-hour), which would exceed

the FTA's daytime noise threshold of 80 dBA Leq (Appendix D). Construction noise levels would exceed 80 dBA Leq if performed within 80 feet of a sensitive receiver. As stated above, the closest sensitive receiver is a single-family residence located approximately 80 feet from Shields Avenue. Therefore, off-site construction activities impacts would be potentially significant.

On-site Construction Activities

Construction for on-site facilities would occur approximately 600 feet from the nearest residential use, before the TBEC is operational. On-site construction would be anticipated to use similar heavy equipment as off-site activities; therefore, a backhoe, concrete saw, and excavator were also analyzed for on-site activities. This equipment would generate noise levels of 62 dBA Leq (8-hour) at 600 feet, which would not exceed the FTA's daytime noise threshold of 80 dBA Leq (Appendix D). Therefore, on-site construction activities would be less than significant.

Operation

On-site noise sources associated with the proposed project would include mechanical equipment, specifically the three pump stations and one lift station. To analyze noise impacts from the pump station and accompanying mechanical components, a reference noise level measured for a 100-horsepower pump at a water treatment plant was used (Padre Dam Municipal Water District 2015). This 100-horsepower pump had a sound power level of 93.2 dBA L_{eq} which is equivalent to a sound pressure level (SPL) of 85.2 dBA $L_{eq.}$ at a distance of three feet. This value was conservatively assigned to each of the three pump stations and the sewer lift stations. To provide a conservative estimate of impacts, this analysis assumes the pumps would be operational 24 hours per day, 365 days per year.

With the distance attenuation of 700 feet from the center of the equipment to the nearest sensitive receptor to the south (single-family residence), the pump stations and lift station would produce a noise level of approximately 44 dBA L_{eq} at the nearest sensitive receptor. Section 8.40.040 (Exterior Noise Standards) of the County's Code of Ordinances states the daytime (7:00 a.m. to 10:00 p.m.) noise limit in the County is 50 dBA L_{eq} and the nighttime (10:00 p.m. to 7:00 a.m.) noise limit is 45 dBA L_{eq}. Therefore, the project's noise levels would not exceed the County limits at the nearest residence. In addition, the project's emergency back-up generator would only be used for periodic testing outside of emergencies. Therefore, project operation would not result in significant noise effects.

Mitigation Measures

NOI-1 Construction Noise Reduction

The construction contractor shall ensure construction noise levels do not exceed 80 dBA Leq (8-hour) at nearby sensitive receivers along the pipeline routes. At a minimum, this shall include the following:

- Installation of at least 8-foot-high temporary sound barriers/blankets to break the line of sight between construction equipment and nearby residences when construction is performed within 80 feet of the residential property. The barriers shall be at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. Alternately, if sound blankets are preferred, barriers shall be constructed with solid material with a density of at least 1 pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction

side with acoustical blanket, curtain or equivalent absorptive material rated sound transmission class (STC) 32 or higher.

- To the extent consistent with applicable safety regulations, trucks operating with reverse motions alarms shall be outfitted with SAE J994 Class D or equivalent alarms (ambient-adjusting, or "smart alarms" that automatically adjust the alarm to 5 dBA above the ambient near the operating equipment), or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.
- A construction notification sign shall be posted at the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the contractor's authorized representatives that are assigned to respond in the event of a noise complaint. If the authorized contractor's representative receives a complaint, that person shall investigate, take appropriate corrective action, and report the action to the school district.

The measures specified in this mitigation measure shall be included on the construction plans prior to beginning of construction activities. Sound barriers and construction notification signs shall be installed on the project site prior to initiation of ground-disturbance activities near sensitive receivers and shall be maintained throughout the duration of construction near sensitive receivers. The school district shall monitor compliance with this requirement periodically during construction and shall promptly investigate and respond to all noise complaints.

Significance After Mitigation

Implementation of Mitigation Measure NOI-1 would reduce potential construction and operational noise impacts to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Project construction would not involve activities typically associated with excessive groundborne vibration such as pile driving or blasting. The equipment utilized during project construction that would generate the highest levels of vibration would include rollers, loaded trucks, and bulldozers. Table 8 shows estimated vibration levels from the use of typical construction equipment, based on reference levels provided by Caltrans, at a distance of 25 feet from the source, and at distances of 50, 100, and 200 feet from the source.

Table 8 Vibration Levels for Typical Construction Equipment

Equipment	Estimated PPV (in/sec) at Nearest Sensitive Receptors		
	50 Feet	100 Feet	200 Feet
Caisson Drilling	0.041	0.019	0.009
Jackhammer	0.016	0.008	0.004
Large Bulldozer	0.041	0.019	0.009
Loaded Trucks	0.035	0.017	0.008
Small Bulldozer	0.001	<0.001	<0.001
Vibratory Roller	0.098	0.046	0.021

[1] Reference distance for vibration

Source: Caltrans 2013

At 50 feet, it is estimated that vibration would reach 0.098 in/sec PPV during the use of vibratory rollers for paving. This vibration level would approach but would not exceed the standard of 0.1 in/sec PPV for human annoyance due to vibration. The nearest sensitive receiver to the alignments is located approximately 80 feet from Shields Avenue. Therefore, construction impacts from vibration would be less than significant.

Operation of the project would not generate significant stationary sources of vibration, such as manufacturing or heavy equipment operations. No operational vibration impact would occur.

LESS THAN SIGNIFICANT IMPACT

c. For a project located within the vicinity of a private airstrip or 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?

The closest airport is the Fresno Yosemite International Airport, approximately 2.3 miles west of the project's westernmost alignment on McKinley Avenue. As stated in Environmental Checklist Section 9, *Hazards and Hazardous Materials*, the project is not located within a Safety Compatibility Zone as designated by the Fresno County Airport Land Use Compatibility Plan (Fresno County Airport Land Use Commission 2018). Therefore, the project would not expose people working or residing in the project area to excessive noise levels. There would be no impact.

NO IMPACT

14 Population and Housing

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

Impacts Identified in the 2008 Final EIR

Impacts related to population and housing were analyzed on pages 21-1 through 21-3 of the 2008 Final EIR. The 2008 Final EIR determined that the project has the potential to induce urban growth in the vicinity, which would be a less than significant impact. Therefore, impacts regarding population and housing would be less than significant.

Impacts of the Proposed Project

a. Would the project induce substantial unplanned 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)?

The proposed project would extend the existing City of Fresno supply water and sewer services to the TBEC campus on Leonard Avenue and would construct utility facilities for support of these services. The purpose of the project is to provide water and sewer services needed to support the operation of the TBEC at its scheduled opening in 2025 until such time as planned City services to the region are expanded to the campus location. No direct growth would occur as a result of the project because it does not propose new homes, businesses, or other land uses that would generate population growth. No indirect growth from infrastructure extension would occur as the project would solely serve the TBEC and not other planned development in the region. There would be a less than significant impact regarding substantial unplanned population growth.

LESS THAN SIGNIFICANT IMPACT

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

The proposed project would construct an underground pipeline and above-ground utility facilities. The proposed project would not demolish existing housing or displace existing people and would not necessitate the construction of replacement housing. No impact would occur.

NO IMPACT

15 Public Services

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	1 Fire protection?	☐	☐	☐	■
	2 Police protection?	☐	☐	☐	■
	3 Schools?	☐	☐	☐	■
	4 Parks?	☐	☐	☐	■
	5 Other public facilities?	☐	☐	☐	■

Impacts Identified in the 2008 Final EIR

Impacts related to fire protection and police services were analyzed on pages 16-1 through 16-3, impacts related to schools were analyzed on page 17-1, and impacts related to parks and recreation were analyzed on pages 18-1 through 18-2 of the 2008 Final EIR. The 2008 Final EIR determined that the project would have a less than significant impact involving the provision of public services, including fire protection, police, schools, parks, and other public facilities. Therefore, impacts regarding public services would be less than significant.

Impacts of the Proposed Project

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental

impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, public facilities, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

As discussed in Environmental Checklist Section 14, *Population and Housing*, the proposed project would not directly or indirectly induce population growth. Considering the proposed project would not increase population, it also would not increase demand for public facilities, including fire and police protection, schools, or parks. The proposed project would not introduce any features or facilities requiring additional or unusual fire or police protection or response. The proposed project would not change existing demand for fire or police protection services because it would not cause or contribute to population growth and would not introduce new land use designations along the project alignment. No impact would occur.

NO IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project 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?	☐	☐	☐	■
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?	☐	☐	☐	■

Impacts Identified in the 2008 Final EIR

Impacts related to parks and recreation were analyzed on pages 18-1 through 18-2 of the 2008 Final EIR. The 2008 Final EIR determined that the project would have no direct physical impacts to parks or recreational facilities, would not result in the need for new or expanded park and recreational facilities, and would provide recreational facilities within the SEDA. Therefore, impacts regarding recreation would be beneficial.

Impacts of the Proposed Project

a. Would the project 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?

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?

The park closest to the project alignment is an unnamed park located in a residential community approximately 0.2 mile southwest from the project's westernmost alignment along Shields Avenue. The project alignments and TBEC campus are not zoned for recreational use. As mentioned in Environmental Checklist Section 14, *Population and Housing*, the project would not directly or indirectly induce population growth; therefore, it would not increase the use of existing neighborhood or regional parks and recreational facilities. Project construction and operation would not impact existing park use and would not require the construction or expansion of recreational facilities. No impact would occur.

NO IMPACT

This page intentionally left blank.

17 Transportation

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

Impacts Identified in the 2008 Final EIR

Impacts related to transportation were analyzed on pages 9-1 through 9-18 of the 2008 Final EIR. The 2008 Final EIR determined that the project would result in a substantial increase in traffic, which would be a less than significant impact through mitigation; and that the project would result in localized traffic, safety, and emergency access issues, which would be a less than significant impact with mitigation. Therefore, impacts regarding transportation would be less than significant with mitigation incorporated.

Impacts of the Proposed Project

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

Several regionally and locally adopted land use plans, policies, and regulations apply to the proposed project. These include the City of Fresno General Plan Mobility and Transportation Element, the City of Fresno Active Transportation Plan (ATP), and the Fresno Council of Governments (FCOG) 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

The project would require temporary lane closures along Shields Avenue, McKinley Avenue, Leonard Avenue, Princeton Avenue, Weldon Avenue, and Highland Avenue. However, the proposed project would not result in the permanent closure of existing roadways or construction of new roadways in the project vicinity. There are no transit facilities or marked bicycle infrastructure located within the project vicinity. Project implementation would not permanently alter roadways, transit stops, or sidewalks, increase commercial or residential development, generate growth, or cause a substantial

increase in traffic in the project vicinity. Therefore, the project would not impact the overall use of the roadways, bicycle or pedestrian facilities, or transit facilities in the project vicinity. The project would not conflict with the goals, objectives, or policies addressing the circulation system in the City of Fresno General Plan Mobility and Transportation Element, the City of Fresno ATP, or the 2022 FCOG RTP/SCS.

Overall, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, or pedestrian facilities. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

CEQA Guidelines Section 15064.3(b) describes criteria for analyzing transportation impacts. The project would not change existing roadways, increase commercial or residential development in the area, generate growth, or create a substantial increase in traffic in the project vicinity. Project construction would generate a temporary increase in traffic through worker-related commuter trips, trucks used for delivering construction equipment, and trucks used for delivering and hauling construction materials and waste. However, project construction traffic would not generate a substantial number of trips that could increase VMT to a significant level.

Project operation would generate minimal vehicle trips for facility maintenance. The on-site project components would be inspected weekly, resulting in 52 maintenance trips per year. As such, the project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project alignments and TBEC campus are regionally accessible from State Routes 168 and 180. Direct access to the project alignments and TBEC campus would be provided by Shields Avenue, McKinley Avenue, Leonard Avenue, Princeton Avenue, Weldon Avenue, and Highland Avenue. The proposed project would not permanently alter or affect the existing street and intersection networks in its vicinity, nor increase hazards due to a new geometric design feature. Therefore, the proposed project would not substantially increase hazards due to a geometric design feature.

The project alignments and TBEC campus are surrounded by existing agricultural development within the SEDA, which has been rezoned for urban uses. The proposed construction of pipelines underneath existing roadway ROW and utility facilities on the TBEC campus would be compatible with planned urban uses. As such, the project would not introduce incompatible uses, such as unplanned vehicles or new farm equipment, to the project alignments, TBEC campus, or the surrounding area. Therefore, the project would not substantially increase hazards due to incompatible uses. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in inadequate emergency access?

During construction, the project alignments and TBEC campus would be accessed by Shields Avenue, McKinley Avenue, Leonard Avenue, Princeton Avenue, Weldon Avenue, and Highland Avenue. Project construction may require public roadways to be temporarily closed. Such lane closures would be short-term and temporary in nature but could potentially interfere with emergency response and/or emergency evacuation procedures. An approved traffic control plan would be implemented to regulate worker parking, construction staging, roadway improvements and potential traffic detours during construction (City of Fresno 2019). Signage would be posted along the project alignment and on roadways leading up to the project alignment before and during construction to give advance warning of road closures and detours. As a result, the project would not result in inadequate emergency access and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

This page intentionally left blank.

18 Tribal Cultural Resources

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

California Assembly Bill 52 of 2014 (AB 52) expanded CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

AB 52 requires consultation with Native American tribes. CUSD prepared and sent AB 52 notification letters on July 3, 2023. Letters were sent via email and certified mail to 12 tribes within the project area: Big Sandy Rancheria of Western Mono Indians, Cold Springs Rancheria of Mono Indians, Dumna Wo-Wah Tribal Government, Kings River Choinumni Farm Tribe, North Fork Rancheria of Mono Indians, North Valley Yokuts Tribe, Picayune Rancheria of Chukchansi Indians, Santa Rosa Rancheria Tachi Yokut Tribe, Table Mountain Rancheria, Traditional Choinumni Tribe, Tule River Indian Tribe, and Wuksache Indian Tribe/Eshom Valley Band. No requests for formal consultation have been received by CUSD. The following analysis is based on the results of the consultation process.

Impacts Identified in the 2008 Final EIR

Impacts related to tribal cultural resources were not analyzed as a stand-alone issue area in the 2008 Final EIR. However, impacts related to cultural resources, including tribal cultural resources, were analyzed in pages 7-1 through 7-4 of the 2008 Final EIR. The 2008 Final EIR determined that the project could impact subsurface cultural resources, which would be a less than significant impact through mitigation. Therefore, impacts regarding tribal cultural resources would be less than significant with mitigation incorporated.

Impacts of the Proposed Project

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

CUSD prepared and mailed letters to local California Native Americans in accordance with AB 52. No tribal cultural resources have been identified from AB 52 consultation efforts and the area of disturbance for the proposed project is not known or expected to contain any tribal cultural resources that would qualify as a historical resource or a unique cultural resource as defined in Public Resource Code Section 5020.1(k) or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

Although no tribal cultural resources have been identified and the project alignments and TBEC campus have been previously disturbed, it is possible that ground disturbance during project construction could encounter unknown tribal cultural resources. Therefore, the project has the potential to significantly impact tribal cultural resources through ground disturbance and

subsequent damage. Impacts would be potentially significant, and Mitigation Measures CUL-1a through CUL-1c would be required.

Mitigation Measures

See Mitigation Measures CUL-1a through CUL-1c, as described in Section 4.5, *Cultural Resources*.

Significance After Mitigation

Through the avoidance, evaluation, notification, and recording of unanticipated potential tribal cultural resources, should they be discovered, Mitigation Measures CUL-1a through CUL-1c would reduce impacts on tribal cultural resources to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

This page intentionally left blank.

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	■
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	■	☐
c. Result in 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?	☐	☐	☐	■
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	■	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	■	☐

Impacts Identified in the 2008 Final EIR

Impacts related to water supply were analyzed in pages 12-1 through 12-7, impacts related to wastewater were analyzed in pages 13-1 through 13-5, impacts related to stormwater and drainage systems were analyzed in pages 14-1 through 14-4, impacts to energy were analyzed in pages 19-1 through 19-3, and impacts to solid waste were analyzed in pages 15-1 through 15-2 of the 2008 Final EIR. The 2008 Final EIR determined that the project would increase local water consumption, which would be a less than significant impact through mitigation; that project development would damage existing water facilities, which would be a less than significant impact through mitigation; that the project would generate wastewater and result in a need for wastewater treatment facilities, which would be a less than significant impact through mitigation; and that the project

would increase stormwater runoff, which would be a less than significant impact through mitigation. The 2008 Final EIR also determined that impacts involving solid waste and energy facilities would be less than significant. Therefore, impacts regarding utilities and service systems would be less than significant with mitigation incorporated.

Impacts of the Proposed Project

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

Water

The proposed project would involve installation of a water pipeline and pump stations, the environmental effects of which are analyzed in this Initial Study. The proposed project would serve solely the TBEC, the water demands of which were analyzed in the 2008 Final EIR. Water supply for the TBEC, provided by the project, would draw from existing City of Fresno water sources and connect to the existing City of Fresno water system and would not require the relocation or construction of new or expanded water supply facilities. The proposed project would not introduce new potable water demands. As such, no impact would occur.

Wastewater Treatment

The proposed project would involve installation of a sewer pipeline and lift station, the environmental effects of which are analyzed in this Initial Study. The proposed project would serve solely the TBEC, the wastewater demands of which were analyzed in the 2008 Final EIR. Wastewater treatment for the TBEC, provided by the project, would be served by the Fresno-Clovis Regional Wastewater Reclamation Facility and would connect to the existing City of Fresno sewer system. The proposed project would not require the relocation or construction of new or expanded wastewater treatment facilities, including the Fresno-Clovis Regional Wastewater Reclamation Facility. The proposed project would not introduce new wastewater treatment demands. As such, no impact would occur.

Stormwater Drainage

As discussed in Environmental Checklist Section 10, *Hydrology and Water Quality*, construction of the project would not substantially increase impervious surfaces along the project alignment because the pipeline would be installed underground, and ground surfaces would be restored to pre-project conditions. Stormwater drainage for the on-site project components would be served by existing stormwater facilities along Leonard Avenue as well as planned stormwater facilities on the TBEC campus site. Therefore, the proposed pipeline would not alter stormwater flow such that new or expanded stormwater drainage systems would be necessary. As such, the project would not create or contribute runoff water such that new or expanded stormwater drainage systems would be necessary, and there would be no impact.

Electric Power

The project would require temporary power for equipment during construction of the proposed pipeline. As discussed in Environmental Checklist Section 6, *Energy*, operation of the proposed

project would not result in substantial or unnecessary consumption of electricity. There would be no impact related to electric power.

Natural Gas

As discussed in Environmental Checklist Section 6, *Energy*, operation of the proposed project would not result in the consumption of natural gas. There would be no impact related to natural gas.

Telecommunications

The project would not require the construction or relocation of telecommunication facilities. No cell towers or wireless equipment are located within the project alignment such that they would need to be demolished or relocated as a result of the project. No impact would occur.

NO IMPACT

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

The proposed project would not introduce a new permanent demand for water but would rather extend existing water lines that would supply only the TBEC. A Water Supply Assessment (WSA) was prepared for the TBEC in 2023, in compliance with the California Water Code, as amended by SB 610 (Appendix E).

The TBEC would include both construction and operational water demands. The WSA concluded that water supply requirements associated with the TBEC remain unchanged from those associated with the previously approved TBEC, because the design and capacity of the school are the same as previously approved, such that associated water demands are also the same.

Construction

Construction water demands would be temporary and limited in duration to select construction phases, such as dust suppression during pipeline installation, which would not require a potable water supply.

Operation

The proposed project would supply water to the TBEC through the extension of City of Fresno infrastructure. Therefore, the project would not introduce a new source of operational water demand, but would provide a water supply to meet the operational demands of the TBEC. The operational water demands of the TBEC are the same as those of the previously approved project, which were calculated in the 2008 Final EIR and are shown in Table 9, below. Operational water demands consist of uses associated with restroom facilities for students, faculty and staff, and visitors, as well as activities associated with school programs, including food preparation, dishwashing, locker room showers, science laboratories, and janitorial services (CUSD 2008). The 2008 Final EIR accounted for all anticipated water uses associated with school operation and identified a daily per capita water demand in gallons per day (GPD). The table below accounts for the daily per capita demands in GPD and converts the total to acre-feet per year (AFY), which is the unit of measurement used in characterizing and managing water resources.

Table 9 TBEC Operational Water Demands

Project Component	Students	Faculty and Staff	Visitors	Total Persons	GPD per person	GPD Total	AFY
High School	2,900	150	153	3,203	13.5	43,241	48.4
Intermediate School	1,400	100	75	1,575	13.5	21,263	23.8
Elementary School	700	45	37	782	5.5	4,301	4.8
Total	**5,000**	**295**	**265**	**5,560**	**n/a**	**68,805**	**77.1**

GPD = gallons per day; AFY = acre-feet per year

Source: CUSD 2008

As shown above, operation of the TBEC would generate a water demand of approximately 77.1 AFY. It is conservatively assumed that all water demand would be for potable water, though in reality, non-potable water would be sufficient for some uses. In addition to potable water demands, the TBEC would also introduce non-potable water demands for landscaping and irrigation of up to approximately 463 AFY, as detailed in the 2008 Final EIR for the previously approved project (CUSD 2008).

According to the City of Fresno's 2020 UWMP, the current total water supply is 164,679 AF, and the projected water supply in 2025 would be approximately 329,030 AF (City of Fresno 2021). During normal year, single dry year, and five-year consecutive drought, the City would continue to meet all demands with existing supplies. The proposed project would consume approximately 540.1 AFY of potable and non-potable water. The proposed project's water consumption of 540.1 AFY would be approximately 0.2 percent of the projected 329,030 AF of total water supplies in 2025. Thus, the provision of City water to the proposed project, to meet TBEC demands, would not represent a substantial use or decrease of available water supplies.

Therefore, sufficient water supply is available to meet the water demands of the TBEC under average water year, single-dry water year, and multiple-dry water year scenarios. Considering the proposed project would not change water demand for the overall TBEC, impacts to water supply would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project 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?

The proposed project would not introduce a new source of wastewater but would rather extend existing sewer lines so that wastewater may be conveyed from the TBEC to the Fresno-Clovis Regional Wastewater Reclamation Facility, which is operated by the City of Fresno. The Fresno-Clovis Regional Wastewater Reclamation Facility has a total capacity of 80 million gallons per day (mgd) and receives an average of 65 mgd (City of Fresno n.d.). As stated in the 2008 Final EIR, the TBEC would generate approximately 0.06 mgd. Therefore, the Fresno-Clovis Regional Wastewater Reclamation Facility would have capacity to serve the TBEC, through the project. The project would not result in a determination by a wastewater treatment provider that it has inadequate capacity to serve the TBEC's projected demand in addition to the provider's existing commitments. No impact would occur.

NO IMPACT

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

During construction of the proposed project, solid waste would be limited to trench spoils that cannot be used for backfilling and other pavement/demolition material that cannot be reused. Following the completion of project construction, operation and maintenance activities are not anticipated to generate solid waste.

The construction contractor is responsible for contracting with a solid waste provider. In Fresno County, municipal solid waste is disposed of at the American Avenue Disposal Site (County of Fresno, n.d.). The American Avenue Disposal site has a maximum permitted throughput of 2,200 tons per day (California Department of Resources Recycling and Recovery 2023). Due to the temporary nature of construction and small amount of construction waste anticipated to require disposal, the project would not generate quantities of solid waste that would exceed the maximum permitted throughput of the American Avenue Disposal Site. Therefore, waste generated by construction activities would not exceed the available capacity at the landfill serving the project area that would accept debris generated by the project, and impacts would be less than significant.

The project would result in a short-term and temporary increase in solid waste generation during construction but would not substantially affect standard solid waste operations of any landfill accepting waste. Recycling and reuse activities during construction would comply with the California Integrated Waste Management Act of 1989 (AB 939).

Once operational, the project would include unstaffed facilities that would not generate solid waste. Therefore, solid waste impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

This page intentionally left blank.

20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	■
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	■
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	■

Impacts Identified in the 2008 Final EIR

Impacts related to wildfire were not analyzed as a stand-alone issue area in the 2008 Final EIR. However, impacts from wildfires were considered within the Hazardous Materials and Conditions analysis, located on pages 20-1 through 20-4 of the 2008 Final EIR. The 2008 Final EIR determined that the project would have no impact involving wildfire.

Impacts of the Proposed Project

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

CAL FIRE evaluates fire hazards based on fuel, slope, and weather, and identifies hazard areas as Moderate, High, or Very High, which are mapped on Fire Hazard Severity Zone (FHSZ) maps. These maps reflect “hazard” not “risk,” where hazards are based on the physical conditions that create a

likelihood and expected fire behavior over a 30- to 50-year period without consideration to modifications such as fuel reduction efforts (CAL FIRE 2023). In comparison, "risk" is the potential damage a fire could do to an area under existing conditions, including consideration for fuel reduction efforts and other modifications such as the maintenance of defensible space and ignition resistant building construction (CAL FIRE 2023). FHSZ designations are used for planning purposes, including to designate areas where California's defensible space standards and wildland urban interface building codes are required.

The project alignments and TBEC campus are not located in a State Responsibility Area (SRA) or on land classified as a VHFHSZ (CAL FIRE 2007). The nearest SRA is approximately 7 miles east of the TBEC campus and is classified as a moderate fire hazard severity zone. The nearest VHFHSZ is approximately 20 miles east of the TBEC campus. Therefore, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan within an SRA or VHFHSZ. As such, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. No impact would occur.

NO IMPACT

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

As discussed under threshold (a) above, the project alignments and TBEC campus are not located in an SRA or on land classified as a VHFHSZ. Additionally, the project would not include habitable structures that could house occupants. The project would not, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. There would be no impact.

NO IMPACT

c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

As noted above, the project alignments and TBEC campus are not located in an SRA or on land classified as a VHFHSZ. The project would not require roads, fuel breaks, emergency water sources, power lines, or other utilities that may exacerbate fire risk. Upon completion of construction, the ground surface would be restored to pre-project conditions. Annual operation and maintenance activities would not exacerbate fire risk.

Construction would occur within previously developed roadways, public ROW, and the TBEC campus. The project alignments, TBEC campus, and surrounding land are generally flat. As such, the

project would not expose people or structures to significant downslope or downstream flooding or landslide risks resulting from runoff or drainage changes. No impact would occur.

NO IMPACT

This page intentionally left blank.

21 Mandatory Findings of Significance

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

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

As discussed in Environmental Checklist Section 4, *Biological Resources*, Section 5, *Cultural Resources*, and Section 18, *Tribal Cultural Resources*, impacts related to biological, cultural, and tribal cultural resources would be potentially significant. However, implementation of Mitigation Measures BIO-1, BIO-2a through 2c, and CUL-1a through CUL-1c would reduce impacts to a less than significant level. Therefore, the project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community,

substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

Cumulative impacts are defined as two or more individual (and potentially less than significant) project effects which, when considered together or in concert with other projects, combine to result in a significant impact within an identified geographic area. For a project to contribute to cumulative impacts, it must result in some level of impact on a project-specific level.

This discussion looks only at those effects for which some level of potential impact was identified, which includes topics for which a less than significant impact was identified. Potential regional cumulative effects were considered for the following environmental topics, for which the project was found to result in less than significant impacts (without or with project mitigation):

- **Aesthetics:** Cumulative development in the SEDA would result in an increasingly urbanized visual landscape and would change the existing rural and agricultural character of the area. This cumulative impact would be significant and unavoidable. However, the project would not impact scenic vistas or other visual resources, and would introduce minor sources of unsubstantial light and glare. The project would not have a cumulatively considerable contribution to the significant cumulative impact on aesthetics.
- **Air Quality:** Cumulative development in the SEDA would involve construction to accommodate proposed land uses under the SEDA Specific Plan. Air quality emissions from the construction of cumulative development would exceed SJVAPCD thresholds for criteria air pollutants and result in a significant and unavoidable impact to air quality. However, the project would not generate air pollutant emissions in excess of SJVAPCD thresholds. Therefore, the project would not have a cumulatively considerable contribution to the significant cumulative impact to air quality.
- **Biological Resources:** Cumulative development in the SEDA would involve construction activities such as ground disturbance and vegetation removal, and would eventually lead to urbanization of the SEDA. Similar to the proposed project, cumulative development would be required to comply with all applicable federal, State, and local regulations that pertain to the protection of biological resources, and would implement mitigation to minimize impacts to biological resources. Cumulative development would have a less than significant cumulative impact on biological resources. The project would have a less than significant impact to biological resources through the implementation of mitigation measures, and would not contribute to this cumulative impact.
- **Cultural Resources:** Cumulative development in the SEDA would involve ground-disturbing activities that may impact cultural resources, including human remains. However, cumulative development would be required to comply with all applicable federal, State, and local regulations regarding the protection and preservation of cultural resources. Therefore, cumulative development would have a less than significant cumulative impact on cultural resources. The project would have a less than significant impact to cultural resources through

the implementation of mitigation measures, and would not contribute to this cumulative impact.

- **Energy:** Cumulative development in the SEDA would require energy for construction, as well as for the operation of proposed land uses under the SEDA Specific Plan. Similar to the proposed project, energy use during the construction of cumulative development would be temporary. Energy consumption from the operation of cumulative development would not be wasteful, inefficient, or unnecessary, as analyzed under the SEDA Specific Plan EIR. Therefore, cumulative development would not result in a significant cumulative impact to energy. The project would not result in a cumulatively considerable contribution to energy impacts.
- **Geology and Soils:** Impacts to geology and soils are generally site-specific in nature. Cumulative development in the SEDA would not increase geologic hazards or the risk of loss, injury, or death from geologic hazards, and would result in a less than significant cumulative impact. The project alignments and TBEC campus are located in an area at low risk of ground failure, seismic rupture, and other geologic hazards. The project would not increase frequency, intensity, or risk of geologic hazards. Therefore, the project would not have a cumulatively considerable impact to geology and soils, including paleontological resources.
- **Greenhouse Gas Emissions:** GHG impacts are inherently cumulative by nature. Cumulative development in the SEDA would involve construction and operational GHG emissions, and would result in a significant and unavoidable cumulative impact to GHG emissions. However, the project would not generate GHG emissions that would conflict with adopted GHG emissions reductions plans. Therefore, the project would not result in a cumulatively considerable contribution to the significant cumulative impact to GHG emissions.
- **Hazards and Hazardous Materials:** Cumulative development in the SEDA would involve the transport and use of hazardous materials during construction and operation. Similar to the proposed project, cumulative projects would be required to comply with regulations applicable to the use, disposal, and transportation of hazardous materials during construction activities, and compliance with applicable regulations would reduce potential cumulative impacts to less-than-significant levels. With respect to the use and accidental release of hazardous materials in the environment during construction, effects are generally limited to site-specific conditions. Therefore, the project would not contribute to this cumulative impact.
- **Hydrology and Water Quality:** Cumulative development in the SEDA would result in the construction and operation of land uses that may result in adverse impacts to water quality and require water supplies. However, the City of Fresno has planned to accommodate this cumulative development under its SEDA Specific Plan, including the procurement of water supplies to serve cumulative development. Similar to the proposed project, cumulative development would implement BMPS during construction for the protection of water resources. Cumulative development would result in a less than significant impact to hydrology and water quality. Project impacts to hydrology and water quality would be minimal and would not contribute to this cumulative impact.
- **Noise:** Cumulative development in the SEDA would involve construction that would increase ambient noise levels such that they exceed local standards, resulting in a significant and unavoidable impact on noise. Proposed project construction noise may coincide with construction of the TBEC; however, the project would implement noise mitigation measures that would ultimately reduce this impact, and project construction noise would be temporary. Therefore, the project would not result in a cumulatively considerable contribution to the significant cumulative impact to noise.

- **Population and Housing**. Cumulative development in the SEDA would result in the addition of housing and residents to the SEDA. However, such development has been analyzed under the SEDA Specific Plan and would thus not represent substantial unplanned population growth. Cumulative development would result in a less than significant cumulative impact to population and housing. The project would not directly or indirectly cause substantial unplanned population growth, as the project would serve solely the TBEC. Therefore, the project would not contribute to this cumulative impact.
- **Transportation:** Cumulative development in the SEDA would result in the addition of vehicles to local roadways, potentially leading to increased congestion and impacts to the existing circulation system. However, such development has been analyzed under the SEDA and anticipated under the SEDA's Urban Form Element, such that cumulative development would result in a less than significant cumulative impact to transportation. The project would not conflict with transportation plans or policies, result in a significant increase in VMT, induce roadway hazards, or affect an evacuation route. The operation of the project would require infrequent vehicle trips and adjacent roadways would be restored to pre-project conditions after construction. Therefore, the project would not contribute to this cumulative impact.
- **Tribal Cultural Resources:** Cumulative development in the SEDA would involve ground-disturbing activities that may impact tribal cultural resources. However, cumulative development would be required to comply with all applicable State and local regulations regarding the protection and preservation of tribal cultural resources. Therefore, cumulative development would have a less than significant cumulative impact to tribal cultural resources. The project would have a less than significant impact to tribal cultural resources through the implementation of mitigation measures, and would not contribute to this cumulative impact.

Based on the above discussion, the proposed project would not have impacts that are individually limited, but cumulatively considerable.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

In general, impacts to human beings are associated with issues such as air quality, hazards and hazardous materials, noise, and wildfire. As discussed in Environmental Checklist Section 3, *Air Quality*, the project would not result in significant impacts to air quality. As detailed under Environmental Checklist Section 9, *Hazards and Hazardous Materials*, and Section 13, *Noise*, the project could potentially result in significant impacts associated with hazardous material sites and noise, however, these impacts would be less than significant with implementation of Mitigation Measures HAZ-1, and NOI-1, respectively. As discussed in Environmental Checklist Section 20, *Wildfire*, the project would result in no impact involving wildfires. Therefore, the project would not have environmental effects that could cause susbstantial adverse effects on human beings, and this impact would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

References

Bibliography

California Department of Conservation (DOC). 1998. Generalized Mineral Land Classification of Aggregate Resources in the Fresno P-C Region. Requested on November 30, 2022.

_____. 2023a. California Important Farmland Finder. https://maps.conservation.ca.gov/agriculture/DataViewer/index.html (accessed June 2023).

_____. 2023b. Earthquake Zones of Required Investigation. https://maps.conservation.ca.gov/cgs/EQZApp/app/ (accessed June 2023).

_____. 2023c. Tsunami Hazard Area Map. https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/ (accessed June 2023).

California Department of Fish and Wildlife (CDFW). 2023a. State and Federally Listed Endangered, Threatened, and Rare Plants of California. July 2023. https://wildlife.ca.gov/Conservation/CESA (accessed July 2023).

_____. 2023b. Biogeographic Information and Observation System (BIOS)—Essential Connectivity Areas. https://apps.wildlife.ca.gov/bios6/ (accessed July 2023).

_____. 2023c. Biogeographic Information and Observation System (BIOS)—Conservation Plan Boundaries. https://apps.wildlife.ca.gov/bios6/?al=ds85 (accessed July 2023).

California Department of Forestry Protection and Fire (CAL FIRE). 2007. FHSZ Viewer. https://egis.fire.ca.gov/FHSZ/ (accessed June 2023).

California Department of Resources Recycling and Recovery (CalRecycle). 2023. American Avenue Disposal Site Activity Details. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/4535?siteID=352. (accessed June 2023).

California Department of Transportation (Caltrans). Transportation and Construction Vibration Guidance Manual. September 2013. https://www.contracosta.ca.gov/DocumentCenter/View/34120/Caltrans-2013-construction-vibration-PDF?bidId= (accessed August 2023).

_____. 2019. California State Scenic Highway System Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa (accessed June 2023).

California Department of Toxic Substances Control (DTSC). 2023. EnviroStor Database. https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=east+clinton+avenue+fresno (accessed June 2023).

California Department of Water Resources (DWR). 2019. Groundwater Basin Boundary Assessment Tool. https://gis.water.ca.gov/app/bbat/ (accessed June 2023).

_____. 2023. SGMA Basin Prioritization Dashboard. https://gis.water.ca.gov/app/bp-dashboard/final/ (accessed June 2023).

California Native Plant Society, Rare Plant Program. 2023. Rare Plant Inventory (online edition, v9.5). https://www.rareplants.cnps.org (accessed July 2023).

Clovis Unified School District. 2008. Final Environmental Impact Report for the Fourth Educational Center. (accessed June 2023).

Federal Emergency Management Agency (FEMA). 2023. National Flood Hazard Layer (NFHL) Viewer. https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd (accessed June 2023).

Federal Transit Administration (FTA). 2006. Transit Noise and Vibration Impact Assessment. May 2006. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf (accessed August 2023).

_____. 2018. Transit Noise and Vibration Impact Assessment Manual. September 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed August 2023).

Fresno, City of. 2014. General Plan Chapter 7: Resource Conservation and Resilience. December 2014. https://cityoffresno.wpenginepowered.com/darm/wp-content/uploads/sites/10/2019/07/General-Plan-7-Resources-Conservation-and-Resilience-7-19.pdf (accessed June 2023).

_____. 2019. Traffic Control Policies and Procedures. https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2019/07/Traffic-Control-Policies-and-Procedures.pdf (accessed June 2023).

_____. 2022. City of Fresno Southeast Development Area Specific Plan Policy Draft. https://www.fresno.gov/darm/wp-content/uploads/sites/10/2022/04/CoF-SEDA_Policy_Memo-v1.2.pdf (accessed June 2023).

_____. n.d. Fresno/Clovis Regional Wastewater Reclamation Facility (RWRF). https://watereuse.org/wp-content/uploads/2015/09/Presentation-Wastewater-Management-Division-January-2014.pdf (accessed September 2023).

Fresno, County of. N.d. Landfill Operations. https://www.co.fresno.ca.us/departments/public-works-planning/divisions-of-public-works-and-planning/resources-and-parks-division/landfill-operations (accessed June 2023).

_____. 2000. Fresno County General Plan-Policy Document. https://www.fresnocountyca.gov/files/sharedassets/county/vision-files/files/18117-2000-general-plan-policy-document.pdf (accessed June 2023).

_____. 2018. Fresno County Multi-Jurisdictional Hazard Mitigation Plan. May 2018. https://cityoffresno.wpenginepowered.com/darm/wp-content/uploads/sites/10/2020/12/FresnoCountyHMPFinal.pdf (accessed June 2023).

Fresno County Airport Land Use Commission. 2018. Fresno County Airport Land Use Compatibility Plan. https://www.fresno.gov/darm/wp-content/uploads/sites/10/2020/04/ALUCP-Fresno-Yosemite-International-Airport.pdf (accessed June 2023).

Padre Dam Municipal Water District. 2015. Ray Stoyer Water Recycling Facility – Phase I Expansion Project Initial Study and Mitigated Negative Declaration. July 2015. http://sntbberry.cityofsanteeca.gov/sites/FanitaRanch/Public/Remainder%20of%20the%20Record/(14)%20Documents%20Received%20After%20Release%20of%20Draft%20EIR%20for%20Comment/A.%20Reference%20Documents/Tab%2013%20-%202015-07%20%20Helix%202015_IS%20MND%20Ray (accessed August 2023)

San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. March 2015. http://www.valleyair.org/transportation/GAMAQI.pdf (accessed August 2023).

State Water Resources Control Board (SWRCB). 2023. GeoTracker. https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=east+clinton+avenue+fresno# (accessed June 2023).

United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS). 2023. Web Soil Survey. https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx (accessed June 2023).

United States Fish and Wildlife Service (USFWS). 2023a. Information for Planning and Consultation. https://ipac.ecosphere.fws.gov/location/D2FZX4SYXRC77IAJD7BN7WBATQ/resources (accessed July 2023).

_____. 2023b. National Wetlands Inventory. https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/ (accessed July 2023).

List of Preparers

Rincon Consultants, Inc. prepared this IS-MND under contract to CUSD. Persons involved in data gathering analysis, project management, and quality control are listed below.

RINCON CONSULTANTS, INC.

Megan Jones, MPP, Principal-in-Charge
Eric VonBerg, MRP, Project Manager
Nicholas Carter, Environmental Planner
Kay Real, Environmental Planner
William Vosti, Technical Services
Nichole Yee, Technical Services
Nikole Vannest, GIS Analyst

This page intentionally left blank.