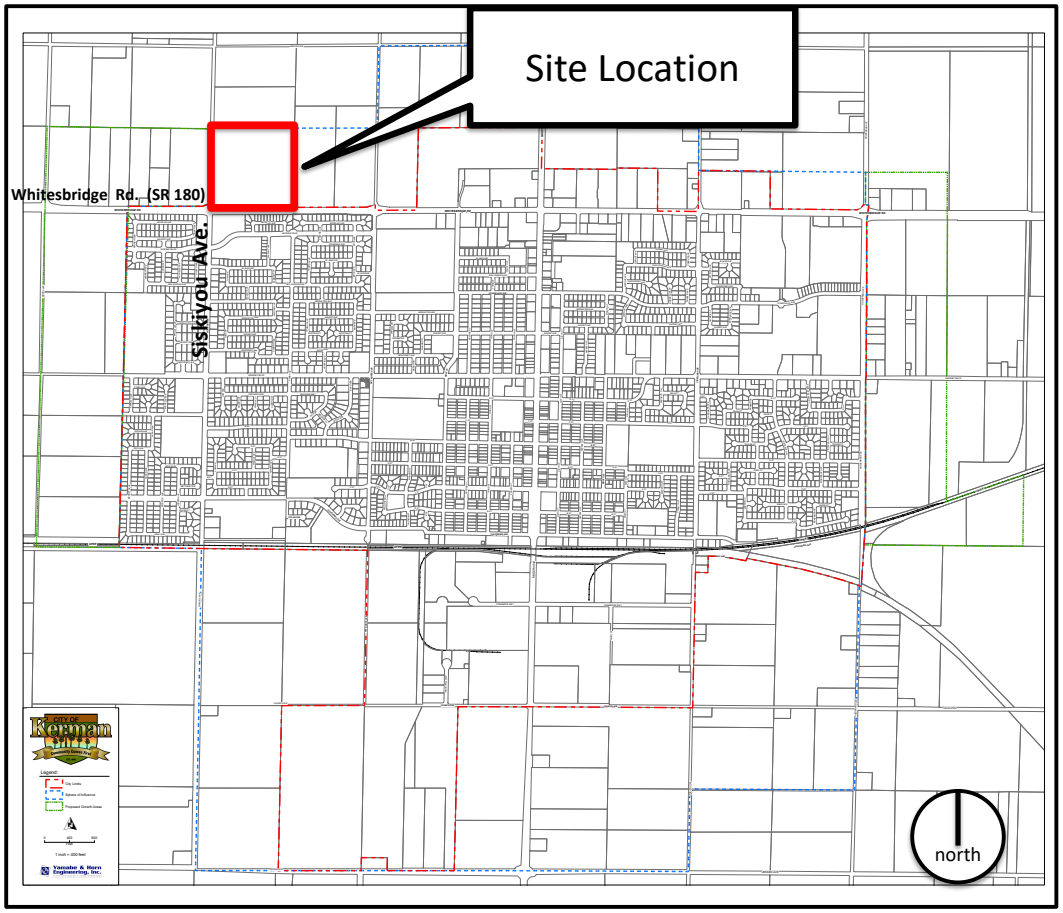
City of Kerman

Initial Environmental Study

for

Reorganization 2018-01 (Whitesbridge/Siskiyou)



Prepared for

CITY OF KERMAN

Prepared by

Collins & Schoettler
PLANNING CONSULTANTS

ENVIRONMENTAL REVIEW

GENERAL INFORMATION

What is being proposed?

The City of Kerman has received an application for the development of a 39±acre site on the northeast corner of Whitesbridge Road (State Highway 180) and Siskiyou Avenue. Proposed actions include annexation, General Plan Amendment, zone change, Tentative Subdivision Map and a Development Agreement. The site is ultimately proposed to be developed with a 144-lot single family residential subdivision, a 4.4 acre multi family residential site, a 3.1-acre neighbourhood commercial site, and a 1.3-acre neighbourhood park.

There is a description of the specific planning actions along with maps and diagrams in the study.

What is this document?

The attached document is a review of potential environmental impacts that may occur if the City approves the project.

Why is this document being prepared?

The California Environmental Quality Act of 1970 requires government agencies to analyze how development projects may impact the environment - before considering and approving or denying the project. Once the document is prepared, it must be made available to the public and circulated for review to potentially affected public agencies for a period of 30 days.

Will this study result in any changes to the project?

An environmental study may recommend measures to reduce or eliminate environmental impacts. These measures (called mitigation measures) may include actions to be taken during project construction (such as watering soils to keep down dust) or may include changes to the design of the project itself.

How do I comment on this study?

Send written comments to Olivia Pimentel, Assistant Planner, Kerman Planning Department, 850 S. Madera Avenue, Kerman, CA 93630.

How is this project reviewed by the City?

Following review by City staff, this particular project will require public hearings before the Kerman Planning Commission and the Kerman City Council. If you are interested in knowing the time and date for these meetings, please contact the Kerman City Clerk at (559) 846-9384.

Who do I contact for more information?

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1.0 INTRODUCTION

Executive Summary

This document is an analysis of potential environmental impacts of the project titled the "Whitesbridge/Siskiyou Project" being proposed within the City of Kerman. The project is a proposal to develop a 39±acre site on the northeast corner of Whitesbridge Road (State Highway 180) and Siskiyou Avenue, with a combination of single and multi-family residential, open space and commercial uses.

This environmental study determined the project could have a significant impact related to the issue of greenhouse gasses/climate change and therefore recommends the preparation of a "Focused Environmental Impact Report". Other impacts were determined to be "less than significant" or "less than significant with mitigation measures incorporated into the project".

A more thorough discussion of environmental impacts and mitigation measures is found in Section 4.0 of this document. Mitigation measures are also fully listed in the list of mitigation measures, found in Appendix A.

1.1 What is This Document?

The following document is an analysis of potential environmental impacts of the project titled "Whitesbridge/Siskiyou Project" being proposed in the City of Kerman. The project includes several approvals with the ultimate result being development of the site with a single family residential subdivision, land for multi-family residential development, land for neighborhood commercial development and a site for a neighborhood park. A more detailed project description can be found under Section 1.3 (Project Description), below.

The California Environmental Quality Act (CEQA) requires public agencies to evaluate the potential environmental effects of development projects and actions that may impact the environment. The proposed development, is considered to be a "project" under CEQA and must be evaluated for its environmental impacts.

The first step of environmental review is to determine whether a project is exempt from further review. CEQA contains a list of projects and actions normally considered to be exempt. The proposed development is not exempt from review. The next step is to prepare an Initial Environmental Study (IES) (which is this document). The IES is an initial review of the project and its potential effects. The IES includes:

- A profile of existing conditions on the project site and vicinity.

- A checklist of potential environmental effects of the project. This checklist helps the agency focus its examination of environmental issues.
- A discussion of the environmental effects contained on the checklist.
- A list of measures (mitigation measures) that can be employed to reduce or eliminate environmental effects resulting from the project.

The purpose of the IES is to determine the magnitude of potential environmental impacts of the project. The IES will make one of three determinations regarding the project:

1. **The project will not have a significant impact on the environment.** A "Negative Declaration" is prepared to adopt the findings of the study.

2. **The project could have a significant impact on the environment**, however mitigation measures have been devised that will minimize those potential impacts to a level that is considered "less than significant". A "Mitigated Negative Declaration" is prepared to adopt the findings of the study.

3. **The project will have a significant impact on the environment** and an Environmental Impact Report (EIR) must be prepared (or in some cases a Focused Environmental Impact Report maybe prepared). An EIR is an in-depth discussion of the project and its impacts. Mitigation measures that can reduce the magnitude of the impacts should also be discussed. The EIR must also examine alternatives to the project that may or may not reduce environmental impacts. These alternatives could include an alternative site or a different way to design the project. The EIR must also discuss "cumulative impacts" which are impacts that will occur when the project is considered along with other development in the area or the region that may be occurring in the same time frame.

   Within an EIR, impacts that cannot be reduced to a level that is "less than significant" must be acknowledged. When considering these impacts, the decision-making body (typically the Planning Commission and City Council) must consider and adopt a "Statement of Overriding Considerations" - a statement contained in a resolution that finds that the benefits of the project outweigh its negative environmental effects.

   A Focused Environmental Impact Report may be prepared when only one or several issues fall into the category of having a potentially significant impact.

Environmental analysis must be conducted before the decision-making body can take action on the project itself - in this case, approving the proposed development project.

Public Review

CEQA requires the environmental analysis to be made available for public review. This allows members of the public, individuals, property owners and potentially affected public agencies to review the findings of the study. The review period for this Initial Environmental Study is 30 days. Individuals and agencies may submit comments on the study during the public review period. These comments must be considered by City of Kerman prior to taking action on the project.

The study must also be considered by the Planning Commission and City Council in public hearings. Any person may speak on the environmental study at the public hearing and any comments must be considered by the decision-making bodies. If, after taking testimony from the public, considering written comments submitted during the public review period, and considering the environmental study itself, the decision-making bodies feel that the findings of the study are correct, they may then adopt the findings of the study. If however, the decision-making body feels the study does not adequately analyze and document the project, it may require additional study, or preparation of a full Environmental Impact Report.

What is a "Significant Impact"?

The word "significant" is a subjective term, however, CEQA contains a list of impacts that are normally considered to be "significant". Impacts most commonly found to be significant for development projects in valley communities include:

- Loss of prime farmland
- Impacts to air quality above threshold levels
- Impacts related to greenhouse gasses/climate change
- Loss of endangered plant and animal species or habitat
- Impacts on infrastructure – such as exceeding the capacity of local water or sewer systems
- Groundwater
- Traffic/circulation – exceeding capacity of roadways
- Public services
- Cumulative impacts

This list is not all-inclusive - impacts will vary depending on the nature of a specific project, its site and surroundings. Further, if an impact was acknowledged as significant in a previous EIR (such as an EIR for a General Plan), preparation of a new EIR is not required.

1.2 Location

The City of Kerman is located along State Highways 180 and 145 in central Fresno County. It is approximately 15 miles west of the Fresno-Clovis Metropolitan Area, 18 miles east of the City of Mendota and 15 miles south of the City of Madera.

The project site is located on the northeast corner of the intersection of Whitesbridge Road (State Highway 180) and Siskiyou Avenue (see Map 2). The Assessor Parcel Number of the site is 020-120-031.

1.3 Project Description

The project consists of the following permit requests:

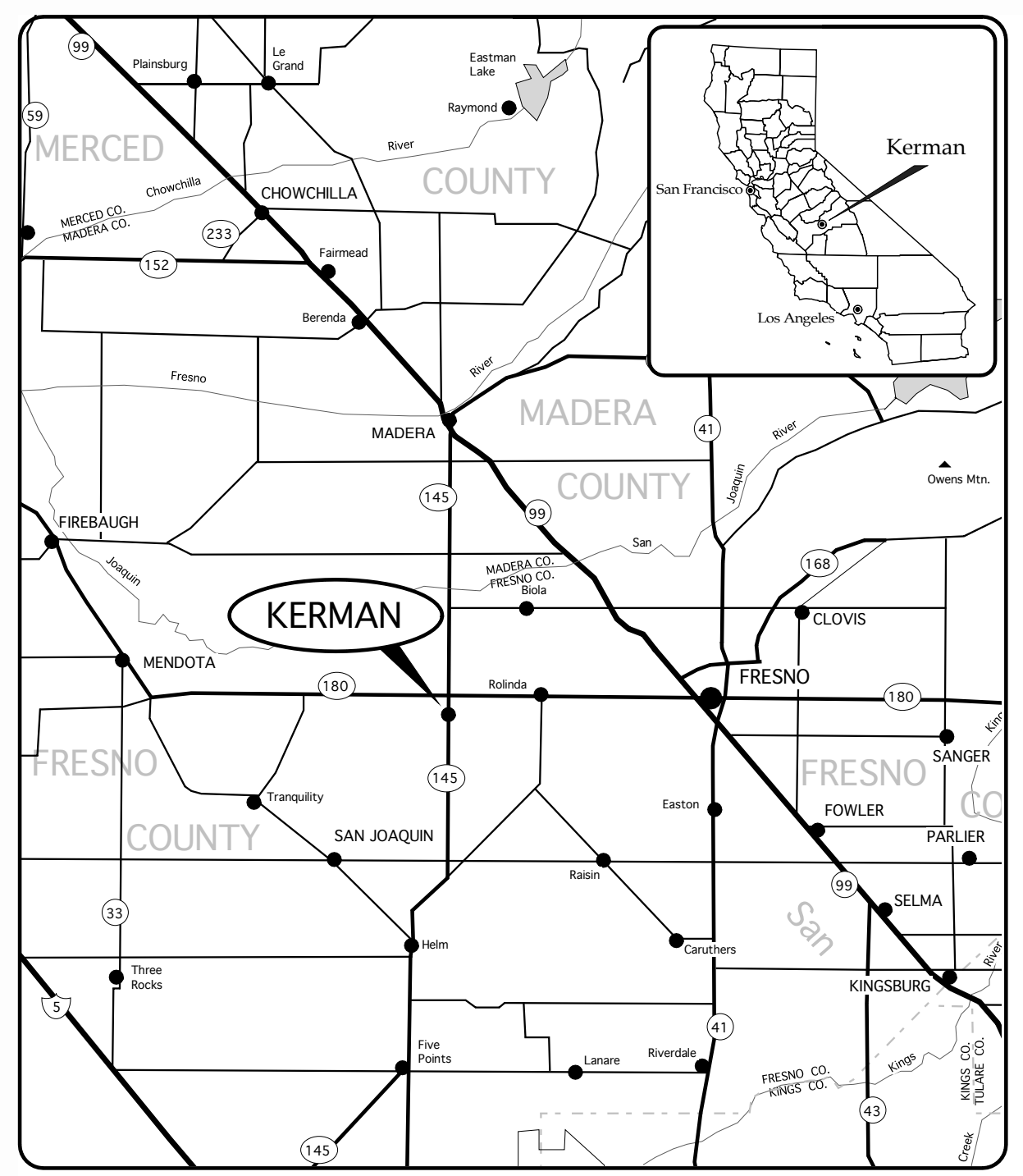
- **General Plan Amendment 2018-02**. This action is an amendment of the Land Use Map of the 2030 Kerman General Plan to change the land use designation of the site from "Medium Density Residential" to a combination of "Medium Density Residential", "High Density Residential", "Neighborhood Commercial" and "Open Space".

- **Zone Change 2018-02**. This action is a proposal to change the zoning of the site from Fresno County Agricultural Zoning (AE-20 (Exclusive Agriculture) to a combination of City of Kerman zones, including R-1 (Single Family Residential), R-3 (High Density Residential), CN (Neighborhood Commercial) and O (Open Space). These zones are consistent with the proposed General Plan land use designations listed above.
-
- **Reorganization 2018-01**. This action is a request to annex the site into the City of Kerman and detach it from the Fresno Irrigation District, Fresno County Fire Protection District and Kings River Conservation District.

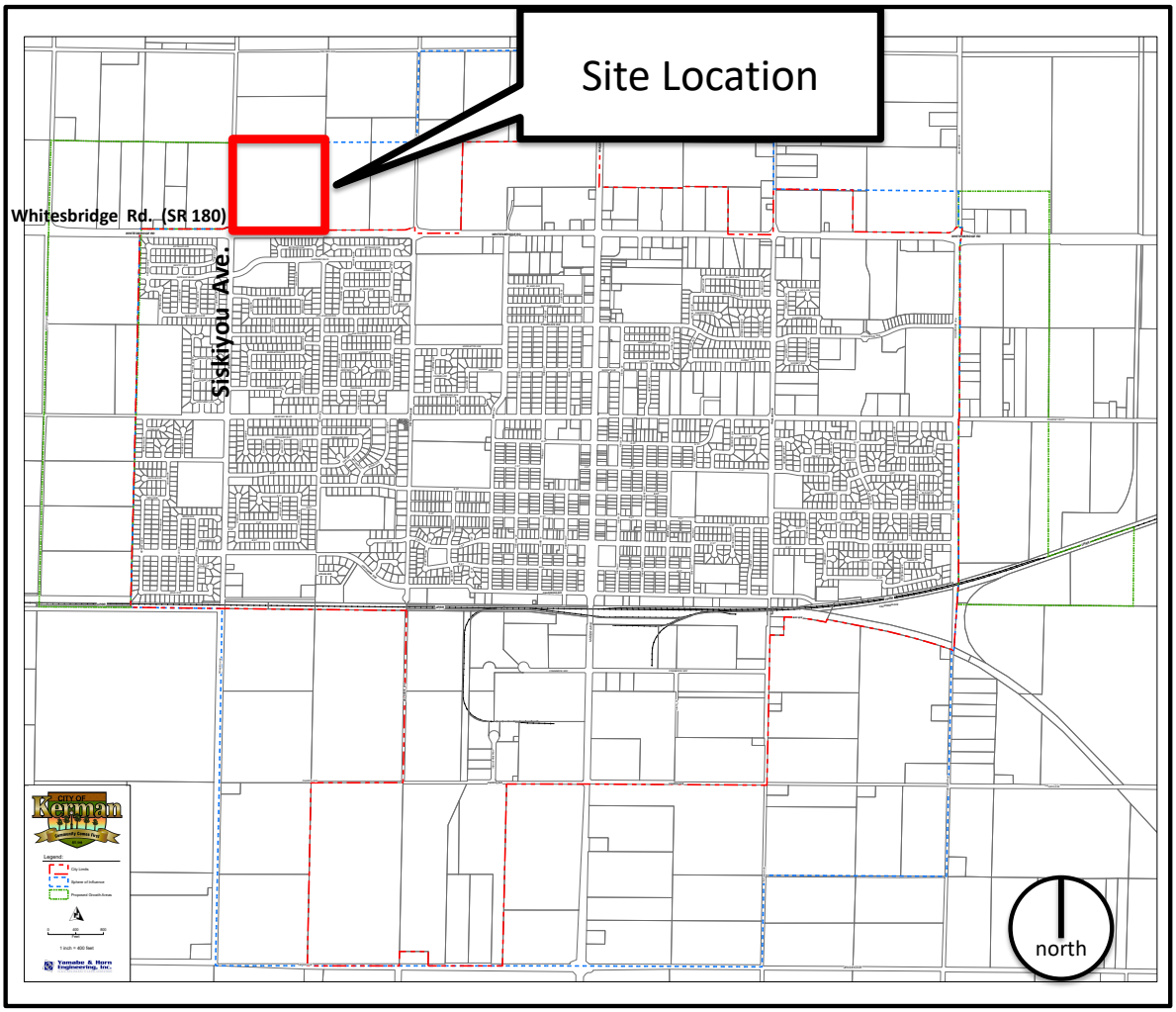
- **Tentative Subdivision Map 2018-01**. This action is a proposal to subdivide the site into 144 single family residential lots, a 4.4-acre lot for multi family residential development (and temporary storm drainage basin), a 3.1-acre lot for neighborhood commercial development, and a 1.3-acre lot for a neighborhood park. Exhibit 1 shows the proposed subdivision design.

- **Development Agreement 2018-01**. This action is for the adoption of a development agreement that will establish conditions of approval for the project, particularly conditions relating to off-site improvements.

Map 1: ***Regional Location***

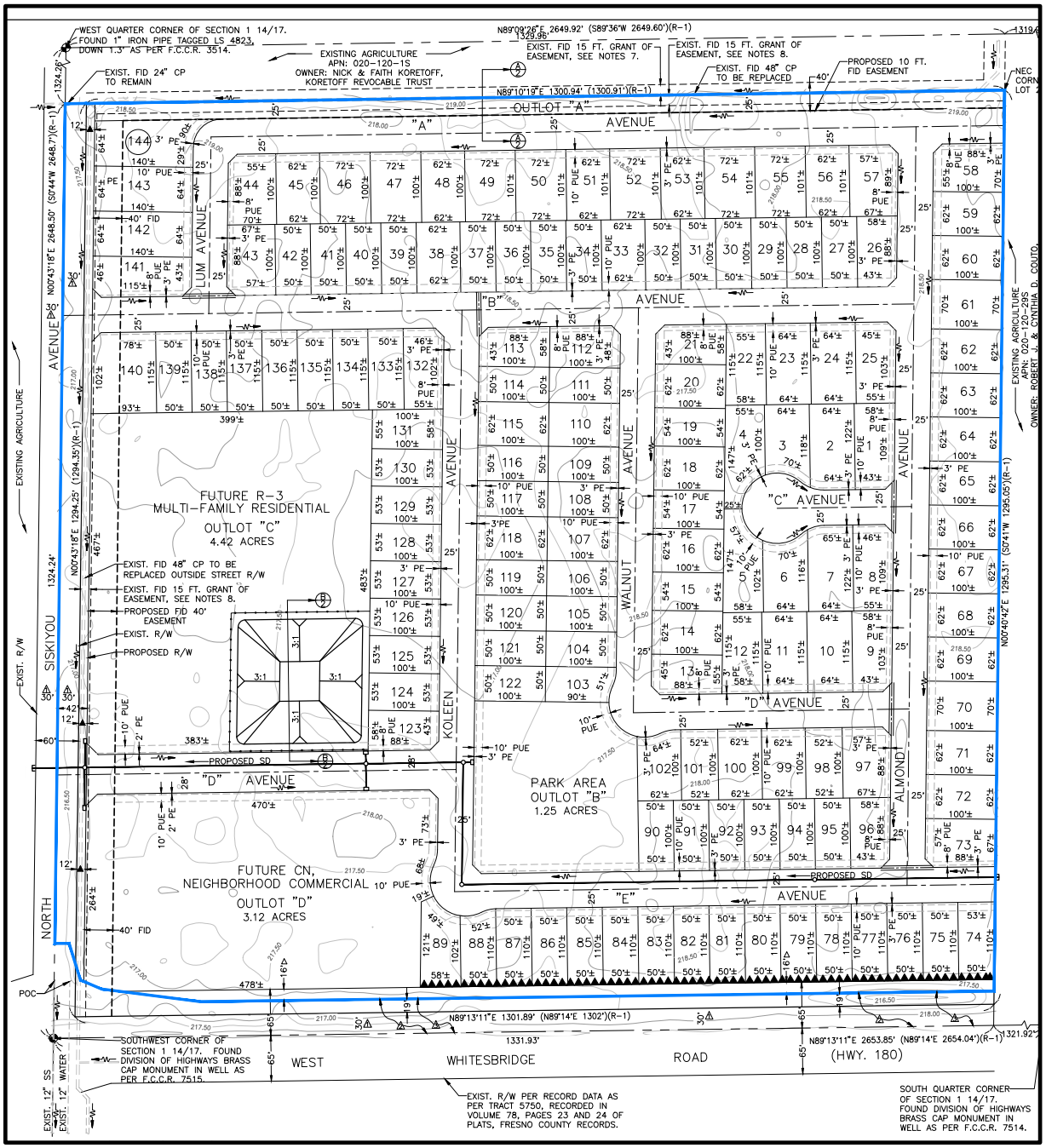


Map 2: ***Project Location***



Map 3: Aerial Photo of Site

Exhibit 1: *Proposed Tentative Subdivision Map*



2.0 CITY OF KERMAN

2.1 Overview

Since incorporation in 1946, the City of Kerman has grown to an estimated population of 15,083 in 2018, according to the California Department of Finance. Since 1970 the City's population has grown by nearly 565% - or an average annual growth rate of 4.2%. However, since 2010 the average growth rate has dropped to about 1.4% per year. By 2027 (the sunset date of the Kerman General Plan), this growth rate projection results in a potential population of about 17,100 persons

The average household size in Kerman in 2018 is 3.67 persons - larger than the average size in Fresno County at 3.15 persons per household. This rate points to a need for the development of more affordable housing.

Agriculture is the cornerstone of Kerman's economy, with the major crops grown in the area being grapes, alfalfa, melons, rice, cotton, vegetables and dairying. The majority of employment within the area is related to agriculture, involving either farm labor or employment in industries processing agricultural products. In recent years Kerman has been seeking to diversify its economy with new retail and office developments, including a new Walmart store.

Other non-agriculture related employers include the Kerman Unified School District and the City of Kerman. Kerman has historically had unemployment rates higher than Fresno County, California, and the nation as a whole. Rates approaching 10% are typical. To a great extent, these high rates are due to the seasonal nature of the agricultural industry.

3.0 PROJECT SETTING

The purpose of this section of the Initial Study is to provide a description of existing environmental conditions in the vicinity of the project site.

3.1 Project Site

Existing Land Use & Surrounding Lands

The site includes one parcel situated on the northeast corner of Whitesbridge Road (State Highway 180) and Siskiyou Avenue. The entire parcel is currently planted with field crops (most recently alfalfa).

Land in the vicinity of the site is characterized by a variety of existing uses, as follows:

North: Agriculture (orchard)
East: Agriculture (orchard)
South: Vacant land (proposed for a multi family residential complex), and single family homes
West: Agriculture (orchard)

3.2 Land Use Controls

The site is currently designated "Medium Density Residential" by the land use map of the 2027 Kerman General Plan.

As noted previously, the land use designation for the site is proposed to be amended to correspond to uses proposed with the Tentative Subdivision map and include a combination of "Medium Density Residential", "High Density Residential" "Neighborhood Commercial" and "Park".

In terms of zoning, the site is currently zoned by Fresno County with the AE-20 (Exclusive Agriculture – 20 acre minimum parcel size) zone. The site is proposed to be pre-zoned to correspond with the Tentative Subdivision Map, with a combination of R-1 (Single Family Residential) R-3 (High Density Residential) CN (Neighborhood Commercial) and "O" (Open Space, Recreation and Public Facilities) These zones are consistent with the proposed General Plan land use designations.

Surrounding Lands

According to the 2030 Kerman General Plan's Proposed Land Use Map, surrounding lands are designated as follows:

North: "Medium Density Residential"
East: "Medium Density Residential"
South: "Very Low Density Residential" and "Medium Density Residential"
West: "High Density Residential"

In terms of zoning, surrounding lands are designated as follows:

North: Fresno County AE-20 zone
East: Fresno County AE-20 zone
South: CN (Neighborhood Commercial) and SD-R-4.5 (SD Residential (4,500 square foot minimum lot size)
West: Fresno County AE-20 zone

3.3 Traffic and Circulation

Circulation

The site will have primary access onto Siskiyou Avenue. In the vicinity of the site, Siskiyou is improved with one travel lane in each direction along with dirt shoulders. Siskiyou is designated a "Collector" roadway in the Circulation Element of the Kerman General Plan. This roadway provides north/south access to neighborhoods in the western part of Kerman. To the south, Siskiyou intersects Whitesbridge Road, which is improved with a traffic signal. To the north, Siskiyou travels through farm lands.

Whitesbridge Avenue is a State highway that runs across the south side of the site and is currently improved with one travel lane in westbound direction and two travel lanes eastbound. The north side of the street would be similarly improved upon development. Whitesbridge is designated as an Arterial roadway in Kerman.

Additional information on circulation issues can be found in the Circulation Element of the Kerman General Plan, as well as a Traffic Impact Study in Appendix C.

3.4 Utilities

Sewer

Sewage collection and treatment on parcels within city limits is provided by the City of Kerman. In the vicinity of the project, there is a twelve inch sewer main under Whitesbridge Road at Siskiyou Avenue. It is expected that development on the site would connect to this line, and extend a 12-inch sewer main along the project frontage under Siskiyou Avenue.

Kerman's Wastewater Treatment Plant (WWTP) is designed to accommodate a daily maximum flow of 2.0 million gallons per day (mgd). The average daily dry weather flow in recent months is 946,000 gallons per day. This is a reduction from 1.1 mgd in the mid 2000's and results from water conservation efforts of the City.

Water

The City of Kerman provides water service to developed properties within its city limits. In the vicinity of the site there is an existing twelve inch water main under the right of way of Whitesbridge Road at Siskiyou Avenue. The project would tap this line and extend a water main under Siskiyou Avenue along the site frontage.

The total production capacity of the City's wells is approximately 6,700 gallons per minute (gpm), however booster pumps can increase pressure by an additional 4,000 gpm. The current static water level in the wells is 120 to 130 feet below ground level. According to city staff, the depth to groundwater in Kerman has remained fairly stable over the past 10 to 15 years.

The average daily water demand for 2015 (the most recent year for which data are available) was 897,000 gallons (compared with 1.168 million gallons in 2007 when the General Plan was adopted). This translates into 172 gallons per capita per day (versus 279 gallons per capita per day in 2007). This reduction in demand reflects the City's aggressive efforts at water conservation.

Storm Drainage

Storm drainage to most developed areas within the community is provided by the City of Kerman. The City currently operates a number storm drain lines that discharge to storm drainage basins around the community. There are no existing storm drain facilities on the site or surrounding areas. The Kerman Storm Drain Master Plan identifies future improvements for this area, including a future storm drain basin to the northwest. The City's storm drain facilities not only provide the control of storm waters, they function to recharge the groundwater basin that underlies the City.

Gas and Electricity

Natural gas and electricity service in the Kerman area are provided by Pacific Gas and Electric Company. There are existing utility lines along Whitesbridge Road, and it is expected that development on the site would connect to these lines.

3.5 Geological Hazards

Kerman is not in an area with known active faults that constitute potential hazards to structures. The closest active faults to Kerman include the Ortigalita Fault (approx. 50 miles west), the Paicines, San Andreas, and Calaveras Faults (about 60 miles to the west). Although these fault systems have the capability of significant damage, the distance is great enough to reduce the prospect of significant damage to a minimal level. New development in Kerman is required to adhere to the Zone II seismic standards of the Uniform Building Code.

3.6 Soils

According to the State of California, Department of Conservation (DOC), most soils on the site are classified as "Prime" agricultural soils, indicating they exhibit the best combination of physical and chemical features to sustain long-term agricultural production. Smaller portions of the site are characterized as "Farmland of Statewide Importance" indicating soils that are similar to Prime farmland soils, but exhibiting minor shortcomings such as greater slopes or less ability to store moisture, for example.

The site is not entered into a Williamson Act contract which, would prevent the development of non-agricultural uses.

3.7 Flooding

According to Flood Insurance Rate Map No 06019C2075H, prepared by the Federal Emergency Management Agency (FEMA), the project site is located within Zone "X" – defined as "Areas of Minimal Flooding." According to this information, the potential for flooding of the site is remote.

4.0 DISCUSSION OF POTENTIAL ENVIRONMENTAL IMPACTS

This section of the Initial Study analyzes potential impacts of the proposed project. For each topic a determination of the magnitude of the impact is made (via checklist) and then the impact is analyzed and discussed. Where appropriate, mitigation measures are identified that will reduce or eliminate an impact.

	Potentially Significant Impact	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**

I. AESTHETICS -- Except as provided in Public Resources Code Section 21099, would the project:

1. Have a substantial adverse effect on a scenic vista? ☐ ☐ ☒ ☐

Discussion: The site is currently planted with field crops. While this presents an attractive view (as compared to a barren lot or junk yard) there are no recognized scenic vistas on the site or surrounding area. The proposed project will be required to adhere to the City's standards for landscaping, setbacks, building height, etc. These standards are intended to ensure that impacts on aesthetic qualities are minimized, through controls on landscaping, building height, bulk, setbacks, etc.

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

Discussion: There are no significant natural stands of trees, rock outcroppings, historic buildings or other recognized scenic features on the project site. There will be no impact to these resources.

3. 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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐

Discussion: See I 1. & 2. There are no recognized scenic aspects of the project site or surrounding parcels. As noted previously, all development must meet the City's requirements for landscaping, setbacks and building height, among other standards. Adherance to these requirements will mitigate any impacts to the visual character of the area.

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

Discussion: Development of the site will introduce new night-time lighting – street lamps and exterior lighting on buildings, among others. City standards require that any new fixtures must be hooded and adjusted to preclude unnecessarily illuminating adjacent properties and roadways.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:

1. 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?				

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
	☒	☐	☐	☐

Discussion: According to the Important Farmland Map prepared by the State of California, Department of Conservation, the bulk of the site is classified as "Prime Farmland" with smaller inclusions of "Farmland of Statewide Importance".

The conversion of these lands to urban, non-agricultural use represents a significant impact under the guidelines to the California Environmental Quality Act. However, the site is within Kerman's Sphere of Influence boundary and has been designated for urban development by the Kerman General Plan for many years. Conversion of this land to non-agricultural use was previously acknowledged as a significant impact by the Final Environmental Impact Report that was prepared by the 2027 Kerman General Plan. Accordingly, there is no additional impact as a result of the current project.

2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☒	☐	☐	☐

Discussion: As noted previously, the site is zoned for agricultural use by Fresno County. However, the site has long been included within Kerman's Sphere of Influence boundary and has been designated for urban development by the Kerman General Plan, Land Use Element.

A review of Fresno County Assessor Parcel Maps and agricultural preserve maps maintained by the State of California Department of Conservation indicate that the subject site is not entered into an agricultural preserve contract. While the site is zoned for agricultural use, it is within the City's Sphere of Influence and has been designated for urban development by the Kerman General Plan for many years.

3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?	☐	☐	☐	☒

Discussion: The site is not zoned for forestry and is not forested.

4. Result in the loss of forest land or conversion of

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
forest land to non-forest use?	☐	☐	☐	☒

Discussion: The site is not forested and the project will not impact forest land.

5. 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?	☐	☐	☒	☐

Discussion: No other aspect of the project will result in conversion of farmland to non-farmland or forest land to non-forest use.

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

1. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐

Discussion: Development of the site will result in both short- and long-term air quality emissions and impacts. Short-term air pollution impacts are those which are generated at construction sites and usually consist of particulate matter (PM-10 (10 microns or smaller in diameter) as well as emissions from motor vehicles and equipment operating on (and to and from) the site. Long term impacts result from the "operation" of the project and in this instance will include the use of motor vehicles, fire places and commercial operations, among others.

The City has required the preparation of an Air Quality analysis for the project (see Appendix "B". The study modeled potential air quality impacts for the project for both

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

short- and long-term impacts, utilizing guidelines and methodologies published by the San Joaquin Air Pollution Control District (SJVAPCD).

In accordance with SJVAPCD-recommended methodology for the assessment of air quality impacts, projects that result in significant air quality impacts at the project level are also considered to have a significant cumulative air quality impact. The study has determined that short-term construction emissions would not exceed applicable thresholds. However, build-out of the proposed project would result in operational emissions of NOX (Nitrous oxides) that would exceed the Air District's significance threshold of 10 tons/year. As a result, emissions of NOX could result in a significant cumulative contribution of ozone-precursor pollutants, for which the the San Joaquin Valley Air Basin (SJVAB) is currently designated non-attainment.

For this reason, implementation of the proposed project could conflict with air quality attainment or maintenance planning efforts. This impact would be considered potentially significant, however the study has identified mitigation measures that will reduce this impact to a less-than-significant level, as follows:

Mitigation Measure:

a. Comply with SJVAPCD's Indirect Source Review Rule (Rule 9510). Operation of the proposed project shall comply with SJVAPCD's ISR rule (Rule 9510). Prior to final discretionary project approval of the project, the Project applicant shall submit an Air Impact Assessment (AlA) application to the SJVAPCD. The AIA shall be submitted to and approved by the SJVAPCD prior to issuance of construction/grading permits by the City of Kerman. The AIA shall include: an estimate of operational emissions prior to the implementation of mitigation measures; a list of the mitigation measures to be applied to the project; an estimate of emissions for each applicable pollutant for the project and each phase thereof, following the implementation of mitigation; and a calculation of the applicable off-site fee, if required by Rule 9510. Measures that may be implemented to reduce operational emissions may include, but are not limited to, the following:

    a. The installation of wood-burning hearth devices shall be prohibited.
    b. Provide bus turnouts and transit improvements (e.g., transit shelters, benches, route signs, street lighting) where requested by the local and/or regional transit agency (e.g., Fresno County Rural Transit Agency).
    c. For single-family residential uses, offer buyers optional packages that incorporate photovoltaic solar systems.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

d. Install water-efficient appliances, toilets, faucets, and shower heads, where applicable.
e. Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.
f. Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. Design should provide 50% tree coverage within 10 years of construction using low ROG emitting, low maintenance native drought-resistant trees.
g. Plant drought tolerant native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer.
h. For single-family residential project components, incorporate outdoor electrical outlets to encourage the use of electric landscape maintenance equipment.
i. Install high-efficiency heating and cooling systems.
j. Utilize high-efficiency gas or solar water heaters.
k. Utilize built-in energy-efficient appliances (i.e., Energy Star rated).
l. Utilize double- or triple-paned windows.
m. Utilize low energy street lights (i.e., sodium, light-emitting diode [LED].
n. Utilize energy-efficient interior lighting.
o. Install low water consumption landscape. Use native plants that do not require watering after they are well established or minimal watering during the summer months and are low ROG emitting.
p. For the non-residential project component, provide a minimum of one designated parking space for alternatively fueled vehicles.
q. Use low-VOC content paints during construction and long-term facility maintenance. To the extent possible construction materials that are prefinished or that do not require the application of architectural coatings should be used.
r. Provide a bicycle and pedestrian access network that internally links all uses and connects all existing or planned external streets and bicycle and pedestrian facilities contiguous with the project site.
s. Provide on-site bicycle parking beyond those required by California Green Building Standards Code and related facilities to support long-term use (lockers, or a locked room with standard racks and access limited to bicyclists only).
t. Implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.)

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
2. 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.	☐	☒	☐	☐

Discussion: The SJVAB is currently designated non-attainment for the state and federal ozone and PM2.5 ambient air quality standards and the state PM10 standard. As discussed previously, short-term construction- generated emissions of ozone-precursor pollutants (e.g., ROG and NOX) and PM would not exceed SJVAPCD's significance thresholds. However, operational emissions of NOX associated with the future buildout of the proposed project would exceed SJVAPCD's significance threshold of 10 tons/year. This impact is considered potentially significant but can be mitigated with implementation of the measures listed below:

Mitigation Measures

a. The mitigation measure for this item is contain in the Mitigation Measure for item III 1.

b. Implement a Voluntary Emissions Reduction Agreement (VERA) with the SJVAPCD to Reduce Operational Emissions of NOX. If deemed necessary, depending on the emissions reductions achieved via compliance with Rule 9510 (refer to the Mitigation Measure in Item III 1.) a VERA shall be entered into with the SJVAPCD to reduce operational emissions of NOX to less than 10 tons/year. Emission reductions may be achieved by use of newer, low-emission equipment, implementation of on-site or off-site mitigation, and/or the funding of off-site mitigation, through participation in the SJVAPCD's off-site mitigation program. The VERA shall be reviewed and approved by the SJVAPCD prior to issuance of construction/grading permits by the City of Kerman. The project proponent/owner shall submit to the City of Kerman Planning Department documentation confirming compliance with the VERA, prior to issuance of final discretionary approval (e.g., approval of the grading permit). Development and implementation of the VERA shall be fully funded by the project proponent/owner. With approval by SJVAPCD, the VERA may also be used to demonstrate compliance with emission reductions required by SJVAPCD's ISR Rule (Rule 9510).

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
3. Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐

Discussion: The Air Quality Analysis modeled potential impacts to sensitive receptors, including those related to CO (Carbon monoxide) Toxic Air Contaminants, naturally-occuring asbestos, diesel exhaust and localized PM (particulate matter) concentrations. The report found impacts related to these emissions to be less than significant, except that emissions related to PM would be potentially significant unless mitigated. The study identified the following mitigation measures for PM impacts:

Mitigation Measures

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

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

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

2. Off-road diesel equipment shall comply with the 5 minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use off-Road Diesel regulation. The specific requirements and exceptions in the regulations can be reviewed at the following web sites: www.arb.ca.gov/msprog/truck-idling/2485.pdf and ww.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

3. Signs shall be posted at the project site construction entrance to remind drivers and operators of the state's 5 minute idling limit.

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

5. Construction truck trips shall be scheduled, to the extent feasible, to occur during non-peak hours.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

6. The burning of vegetative material shall be prohibited.

7. The proposed project shall prepare a Dust Control Plan (DCP) in accordance with SJVAPCD Regulation VIII for the control of fugitive dust emissions. Regulation VIII can be obtained on the SJVAPCD's website at website URL: https://www.valleyair.org/rules/1ruleslist.htm. At a minimum, the following measures shall be incorporated as part of the DCP:

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

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

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

   d) With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition.

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

   f) All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.) (Use of blower devices is expressly forbidden.)

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

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

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

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

Discussion: The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies.

No major sources of odors have been identified in the project area. However, construction of the proposed project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel-exhaust, may be considered objectionable by some people.

In addition, pavement coatings and architectural coatings used during project construction would also emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly within increasing distance from the source. As a result, short-term construction activities would not expose a substantial number of people to frequent odorous emissions. This impact would be considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
1. 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?	☐	☐	☒	☐

Discussion: The Draft Environmental Impact Report (DEIR) prepared for the 2027 Kerman General Plan contains information on protected plant and animal species and habitat that are known to occur in the Kerman area. A survey conducted for the DEIR found no protected species and habitat likely to occur within or near the project site. It is likely that decades of intensive agricultural operations have eliminated suitable habitat for rare and endangered plant and animal species on the site.

Accordingly, it is expected that the proposed development will have a less than significant impact 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.

2. 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 US Fish and Wildlife Service?	☐	☐	☐	☒

Discussion: According to maps prepared for the 2027 Kerman General Plan Draft Environmental Impact report, there are no areas of riparian habitat or other sensitive communities located on or nearby the site or surrounding areas (which are fully developed with urban and agricultural uses). Accordingly, the proposed project will have no effects on riparian habitat or other sensitive natural communities.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
3. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

Discussion: According to maps and research prepared for the Draft Environmental Impact Report for the 2027 Kerman General Plan, there are no federally protected wetlands on the site, nor will the development project affect any protected wetlands. Accordingly, the project will have no impact on this resource.

4. 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?	☐	☐	☒	☐

Discussion: According to information contained in the Draft Environmental Impact for the 2027 Kerman General Plan, the site is not within or adjacent to any known wildlife migration or nursery sites. Therefore, there will be no impact in this category.

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

Discussion: There are no local policies or ordinances in Kerman protecting biological resources.

6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local,

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion: There are no adopted habitat conservation plans that apply to the project site.

V. CULTURAL RESOURCES --
Would the project:

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

Discussion: Based on information contained in the Draft Environmental Impact report for the 2027 Kerman General Plan, there are no known historical resources present on or adjacent to the project site. Further, the City has consulted with area Native American tribes as required by California Public Resources Code Section 21084.2 and received no information on the presence of tribal artifacts or areas of concern pertaining to the project site. The site has been been used for growing crops for decades, which has likely resulted in the destruction or removal of any historical resources. Based on these circumstances, the project is expected to have a less than significant impact on historical resources.

2. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Discussion: Due to past disturbance of the site's soils (particularly from agricultural activities) it is unlikely that any human remains exist at the site. However, should any human remains be discovered during grading and construction, the law requires that the Fresno County Coroner must be notified immediately (the Coroner has two working days to examine the remains and 24 hours to notify the Native American Heritage Commission [NAHC] if the remains are Native American). The most likely descendants then have 24 hours to recommend proper treatment or disposition of the remains, following the NAHC guidelines).

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:				
1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

Discussion: Buildings constructed on the site will comply with California Green Building Code requirements as well as Title 24 standards for energy efficiency. In addition, single family homes constructed beginning in 2020 must be fitted with solar panels, further improving energy efficiency. This will reduce the project's impacts on energy resources to a less than significant level.

2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Discussion: See item VI.1. All uses and buildings will be contructed to be compliant with California's current standards for renewable energy and energy efficiency.

VII. GEOLOGY AND SOILS --
Would the project:

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
	☐	☐	☒	☐

Discussion: While Kerman is located in an area that is subject to ground shaking from earthquakes, the distance to faults that will be the likely cause of ground motion is sufficient so that potential impacts are reduced. The City requires all new structures in the community to be built consistent with Zone II seismic standards of the Uniform Building Code. Development of the site must comply with this requirement.

2. Strong seismic ground shaking?

☐	☐	☒	☐

Discussion: See response to VI. 1. above. With incorporation of Zone II seismic standards, the potential for significant impacts to urban development due to seismic ground shaking will be minimal.

3. Seismic-related ground failure, including liquefaction?

☐	☐	☒	☐

Discussion: While the potential for ground failure at the site is low, the project will be required to prepare an engineered soils study that will make recommendations as to preparation of site soils and foundation systems used for structures on the site. Implementation of these recommendations will reduce the potential of impacts related to ground failure to a less than significant level.

4. Landslides?

☐	☐	☒	☐

Discussion: The project site is level. There is no realistic possibility of landslide activity on the site.

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

☐	☐	☒	☐

Discussion: Absorption rates, drainage patterns, and the rate and amount of surface runoff will change as a result of the project, due to an increase in the amount of impervious surfaces (streets, buildings, parking lots, etc.). Standard required construction practices and compliance with City ordinances and regulations, *The Uniform Building Code,* and adherence to professional engineering design approved by the City will mitigate potential soil erosion impacts from the project.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
6. 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?	☐	☐	☐	☒

Discussion: Soils on the project site are considered to be stable. Further, implementation of the recommendations of an engineered soils study required for the project will reduce the potential for stability issues to a less than significant level.

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

Discussion: According to the Soil Survey of Western Fresno County, the site is underlain by two soil types: "Hesperia Sandy Loam, Moderately Deep" and a smaller area of "Tujunga Sandy Loam, 0 – 3% slopes".

For Hesperia Sandy Loam, limitations for urban development are moderately slow permeability, moderate to severe foundation support, and moderately slow substratum permeability.

Limitations for urban development on Tujunga Sandy Loam are severe for foundation support and severe for soil pressure.

These limitations can be mitigated in several ways, including importation of more suitable soil, soil stabilization, special foundation design, or a combination of these.

The project will be required to prepare an engineered soils study that will detail soil limitations and recommendations for site soil preparations and appropriate foundation techniques.

8. Have soils incapable of adequately supporting the use of septic tanks or				

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Discussion: The project will be connected to the City of Kerman's sewer system. Accordingly there will be no septic-related impacts to site soils.

9. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Discussion: Although there are no known paleontological resources located in the project area (the result of location and past use for intensive agricultural practices), development of the site does have the potential to directly or indirectly destroy a paleontological resource. If any cultural or paleontological materials are uncovered during construction, existing law requires that work in the area shall halt until professional cultural resources evaluation and/or data recovery excavation can be planned and implemented.

VIII. GREENHOUSE GAS EMISSIONS: Would the project:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				
2. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

Discussion: The City required the preparation of an Air Quality/Greenhouse Gas analysis, attached as Appendix B. Implementation of the proposed project would

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

contribute to increases of greenhouse gas (GHG) emissions that are associated with global climate change. Short-term and long-term GHG emissions associated with the development of the proposed project are discussed in greater detail, as follows:

Short-term Construction GHG Emissions

Based on the modeling conducted in the Study, annual emissions of GHGs associated with construction of the proposed 144-lot single-family residential development would total approximately 521.4 MTCO2*e* (Metric Tons of Carbon Dioxide equivalent). The future construction of the multi-family residential and commercial uses would generate approximately 418.3 and 398.2 MTCO2*e.*

In total, buildout of the project would generate a total of 1,337.9 MTCO2e. There would also be a small amount of GHG emissions from waste generated during construction; however, this amount is speculative. Actual emissions would vary, depending on various factors including construction schedules, equipment required, and activities conducted. Assuming an average project life of 30 years, amortized construction-generated GHG emissions for the proposed project would total approximately 44.6 MTCO2*e*/yr. Amortized construction-generated GHG emissions were included in the operational GHG emissions inventory for the evaluation of project-generated GHG emissions.

Long-term Operational GHG Emissions

Estimated operational GHG emissions associated with the proposed 144-lot single-family residential development, as well as, future buildout of the proposed project, including the proposed future multi-family residential development and commercial land uses, are discussed in greater detail, as follows:

Proposed 144-Lot Single-Family Residential Development

Estimated operational GHG emissions would total approximately 2,180.8 MTCO2*e*/year in 2021 and approximately 1,763.1 MTCO2*e*/year in 2030. With the inclusion of amortized construction emissions, operational GHG emissions would total approximately 2,198.2 MTCO2*e*/year in 2021 and approximately 1,780.5 MTCO2*e*/year in 2030. Based on this estimate the calculated GHG efficiency for the proposed project would be 5.5 MTCO2e/SP/yr in 2021 and 4.4 MTCO2e/SP/yr in 2030. The GHG efficiency for the proposed project would exceed the thresholds of 4.3 MTCO2e/SP/yr in 2021 and 2.5 MTCO2e/SP/yr in 2030.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

Proposed Project Buildout

Estimated operational GHG emissions associated with the buildout of the proposed project, (including proposed residential and commercial land uses) would total approximately 6,692.4 MTCO2*e*/year in 2022 and approximately 5,630.1 MTCO2*e*/year in 2030. The Study demonstrated that roughly 84 percent of emissions are associated with the operation of motor vehicles. Energy use and area sources (e.g., landscaping, hearth devices) would account for roughly 15 percent of the total GHG emissions. The remaining approximately one percent of project-generated GHG emissions would be associated with water use and waste generation.

With the inclusion of amortized construction emissions, operational GHG emissions would total approximately 6,737.0 MTCO2*e*/year in 2022 and approximately 5,674.7 MTCO2*e*/year in 2030.

Based on this estimate and assuming a total buildout population of 885 residents and employees, the calculated GHG efficiency for the proposed project would be 7.6 MTCO2e/SP/yr in 2022 and 6.4 MTCO2e/SP/yr in 2030. The GHG efficiency for the proposed project would exceed the thresholds of 4.1 MTCO2e/SP/yr in 2022 and 2.5 MTCO2e/SP/yr in 2030.

GHG Emissions Summary

Increases in operational GHG emissions associated with the proposed 144-lot single-family residential development, as well as, future buildout of the proposed project, including the future multi-family residential development and commercial land uses, would exceed applicable significance thresholds. As a result, the proposed project would result in a significant increase in GHG emissions that could conflict with the State's GHG-reduction targets.

The proposed project would be designed to meet current building energy-efficiency standards, which includes measures to reduce overall energy use, water use, and waste generation. The project would also be designed to promote the use of alternative means of transportation, such as bicycle use, and to provide improved pedestrian access that would link the project site to nearby land uses.

Additional measures would also be included, such as the prohibited use of wood-burning fireplaces. These improvements would help to further reduce the project's GHG emissions and would also help to reduce community-wide GHG emissions. However, even with implementation of these measures, project- generated GHG emissions could

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

still exceed applicable significance thresholds and conflict with GHG-reduction planning efforts. This impact would be considered potentially significant.

Level of Significance after Mitigation

The proposed project would be designed to meet current building energy-efficiency standards, which includes measures to reduce overall energy use, water use, and waste generation. The project would also be designed to promote the use of alternative means of transportation, such as bicycle use, and to provide improved pedestrian access that would link the project site to nearby land uses. Additional measures would also be included, such as the prohibited use of wood-burning fireplaces.

Implementation of Mitigation Measure III-1 would also require compliance with SJVAPCD Rule 9510, which would include the incorporation of mitigation measures to reduce operational emissions from motor vehicles, energy use, and area sources. These measures would also help to reduce operational emissions of GHGs.

Furthermore, it is important to note that Mitigation Measure III-2.1, would require the project proponent to enter into a Voluntary Emissions Reduction Agreement (VERA) with the Valley Air District. The VERA would result in additional reductions of operational emissions through various means, including implementation of additional on-site or off-site mitigation and/or the funding of off-site mitigation. These additional measures have not yet been identified, but would likely have the added benefit of reducing project-generated GHG emissions.

Implementation of Mitigation Measure III-3.1 would reduce construction related emissions from diesel- fueled off-road and on-road vehicles, which would help to reduce short-term emissions of black carbon. Because the GHG emission reductions to be achieved through implementation of the Mitigation Measures III-1 and III-2.1 cannot be quantified at this time, increased GHG emissions associated with the proposed project would be considered to have a significant impact on the environment that could also conflict with GHG-reduction planning efforts, even with implementation of proposed mitigation measures.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒

Discussion: The project consists of the development of residential and neighborhood-commercial uses. None of these uses typically involve the routine transport or disposal of hazardous materials. Therefore, there will be no impact.

2. 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?	☐	☐	☒	☐

Discussion: See response in VII. a. There are no aspects of the proposed project that would 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.

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

Discussion: There are no existing or proposed schools within one quarter mile of the site.

4. 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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
significant hazard to the public or the environment?	☐	☐	☐	☒

Discussion: See response to VIII 2, above. The project site is not included on any list of known hazardous materials sites compiled pursuant to Government Code Section 65962.5.

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

Discussion: There are no airports within two miles of the site.

6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Discussion: Development of the site would not impair implementation with any adopted emergency evacuation plans. The project will widen Siskiyou Avenue north of Whitesbridge Road, to ensure proper access to the development.

Further, Kerman police and fire department officials have been involved in the review of the project, to ensure the site is accessible to emergency vehicles.

7. Expose people or structures either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	☐	☐	☐	☒

Discussion: There are no wildlands on or adjacent to the subject site that might be the source of a fire.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

X. HYDROLOGY AND WATER QUALITY -- Would the project:

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

Discussion: 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 the project site is within Area "M". Currently there are no storm drain facilities developed in this area. Accordingly, the project will be required to install a temporary storm drain basin on site until permanent facilities are developed.

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

Discussion: Development of the site will result in an increased demand for water. However, this demand will be offset with a reduction in water demand with the elimination of crops being grown on the site. Kerman relies on groundwater underlying the planning area for domestic water supplies.

Based on information in the Kerman Water Master Plan, potential water demand in the project is estimated as follows:

Single family dwelling 750 gallons per day (gpd) per unit
Multi family dwelling 750 gallons per day (gpd) per unit
Neighborhood commercial 2,200 gallons per day per acre
Park 1,000 gallons per day per acre

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

Table 1 provides estimated water demand for the project.

Table 1: Estimated Project Water Demand

Land Use	Water Demand Formula	# of units or acres	Water Demand
Single family residential	750 gallons per day (gpd) per unit	144 dwellings	108,000 gpd
Multi family residential	750 gallons per day (gpd) per unit	Estimated maximum 88 units (4.4 acres x 20 units per acre)	66,000 gpd
Neighborhood commercial	2,200 gallons per day per acre	3.1 acres	6,820 gpd
Park	1,000 gallons per day per acre	1.3 acre	1,300 gpd
TOTAL			182,120 gpd

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 over "business as usual".
- Low flow toilets
- Low flow shower heads
- Dwellings will be fitted with water meters
- During construction, hoses must be fitted with automatic shutoff devices (spray gun)

The project will also include installation of a storm drain basin. Waters entering this basin will function to recharge ground water resources under the site. It is expected that implementation of these requirements will reduce the impact of development to a less than significant level.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
3. 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?	☐	☐	☒	☐

Discussion: The project will change drainage patterns of the site through the installation of impervious surfaces and structures (streets, buildings, driveways, parking lots, etc.) and will be required by the City to be graded to facilitate proper stormwater drainage. Standard construction practices and compliance with state and federal regulations, City ordinances and regulations, *The Uniform Building Code,* and adherence to professional engineering design approved by the City of Kerman will reduce or eliminate drainage impacts from the project. The project will be required to prepare an engineered grading and drainage plan that must be reviewed and approved by the Kerman City Engineer, prior to construction. There are no streams or rivers on or nearby the site that will be affected by the project.

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

Discussion: See response to IX. 3. above. The project would increase the amount of impervious surface area but will not significantly affect drainage or flooding. A grading and drainage plan must be prepared by the applicant and submitted for review and approval by the City Engineer, prior to construction. There are no streams or rivers on or near the site.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

Discussion: See discussion under IX. 3 and 4, above. The project will generate stormwater runoff, with the creation of impervious surfaces (streets, buildings, driveways, walkways, etc.). The project will be required to install a temporary on-site basin until a permanent stormwater basin is developed, consistent with the Kerman Stormwater Master Plan. The applicant will be required to submit an engineered grading and drainage plan for review and approval by the City Engineer, prior to issuance of building permits, to ensure proper drainage.

iv. Impede or redirect flood flows? ☐ ☐ ☒ ☐

Discussion: According to Flood Map No. 06019C2075H, the project site and surrounding area is located within Flood Zone "X" – defined as "Other Areas: Areas determined to be outside the 0.2% annual chance floodplain". Accordingly, the chance of flooding at the site is remote.

4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? ☐ ☐ ☐ ☒

Discussion: According to Flood Map No. 06019C2075H, the project site and surrounding area is located within Flood Zone "X" – defined as "Other Areas: Areas determined to be outside the 0.2% annual chance floodplain". Accordingly, the chance of flooding (and therefore release of pollutants due to flooding) at the site is remote.

5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ☐ ☐ ☒ ☐

Discussion: The project will be required to prepare and submit a water quality control plan to be implemented during construction, as required by the National Pollutant Discharge Elimination System. This plan must be reviewed and approved by the City Engineer prior to start of construction. In compliance with the Sustainable Groundwater Management Act of 2014, the City of Kerman is participating in preparation of the Sustainable Groundwater Management Plan for the North Kings sub basin. Upon adoption, future development in the City must be compliant with the policies and standards of this plan.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

IX. LAND USE AND PLANNING -
Would the project:

1. Physically divide an established community? ☐ ☐ ☐ ☒

Discussion: The site is located on the north edge of Kerman and is currently in agricultural use (field crops) while adjoining lands to the west, north and east are primarily agricultural as well. The site is within Kerman's Sphere of Influence and has been designated for urban development by the General Plan since 2007. Development of the site would not physically divide an established community. There will be no impact.

2. 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? ☐ ☐ ☒ ☐

Discussion: There are no land use plans, policies or regulations applicable to the site for the purposes of avoiding or mitigating an environmental effect. The site is within Kerman's Sphere of Influence and has been designated for urban development by the General Plan for many years.

XII. MINERAL RESOURCES --
Would the project:

1. 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? ☐ ☐ ☐ ☒

Discussion: A review of maps maintained by the State of California Department of Conservation indicates that site is not known to harbor mineral resources that would be valuable to the region.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
2. 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?	☐	☐	☐	☒

Discussion: See response to XI. 1.

XIII. NOISE -- Would the project result in:

1. 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?	☐	☐	☒	☐

Discussion: Development on the site can be expected to increase ambient noise levels in the project vicinity. In the short term, noise levels would be raised during construction of the project by the operation of heavy equipment and other associated activities. Because construction noise would generally occur intermittently on Monday through Saturdays during daylight hours, the impact of noise on surrounding land uses is not expected to be significant.

In the long term, any development would add traffic and other sources of noise that will somewhat increase the ambient noise levels in the vicinity. However, these noise levels should be relatively consistent with those experienced in the area and other existing developed areas of Kerman. Further, the project will be required to install a masonry wall and landscaping along Highway 180, mitigating impacts of noise generated by traffic on the highway. Any impact will be less than significant.

2. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

Discussion: See response to XII. 1. above.

3. 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? ☐ ☐ ☐ ☒

Discussion: The site is not located within an airport land use plan, or within two miles of an airport. There will be no impact.

XIV. POPULATION AND HOUSING

-- Would the project:

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

Discussion: Amendment of the site's land use and zoning designations will not affect Kerman's population growth to a significant degree. The project is not considered to be growth-inducing - rather it will provide needed new housing that will serve the existing and projected population of the community. Based on the per-unit average of 3.74 persons (California Department of Finance, 2018), were the site to be developed with 232 units (144 single family and up to 88 multi family units) a population of approximately 870 persons would be anticipated.

2. Displace substantial numbers of existing people or housing,

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion: The site is currently in agicultural use and there would be no housing or persons removed as a result of development.

XV. PUBLIC SERVICES

1. 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:				
i. Fire protection?	☐	☐	☒	☐

Discussion: Kerman contracts with the North Central Fire District for fire prevention and protection services. The district headquarters and main station are located on the west side of Kerman along the north side of Kearney Boulevard, west of Del Norte Avenue. The District owns and operates four other stations in various locations, closer to the City of Fresno.

The project will add to the number of "customers" served by the District and will connect to the City's water system and be required to install fire hydrants situated around the site – at locations specified by the Fire District. In addition, new dwellings are now required by the Uniform Building Code to have fire sprinklers. The Fire District will also be involved in review of the project to ensure it meets standards for safety and access. Finally, the project be required to pay the District's impact fees. With the provisions for the foregoing requirements, development of the site would have a less than significant impact on fire protection services.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
ii. Police protection?	☐	☐	☒	☐

Discussion: Upon annexation, the project site will receive police protection services by the Kerman Police Department. The Department is headquartered at City Hall at 850 S. Madera Avenue. At the present time, the Kerman Police Department has 21 full time officers, 3 full time civilians and one full time animal control officer.

The project will add to the work load for the Police Department, however this is not expected to have a significant impact on the Department's ability to respond to emergencies with its current personnel and equipment.

The project will pay public safety impact fees to the City that will be used to improve police services in the community. Further, the Department will be involved in the review of the design of the project to ensure it meets safety standards.

iii. Schools?	☐	☐	☒	☐

Discussion: The project is within the Kerman Unified School District (K.U.S.D.) The District operates a high school, a middle school, an alternative education school, three elementary schools and a preschool, serving Kerman and the surrounding area.

Based on a per-unit enrollment rate of 0.963 students per dwelling (KUSD) development of the site with up to 232 units could be expected to generate nearly 225 children. Elementary school-age students generated within the project would attend Sun Empire Elementary School. According to information provided by the school district, were the project developed within the next few years (prior to 2023) this could have an impact on that particular campus, though not one that is insurmountable, according to District officials. Beyond that time frame the District is planning to construct an additional elementary school on the west side of Highway 145, north of Highway 180 (east of the project site).

To offset the impacts of new development the school district charges school impact fees against new residential, commercial and industrial development. The District's current fees are $3.48 per square foot for dwellings. With the generation of impact fees the project is expected to have a less than significant impact on schools. Further, the City will involve the District in its review of any development projects to ensure all impacts are properly mitigated.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
iv. Parks?	☐	☐	☒	☐

Discussion: Development of the site will increase demands on Kerman's parks and recreation system. The nearest public park to the site is Katey's Kids Park (southeast corner of Gateway Blvd. and Park Avenue) covering approximately 2.9 acres. This neighborhood park features a playground, hill climbing wall & slide, natural paths, interpretive trail, picnic areas with log picnic shelters, lots of trees, open grass area, restroom and lighting.

The project will include a 1.3-acre neighborhood park within walkable distance of most dwellings. The project will also be required to pay the City's parks impact fee. Funds generated by this assessment are used by the City to purchase sites for new parks and to make improvements to existing park facilities. Payment of these fees and inclusion of the neighborhood park will reduce the project's impact on park and recreation facilities to a less than significant level.

v. Other public facilities?	☐	☐	☐	☒

Discussion: No other public facilities that are not otherwise discussed elsewhere in this study are expected to be impacted by the project.

XVI. RECREATION --

1. 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?	☐	☐	☒	☐

Discussion: See response to XIV. 1. (Parks) above. The project provides a 1.3-acre neighborhood park and will be required to pay the City's parks impact fees, which are used to acquire additional parks and recreation facilities. These circumstances will combine to reduce impacts of the project to a less than significant level.

2. Does the project include recreational facilities or require the construction

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion: See response to XIV. 1. (Parks) above. The project includes a 1.3-acre neighborhood park that is centrally located within the site. The presence of this facility will not have an adverse effect on the environment.

XVII. TRANSPORTATION/TRAFFIC --
Would the project:

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

Discussion: The project will comply with Kerman's policies and ordinances concerning the City's circulation system, including transit, roadway, bicycle and pedestrian facilities. In addition to the installation of roadways and payment of impact fees, the project will install sidewalks throughout the subdivision (to facilitate walking) and bicycle lanes along the project's Siskiyou Avenue frontage (designated as a Collector Roadway within the Kerman General Plan's Circulation Element). Finally, residents and visitors to the site will have access to the Kerman Transit bus (known as Dial-A-Ride). In addition, Fresno County Rural Transit Agency (FCRTA) operates the Westside Transit with services to all of the west side cities. Additional analysis concerning the project's circulation impacts is found below in Section XVII 2.

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

Discussion: See response to XV. 1. Compliance with Section 15064.3 is not required until September, 2019. This section requires cities to assess potential circulation impacts using the Vehicles Miles Traveled method of measuring traffic impacts. For the time

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

being, the City is utilizing the "Level of Service" method prescribed by the Kerman Circulation Element

The project will add traffic to local roadways, including Whitesbridge Road (State Highway 180) and Siskiyou Avenue. The City required a Traffic Impact Study (TIS) be prepared to predict potential traffic impacts that would result from the project. A copy of the traffic study (prepared by JLB Traffic Engineering) is attached as Appendix C. The study documented traffic conditions at several phases:

- Existing (present day) traffic conditions
- Traffic conditions with the project
- Near term plus project traffic conditions
- Cumulative year 2038 (without project)
- Cumulative year (2038 plus project)

The site abuts Whitesbridge Road (State Highway 180) along the south, and Siskiyou Avenue along the west. Whitesbridge Road is designated an "Arterial" roadway by the Circulation Element of the 2027 Kerman General Plan, while Siskiyou Avenue is designated a Collector Roadway.

The TIS modeled conditions at the following intersections and roadway segments:

1. Siskiyou Avenue / Whitesbridge Avenue (State Route 180)
2. Project Driveway / Whitesbridge Avenue (State Route 180)
3. Del Norte Avenue / Whitesbridge Avenue (State Route 180)
4. Madera Avenue (State Route 145) / Whitesbridge Avenue (State Route 180)
5. Siskiyou Avenue / Kearney Boulevard

Intersection functions were evaluated based on levels of service standards within the Kerman Circulation Element, which prescribes a system to rank how well intersections and roadway segments function. The Level of Service "C" is the minimum desirable level of function for intersections. The study assigned trip distributions based on the Fresno COG Project Select zone, the existing roadway network, engineering judgment, residential and commercial densities and the Kerman Circulation Element.

The study estimates that buildout of the site (including single and multi family residential along with the neighborhood commercial component will generate 6,868 daily vehicle trips and a maximum of 564 peak hour trips during the PM (afternoon) peak hour.

The study found that all study intersections were functioning at a Level of Service "C" or above at the present time.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

Existing Conditions Plus Project

The study found that when traffic generated by the project is added to the study intersections, the intersection of Whitesbridge and Siskiyou would exceed Level of Service thresholds during both morning and afternoon peak travel times. To improve operations at this intersection the study proposes the following measures:

- Modify the westbound through-right lane to a through lane
- Add a westbound right turn lane
- Modify the traffic signal to accommodate the added lane

Near-Term plus Project

This phase analyzed traffic conditions when other approved projects or projects determined to be in the development pipeline in the area are factored into the study.

The study found that the intersections of Whitesbridge and Siskiyou and Whitesbridge and Del Norte would exceed Level of Service thresholds during one or both peak travel times. To improve operations at this intersection the study proposes the following measures:

• Siskiyou Avenue / Whitesbridge Avenue:

- Modify the eastbound right-turn lane to a through right lane with a receiving lane east of Siskiyou Avenue;
- Modify the westbound through-right lane to a through lane;
- Add a second westbound through lane with a receiving lane west of Siskiyou Avenue;
- Add a westbound right-turn lane;
- Modify the northbound through-right lane to a through lane;
- Add a northbound right-turn lane;
- Modify the traffic signal to implement overlap phasing of the northbound right-turn with the westbound left-turn; and
- Modify the traffic signal to accommodate the added lanes.

• Del Norte Avenue / Whitesbridge Avenue:

- Add a second eastbound through lane with a receiving lane east of Del Norte Avenue;
- Add a second westbound through lane with a receiving lane west of Del Norte Avenue;
- Modify the northbound through-right lane to a through lane;

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

- Add a northbound right-turn lane ; and
- Modify the traffic signal to accommodate the added lanes.

The study also found the intersection of Kearney Blvd. and Siskiyou Avenue will exceed LOS for the AM peak hour. Recommended measures include:

- Modify the northbound through-right lane to a through lane
- Add a northbound right-turn lane

Cumulative Year 2038 (No Project)

This analysis modeled conditions in the year 2038 (twenty years into the future) without traffic that would be added by the project. The analysis found that the intersections of Whitesbridge/Siskiyou and Whitesbridge/Del Norte would exceed Level of Service standards. Measures to mitigate these conditions are listed as:

• Siskiyou Avenue / Whitesbridge Avenue:

- Add a second eastbound through lane with a receiving lane east of Siskiyou Avenue;
- Modify the westbound through-right lane to a through lane;
- Add a second westbound through lane with a receiving lane west of Siskiyou Avenue;
- Add a westbound right-turn lane;
- Modify the northbound through-right lane to a through lane;
- Add a northbound right-turn lane;
- Modify the traffic signal to implement overlap phasing of the northbound right-turn with the westbound left-turn; and
- Modify the traffic signal to accommodate the added lanes.

• Del Norte Avenue / Whitesbridge Avenue:

- Modify the eastbound through-right lane to a through lane;
- Add a second eastbound through lane with a receiving lane east of Del Norte Avenue;
- Add an eastbound right-turn lane;
- Modify the westbound through-right lane to a through lane;
- Add a second westbound through lane with a receiving lane west of Del Norte Avenue;
- Add a westbound right-turn lane;
- Modify the northbound through-right lane to a through lane;
- Add a northbound right-turn lane;

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

- Modify the traffic signal to implement overlap phasing of the northbound right-turn with the westbound left-turn; and
- Modify the traffic signal to accommodate the added lanes.

Cumulative Year 2038 Plus Project Conditions

This analysis modeled conditions in the year 2038 (twenty years into the future) with traffic that would be added by the project. The analysis found that the intersections of Whitesbridge/Siskiyou and Whitesbridge/Del Norte would exceed Level of Service standards. Measures to mitigate these conditions are listed as:

Siskiyou Avenue / Whitesbridge Avenue:

- Add a second eastbound through lane with a receiving lane east of Siskiyou Avenue;
- Modify the westbound through-right lane to a through lane;
- Add a second westbound through lane with a receiving lane west of Siskiyou Avenue;
- Add a westbound right-turn lane;
- Modify the northbound through-right lane to a through lane;
- Add a northbound right-turn lane;
- Modify the traffic signal to implement overlap phasing of the northbound right-turn with the westbound left-turn; and
- Modify the traffic signal to accommodate the added lanes.

• Del Norte Avenue / Whitesbridge Avenue:

- Modify the eastbound through-right lane to a through lane;
- Add a second eastbound through lane with a receiving lane east of Del Norte Avenue;
- Add an eastbound right-turn lane;
- Modify the westbound through-right lane to a through lane;
- Add a second westbound through lane with a receiving lane west of Del Norte Avenue;
- Add a westbound right-turn lane;
- Modify the northbound through-right lane to a through lane;
- Add a northbound right-turn lane;
- Modify the traffic signal to implement overlap phasing of the northbound right-turn with the westbound left-turn; and
- Modify the traffic signal to accommodate the added lanes.

Fair Share Contribution

The traffic study has estimated the project's fair share contribution toward the cost of the foregoing mitigation measures as follows:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

Whitesbridge/Siskiyou: 24.18%
Whitesbridge/Del Norte: 24.01%
Whitesbridge/Madera: 12.34%
Kearney/Siskiyou: 14.13%

The applicant will be required to enter into an agreement with Caltrans for the fair share mitigation of traffic impacts resulting from the project. The applicant will be required by the City of Kerman to install street, bicycle and pedestrian improvements within and adjacent to the project, including, but not limited to, streets, road widening along Siskiyou Avenue, curbs, gutters, sidewalks, bike lanes along Siskiyou, street lamps and other improvements. With these requirements the project's impacts on circulation will be reduced to a Less Than Significant Level.

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

Discussion: There are no aspects of the project design that would increase hazards due to a design feature or incompatible uses.

4. Result in inadequate emergency access?	☐	☐	☒	☐

Discussion: The project has been designed and reviewed by Kerman police and fire departments to ensure there is adequate emergency access into and from the site.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
1. 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	☐	☐	☒	☐

Discussion:

The site is not listed in the California Register of Historical Resources, or in any local register of historical resources. The site is flat and has been used for growing crops for decades. There are no waterways or other features on or adjacent the site that are typically known to have attracted settlement or other activities by Native Americans.

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Discussion:

As discussed above, there are no aspects of the site that indicate it has archaeological resources important to Native American tribes. The City conducted consultation with a list of tribes prepared by the Native American Heritage Commission, in compliance with the standards established by California Assembly Bill 52. No contact or request for consultations from tribes was received by the City.

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:

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

Discussion: The project will not require or result in the relocation or the 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.

2. Are sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

Discussion:

See Section X.2. The project will increase demands on Kerman's water production and distribution system. The system consists of a series of wells, pump stations, treatment facilities and distribution lines. The system draws from the groundwater system underlying Kerman and the Central Valley.

The total existing production capacity of these wells is approximately 6,700 gallons per minute (gpm), however booster pumps can increase pressure by an additional 4,000 gpm. The current static water level in the wells is 120 to 130 feet. According to city staff, the depth to groundwater in Kerman has remained fairly stable over the past 10 to 15 years.

The annual water demand for 2015 (the most recent year for which data are available) was 897,000 gallons (compared with 1,168 million gallons in 2007 when the General Plan was adopted). This translates into 172 gallons per capita per day (versus 279 gallons per capita per day in 2007). This reduction in demand reflects the City's aggressive efforts at water conservation.

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. More information is available within the *Kerman Urban Water Management Plan*.

There is currently no municipal water service to the site. However, there is an existing 12-inch main line that runs under Siskiyou Avenue and terminates at Whitesbridge Avenue. The applicant will be required to extend this line to serve the project. The Public Works and Engineering Departments report there is adequate capacity in the water system to accommodate development of the site.

In order to conserve water resources, the project will be required to implement water conservation measures, including low flow toilets, low flow shower heads and low water-demand landscaping, as well as the installation of water meters with each dwelling and commercial use.

The project will also 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.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
3. 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?	☐	☐	☒	☐

Discussion: See response to XVIII. 1. above. Wastewater generated by the project can be accommodated by Kerman's existing wastewater treatment plant and its existing capacity. Based on information provided by the City Engineer, the proposed land uses within the project would be expected to generate the following amounts of effluent:

Table 2: Wastewater Generation

Land Use	Daily Effluent Generation	# of units	Effluent generated	Maximum Day
Single family dwelling	1,400 gallons per day per acre (gpdac)	22.5 acres	31,500 gpd (gallons per day)	63,000 gpd
Multi family dwelling	3,600 gpdac	4.4 units	15,840 gpd	31,680
Neighborhood commercial	1,000 gpdac	3.1 acres	3,100 gpd	6,200
			50,440 gpd	100,880

Kerman operates a Wastewater Treatment Plant that provides a secondary level of treatment, located south of Church Avenue on the Del Norte Avenue alignment, about one mile southwest of the downtown area. The plant was designed with a hydraulic capacity of approximately 2.0 million gallons per day (mgd). The average daily dry weather flow in recent months is 946,000 gallons per day. This is a reduction from 1.1 mgd in the mid 2000's and results from water conservation efforts of the City.

According to information shown in Table 2, the project will exhibit a typical effluent generation of nearly 50,500 gallons per day, with a peak generation approximately twice that (100,880 gallons per day). This level of effluent can be accommodated by Kerman's wastewater treatment plant, as well as collection system. The project will be required to install improvements to the sewer system, including a new sewer main along the project's Siskiyou Avenue frontage and collection lines within the subdivision. The project will

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

also pay impact fees to the City of Kerman. These fees are utilized by the City to make capital improvements to the sewer system.

4. 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? ☐ ☐ ☒ ☐

Discussion: The City of Kerman contracts with Mid Valley Disposal (headquartered in Kerman) for solid waste and recycling collection services. Mid Valley Disposal hauls non-recyclable materials to American Avenue Landfill located southwest of Kerman, near the City of San Joaquin. According to information provided by Fresno County, the landfill has a life span of 24 to 32 years, depending on volumes of waste it receives.

Mid Valley Disposal also provides recycling and yard waste pickup that includes paper, glass, metals, plastics and compostable yard waste.

In 2017 the City was diverting approximately 52% of its solid waste stream through recycling and composting programs, thereby exceeding the State's mandate that at least 50% of solid waste being diverted.

Development of the site will generate waste that is consistent with that generated by other existing residential and commercial developments in the community. Residents and customers will be provided with recycling, green waste and solid waste receptacles.

The project will also generate waste during construction of the proposed development, and the project contractor will be required to comply with California's construction and demolition debris recycling requirements to ensure that recyclable/reuseable materials are diverted from area landfills.

5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? ☐ ☐ ☒ ☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

Discussion: See response to XIV. 4. All construction waste generated by development of the site will be recycled or disposed of properly. Future residents and tenants on site will be required to participate in Kerman's solid waste and recycling programs.

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

1. Substantially impair an adopted emergency response plan or emergency evacuation plan?

☐ ☐ ☐ ☒

Discussion: The site is not located in or near any State responsibility areas or lands classified as very high fire hazard severity zone. There will be no impact.

2. 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? post-fire slope instability, or drainage changes?

☐ ☐ ☐ ☒

Discussion: The project site is level and not subject to winds or other factors that would expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

3. 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?

☐ ☐ ☐ ☒

Discussion: The site is level, not forested and therefore not subject to wildfire. No infrastructure will be required to mitigate the potential for wildfire.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
4. 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?	☐	☐	☐	☒

Discussion: The site is level and not subject to flooding or landslides resulting from post-fire slope instability or slope changes.

XX. MANDATORY FINDINGS OF SIGNIFICANCE --

1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
2. 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)?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

CHECLIST PREPARED BY:

Karl Schoettler

Name

February 12, 2019

Date

Appendix A: Mitigation Measures

Air Quality

Air Quality I

a. Comply with SJVAPCD's Indirect Source Review Rule (Rule 9510). Operation of the proposed project shall comply with SJVAPCD's ISR rule (Rule 9510). Prior to final discretionary project approval of the project, the Project applicant shall submit an Air Impact Assessment (AlA) application to the SJVAPCD. The AIA shall be submitted to and approved by the SJVAPCD prior to issuance of construction/grading permits by the City of Kerman. The AIA shall include: an estimate of operational emissions prior to the implementation of mitigation measures; a list of the mitigation measures to be applied to the project; an estimate of emissions for each applicable pollutant for the project and each phase thereof, following the implementation of mitigation; and a calculation of the applicable off-site fee, if required by Rule 9510. Measures that may be implemented to reduce operational emissions may include, but are not limited to, the following:

    a. The installation of wood-burning hearth devices shall be prohibited.
    b. Provide bus turnouts and transit improvements (e.g., transit shelters, benches, route signs, street lighting) where requested by the local and/or regional transit agency (e.g., Fresno County Rural Transit Agency).
    c. For single-family residential uses, offer buyers optional packages that incorporate photovoltaic solar systems.
    d. Install water-efficient appliances, toilets, faucets, and shower heads, where applicable.
    e. Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.
    f. Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. Design should provide 50% tree coverage within 10 years of construction using low ROG emitting, low maintenance native drought-resistant trees.
    g. Plant drought tolerant native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer.
    h. For single-family residential project components, incorporate outdoor electrical outlets to encourage the use of electric landscape maintenance equipment.
    i. Install high-efficiency heating and cooling systems.
    j. Utilize high-efficiency gas or solar water heaters.
    k. Utilize built-in energy-efficient appliances (i.e., Energy Star rated).
    l. Utilize double- or triple-paned windows.
    m. Utilize low energy street lights (i.e., sodium, light-emitting diode [LED].
    n. Utilize energy-efficient interior lighting.
    o. Install low water consumption landscape. Use native plants that do not require watering after they are well established or minimal watering during the summer months and are low ROG emitting.
    p. For the non-residential project component, provide a minimum of one designated parking space for alternatively fueled vehicles.

q. Use low-VOC content paints during construction and long-term facility maintenance. To the extent possible construction materials that are prefinished or that do not require the application of architectural coatings should be used.
r. Provide a bicycle and pedestrian access network that internally links all uses and connects all existing or planned external streets and bicycle and pedestrian facilities contiguous with the project site.
s. Provide on-site bicycle parking beyond those required by California Green Building Standards Code and related facilities to support long-term use (lockers, or a locked room with standard racks and access limited to bicyclists only).
t. Implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.)

Air Quality II

a. The mitigation measure for this item is contain in the Mitigation Measure for item III 1.

b. Implement a Voluntary Emissions Reduction Agreement (VERA) with the SJVAPCD to Reduce Operational Emissions of NOX. If deemed necessary, depending on the emissions reductions achieved via compliance with Rule 9510 (refer to the Mitigation Measure in Item III 1.) a VERA shall be entered into with the SJVAPCD to reduce operational emissions of NOX to less than 10 tons/year. Emission reductions may be achieved by use of newer, low-emission equipment, implementation of on-site or off-site mitigation, and/or the funding of off-site mitigation, through participation in the SJVAPCD's off-site mitigation program. The VERA shall be reviewed and approved by the SJVAPCD prior to issuance of construction/grading permits by the City of Kerman. The project proponent/owner shall submit to the City of Kerman Planning Department documentation confirming compliance with the VERA, prior to issuance of final discretionary approval (e.g., approval of the grading permit). Development and implementation of the VERA shall be fully funded by the project proponent/owner. With approval by SJVAPCD, the VERA may also be used to demonstrate compliance with emission reductions required by SJVAPCD's ISR Rule (Rule 9510).

Air Quality III

Mitigation Measures

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

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

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

2. Off-road diesel equipment shall comply with the 5 minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use off-Road Diesel regulation. The specific requirements and exceptions in the regulations can be reviewed at the following web sites: www.arb.ca.gov/msprog/truck-idling/2485.pdf and ww.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

3. Signs shall be posted at the project site construction entrance to remind drivers and operators of the state's 5 minute idling limit.

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

5. Construction truck trips shall be scheduled, to the extent feasible, to occur during non-peak hours.

6. The burning of vegetative material shall be prohibited.

7. The proposed project shall prepare a Dust Control Plan (DCP) in accordance with SJVAPCD Regulation VIII for the control of fugitive dust emissions. Regulation VIII can be obtained on the SJVAPCD's website at website URL: https://www.valleyair.org/rules/1ruleslist.htm. At a minimum, the following measures shall be incorporated as part of the DCP:

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

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

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

   d) With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition.

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

   f) All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is

expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.) (Use of blower devices is expressly forbidden.)

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

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

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

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

Transportation

Existing Conditions Plus Project

- Intersection of Whitesbridge and Siskiyou

- Modify the westbound through-right lane to a through lane
- Add a westbound right turn lane
- Modify the traffic signal to accommodate the added lane

Near-Term plus Project

• Siskiyou Avenue / Whitesbridge Avenue:

- Modify the eastbound right-turn lane to a through right lane with a receiving lane east of Siskiyou Avenue;
- Modify the westbound through-right lane to a through lane;
- Add a second westbound through lane with a receiving lane west of Siskiyou Avenue;
- Add a westbound right-turn lane;
- Modify the northbound through-right lane to a through lane;
- Add a northbound right-turn lane;
- Modify the traffic signal to implement overlap phasing of the northbound right-turn with the westbound left-turn; and
- Modify the traffic signal to accommodate the added lanes.

• Del Norte Avenue / Whitesbridge Avenue:

- Add a second eastbound through lane with a receiving lane east of Del Norte Avenue;
- Add a second westbound through lane with a receiving lane west of Del Norte Avenue;
- Modify the northbound through-right lane to a through lane;
- Add a northbound right-turn lane ; and

- Modify the traffic signal to accommodate the added lanes.

Kearney Blvd. and Siskiyou Avenue:

- Modify the northbound through-right lane to a through lane
- Add a northbound right-turn lane

Cumulative Year 2038 (No Project)

• Siskiyou Avenue / Whitesbridge Avenue:

- Add a second eastbound through lane with a receiving lane east of Siskiyou Avenue;
- Modify the westbound through-right lane to a through lane;
- Add a second westbound through lane with a receiving lane west of Siskiyou Avenue;
- Add a westbound right-turn lane;
- Modify the northbound through-right lane to a through lane;
- Add a northbound right-turn lane;
- Modify the traffic signal to implement overlap phasing of the northbound right-turn with the westbound left-turn; and
- Modify the traffic signal to accommodate the added lanes.

• Del Norte Avenue / Whitesbridge Avenue:

- Modify the eastbound through-right lane to a through lane;
- Add a second eastbound through lane with a receiving lane east of Del Norte Avenue;
- Add an eastbound right-turn lane;
- Modify the westbound through-right lane to a through lane;
- Add a second westbound through lane with a receiving lane west of Del Norte Avenue;
- Add a westbound right-turn lane;
- Modify the northbound through-right lane to a through lane;
- Add a northbound right-turn lane;
- Modify the traffic signal to implement overlap phasing of the northbound right-turn with the westbound left-turn; and
- Modify the traffic signal to accommodate the added lanes.

Cumulative Year 2038 Plus Project Conditions

This analysis modeled conditions in the year 2038 (twenty years into the future) with traffic that would be added by the project. The analysis found that the intersections of Whitesbridge/Siskiyou and Whitesbridge/Del Norte would exceed Level of Service standards. Measures to mitigate these conditions are listed as:

Siskiyou Avenue / Whitesbridge Avenue:

- Add a second eastbound through lane with a receiving lane east of Siskiyou Avenue;
- Modify the westbound through-right lane to a through lane;
- Add a second westbound through lane with a receiving lane west of Siskiyou Avenue;
- Add a westbound right-turn lane;

- Modify the northbound through-right lane to a through lane;
- Add a northbound right-turn lane;
- Modify the traffic signal to implement overlap phasing of the northbound right-turn with the westbound left-turn; and
- Modify the traffic signal to accommodate the added lanes.

• Del Norte Avenue / Whitesbridge Avenue:

- Modify the eastbound through-right lane to a through lane;
- Add a second eastbound through lane with a receiving lane east of Del Norte Avenue;
- Add an eastbound right-turn lane;
- Modify the westbound through-right lane to a through lane;
- Add a second westbound through lane with a receiving lane west of Del Norte Avenue;
- Add a westbound right-turn lane;
- Modify the northbound through-right lane to a through lane;
- Add a northbound right-turn lane;
- Modify the traffic signal to implement overlap phasing of the northbound right-turn with the westbound left-turn; and
- Modify the traffic signal to accommodate the added lanes.

Fair Share Contribution

The traffic study has estimated the project's fair share contribution toward the cost of the foregoing mitigation measures as follows:

Whitesbridge/Siskiyou: 24.18%
Whitesbridge/Del Norte: 24.01%
Whitesbridge/Madera: 12.34%
Kearney/Siskiyou: 14.13%