Final Initial Study

Tract 6293 Residential Project

Prepared for:

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TABLE OF CONTENTS

NOTE: This Final MND consists of the publicly circulated Draft MND (8/19/20 – 9/8/20). Regulatory requirements relating to VMT have changed and as such, clarification regarding this project relating to VMT impacts has been made in the Transportation Section, impact XVII(b) post public circulation. In addition, the publicly circulated Draft MND referenced the demolition of two residences, which is incorrect. Those references have been deleted throughout the document, and the analysis did not change as a result of the deletion. All text additions are shown in underline and ~~deletions~~ are in strikethrough.

PROJECT INFORMATION

This document is the Initial Study for the potential environmental effects of the City of Kerman's (City) Tract 6293 Residential Project (Project). The City of Kerman will act as the Lead Agency for this project pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines. Copies of all material s referenced in this report are available for review in the project file during regular business hours at 850 S. Madera Avenue, Kerman, CA 93630.

Project title

Tract 6293 Residential Project

Lead agency name and address

City of Kerman
850 S. Madera Avenue
Kerman, CA 93630

Contact person and phone number

Olivia Pimentel, Assistant Planner
City of Kerman
(559) 846-9384

Project location

The City of Kerman is located in Fresno County in the heart of the San Joaquin Valley. The proposed Project is bounded fully to the north and west by west California Avenue and south Siskiyou Avenue, respectively. The site is partially bounded to the east by south Park Avenue. Southern Union Pacific railroad tracks lie to the south. The proposed 85-lot single-family residential subdivision will be located on approximately 16.82 acres, assigned Assessor's Parcel Numbers 023-040-78S and -90S. The City of Kerman lies just south of SR 180 and is bisected by SR 145.

Figure 1 – Location Map

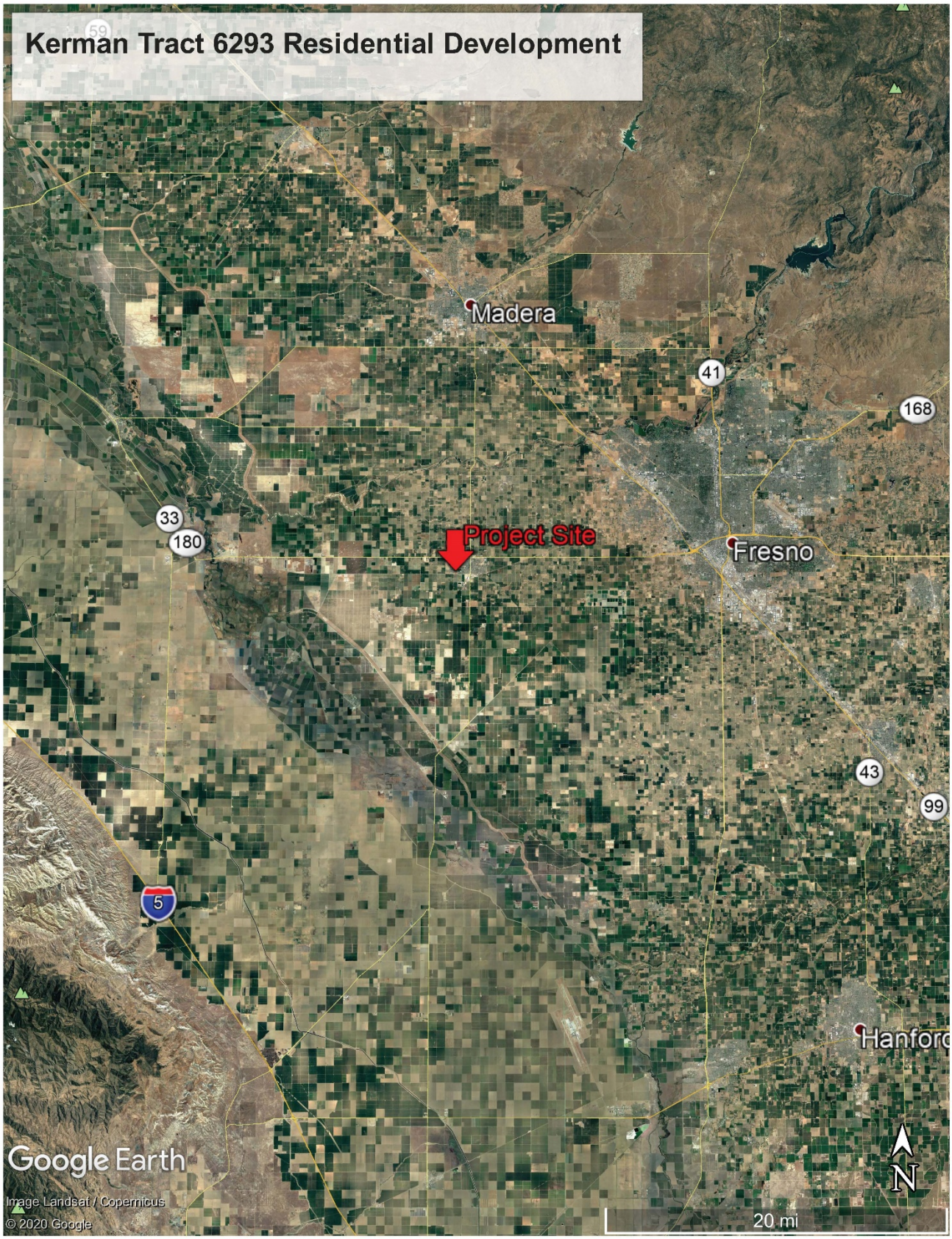


Figure 2 – Project Vicinity

Figure 3 – Site Aerial

Project sponsor's name/address

Joseph Crown Construction & Development, Inc
5320 E. Pine Avenue
Fresno, CA 93727

General plan designation

Medium Density Residential

Zoning

SD-R-3.5 Smart Development Residential

Project Description

The Project consists of a Rezone (SD-R-3.5 Smart Development to SD-R-4.5 Smart Development) and Vesting Tentative Tract Map to allow for the construction and operation of a new 85-unit single-family residential development and associated improvements (see Figure 4).

Project Components

- Construction of 85 single-family residential units on a 16.82-acre site. Residential lots will be 3,500 to 5,000 square feet in size.
- Construction of internal roads accessed from W. California Avenue on the north and S. Park Avenue on the west.
- Construction of a 7-foot block wall along the southern site boundary and along the southern portions of both the east and west boundaries.
- ~~Demolition of two existing on-site residences.~~
- A tentative subdivision map has been developed in compliance with Section 16,28.030, Subdivision Maps, of the Kerman Municipal Code.

Street, sewer, water, curb and gutter, sidewalk, street lights and drainage improvements will all be installed to City of Kerman standards.

Surrounding Land Uses/Existing Conditions

The proposed Project site is currently vacant. ~~, with the exception of two residential homes, which will be demolished prior to construction.~~

Lands surrounding the proposed Project are described as follows:

- North: Single-family residential.
- South: Railroad tracks, agricultural uses with one rural residential home.

- East: Single-family residential.
- West: Single-family residential.

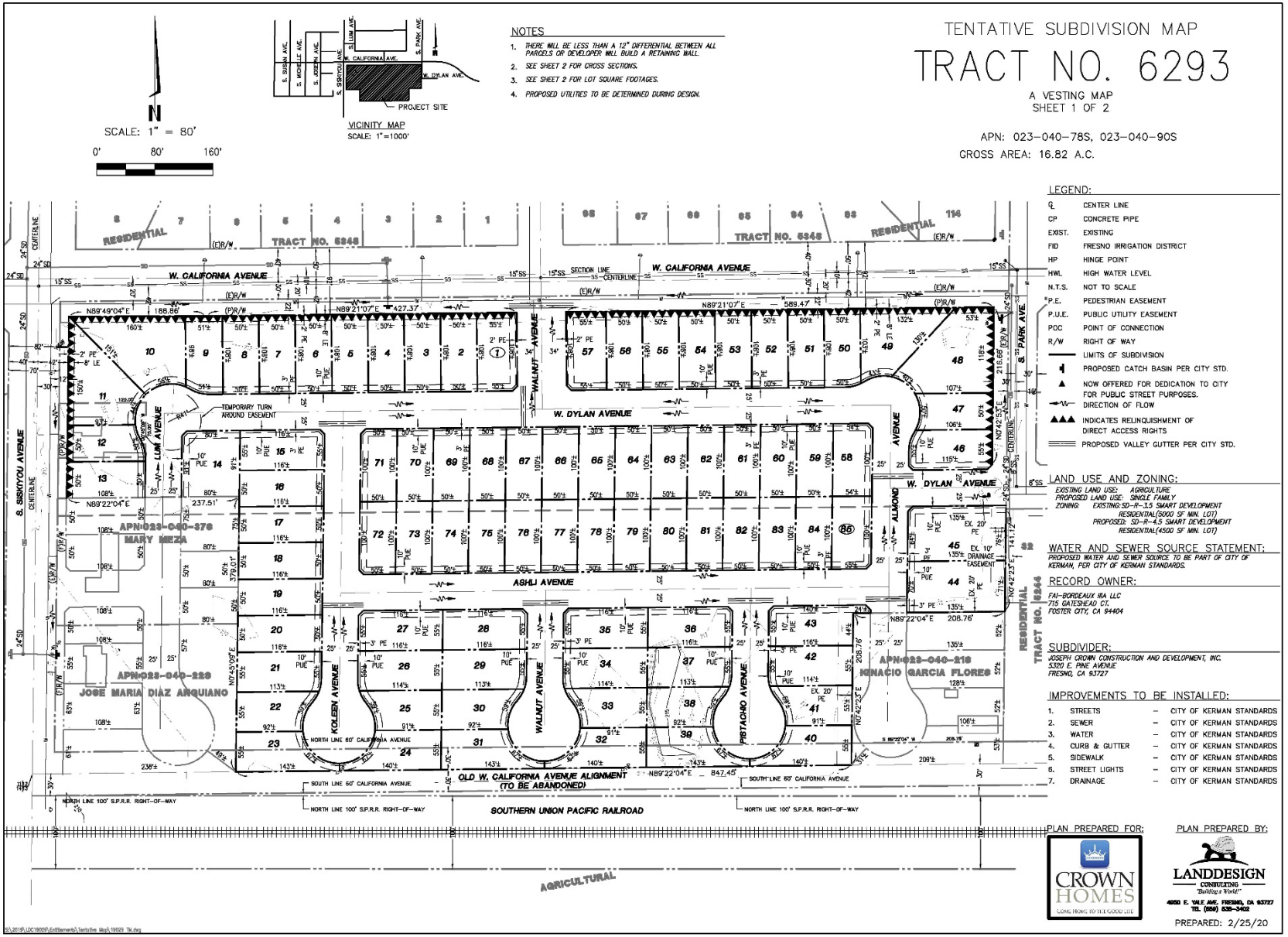
Other Public Agencies Involved

- State of California Native American Heritage Commission
- San Joaquin Valley Air Pollution Control District
- Central Valley Regional Water Quality Control Board

Tribal Consultation

The City of Kerman has not received any project-specific requests from any Tribes in the geographic area with which it is traditionally and culturally affiliated with or otherwise to be notified about projects in the City of Kerman.

Figure 4 –Site Plan



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ Aesthetics	☐ Agriculture Resources and Forest 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

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

City of Kerman _____ Date _____

ENVIRONMENTAL CHECKLIST

I. AESTHETICS

Would the project:

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

ENVIRONMENTAL SETTING

The City of Kerman is located in the central portion of the San Joaquin Valley. The site resides in a residential area, with single-family tract homes dominating the visual landscape. The Project site generally flat and is bounded to the north by west California Avenue and to the west by south Siskiyou Avenue. The site is partially bounded by south Park Avenue to the east. The land uses immediately north, west and east of Project site consist of single-family tract homes. Railroad tracks lie immediately south, with agricultural uses and one rural residential home beyond the tracks. There are no adopted scenic resources or scenic vistas in the area. SR 180 lies 0.9 miles to the north and SR 145 is 0.8 miles to the east.

The existing visual character of the site consists of vacant land with minimal vegetation and two single-family residential homes. Views of the proposed Project site area visible from west California Avenue, south Siskiyou Avenue and south Park Avenue.

RESPONSES

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?

Less Than Significant Impact. A scenic vista is defined as a viewpoint that provides expansive views of highly valued landscape for the benefit of the general public. Views of the Coastal Range and Sierra Nevada Mountains are the only natural and visual resource in the Project area. Views of these distant mountains, are afforded only during clear conditions due to poor air quality in the valley. Distant views of these mountains would largely be unaffected by the development of the Project because of the nature of the Project, distance and limited visibility of these features. The City of Kerman does not identify views of these features as required to be "protected."

The Project site is within an urbanized area of southwest Kerman. There are no scenic vistas or other protected scenic resources on or near the site. Visual character of the site is addressed further in Response C. below.

There are no scenic highways near the proposed site.

Therefore, the Project has ***less than significant*** impact on scenic vistas or designated scenic resources or highways.

Mitigation Measures: None are required.

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

Less Than Significant Impact. The proposed Project would alter the existing visual character of public views of the site from land with minimal structures to fully developed with single-family tract homes. The Project design is subject to the City's Design Guidelines adopted for the City's General

Plan which apply to site layout, building design, landscaping, interior street design, lighting, parking and signage. Per the City's Design Guidelines, detailed architectural plans, color palettes and building materials as well as landscaping plans will be submitted by the Project developer to the City of Kerman. The plans will be required prior to issuance of any building permits.

~~The proposed Project will require the demolition of the two existing residential homes on site, as well as the removal of minimal vegetation on the vacant areas within the parcels.~~

The improvements such as those proposed by the Project are typical of City urban areas and are generally expected from residents of the City. These improvements would not substantially degrade the visual character of the area and would not diminish the visual quality of the area, as they would be consistent with the existing visual setting. The proposed Project itself is not visually imposing against the scale of the existing adjacent residential buildings and nature of the surrounding area.

Therefore, the Project would have ***less than significant*** impacts on the visual character of the area.

Mitigation Measures: None are required.

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

Less Than Significant Impact. Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments; however, these lights have the potential to produce spillover light and glare and waste energy, and if designed incorrectly, could be considered unattractive. Light that falls beyond the intended area is referred to as "light trespass." Types of light trespass include spillover light and glare. Minimizing all these forms of obtrusive light is an important environmental consideration. A less obtrusive and well-designed energy efficient fixture would face downward, emit the correct intensity of light for the use, and incorporate energy timers.

Spillover light is light emitted by a lighting installation that falls outside the boundaries of the property on which the installation is sited. Spillover light can adversely affect light-sensitive uses, such as residential neighborhoods at nighttime. Because light dissipates as it travels from the source, the intensity of a light fixture is often increased at the source to compensate for the dissipated light. This can further increase the amount of light that illuminates adjacent uses. Spillover light can be minimized by using only the level of light necessary, and by using cutoff type fixtures or shielded light fixtures, or a combination of fixture types.

Glare results when a light source directly in the field of vision is brighter than the eye can comfortably accept. Squinting or turning away from a light source is an indication of glare. The presence of a bright light in an otherwise dark setting may be distracting or annoying, referred to as discomfort glare, or it may diminish the ability to see other objects in the darkened environment, referred to as disability glare. Glare can be reduced by design features that block direct line of sight to the light source and that direct light downward, with little or no light emitted at high (near horizontal) angles, since this light would travel long distances. Cutoff-type light fixtures minimize glare because they emit relatively low-intensity light at these angles.

Currently, the sources of light in the Project area are from adjacent uses, including residential lighting and street lights from the neighborhoods immediately north, west and east, as well as vehicle lights on nearby roadways. The project will introduce new lighting that will be similar and typical of residential developments. Such lighting would be subject to City standards. Accordingly, potential impacts would be considered ***less than significant***.

Mitigation Measures: None are required.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, 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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The City of Kerman is located in Fresno County in the heart of the San Joaquin Valley. The City's General Plan contains several policies intended to protect agricultural resources. The Project site,

however, does not contain any agricultural resource and therefore, the City's policies are not applicable. Row crops less than one quarter mile to the south are the nearest agricultural areas, past the railroad tracks.

RESPONSES

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

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

c. Conflict with existing zoning for, or cause rezoning of, 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?

No Impact. There are no agricultural resources or forest lands present on the Project site, which currently consists of Medium Density Residential/SD-R-3.5, Smart Development Residential land designation (5,000 square foot minimum lots). The Project consists of a Rezone, intended to convert the Project site to SD-R-4.5, Smart Land Development, which requires 4,500 square foot minimum lots. The proposed Project would not conflict with the City of Kerman's land use designations upon approval. There are no existing agricultural uses or operations within the Project boundaries. The Department of Conservation's California Important Farmland Finder considers the Project site Farmland of Local Importance; however, the proposed Project would not convert prime farmland, conflict with an existing agricultural use, or result in the conversion of existing farmland. Additionally, no Williamson Act contracted lands would be impacted due to the Project, and the Project site is not subject to a Williamson Act contract.

The proposed Project does not conflict with any forest land or Timberland Production or result in any loss of forest land. The proposed Project does not include any changes which will affect the existing environment by conversion of farmland or forest land. Therefore, the Project has ***no impact*** on agricultural and forest resources.

Mitigation Measures: None are required.

III. AIR QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
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 or adversely affecting a substantial number of people)?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The climate of the City of Kerman and the San Joaquin Valley is characterized by long, hot summers and stagnant, foggy winters. Precipitation is low and temperature inversions are common. These characteristics are conducive to the formation and retention of air pollutants and are in part influenced by the surrounding mountains which intercept precipitation and act as a barrier to the passage of cold air and air pollutants.

The proposed Project lies within the San Joaquin Valley Air Basin, which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD or Air District). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), particulate matter (PM_{10} and $PM_{2.5}$), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Air quality plans or attainment plans are used to bring the applicable air basin into attainment with all state and federal ambient air quality standards designed to protect the health and safety of

residents within that air basin. Areas are classified under the Federal Clean Air Act as either "attainment", "non- attainment", or "extreme non-attainment" areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB). The San Joaquin Valley is designated as a State and Federal extreme non- attainment area for O3, a State and Federal non-attainment area for PM2.5, a State non-attainment area for PM10, and Federal and State attainment area for CO, SO2, NO2, and Pb.

Standards and attainment status for listed pollutants in the Air District can be found in Table 1. Note that both state and federal standards are presented.

Table 1 - Standards and Attainment Status for Listed Pollutants in the Air District

	Federal Standard	California Standard
Ozone	0.075 ppm (8-hr avg)	0.07 ppm (8-hr avg) 0.09 ppm (1-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide	0.053 ppm (annual avg)	0.30 ppm (annual avg) 0.18 ppm (1-hr avg)
Sulfur Dioxide	0.03 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1hr avg)
Lead	1.5 µg/m3 (calendar quarter) 0.15 µg/m3 (rolling 3-month avg)	1.5 µg/m3 (30-day avg)
Particulate Matter (PM10)	150 µg/m3 (24-hr avg)	20 µg/m3 (annual avg) 50 µg/m3 (24-hr avg)
Particulate Matter (PM2.5)	15 µg/m3 (annual avg)	35 µg/m3 (24-hr avg) 12 µg/m3 (annual avg)

µg/m3 = micrograms per cubic meter

Additional State regulations include:

CARB Portable Equipment Registration Program – This program was designed to allow owners and operators of portable engines and other common construction or farming equipment to register their equipment under a statewide program so they may operate it statewide without the need to obtain a permit from the local air district.

U.S. EPA/CARB Off-Road Mobile Sources Emission Reduction Program – The California Clean Air Act (CCAA) requires CARB to achieve a maximum degree of emissions reductions from off-road mobile sources to attain State Ambient Air Quality Standards (SAAQS); off- road mobile sources

include most construction equipment. Tier 1 standards for large compression-ignition engines used in off-road mobile sources went into effect in California in 1996. These standards, along with ongoing rulemaking, address emissions of nitrogen oxides (NOX) and toxic particulate matter from diesel engines. CARB is currently developing a control measure to reduce diesel PM and NOX emissions from existing off-road diesel equipment throughout the state.

California Global Warming Solutions Act – Established in 2006, Assembly Bill 32 (AB 32) requires that California's GHG emissions be reduced to 1990 levels by the year 2020. This will be implemented through a statewide cap on GHG emissions, which was phased in beginning in 2012. AB 32 requires CARB to develop regulations and a mandatory reporting system to monitor global warming emissions levels.

RESPONSES

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?

Less Than Significant Impact. The proposed Project lies within the San Joaquin Valley Air Basin (SJVAB). At the Federal level, the SJVAB is designated as extreme nonattainment for the 8-hour ozone standard, attainment for PM_{10} and CO, and nonattainment fort $PM_{2.5}$. At the State level, the SJVAB is designated as nonattainment for the 8-hour ozone, PM_{10}, and $PM_{2.5}$ standards. Although the Federal 1-hour ozone standard was revoked in 2005, areas must still attain this standard, and the SJVAPCD recently requested an EPA finding that the SJVAB has attained the standard based on 2011-2013 data[1]. To meet Federal Clean Air Act (CAA) requirements, the SJVAPCD has multiple air quality attainment plan (AQAP) documents, including:

- Extreme Ozone Attainment Demonstration Plan (EOADP) for attainment of the 1-hour ozone standard (2004);
- 2007 Ozone Plan for attainment of the 8-hour ozone standard;
- 2007 PM_{10} Maintenance Plan and Request for Redesignation; and

[1] San Joaquin Valley Air Pollution Control District. Guide to Assessing and Mitigating Air Quality Impacts. March 19, 2015. Page 28. http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf. Accessed May 2020.

- 2008 $PM_{2.5}$ Plan.

Because of the region's non-attainment status for ozone, $PM_{2.5}$, and PM_{10}, if the project-generated emissions of either of the ozone precursor pollutants (ROG or NOx), PM_{10}, or $PM_{2.5}$ were to exceed the SJVAPCD's significance thresholds, then the project uses would be considered to conflict with the attainment plans. In addition, if the project uses were to result in a change in land use and corresponding increases in vehicle miles traveled, they may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

The annual significance thresholds to be used for the Project for construction and operational emissions are as follows[2]:

- 10 tons per year ROG;
- 10 tons per year NOx;
- 15 tons per year PM_{10}; and
- 15 tons per year $PM_{2.5}$.

The project will result in both construction emissions and operational emissions as described below.

Short-Term (Construction) Emissions

Site preparation and project construction would involve ~~demolition,~~ excavating, grading, hauling, and various activities needed to construct the Project. During construction, the Project could generate pollutants such as hydrocarbons, oxides of nitrogen, carbon monoxide, and suspended PM. A major source of PM would be windblown dust generated during construction activities. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Vehicles leaving the site could deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM10 emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM10 emissions would depend on soil moisture, the silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Total Project Emissions

[2] San Joaquin Valley Air Control District – Air Quality Threshold of Significance – Criteria Pollutants. http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf. Accessed May 2020.

The estimated annual construction and operational emissions are provided below. The California Emissions Estimator (CalEEMod), Version 2016.3.2, was used to estimate construction and operational (vehicle trips) emissions resulting from the development of up to 85 single-family residential units. The modeling results are provided in Table 2 and the CalEEMod output files are provided in Appendix A.

Table 2 - Proposed Project Construction and Operation Emissions

	VOC (ROG)	NO_x (tons/y	PM_{10} (tons/ye	$PM_{2.5}$ (tons/y
Maximum Annual Construction Emissions 2020-2021	0.6977	2.2153	0.2282	0.1547
Annual Operational Emissions	0.9398	1.0184	0.8748	0.2479
Annual Threshold of Significance	10	10	15	15
Significant?	**No**	**No**	**No**	**No**

Source: CalEEMod results (Appendix A). Crawford & Bowen Planning (2020)

As demonstrated in Table 2, estimated construction emissions would not exceed the SJVAPCD's significance thresholds for ROG, NOx, PM_{10}, and $PM_{2.5}$. As a result, the Project uses would not conflict with emissions inventories contained in regional air quality attainment plans and would not result in a significant contribution to the region's air quality non-attainment status[3]. Likewise, the Project would not result in a cumulatively considerable net increase of any criteria pollutant within the SJVAPCD jurisdiction.

Any impacts to air resources would be considered ***less than significant***.

Mitigation Measures: None are required.

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

Less than Significant Impact. The proposed Project is located in a primarily single-family residential portion of the City of Kerman. During construction, the various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and are not likely to be noticeable for extended periods of time beyond the Project site. The potential for diesel odor impacts is therefore considered less than significant.

[3] San Joaquin Valley Air Pollution Control District. Guide to Assessing and Mitigating Air Quality Impacts. March 19, 2015. Page 65. http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf. Accessed May 2020.

As such, the proposed Project is not expected to produce any offensive odors that would result in frequent odor complaints. Any impacts would be ***less than significant.***

Mitigation Measures: None are required.

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game 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, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The proposed Project site is located in a portion of the central San Joaquin Valley that has, for decades, experienced intensive agricultural and urban disturbances. Current agricultural endeavors in the region include dairies, groves, and row crops.

Like most of California, the Central San Joaquin Valley experiences a Mediterranean climate. Warm dry summers are followed by cool moist winters. Summer temperatures usually exceed 90 degrees Fahrenheit, and the relative humidity is generally very low. Winter temperatures rarely raise much above 70 degrees Fahrenheit, with daytime highs often below 60 degrees Fahrenheit. Annual precipitation within the proposed Project site is about 10 inches, almost 85% of which falls between the months of October and March. Nearly all precipitation falls in the form of rain and storm-water readily infiltrates the soils of the surrounding the sites.

Native plant and animal species once abundant in the region have become locally extirpated or have experienced large reductions in their populations due to conversion of upland, riparian, and aquatic habitats to agricultural and urban uses. Remaining native habitats are particularly valuable to native wildlife species including special status species that still persist in the region. According to the 2007 Kerman General Plan Update, most of the Kerman area is dominated by urban development, however; the City is entirely surrounded by agricultural land mixed with farmhouses and small ranches. These uses may attract the San Joaquin kit fox for foraging habitat.

No aquatic or wetland features occur on the proposed Project site; therefore, jurisdictional waters are considered absent from the site. The Project site is within a FEMA-designated flood zone classified as Zone X, otherwise described as "Area of Minimal Flood Hazard". Parcels within Zone X have either (1) a 0.2% annual chance of flood during a 100-year flood event, (2) a 1% annual chance of flood (during a 100-year flood event).

The proposed Project site consists of primarily vacant land. ~~, with the exception of two single-family residences which will be demolished prior to construction.~~ The new residential development will be bordered to the north, west and east by existing residential development, and to the south by agricultural purposes.

RESPONSES

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

Less than Significant Impact with Mitigation. The site is currently vacant and disked for fire suppression, with the exception of the two single-family residences. Small trees and shrubs are growing around the small areas in the immediate vicinity of the residences could provide nesting habitat to birds protected under the Migratory Bird Treaty Act. Species that may nest on or near the Project site include but are not limited to California scrub-jay (*Aphelocoma californica*), house finch (*Haemorhous mexicanus*), and northern mockingbird (*Mimus polyglottos*). Swainson's hawk (*Buteo swainsoni*), a California threatened species, and burrowing owl (*Athene cunicularia*), a California species of Special Concern, may also have the potential to nest and or forage near the proposed Project site. Potential impacts to protected bird species may occur; however, implementation of BIO-1 through BIO-3 will ensure any impacts remain ***less than significant.***

Mitigation Measures:

BIO-1

To the extent practicable, construction shall be scheduled to avoid the nesting season, which extends from February through August. If it is not possible to schedule construction between September and January, a pre-construction clearance survey for nesting birds shall be conducted by a qualified biologist to ensure that no active nests will be disturbed during the implementation of the Project. A pre-construction clearance survey shall be conducted by a qualified biologist no more than ~~14~~10 days prior to the start of construction activities. This survey shall establish behavioral baseline of all identified nests. Once construction begins, a qualified biologist will continuously monitor nests to detect behavioral changes resulting from the Project. If behavioral changes occur, all work causing that change shall stop and CDFW shall be consulted for additional avoidance and

minimization measures. If continuous monitoring of identified nests is not feasible, a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors shall be established. These buffers shall remain in place until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or on-site parental care for survival. Variance from these no-disturbance buffers is possible when there is compelling biological or ecological reason to do so. CDFW shall be notified in advance of implementing a variance.

BIO-2

A qualified biologist shall conduct surveys for nesting Swainsons hawk following the survey methods developed by the Swainson's Hawk Technical Advisory Committee prior to project implementation. If ground-disturbing activities are to take place during the normal bird breeding season (March 1 through September 15), additional pre-activity surveys shall be conducted for active nests by a qualified biologist no more than 10 days prior to the start of construction activities. A minimum no-disturbance buffer of 0.5 miles shall be delineated around active nests until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival. If an active nest is detected during surveys, consultation with CDFW should occur to discuss how to implement the project and avoid take. If take cannot be avoided, take authorization through the issuance of an Incidental Take Permit shall occur.

BIO-3

Presence/absence of BUOW shall be assessed by having a qualified biologist conduct surveys following the California Burrowing Owl Consortium's "Burrowing Owl Survey Protocol and Mitigation Guidelines" and CDFW's Staff Report on Burrowing Owl Mitigation". Specifically, CBOC and CDFW's Staff Report suggest three or more surveillance surveys conducted during daylight with each visit occurring at least three weeks apart during the peak breeding season (April 15 to July 15), when BUOW are most detectable, if BUOW habitat is present. CDFW recommends no-disturbance buffers, as outlined in the "Staff Report on Burrowing Owl Mitigation", be implemented prior to and during any ground-disturbing activities. Specifically, CDFW's Staff Report recommends that impacts

to occupied burrows be avoided in accordance with the following table unless a qualified biologist approved by CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. If BUOW are found within these recommended buffers and avoidance is not possible, it is important to note that according to the Staff Report (CDFG 2012), exclusion is not a take avoidance, minimization, or mitigation method and is considered a potentially significant impact under CEQA. However, if necessary, burrow exclusion shall be conducted by qualified biologists and only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. Replacement of occupied burrows with artificial burrows at a ratio of 1 burrow collapsed to 1 artificial burrow constructed (1:1) shall be implemented to evict BUOW. BUOW may attempt to colonize or re-colonize an area that will be impacted; thus, CDFW recommends ongoing surveillance, at a rate that is sufficient to detect BUOW if they return.

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

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. There are no natural waterways, sensitive natural communities, or protected wetlands on the subject site. As such, there is ***no impact.***

Mitigation Measures: None are required.

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?

No Impact. There are no natural waterways or natural vegetation on the subject site. There would be ***no impact*** to native species movement.

Mitigation Measures: None are required.

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

No Impact. The City of Kerman is near two ecological reserves; the Kerman Ecological Reserve and the Alkali Sink Ecological Reserve, both of which lie within 12 miles of Kerman. The implementation of the 2040 General Plan will not directly impact these reserves and no mitigation is proposed for development within the City of Kerman Planning Area. As such, the proposed Project would not conflict with any of the adopted policies and there is ***no impact.***

Mitigation Measures: None are required.

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?

No Impact. The proposed Project site is not within an area set aside for the conservation of habitat or sensitive plant or animal species pursuant to a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As such, there is ***no impact***.

Mitigation Measures: None are required.

V. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
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?	☐	☒	☐	☐

ENVIRONMENTAL SETTING

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric (before the introduction of writing in a particular area) or historic (after the introduction of writing). The majority of such places in this region are associated with either Native American or Euroamerican occupation of the area. The most frequently encountered prehistoric and early historic Native American archaeological sites are village settlements with residential areas and sometimes cemeteries; temporary camps where food and raw materials were collected; smaller, briefly occupied sites where tools were manufactured or repaired; and special-use areas like caves, rock shelters, and sites of rock art. Historic archaeological sites may include foundations or features such as privies, corrals, and trash dumps.

A historic site records and literature search was conducted for the Project area and a 1.125-mile radius through the Southern San Joaquin Valley Archaeological Information Center of the California Historical Resources Information System on May 19, 2020 (File RS#20-189). Records indicated that three have been no previous cultural resource studies conducted within the Project area and one study within the one-half mile radius. There is one recorded resource within the one-half mile radius, a historic railroad.

RESPONSES

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

Less Than Significant Impact. As discussed above, no historic resources were identified within the proposed Project site. A historic railroad is within the Project vicinity; however, the proposed Project will not impact the railroad. Any impacts would be ***less than significant***.

Mitigation Measures: None are required.

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?

Less Than Significant Impact With Mitigation. The project area is highly disturbed, consisting of vacant land and two single-family residences. There are no known or visible cultural or archaeological resources, paleontological resources, or human remains that exist on the surface of the Project area. Therefore, it is determined that the project has low potential to impact any sensitive resources and no further cultural resources work is required unless project plans change to include work not currently identified in the project description.

Although no cultural or archaeological resources, paleontological resources or human remains have been identified in the Project area, the possibility exists that such resources or remains may be discovered during Project site preparation, excavation and/or grading activities. Mitigation Measures CUL – 1 and CUL – 2 will be implemented to ensure that Project will result in ***less than significant impacts***.

Mitigation Measures:

CUL – 1 Should evidence of prehistoric archeological resources be discovered during construction, the contractor shall halt all work within 25 feet of the find and the resource shall be evaluated by a qualified archaeologist. If evidence of any archaeological, cultural, and/or historical deposits is found, hand excavation and/or mechanical excavation shall proceed to evaluate the deposits for determination of significance as defined by the CEQA guidelines. The archaeologist shall submit reports, to the satisfaction of the City of Woodlake, describing the testing program and subsequent results. These reports shall identify any program mitigation that the project proponent shall complete in order to mitigate archaeological impacts

(including resource recovery and/or avoidance testing and analysis, removal, reburial, and curation of archaeological resources).

CUL – 2 In order to ensure that the proposed project does not impact buried human remains during project construction, the City shall be responsible for on-going monitoring of project construction. If buried human remains are encountered during construction, further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall be halted until the Fresno County coroner is contacted and the coroner has made the determinations and notifications required pursuant to Health and Safety Code Section 7050.5. If the coroner determines that Health and Safety Code Section 7050.5(c) require that he give notice to the Native American Heritage Commission, then such notice shall be given within 24 hours, as required by Health and Safety Code Section 7050.5(c). In that event, the NAHC will conduct the notifications required by Public Resources Code Section 5097.98. Until the consultations described below have been completed, the landowner shall further ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices where Native American human remains are located, is not disturbed by further development activity until the landowner has discussed and conferred with the Most Likely Descendants on all reasonable options regarding the descendants' preferences and treatments, as prescribed by Public Resources Code Section 5097.98(b). The NAHC will mediate any disputes regarding treatment of remains in accordance with Public Resources Code Section 5097.94(k). The landowner shall be entitled to exercise rights established by Public Resources Code Section 5097.98(e) if any of the circumstances established by that provision become applicable.

VI. ENERGY

Would the project:

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

ENVIRONMENTAL SETTING

California's total energy consumption is second-highest in the nation, but, in 2016, the state's per capita energy consumption ranked 48th, due in part to its mild climate and its energy efficiency programs. In 2017, California ranked second in the nation in conventional hydroelectric generation and first as a producer of electricity from solar, geothermal, and biomass resources while also in 2017, solar PV and solar thermal installations provided about 16% of California's net electricity generation.[4]

Energy usage is typically quantified using the British thermal unit (BTU). As a point of reference, the approximately amounts of energy contained in common energy sources are as follows:

Energy Source	BTUs[5]
Gasoline	120,429 per gallon
Natural Gas	1,037 per cubic foot
Electricity	3,412 per kilowatt-hour

[4] U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. https://www.eia.gov/state/?sid=CA#tabs-1. Accessed February 2020.
[5] U.S. Energy Information Administration. Energy Units and Calculators Explained. https://www.eia.gov/energyexplained/index.php?page=about_energy_units. Accessed May 2020.

California electrical consumption in 2016 was 7,830.8 trillion BTU[6], as provided in Table 3, while total electrical consumption by Fresno County in 2018 was 26.109 trillion BTU.[7]

Table 3 – 2016 California Energy Consumption[8]

End User	BTU of energy consumed (in trillions)	Percentage of total consumption
Residential	1,384.4	17.7
Commercial	1,477.2	18.9
Industrial	1,854.3	23.7
Transportation	3,114.9	39.8
Total	**7,830.8**	--

The California Department of Transportation (Caltrans) reports that approximately 25.1 million automobiles, 5.7 million trucks, and 889,024 motorcycles were registered in the state in 2017, resulting in a total estimated 339.8 billion vehicles miles traveled (VMT).[9]

Applicable Regulations

California Energy Code (Title 24, Part 6, Building Energy Efficiency Standards)

California Code of Regulations Title 24, Part 6 comprises the California Energy Code, which was adopted to ensure that building construction, system design and installation achieve energy efficiency. The California Energy Code was first established in 1978 by the CEC in response to a legislative mandate to reduce California's energy consumption, and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings. The standards are updated periodically to increase the baseline energy efficiency requirements. The 2019 Building Energy Efficiency Standards focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings and include requirements to enable both demand reductions during critical peak periods and future solar electric and thermal system installations. Although it was not originally intended to reduce greenhouse gas (GHG) emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

[6] U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. https://www.eia.gov/state/?sid=CA#tabs-1. Accessed May 2020.
[7] California Energy Commission. Electricity Consumption by County. http://ecdms.energy.ca.gov/elecbycounty.aspx. Accessed May 2020.
[8] U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. https://www.eia.gov/state/?sid=CA#tabs-1. Accessed May 2020.
[9] Caltrans. 2017. California Transportation Quick Facts. http://www.dot.ca.gov/drisi/library/qf/qf2017.pdf. Accessed May 2020.

California Green Building Standards Code (Title 24, Part II, CALGreen)

The California Building Standards Commission adopted the California Green Buildings Standards Code (CALGreen in Part 11 of the Title 24 Building Standards Code) for all new construction statewide on July 17, 2008. Originally a volunteer measure, the code became mandatory in 2010 and the most recent update (2019) went into effect on January 1, 2020. CALGreen sets targets for energy efficiency, water consumption, dual plumbing systems for potable and recyclable water, diversion of construction waste from landfills, and use of environmentally sensitive materials in construction and design, including eco-friendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels. The 2019 CALGreen Code includes mandatory measures for non-residential development related to site development; water use; weather resistance and moisture management; construction waste reduction, disposal, and recycling; building maintenance and operation; pollutant control; indoor air quality; environmental comfort; and outdoor air quality. Mandatory measures for residential development pertain to green building; planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; environmental quality; and installer and special inspector qualifications.

Clean Energy and Pollution Reduction Act (SB 350)

The Clean Energy and Pollution Reduction Act (SB 350) was passed by California Governor Brown on October 7, 2015, and establishes new clean energy, clean air, and greenhouse gas reduction goals for the year 2030 and beyond. SB 350 establishes a greenhouse gas reduction target of 40 percent below 1990 levels for the State of California, further enhancing the ability for the state to meet the goal of reducing greenhouse gas emissions by 80 percent below 1990 levels by the year 2050.

Renewable Portfolio Standard (SB 1078 and SB 107)

Established in 2002 under SB 1078, the state's Renewables Portfolio Standard (RPS) was amended under SB 107 to require accelerated energy reduction goals by requiring that by the year 2010, 20 percent of electricity sales in the state be served by renewable energy resources. In years following its adoption, Executive Order S-14-08 was signed, requiring electricity retail sellers to provide 33 percent of their service loads with renewable energy by the year 2020. In 2011, SB X1-2 was signed, aligning the RPS target with the 33 percent requirement by the year 2020. This new RPS applied to all state electricity retailers, including publicly owned utilities, investor-owned utilities, electrical service providers, and community choice aggregators. All entities included under the RPS were required to adopt the RPS 20 percent by year 2020 reduction goal by the end of 2013, adopt a reduction goal of 25 percent by the end of 2016, and meet the 33 percent reduction goal by the end of 2020. In addition, the Air Resources Board,

under Executive Order S-21-09, was required to adopt regulations consistent with these 33 percent renewable energy targets.

RESPONSES

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

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

Less Than Significant Impact. The proposed Project includes construction and operation of up to 85 single-family residential homes and the associated improvements. The Project will consume energy in the short-term during Project construction, and in the long-term during Project operation.

During construction, the Project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass. Title 24 Building Energy Efficiency Standards provide guidance on construction techniques to maximize energy conservation and it is expected that contractors and owners have a strong financial incentive to use recycled materials and products originating from nearby sources in order to reduce materials costs. As such, it is anticipated that materials used in construction and construction vehicle fuel energy would not involve the wasteful, inefficient, or unnecessary consumption of energy.

Operational Project energy consumption would occur for multiple purposes, including but not limited to, building heating and cooling, refrigeration, lighting and electronics. Operational energy would also be consumed during each vehicle trip associated with the proposed use. CalEEMod Version 2016 3.2 was utilized to generate the estimated energy demand of the proposed Project, and the results are provided in Table 4 and in Appendix A.

Table 4 – Annual Project Energy Consumption

Land Use	Electricity Use in kWh/year	Natural Gas Use in kBTU/year
Single-Family Residential	738,737	2,088,930

The proposed Project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of Title 24 standards significantly increases energy savings, and it is generally assumed

that compliance with Title 24 ensures projects will not result in the inefficient, wasteful, or unnecessary consumption of energy.

As discussed in Impact XVII – Transportation/Traffic, at build-out the Project will generate a maximum of 813 daily trips and is anticipated to have 86 p.m. peak hour trips. The length of these trips and the individual vehicle fuel efficiencies are not known; therefore, the resulting energy consumption cannot be accurately calculated. Adopted federal vehicle fuel standards have continually improved since their original adoption in 1975 and assists in avoiding the inefficient, wasteful, and unnecessary use of energy by vehicles.

As discussed previously, the proposed Project would be required to implement and be consistent with existing energy design standards at the local and state level. The Project would be subject to energy conservation requirements in the California Energy Code and CALGreen. Adherence to state code requirements would ensure that the Project would not result in wasteful and inefficient use of non-renewable resources due to building operation.

Therefore, any impacts are ***less than significant***.

Mitigation Measures: None are required.

VII. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating	☐	☐	☒	☐

	substantial direct or indirect risks to life or property?				
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The City of Kerman is situated in the center of the Great Valley of California. According to the 2007 Kerman General Plan Update, this area is an almost-flat, northwest-southeast trending basin, which is approximately 450 miles long and 50 miles wide. Mesozoic platonic, volcanic and metamorphic rocks of the Sierra Nevadas border the Great Valley basin on the east and the sedimentary rocks of the Coast Ranges on the western edge. The geologic formations found in and around the Kerman area are primarily the low alluvial fans of the perennial San Joaquin and Kings Rivers, and the multiple streams which comprise the Fresno alluvial fan sequence.

There are no known active earthquake faults in the City of Kerman. According to the 2007 Kerman General Plan Update, the greatest seismic threat to the region is posed by a complex thrust fault system, deep in the Sierran Block Boundary Zone, which is thought to be the source of the most notable earthquake recoded in the region (recorded in May 1983, 6.7 Rs). The nearest active fault near Kerman is the San Andreas, over 60 miles west.

According to the City's General Plan, much of the Planning area contains a combination of three major soil groups: Hanford, Traver and Hesperia. These soil types are generally considered well-drained.

RESPONSES

a-i. 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? Refer to Division of Mines and Geology Special Publication 42.

a-ii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a-iii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a-iv. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Less Than Significant Impact. The proposed project site is not located in an earthquake fault zone as delineated by the 1972 Alquist-Priolo Earthquake Fault Zoning Map Act. The nearest known potentially active fault is the San Andreas Fault, located over sixty miles west of the site. No active faults have been mapped within the project boundaries, so there is no potential for fault rupture. It is anticipated that the proposed Project site would be subject to some ground acceleration and ground shaking associated with seismic activity during its design life. The proposed Project site would be engineered and constructed in strict accordance with the earthquake resistant design requirements contained in the latest edition of the California Building Code (CBC) for seismic zone II, as well as Title 24 of the California Administrative Code, and therefore would avoid potential seismically induced hazards on planned structures.

In addition, the entire City of Kerman, including the proposed Project site, is relatively flat which would preclude the likeliness of a landslide. The impact of seismic or landslide hazards on the project would be ***less than significant.***

Mitigation Measures: None are required.

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

Less Than Significant Impact. The proposed Project will construct up to 85 single-family residential units on approximately 16.82 acres. The Project site has a generally flat topography and is in an established urban area.**.** Construction activities associated with the Project involves ground preparation work for the new housing development and associated improvements. These activities could expose barren soils to sources of wind or water, resulting in the potential for erosion and sedimentation on and off the Project site. During construction, nuisance flow caused by minor rain could flow off-site. The City and/or contractor would be required to employ appropriate sediment and erosion control BMPs as part of a Stormwater Pollution Prevention Plan (SWPPP) that would be required in the California National

Pollution Discharge Elimination System (NPDES). As such, any impacts would be considered ***less than significant.***

Mitigation Measures: None are required.

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 most recently adopted Uniform Building Code creating substantial risks to life or property?

Less Than Significant Impact. See Section VIa. above. The site is not at significant risk from earthquakes, ground shaking, liquefaction, or landslide and is otherwise considered geologically stable. Any impacts would be considered ***less than significant***.

Mitigation Measures: None are required.

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

Less Than Significant Impact. The Project will include the closure and abandonment of septic tanks or alternative wastewater disposal systems associated with the two existing single-family residences on site. Any septic tanks that require abandonment will be properly disconnected and sealed, in accordance with standards set by the City of Kerman and Fresno County. The new tract housing development will be required to tie into existing sewer services provided by the City (See Utilities section for more details). Therefore, there is ***less than significant impact.***

Mitigation Measures: None are required.

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

Less Than Significant Impact. As identified in the cultural studies performed for the Project site (see Appendix C), there are no known paleontological resources on or near the site. Mitigation measures have been added that will protect unknown (buried) resources during construction,

including paleontological resources. There are no unique geological features on site or in the area. Therefore, there is a ***less than significant impact.***

Mitigation Measures: None are required.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

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

ENVIRONMENTAL SETTING

Climate change is a change in the average weather of the earth that is measured by alterations in wind patterns, storms, precipitation, and temperature. These changes are assessed using historical records of temperature changes occurring in the past, such as during previous ice ages. Many of the concerns regarding climate change use this data to extrapolate a level of statistical significance, specifically focusing on temperature records from the last 150 years (the Industrial Age) that differ from previous climate changes in rate and magnitude.

The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. In its Fourth Assessment Report, the IPCC predicted that the global mean temperature change from 1990 to 2100, given six scenarios, could range from 1.1 degrees Celsius (°C) to 6.4°C.[10] Regardless of analytical methodology, global average temperatures and sea levels are expected to rise under all scenarios. The report also concluded that "[w]arming of the climate system is unequivocal," and that "[m]ost of the observed increase in global average temperatures since the mid-20th century is very likely due to the observed increase in anthropogenic greenhouse gas concentrations."[11]

[10] Intergovernmental Panel on Climate Change. Climate Chagne 2007. Synthesis Report. Page 8. https://www.ipcc.ch/site/assets/uploads/2018/02/ar4_syr_full_report.pdf. Accessed May 2020.

[11] Ibid. Page 30.

An individual project cannot generate enough GHG emissions to cause a discernible change in global climate. However, the project participates in the potential for global climate change by its incremental contribution of GHGs—and when combined with the cumulative increase of all other sources of GHGs— constitute potential influences on global climate change.

Human Health Effects of GHG Emissions

GHG emissions from development projects would not result in concentrations that would directly impact public health. However, the cumulative effects of GHG emissions on climate change have the potential to cause adverse effects to human health.

In its report, Global Climate Change Impacts in the U.S. (2009), the U.S. Global Change Research Program has analyzed the degree to which impacts on human health are expected to impact the United States.

Potential effects of climate change on public health include:

- Increases in the risk of illness and death related to extreme heat and heat waves are very likely. Some reduction in the risk of death related to extreme cold is expected.
- Warming is likely to make it more challenging to meet air quality standards necessary to protect public health.
- Extreme weather events cause physical and mental health problems. Some of these events are projected to increase.
- Some diseases transmitted by food, water, and insects are likely to increase.
- Rising temperature and carbon dioxide concentration increase pollen production and prolong the pollen season in a number of plants with highly allergenic pollen, presenting a health risk.
- Certain groups, including children, the elderly, and the poor, are most vulnerable to a range of climate-related health effects.[12]

[12] U.S. Global Change Research Program. Global Climate Change Impacts in the United States. 2009. Page 89. https://downloads.globalchange.gov/usimpacts/pdfs/climate-impacts-report.pdf. Accessed May 2020.

RESPONSES

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

Less Than Significant Impact. Operational emissions occur over the life of the project. Emissions sources include motor vehicles, energy, water and waste usage, and area sources such as landscaping activities and residential wood burning.

Business As Usual Operational Emissions

Operational emissions under BAU were modeled using CalEEMod 2016.3.2. Assumptions for the year 2005 were used, per SJVAPCD guidance, as if regulations had not been adopted, to allow the effect of projected growth on achieving reduction targets be clearly defined. CalEEMod defaults were used for project energy usage, water usage, waste generation, and area sources. The vehicle fleet mix was revised to reflect the residential fleet mix approved by SJVAPCD for the first occupancy, which is expected to occur in 2022. BAU emissions are presented in Table 6.

2022 Operational Emissions

Operational emissions were modeled using CalEEMod 2016.3.2 for the estimated 2022 emissions and the output files are provided in Appendix A. CalEEMod assumes compliance with some, but not all, applicable rules and regulations regarding energy efficiency, vehicle fuel efficiency, renewable energy usage, and other GHG reduction policies, as described in the CalEEMod User's Guide.[13] Regulations applicable to project sources and the percent reduction anticipated from each source are provided in Table 5.

Table 5 – Reductions from Greenhouse Gas Regulations[14]

Regulation	Project Applicability	Reduction Source	Percent Reduction in 2020 and 2030
Pavley Low Emission Vehicle Standards	Light-duty cars and trucks accessing the site are subject to the regulation.	CalEEMod defaults (Pavley I).	25.1
		Adjusted GHG emission factor (Pavley II/LEV III) in CalEEMod.	3% in 2020

[13] CalEEMod. User's Guide for CalEEMod Version 2016.3.2. http://www.caleemod.com/ Accessed May 2020.

[14] City of Kerman. Tract 6302 Residential Project. Page 55. http://cityofkerman.net/wp-content/uploads/2020/04/Tract-6302-Initial-Study4-9-20.pdf. Accessed May 2020.

Trucks and Bus Regulation	Heavy-duty trucks accessing the site for deliveries and services are subject to the regulation.	Adjusted GHG emission factors for the regulation in CalEEMod.	7.2%
Low Carbon Fuel Standard (LCFS)	Vehicles accessing the site will use fuel subject to the LCFS.	CalEEMod defaults and post-model calculation by multiplying mitigated mobile emissions by 0.90 to reflect the 10% reduction.	10% in 2020
Title 24 Energy Efficiency Standards	Project buildings will be constructed to meet the latest version of Title 24 (currently 2019). Reduction applies only to energy consumption subject to the regulation.	CalEEMod defaults. CalEEMod mitigation component for 2019 standards.	35% 7%
Green Building Code Standards	The Project will include water conservation features required by the standard.	CalEEMod mitigation component	20%
Water Efficient Land Use Ordinance	The project landscaping will comply with the regulation.	CalEEMod mitigation component	20%
Renewable Portfolio Standard (RPS)	Electricity purchased for use at the Project site is subject to the 33 percent mandate.	CalEEMod adjusted energy intensity factors with PG&E emission factors that show the company will exceed the 33 percent mandate.	54.4%
Solid Waste	The solid waste service provider will need to provide programs to	CalEEMod mitigation component.	25%

In addition to rules and regulations, the Project would incorporate design features, such as constructing pedestrian infrastructure connecting to adjacent land uses, that would reduce Project vehicle miles traveled (VMT). CalEEMod treats these design elements as 'mitigation', despite their inclusion in the project design. As such, reported operational emissions are considered to represent unmitigated project conditions. The 2022 emissions analysis is provided in Table 6.

Table 6 – Project GHG Emissions[15]

Emissions Source	MT CO2E per year		Percent Reduction
	BAU	2022 (with Regulation and Design Features)	
Area	113.95	1.02	99%
Energy	336.78	210.00	38%
Mobile	864.71	763.68	12%
Waste	51.09	12.77	75%
Water	19.86	10.50	47%
Construction Emissions (amortized over 30 years)	19.33	19.33	0%
Total	**1,386.39**	**990.30**	**29%**
Reduction from BAU		**396.09**	--
Percent Reduction		**29%**	--

As demonstrated in Table 6, 2022 Project operations would achieve a reduction from BAU of 29% which meets or exceeds both the State 2020 target (21.7%) and the SJVAPCD (29%) target. The City of Kerman has not adopted a GHG reduction threshold. As such, impacts are ***less than significant.***

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

Less Than Significant Impact. The following analysis assesses the Project's compliance with adopted plans to reduce GHG emissions. The City of Kerman has not adopted a GHG reduction plan. In addition, the City has not completed the GHG inventory, benchmarking, or goal-setting process required to identify a reduction target and take advantage of the streamlining provisions contained in the CEQA Guidelines amendments adopted for SB 97 and clarifications provided in the CEQA Guidelines amendments adopted on December 28, 2018. The SJVAPCD has adopted a Climate Action Plan, but it does not contain measures that are applicable to the project. Therefore, the SJVAPCD Climate Action Plan cannot be applied to the project. Since no other

[15] CalEEMod output files for both BAU and 2022 emissions are provided in Appendix A.

local or regional Climate Action Plan is in place, the project is assessed for its consistency with ARB's adopted Scoping Plan. This would be achieved with an assessment of the project's compliance with Scoping Plan measures, as described below.

Scoping Plan Reduction Measures Consistency Analysis

Scoping Plan Reduction Measure	Consistency/Applicability Determination
1. California Cap-and-Trade Program Linked to Western Climate Initiative. Implement a broad-based California Cap-and-Trade program to provide a firm limit on emissions. Link the California cap-and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.	Not applicable. Although the cap-and-trade system has begun, products or services would be covered and the cost of the cap-and-trade system would be transferred to the consumers.
2. California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Consistent. This is a statewide measure that cannot be implemented by a project applicant or lead agency. However, the standards would be applicable to the light-duty vehicles that would access the project site.
3. Energy Efficiency. Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation	Consistent. This is a measure for the State to increase its energy efficiency standards in new buildings. The project is required to build

mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	to the new standards and would increase its energy efficiency through compliance.
4. Renewable Portfolio Standard. Achieve 33% renewable energy mix statewide. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.	Consistent. This is a statewide measure that cannot be implemented by a project applicant or lead agency. PG&E obtains 19% of its power supply from renewable sources such as solar and geothermal.
5. Low Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.	Consistent. This is a statewide measure that cannot be implemented by a project applicant or lead agency. When this measure is initiated, the standard would be applicable to the fuel used by vehicles that would access the project site.
6. Regional Transportation-Related Greenhouse Gas Targets. Develop regional greenhouse gas emissions reduction targets for passenger vehicles. This measure refers to SB 375.	Consistent. SB 375 has no requirements that apply directly to development projects; however, the development and density proposed by the project will contribute to achieving SB 375 regional targets.
7. Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.	Consistent. When this measure is initiated, the standards would be applicable to the light-duty vehicles that would access the project site.
8. Goods Movement. Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	Not applicable. The project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
9. Million Solar Roofs Program. Install 3,000 MW of solar-electric	Consistent. This measure is to increase solar throughout California, which is being done by various electricity providers and

capacity under California's existing solar programs.	existing solar programs. The project would comply with Title 24, which requires new buildings to be "solar ready." The project would not preclude the implementation of this strategy.
10. Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.	Not applicable. This is a statewide measure that cannot be implemented by a project applicant or lead agency. The standards phase-in over model years 2014 through 2018. Vehicles that access the project site are subject to the regulation.
11. Industrial Emissions. Require assessment of large industrial sources to determine whether individual sources within a facility can cost effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.	Not applicable. This measure would apply to the direct GHG emissions at major industrial facilities emitting more than 25,000 MTCO2e per year. Furthermore, the project is not an industrial land use.
12. High Speed Rail. Support implementation of a high-speed rail system.	Not applicable. This is a statewide measure that cannot be implemented by a project applicant or lead agency.
13. Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent. The project would comply with the California Energy Code, and thus incorporate applicable energy efficiency features designed to reduce project energy consumption.

14. High Global Warming Potential Gases. Adopt measures to reduce high global warming potential gases.	Not applicable. This measure is applicable to the high global warming potential gases that would be used by sources with large equipment (such as in air conditioning and commercial refrigerators) that are not part of this residential project.
15. Recycling and Waste. Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. The project would utilize City of Kerman recycling services, provided by Mid Valley Disposal. The City has consistently exceeded its State recycling mandates.
16. Sustainable Forests. Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	Not applicable. The project site is not forested; therefore, this measure is not applicable.
17. Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The project would comply with Green Building Code regulations and would implement required water conservation features.
18. Agriculture. In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	Not applicable. The project site is not designated for agriculture purposes. No dairy or, feedlot that would generate manure are proposed to be implemented by the project.

In conclusion, the Project contains a range of features which will reduce GHG emissions. These characteristics are in line with the project-level approaches described in the ARB Scoping Plan. Therefore, the Project does not conflict with any plans to reduce GHG emissions. The impact is ***less than significant.***

Mitigation Measures: None are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f. Impair implementation of or physically interfere with an adopted emergency	☐	☐	☐	☒

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
response plan or emergency evacuation plan?				
g. Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The area immediately surrounding the proposed Project is comprised of single-family residential and agricultural uses. The site currently consists of vacant land and two single-family residential homes.

RESPONSES

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?

Less than Significant Impact. This impact is associated with hazards caused by the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Proposed Project construction activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. In addition, the Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit program through the submission and implementation of a Stormwater Pollution Prevention Plan during construction activities to prevent contaminated runoff from leaving the project site. Therefore, no significant impacts would occur during construction activities.

The operational phase of the proposed Project would occur after construction is completed. The proposed Project includes land uses that are considered compatible with the surrounding uses. None of these land uses routinely transport, use, or dispose of hazardous materials, or present a reasonably foreseeable release of hazardous materials, with the potential exception of common commercial grade hazardous materials such as household and commercial cleaners, paint, etc. The proposed Project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials, nor would a significant hazard to the public or to the environment through the reasonably foreseeable upset and accidental conditions involving the likely release of hazardous materials into the environment occur. Therefore, the proposed Project will not create a significant hazard to the public or the environment and any impacts would be ***less than significant***.

Mitigation Measures: None are required.

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

Less Than Significant Impact. Liberty Elementary School is located approximately one-quarter mile northwest of the Project site. However, activities associated with the proposed Project are not expected to expose schools within a 0.25-mile radius of the project site to hazardous materials. Residential land uses do not generate, store, or dispose of significant quantities of hazardous materials. Such uses also do not normally involve dangerous activities that could expose persons onsite or in the surrounding areas to large quantities of hazardous materials. Any and all hazardous materials involved in construction activities will be handled in compliance with applicable federal, state and local regulations. As such, a ***less than significant impact*** would occur.

Mitigation Measures: None are required.

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

No Impact. The proposed Project site is not located on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 (Geotracker and DTSC Envirostor databases – accessed in

May 2020).[16] There are no hazardous materials sites that impact the Project. As such, ***no impacts*** would occur that would create a significant hazard to the public or the environment.

Mitigation Measures: None are required.

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?

Less than Significant Impact. There are no private airstrips or municipal airports in the Project vicinity. DuBois Ranch Airport is a private airstrip located approximately 3.4 miles southwest of the Project site. Bland Field is another private airstrip located approximately 2.5 miles southeast of the site. The nearest international airport is Fresno Yosemite International, located over 20 miles east in the City of Fresno. The proposed land use would not substantially contribute to the severity of an aircraft accident nor result in a substantial safety hazard for people residing or working in the Project area. Thus, any impacts are ***less than significant***.

Mitigation Measures: None are required.

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

No Impact. The Project will not interfere with any adopted emergency response or evacuation plan. There is ***no impact.***

Mitigation Measures: None are required.

g. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. There are no wildlands on or near the Project site. There is ***no impact***.

[16] California Department of Toxic Substances Control. Envirostor Database. http://www.envirostor.dtsc.ca.gov/public/map/?myaddress=woodlake+ca. Accessed May 2020.

Mitigation Measures: None are required.

X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements 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 offsite;	☐	☐	☒	☐
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐

X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The City of Kerman obtains its water from a five deeps wells, located at depths of 300 to 900 feet, penetrating the vast aquifer underlying the San Joaquin Valley. Production capacity remains at a level of 5,700 gallons per minute (gpm). The wells contain a static water level from 85-90 feet. City staff have confirmed that over the past 10 to 15 years the depth of the groundwater for the City of Kerman has remained stable.

The City of Kerman will provide water to the residential development; however, the Project will be required to tie into the City's existing water service infrastructure.

RESPONSES

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

Less Than Significant Impact. The proposed Project site is just under 17 acres in size and as such, grading, excavation and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas.

Three general sources of potential short-term construction-related stormwater pollution associated with the proposed project are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities

which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment. Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. These same types of common sense, "good housekeeping" procedures can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other fluids on the construction site are also common sources of stormwater pollution and soil contamination. In addition, grading activities can greatly increase erosion processes. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control offsite migration of pollutants. These Best Management Practices (BMPs) would be required in the Stormwater Pollution Prevention Plan (SWPPP) to be prepared prior to commencement of Project construction. When properly designed and implemented, these "good-housekeeping" practices are expected to reduce short- term construction-related impacts to less than significant.

In accordance with the National Pollution Discharge Elimination System (NPDES) Stormwater Program, the Project will be required to comply with existing regulatory requirements to prepare a SWPPP designed to control erosion and the loss of topsoil to the extent practicable using BMPs that the Regional Water Quality Control Board (RWQCB) has deemed effective in controlling erosion, sedimentation, runoff during construction activities. The specific controls are subject to the review and approval by the RWQCB and are an existing regulatory requirement.

The Project will comply with all City ordinances and standards to assure proper grading and drainage. Compliance with all local, state, and federal regulations will prevent violation of water quality standards or waste discharge requirements. The Project will be required to prepare a grading and drainage plan for review and approval by the City Engineer, prior to issuance of building permits. Storm drain planning for Kerman is provided by the Kerman Storm Drainage Master Plan. The Plan divides Kerman into a number of storm drain planning areas and indicates that the Project site is within Area B. There is a storm drain basin within Area B, Lion's Park Basin, that will accommodate runoff resulting from Project development.

Therefore, any impacts are ***less than significant.***

Mitigation Measures: None are required.

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

Less than Significant Impact. Site development will result in an increased demand for water. Kerman relies on groundwater underlying the planning area for domestic water supplies.

Based on information in the Kerman Water Master Plan, single family dwellings demand 750 gallons per day per unit. At 750 gallons per day per unit multiplied by 85 units, the proposed Project is estimated to demand 63,750 gallons per day.

The City's Engineering and Public Works Departments indicate there is adequate capacity in the City's water system and groundwater supply to accommodate the project.

In order to reduce demands on the groundwater system, the Project will be required to comply with several existing standards, including:

- Compliance with the State's Model Water Efficient Landscape Ordinance. Under this ordinance, landscaping (which typically demands the greatest amount of water for urban development) must demonstrate a 45-55% reduced water demand of "business as usual"
- Low flow toilets and shower heads
- Dwellings will be fitted with water meters
- During construction, hoses must be fitted with automatic shutoff devices (spray gun)

Compliance with existing State regulations will ensure that impacts to groundwater supply will be ***less than significant.***

Mitigation Measures: None are required.

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 offsite;

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

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

iv. impede or redirect flood flows?

Less Than Significant Impact. The proposed Project includes minor changes to the existing stormwater drainage pattern of the area through the installation of asphalt, residences, driveways, landscaping, curb, gutter and sidewalks. Standard construction practices and compliance with state and federal regulations, City ordinance and regulations, *The Uniform Building Code*, and adherence to profession engineering design approved by the City of Kerman will reduce or eliminate drainage impacts from the Project. There are no streams or rivers near the site. Any impacts would be ***less than significant.***

Mitigation Measures: None are required.

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?

No Impact. The Project site is within a FEMA-designated flood zone classified as Zone X, otherwise described as "Area of Minimal Flood Hazard". Parcels within Zone X have either (1) a 0.2% annual chance of flood during a 100-year flood event, (2) a 1% annual chance of flood (during a 100-year flood event). The Project does not include any housing or structures that would be subject to flooding either from a watercourse or from dam inundation. There are no bodies of water near the site that would create a potential risk of hazards from seiche, tsunami or mudflow. The Project will not conflict with any water quality control plans or sustainable groundwater management plan. However, as mentioned in Section c., all new development within the City of Kerman Planning Area must conform to standards and plans contained in the Kerman Stormwater Drainage Master Plan. By conforming to all standards and policies as outlined, there will be ***no impacts*** associated with the Project.

Mitigation Measures: None are required.

XI. LAND USE AND PLANNING

Would the project:

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

ENVIRONMENTAL SETTING

The proposed Project site is in the southwestern portion of the City of Kerman. The site is bounded fully to the north and west by west California Avenue and south Siskiyou Avenue, respectively. The site is partially bounded to the east by south Park Avenue. Southern Union Pacific railroad tracks lie to the south. The vicinity is heavily disturbed with residential and some agricultural uses. The site currently consists of vacant land and two single-family residential homes, see Figure 3 – Aerial Map. The site is currently zoned SD-R-3.5, Smart Development Residential with 5,000 square foot minimum lots (Medium Density). The Project consists of a Rezone (SD-R-3.5 to SD-R-4.5, Smart Development Residential with 4,500 square foot minimum lots) and Vesting Tentative Tract Map to allow for the construction and operation of a new 85-unit single-family residential development and associated improvements.

RESPONSES

a. Physically divide an established community?

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The immediate vicinity of the proposed Project site is comprised of other residential neighborhoods to the north, west and east, and row crops across the railroad tracks to the south. The proposed Project will not divide an existing community; rather, it will connect an existing

one. The Project will include construction of internal roads, accessed from west California Avenue to the north and south Park Avenue to the east. The area is highly disturbed with urban uses.

The developer is requesting authorization from the City of Kerman to change the zoning from SD-R-3.5 Smart Development Residential with 5,000 square foot minimum lots to SD-R-4.5 Smart Development Residential with 4,500 square foot minimum lots. This re-zoning would allow the developer to provide a greater number of quality homes within the same area. Both SD-R-3.5 and SD-R-4.5 zoning designations are compatible with the General Plan Designation of MDR, or Medium Density Residential.

Based upon compliance with the goals, objectives and policies referenced herein below, the proposed project is determined to be consistent with the Kerman General Plan goals and objectives related to land use and the urban form:

Goal No. 2: Protect the health, safety and welfare of residents by ensuring that Kerman is well-planned.

The project will likely include pedestrian access, is near public schools and parks, and is in an area planned for residential development. Public services such as fire protection and police protection are readily available and emergency access will be developed into the final site plan.

Goal No. 3: Protect the environment against negative impacts to water, air and energy by promoting economic and industrial development of a business- and industry- friendly community that creates local jobs, thus reducing negative impacts caused by commutes to other areas for employment.

The project will provide temporary construction jobs and will provide housing for the growing local work force.

Goal No. 8: Promote urban growth patterns and land use arrangements in Kerman that minimize land use conflicts.

Upon approval of the previously mentioned Re-zoning, the Project will be entirely consistent with neighboring residential land uses.

Goal No. 11: Preserve Kerman's single-family residential neighbor atmosphere.

The project includes the development of 85 single-family residences and the associated improvements.

Mitigation Measures: None are required.

XII. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

According to the 2007 Kerman General Plan Update, there are no significant mineral resources within the planning area. No known mining of mineral resources has occurred in the City of Kerman. Raisin City field represents the closest significant mineral resource, which is an oil field for petroleum extraction about five miles south of Kerman.

RESPONSES

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?

No Impact. There are no known mineral resources in the proposed Project area and the site is not included in a State classified mineral resource zones. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XIII. NOISE

Would the project:

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

ENVIRONMENTAL SETTING

Noise is most often described as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. The City of Kerman is impacted by a multitude of noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities, and they are predominant sources of noise in the City. Commercial, industrial, and institutional land uses throughout the City (i.e., schools, fire stations, utilities) also generate stationary-source noise. The Project is located in an area with a mix of uses. The predominant noise sources in the Project area include traffic on local roadways, residential noise (lawn movers, audio equipment, voices, etc.) and noise from the nearby school and park. Agricultural noise is unlikely but possible. Sensitive receptors in the area include the residential housing near the project areas.

RESPONSES

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?

Less than Significant Impact.

Short-term (Construction) Noise Impacts

Proposed Project construction related activities will involve temporary noise sources. Typical construction related equipment include graders, trenchers, small tractors and excavators. During the proposed Project construction, noise from construction related activities will contribute to the noise environment in the immediate vicinity. Activities involved in construction will generate maximum noise levels, as indicated in Table 7, ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g., mufflers) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise controls.

Table 7
Typical Construction Noise Levels

Type of Equipment	dBA at 50 ft	
	Without Feasible Noise Control	With Feasible Noise
Dozer or Tractor	80	75
Excavator	88	80
Scraper	88	80
Front End Loader	79	75
Backhoe	85	75
Grader	85	75
Truck	91	75

The distinction between short-term construction noise impacts and long-term operational noise impacts is a typical one in both CEQA documents and local noise ordinances, which generally recognize the reality that short-term noise from construction is inevitable and cannot be mitigated beyond a certain level. Thus, local agencies frequently tolerate short-term noise at levels that they would not accept for permanent noise sources. A more severe approach would be impractical and might preclude the kind of construction activities that are to be expected from time to time in urban environments. Most residents of urban areas recognize this reality and expect to hear construction activities on occasion.

Long-term (Operational) Noise Impacts

The primary source of on-going noise from the Project will be from vehicles traveling to and from the site and from traffic traveling along south Siskiyou Avenue, west California Avenue and south Park Avenue. Sound walls constructed along the roadways would likely provide enough acoustical shielding of the outdoor activity areas of the proposed homes closest to the roadways to keep the Project in compliance with City of Kerman noise level standards, as outlined in the Noise Element of the 2007 Kerman General Plan Update. Mechanical ventilation or air conditioning for all residences will also help with sound mitigation, as windows and doors can remain closed during hot weather for sound insulation purposes.

The Project will result in an increase in traffic on some roadways in the Project area. However, the relatively low number of new trips associated with the Project is not likely to increase the ambient noise levels by a significant amount. Policy 2 of the Transportation Noise Sources section of the of the City's Noise Element states that noise created by new transportation noise sources must be mitigated if they exceed 60 dB Ldn within outdoor activity areas and 45 dB Ldn for interior spaces. Given the amount of existing vehicular activity in the Project area, the moderate increase in traffic associated with the new residential development (813 daily trips maximum), is not expected to increase ambient noise levels by more than 1 dB. The area is active with vehicles, a school, a park and residential housing; thus, the proposed Project will not introduce a new significant source of noise that isn't already occurring in the area. Therefore, the impact is considered ***less than significant.***

Mitigation Measures: None are required.

c. <u>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?</u>

No Impact. The Project is not located within an airport land use plan. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XIV. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The City of Kerman's 2000 population was 8,551, up by 3,103 people from the 1990 census figure of 5,448. The State Department of Finance, which provides population projections for cities and counties in California, estimated Kerman's population to be 40,561 as a high estimate in 2027, and 26,613 as a low estimate.[17]

The Project site currently consists of vacant land and two single-family residential homes. New housing associated with the Project includes 85 single-family homes.

The Project site is located in an area dominated by residential and agricultural uses. The nearest residences are within 0.25 miles to the west, north and east.

RESPONSESs

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

[17] 2007 Kerman General Plan Update, Part II, Chapter 1: Human Environment, 1-7 and 1-8.

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

Less Than Significant Impact. There are 85 new homes associated with the proposed Project and there are two residential structures currently on-site. The proposed Project would provide housing to a community that the 2000 Census cited in the General Plan Update shows as being overcrowded. The Census data indicates that 31.7% of Kerman's dwellings are overcrowded, which is an increase from 18% in 1990. The average household size was 3.57 persons per dwelling in 2000. Using this ratio, the project will accommodate approximately 303 persons. This is a relatively small population and is not expected to affect any regional population, housing or employment projections anticipated by City documents. However; the proposed Project will alleviate some overcrowding in the regional population by contributing reliable housing, and will additionally provide temporary construction jobs to the local work force. As such, impacts are ***less than significant.***

Mitigation Measures: None are required.

XV. PUBLIC SERVICES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	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, 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:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The Project site is located in a primarily single- family residential area in the southwestern portion of the City of Kerman. The immediate vicinity is comprised of single-family tract homes to the west, east and north and agricultural uses to the south of the site. Liberty Elementary School, Kerman High School and Kerman Middle School are also less than a mile from the Project site. The area is served by North Central Fire Protection, Kerman Police Department, the Kerman Unified School District and other public facilities.

RESPONSES

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

Fire protection?

Less than Significant Impact. North Central Fire Protection offers a full range of services including fire prevention, suppression, emergency medical care, hazardous materials, urban search, and rescue response, as well as emergency preparedness planning and public education coordination within the Kerman City Limits. The Kearney Park Station located eight miles east provides backup assistance as needed, and the Biola Station located nine miles northeast may also respond to emergency events in Kerman.

North Central Fire Protection is able to respond to emergency call in within two to three minutes. The station employs two full-time personnel and two medical professionals, in addition to ten volunteer fire fighters. The North Central Fire Protection station maintains two 1,250 gpm (gallons per minute) fire engines, a 65-foot aerial ladder (750 gpm) and a paramedic rescue vehicle.

The proposed Project would be served by the current North Central Fire Station, which is located at 15850 west Kearney Boulevard, Kerman, approximately 0.4 miles north of the Project site.

The Project would be required to comply with all applicable fire and building safety codes (California Building Code and Uniform Fire Code) to ensure fire safety elements are incorporated into final Project design, including the providing designated fire lanes marked as such. Proposed interior streets will be required to provide appropriate widths and turning radii to safely accommodate emergency response and the transport of emergency/public safety vehicles. The Project will also be designed to meet Fire Department requirements regarding water flow, water storage requirements, hydrant spacing, infrastructure sizing, and emergency access. As a result, appropriate fire safety considerations will be included as part of the final design of the Project.

Police Protection?

Less than Significant Impact. Protection services would be provided to the Project site from the existing Kerman Police Department, which is approximately 0.9 miles east of the Project site at 850 south Madera Avenue, Kerman. The Kerman Police Department provides a full range of police services and is staffed by a chief, four sergeants, one detective, thirteen full-time sworn officers, three Community Service Officers and ten reserve officer positions. Kerman also has a mutual aid agreement with the Fresno County Sheriff's Department, which has a substation located in San Joaquin. The Project site is located in an area currently served by the Kerman Police Department; the Department would not need to expand its existing service area or construct a new facility to serve the Project site.

Schools?

Less Than Significant Impact. Educational services for the proposed Project will be provided by the Kerman Unified School District (KUSD). Kerman Unified School District operates five schools within the planning area, Kerman-Floyd Elementary (Pre-school, K-4), Sun Empire Elementary (K-4) Liberty Intermediate School (5-6), Kerman Middle School (7-8), Kerman High School (9-12), and Nova High School (continuation). The total enrollment for the district in 2007 was 3,864 students. The proposed Project will be obligated to pay fees to the school district, in order to compensate for new facilities needed to meet the increased student enrollment.

Parks?

Less Than Significant Impact. The proposed Project does not include any parkland or recreational facilities. The Project will be required to pay City park facility impact fees.

Other public facilities?

Less Than Significant Impact. The proposed Project is within the land use and growth projections identified in the City's General Plan and other infrastructure studies. The Project, therefore, would not result in increased demand for, or impacts on, other public facilities such as library services.

Mitigation Measures: None are required.

XVI. RECREATION

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	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?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The City of Kerman has a standard of providing four acres of parkland for every 1,000 persons, according to the 2007 Kerman General Plan Update. Private parks are not factored into the standard. The City currently maintains nine parks; Plaza Veterans Park, B Street Park, Wooten Park, Kiwanis Park, Katey's Kids Park, Rotary Park, Lions Park, Kerckhoff Park and Soroptimist Park. In addition to the city's parks, the athletic fields on the campuses of Kerman's school district provides recreational opportunities after school hours.

RESPONSES

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?

Less Than Significant Impact. The Project does not include any parks or recreational facilities. The increase of 303 persons resulting from the Project would have a relatively small impact on existing recreational facilities. In order to implement the goals and objectives of the City's General Plan, and to mitigate the impacts caused by future development in the City, park facilities must be constructed. The City Council has determined that a Park Facilities Fee is needed in order to finance these public facilities and to pay for each development's fair share of the construction and acquisition costs. The

Project Applicant will be required to pay development impact fees as determined by the City of Park Facilities Fees. Therefore, potential impacts are considered ***less than significant.***

Mitigation Measures: None are required.

XVII. TRANSPORTATION/ TRAFFIC

Would the project:

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

ENVIRONMENTAL SETTING

The proposed Project is bounded fully to the north and west by west California Avenue and south Siskiyou Avenue, respectively, in the City of Kerman, California. The site is partially bounded to the east by south Park Avenue. Southern Union Pacific railroad tracks lie to the south. The proposed 85-lot single-family residential subdivision will be located on approximately 16.82 acres of land consisting of vacant lots and two single-family residences, assigned Assessor's Parcel Numbers 023-040-78S and -90S. The City of Kerman lies just south of SR 180 and is bisected by SR 145.

RESPONSES

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

Less Than Significant Impact. The City of Kerman's traffic circulation system is composed of arterials, major and minor collectors, local roadways and alleys. The roadways surrounding the Project site are

all considered collectors and new local roads will be constructed within the Project bounds. The Circulation Element of the City of Kerman 2007 General Plan Update evaluates traffic capacity within the City of Kerman by utilizing the Level of Service (LOS) rating system. A LOS Level of C is considered acceptable by the City of Kerman and is defined as having "stable flow, high volume, speed and maneuverability determined by traffic conditions". The surrounding roadway LOS Levels are stable and not expected to change due to the minor increase in traffic volume attributed to the proposed Project.

Trip Generation Analysis

According to the ITE Trip Generation Report performed, at build-out the Project will generate a maximum of 813 daily trips and is anticipated to have 86 p.m. peak hour trips. The development of the 85 residential units associated with Tract 6293 is not expected to cause significant traffic delays and all intersections are anticipated to operate at an acceptable LOS during both peak periods. As such, the proposed Project will have a ***less than significant impact*** on circulation in the Project area.

Mitigation Measures: None are required.

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

Less Than Significant Impact. Senate Bill (SB) 743 (Steinberg 2013) was approved by then Governor Brown on September 27, 2013. SB 743 created a path to revise the definition of transportation impacts according to CEQA. The revised CEQA Guidelines requiring VMT analysis became effective December 28, 2018; and agencies had ~~however, agencies have~~ until July 1, 2020 to finalize their local guidelines on VMT analysis. Policy CIRC-2.6 of the 2020 Kerman General Plan establishes a 13% below baseline conditions threshold to determine significance under CEQA. ~~Therefore, as agencies finalize their VMT analysis protocol, CEQA transportation impacts are to be determined using a qualitative VMT Analysis. The intent of SB 743 is to align CEQA transportation study methodology with and promote the statewide goals and policies of reducing vehicle miles traveled (VMT) and greenhouse gases (GHG). Three objectives of SB 743 related to development are to reduce GHG, diversify land uses, and focus on creating a multimodal environment. It is hoped that this will spur infill development.~~

~~The Technical Advisory on Evaluating Transportation Impacts in CEQA published by the Governor's Office of Planning and Research (OPR) dated December 2018 acknowledges that lead~~

~~agencies should set criteria and thresholds for VMT and transportation impacts. However, the Technical Advisory provides guidance to residential, office and retail uses, citing these as the most common land uses. Beyond these three land uses, there is no guidance provided for any other land use type. The Technical Advisory also notes that land uses may have a less than significant impact if located within low VMT areas of a region and suggests that screening maps be used for this determination.~~

~~VMT is simply the product of a number of trips and those trips' lengths. The first step in a VMT analysis is to establish the baseline average VMT, which requires the definition of a region. The Technical Advisory states that existing VMT may be measured at the regional or city level. On the contrary, the Technical Advisory also notes that VMT analyses should not be truncated due to "jurisdictional or other boundaries."~~

In July of 2020, the Fresno COG established an average VMT per Capita of 16.1[18] for Fresno County, which will be utilized as baseline conditions. ~~Currently, Fresno COG and its member agencies, which include the City of Kerman, have begun the process to develop recommended criteria and thresholds that balance the direction from OPR and the goals of SB 743 with the vision of Kerman and economic development, access to goods and services, and overall quality of life. While these regional recommended criteria are not anticipated to be completed until mid 2020,~~ Fresno COG ~~was able to provide~~ provided estimated VMT data for the proposed Project. Based on the Fresno COG model run, the Project is anticipated to generate an average of 10.14 VMT per trip, which is a 37% under baseline conditions. As Kerman's significance threshold is 13% under baseline conditions,~~However, there is no established threshold to measure significance. As discussed above, significance criteria are anticipated to be completed mid 2020. As such,~~ impacts are ***less than significant.***

Mitigation Measures: None are required.

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

Less Than Significant Impact. The proposed Project has been designed for ease of access, adequate circulation/movement, and is typical of residential developments in the City of

[18] Fresno Council of Governments. Fresno County SB 743 Implementation Regional Guidelines. https://www.fresnocog.org/wp-content/uploads/2020/07/Fresno-COG-VMT-Report-1.pdf. Figure 7.

Kerman. On-site circulation patterns do not involve high speeds, sharp curves or dangerous intersections. Although there will be an increase in the volume of vehicles accessing the site and surrounding areas, the proposed Project will not present a substantial increase in hazards. Any impacts are considered ***less than significant.***

Mitigation Measures: None are required.

d. Result in inadequate emergency access?

Less Than Significant Impact. The proposed Project does not involve a change to any emergency response plan. Access point to the Project are along the east and south boundaries of the development and the site will remain accessible to emergency vehicles of all sizes. As such, potential impacts are ***less than significant.***

Mitigation Measures: None are required.

XVIII. TRIBAL CULTURAL RESOURCES

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

RESPONSES

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

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

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

Less than Significant Impact. A Tribal Cultural Resource (TCR) is defined under Public Resources Code section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of size and scope, sacred place, and object with cultural value to a California Native American tribe that are either included and that is listed or eligible for inclusion in the California Register of Historic Resources or in a local register of historical resources, or if the City of Woodlake, acting as the Lead Agency, supported by substantial evidence, chooses at its discretion to treat the resource as a TCR. As discussed above, under Section V, Cultural Resources, criteria (b) and (d), no known archeological resources, ethnographic sites or Native American remains are located on the proposed Project site. As discussed under criterion (b) implementation of Mitigation Measure CUL-1 would reduce impacts to unknown archaeological deposits, including TCRs, to a less than significant level. As discussed under criterion (d), compliance with California Health and Safety Code Section 7050.5 would reduce the likelihood of disturbing or discovering human remains, including those of Native Americans.

The Native American Heritage Commission (NAHC) has performed a Sacred Lands File search for sites located on or near the Project site, with negative results. The NAHC also provided a consultation list of tribal governments with traditional lands or cultural places located within the project area. An opportunity has been provided to Native American tribes listed by the Native American Heritage Commission during the CEQA process as required by AB 52. No responses were received by the City in response to the consultation request within the mandatory response timeframes; therefore, this Initial Study has been completed consistent and compliant with AB 52. Any impacts to TCR would be considered ***less than significant***.

Mitigation Measures: No additional measures are required.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction 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?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The Project will be required to connect to water, sewer, stormwater and wastewater services provided by the City of Kerman and may be subject to water use fees and/or development fees to be provided such service. In addition, the Project will require solid waste disposal services.

The City of Kerman contracts with Allied Waste Management Services for solid waste collection. Allied Waste utilizes the American Avenue Landfill, approximately 6 miles southwest of the City.

RESPONSES

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?

Less Than Significant Impact. The Project will be provided sewer service and wastewater treatment by the City of Kerman. The City's wastewater treatment plant (WWTP) is located south of Church Avenue on the Del Norte Avenue alignment. The effluent is treated in percolation ponds and the City has purchased 80 additional acres to serve the Kerman community. The City has completed a Wastewater Treatment Plant Master Plan, which includes options for plant expansion to increase capacity. It is not anticipated that the proposed Project will significantly impact sewer or wastewater treatment services in Kerman.

The proposed Project will not require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities that will result in environmental impacts that are not analyzed elsewhere in this document. Any impacts are ***less than significant.***

Mitigation Measures: None are required.

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

Less Than Significant Impact. Water service would be provided to the Project by the City of Kerman. The City draws groundwater from five wells located in the Kerman community, which are located at depths varying from 300 to 900 feet to penetrate the underlying aquifers. The production capacity of these wells are approximately 5,700 gallons per minute. According to Kerman's Urban Water Management Plan (adopted in 2015), Kerman's water supply is sufficient to meet both "Single Dry Year" and "Multiple Dry Year" scenarios; however, the Management Plan emphasizes that it is essential that the City continue its

current efforts towards conservation, groundwater recharge and groundwater management. The Project will be required to pay the City of Kerman's water system impact fees. Funds accrued under this fee are used to make capital improvements to the City's water system, including conservation improvements. Impacts are ***less than significant.***

Mitigation Measures: None are required.

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?

Less Than Significant Impact. The proposed Project will result in wastewater from residential units that will be discharged into the City's existing wastewater treatment system. The wastewater will be typical of other urban/residential developments consisting of bathrooms, kitchen drains and other similar features. The project will not discharge any unusual or atypical wastewater that would violate the City's waste discharge requirements. Therefore, with compliance to applicable standards and payment of required fees and connection charges, the Project would not result in a significant impact related to construction or expansions of existing wastewater treatment facilities. The impact of the Project on wastewater treatment is ***less than significant.***

Mitigation Measures: None are required.

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?

Less Than Significant Impact. The City of Kerman's solid waste is primarily landfilled at the American Avenue Landfill in Tranquility. The landfill is permitted to accept 2,200 tons per day and has a permitted capacity of 29.3 million cubic yards. The original closure date was 2031; however, due to enhanced recycling efforts, particularly on the part of the City of Fresno, the closure date has been extended to 2050.

The proposed Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed Project would be required to comply with all standards related to solid

waste diversion, reduction, and recycling during project construction and operation. The proposed Project will comply with all federal, state and local statutes and regulations related to solid waste. As such, any impacts would be ***less than significant.***

Mitigation Measures: None are required.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from 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 downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The City of Kerman's planning area is composed of urbanized portions of land and the surrounding agricultural fields. North Central Fire Protection District serves the entire area and is generally located about three minutes away from any service area in Kerman. According to the 2007 Kerman General Plan Update, Kerman has established a good record in terms of fire safety. The City has enacted Fire Development Impact Fees to provide funding for the potential development of an additional Fire Station and equipment, in order to better serve the growing community.

The proposed Project site's elevation is approximately 213 feet above sea level in an area of intense urban uses. The proposed Project is bounded fully to the north and west by west California Avenue and south

Siskiyou Avenue, respectively. The site is partially bounded to the east by south Park Avenue. Southern Union Pacific railroad tracks lie to the south. The immediate vicinity is comprised of single-family tract homes to the north, east and west, with agricultural uses beyond the railroad tracks to the south.

RESPONSES

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 downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. The proposed Project is located in an area developed with residential and agricultural uses, which precludes the risk of wildfire. The area is flat in nature which would limit the risk of downslope flooding and landslides, and limit any wildfire spread.

To receive building permits, the proposed Project would be required to be in compliance with the adopted emergency response plan. As such, any wildfire risk to the project structures or people would be ***less than significant.***

Mitigation Measures: None are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means 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. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

RESPONSES

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of

a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact With Mitigation. The analyses of environmental issues contained in this Initial Study indicate that the proposed Project is not expected to have substantial impact on the environment or on any resources identified in the Initial Study. Mitigation measures have been incorporated in the Project to reduce all potentially significant impacts to ***less than significant***.

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)?

Less than Significant Impact. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. Due to the nature of the Project and consistency with environmental policies, incremental contributions to impacts are considered less than cumulatively considerable. The proposed Project would not contribute substantially to adverse cumulative conditions, or create any substantial indirect impacts (i.e., increase in population could lead to an increase need for housing, increase in traffic, air pollutants, etc.). The impact is ***less than significant***.

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

Less than Significant Impact With Mitigation. The analyses of environmental issues contained in this Initial Study indicate that the project is not expected to have substantial impact on human beings, either directly or indirectly. Mitigation measures have been incorporated in the Project to reduce all potentially significant impacts to ***less than significant.***

LIST OF PREPARERS

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