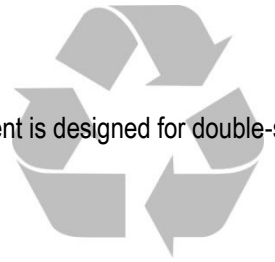
City of Kerman
Housing Element
2015-2023

Initial Study
Mitigated Negative Declaration

Lead Agency
City of Kerman
850 S. Madera Avenue
Kerman, California 93630

Consultant
MIG
537 S. Raymond Avenue
Pasadena, California 91101

December 2015



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1 PURPOSE AND AUTHORITY

The purpose of this Initial Study is to identify and assess the significance of the physical effects on the environment due to potential future development guided by the goals and policies of the City of Kerman portion of the 2015-2023 Multi-Jurisdictional Housing Element. Pursuant to the California Environmental Quality Act (CEQA), the proposed Housing Element is considered a "Project" and thus requires analysis and determination of environmental effects prior to approval.

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) Statutes and Guidelines and the City of Kerman local rules and regulations. The proposed project requires discretionary approval by the City of Kerman and review by the California Department of Housing and Community Development (HCD). As the project initiator, and because of the legislative approvals involved, the City of Kerman is the Lead Agency with respect to this Initial Study pursuant to §15367 of the CEQA Guidelines. Specifically, the Project requires City of Kerman approval of a General Plan Amendment and subsequent zoning changes, if necessary. No other governmental agencies have discretionary permitting authority with respect to approval of the proposed project, and no Trustee Agencies, as defined in §21070 of the CEQA Statutes, has jurisdiction over resources such that Trustee agency approval is required for entitlement approval.

Pursuant to §15074 of the CEQA Guidelines, prior to approving the Project, the City of Kerman is obligated to consider the findings of this Initial Study and to either adopt a Negative Declaration (ND) or a Mitigated Negative Declaration (MND), or determine that an Environmental Impact Report (EIR) is required due to potentially significant, unavoidable environmental impacts. The findings of this Initial Study support adoption of an MND, as discussed in Section 4. This determination indicates that the environmental impacts of the programs for accommodating housing pursuant to the Housing Element, in accordance with the governing land use planning policies and zoning standards, will be less than significant and that an EIR is not required.

CONTENTS

This document has been prepared to comply with Section 15063 of the State CEQA Guidelines that sets forth the required contents of an Initial Study. These include:

- A description of the project, including the location of the project (see Section 2)
- Identification of the environmental setting (see Section 2.11)
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (see Section 3)
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (see Sections 2.6 and 2.7)
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (see Section 5.1)

ANALYTICAL APPROACH

The environmental analysis contained in this Initial Study is based on the following assumptions:

General Plan Consistency: As the General Plan is updated and/or amended, the City of Kerman will ensure that such updates and amendments do not prevent implementation of the policies contained in the update Housing Element.

Categorical Exemptions: Smaller-scale ministerial projects that require issuance of building permits without need for discretionary action are generally exempt from environmental review pursuant to CEQA in the absence of compelling evidence that the project is unique in that it may result in significant individual and/or cumulative impacts. Smaller-scale projects may be exempt from CEQA and require no further analysis. Exempt projects are considered to have no significant impact on the environment, as defined in Section 15300 of the CEQA Guidelines.

Project Specific Environmental Review: Future development proposals not exempt from CEQA will be subject to the environmental review process to identify potential impacts and impose appropriate mitigation measures, if needed, to avoid significant impacts.

Purpose of Environmental Review: The proposed Housing Element does not authorize any plan for construction of new homes or other uses or the redevelopment of any properties within the local jurisdiction. No direct environmental impacts, therefore, will occur as a result of adoption of the Housing Element. This Initial Study assesses the potential environmental impacts resulting from potential development facilitated by the Housing Element in accordance with the Lead agency's existing land use policies.

No changes to the use, density or intensity, or other land use policies are proposed as part of the Housing Element. However, unincorporated Sphere of Influence land identified in the Housing Element will require rezoning upon annexation consistent with the MDR General Plan Land Use Designation.

The purpose of the environmental analysis conducted for the Housing Element, as documented herein, is to determine general impacts that could result from implementation of the Housing Element. The analysis is based on a hypothetical development scenario for the Inventory Sites identified in the Housing Element and how construction and operation of those sites may result in impacts to the environment. Because this is a program-level analysis, some measure of forecast and assumption is necessary in order to characterize potential development scenarios and should not be construed as speculative or unreasonable. Therefore, the program-level analysis of the potential impacts of the Housing Element is inherently broad and typically qualitative due to the lack of project-level information.

2 PROJECT DESCRIPTION

PROJECT TITLE

City of Kerman 2015-2023 Housing Element

LEAD AGENCY/PROJECT SPONSOR NAME AND ADDRESS

City of Kerman
850 South Madera Avenue
Kerman, California 93630

CONTACT PERSON AND PHONE NUMBER

David Brletic, Contract City Planner
Collins & Schoettler

Olivia Pimentel, Planning Technician
City of Kerman
559-846-9386

PROJECT LOCATION

The 2015-2023 Housing Element applies to all proposed and existing residential and mixed-use General Plan land use designations and zoning districts that support residential or mixed-use development within the municipal boundaries of the City of Kerman. Kerman is located on the west side of Fresno County in the southern portion of the San Joaquin Valley. It is bisected by State Route 145 (Madera Avenue), which runs north/south, and State Route 180 (Whitesbridge Road), which runs east/west. State Highway 99, the major highway through the San Joaquin Valley, is 15 miles east of Kerman. Kerman is 17 miles south of Madera, county seat of Madera County, and 15 miles west of Fresno, county seat of Fresno County. The smaller cities of San Joaquin and Mendota are about 13 miles southwest and 20 miles west, respectively.

The Planning Area, for purposes of this environmental analysis, encompasses the entirety of the municipal boundaries of the City of Kerman. The Kerman planning area encompasses land within Kerman's Sphere of Influence (SOI). The SOI contains 8.96 square miles of which, 2.75 square miles is contained within the city limits. The Planning Area is approximately 5,734 acres, representing approximately less than one percent of the land area of the County of Fresno. The Inventory Sites identified in the Housing Element are located throughout the city with the R-1-12 and R-1-7 zoned sites located near the western boundaries of the city, SD-R-4.5, R-2 and R-3 sites located in the eastern portion of the city, MU sites located in the northern and central portion of the city, and the GC sites located in the northern and eastern portions of the city. Exhibit 1 (Regional Location and Vicinity Map) illustrates the City's location within the County of Fresno and its local context in terms of roadways, other transportation infrastructure, and important landmarks.

GENERAL PLAN DESIGNATIONS

The existing residential and mixed-use General Plan land use designations that support housing development within the City of Kerman are summarized in Table 1 (Residential and Mixed-Use Land Uses).[1]The proposed Housing Element concluded that the City's General Plan provides for a range of housing densities in the community; therefore, new land use designations to support development options for balanced housing will not be required.

[1] City of Kerman. General Plan. Land Use Element. 2007

Table 1
Residential and Mixed-Use Land Uses

Land Use Designation	Supported Uses	Maximum Density (DU/AC)
Very Low Density Residential	Single Family Residential	2
Low Density Residential	Single Family Residential	9
Medium Density Residential	Multifamily Residential	12
High Density Residential	Multifamily Residential	20
Source: City of Kerman. General Plan. Land Use Element. 2007		

ZONING DISTRICTS

Existing zoning districts that support residential development are listed in Table 2 (Residential Zoning Districts) and include a summary of key development standards. The proposed Housing Element concluded that the City's Zoning Ordinance provides for a range of housing options and offers several opportunities for high-density residential and mixed-use development by right; therefore, new land use designations to support development options for balanced housing will not be required.

Table 2
Residential Zoning Districts

Zone	Permitted Residential Uses	Maximum Height (FT)	Minimum Lot Size	Minimum Lot Dimensions (FT)		Minimum Yard Setback (FT)			Density (DU/AC)
				Width	Depth	Front	Side	Rear	
RR	Single family dwelling, manufactured housing, emergency shelters (6 or fewer) with CUP, community care facility (6 or fewer) with CUP, licensed group care home (6 or fewer) with CUP, second residential unit	35	0.5 ac	120	n/a	35	15	25	2
R-1	Single family dwelling, manufactured housing, mobile home park with CUP, emergency shelters (6 or fewer) with CUP, community care facility (6 or fewer) with CUP, second residential unit	35	0.5 ac	125	n/a	35	15	25	2
R-1-12		35	12,000 sf	120	100	35	12	15	2
R-1-7		35	7,000 sf	75	n/a	25	5	15	9

Zone	Permitted Residential Uses	Maximum Height (FT)	Minimum Lot Size	Minimum Lot Dimensions (FT)		Minimum Yard Setback (FT)			Density (DU/AC)
R-2	Multifamily (40 or fewer units), multifamily (41-100 units) with CUP, manufactured housing, mobile home park with CUP, emergency shelters (6 or fewer), community care facility (6 or fewer), second residential unit with CUP	35	7,000 sf	70	n/a	15	5	15	20
R-3	Multifamily (40 or fewer units), multifamily (41-100 units) with CUP, manufactured housing, mobile home park with CUP, emergency shelters (6 or fewer), community care facility (6 or fewer), second residential unit with CUP	35	7,000 sf	70	n/a	15	5	15	20
SD-R-5	Single family dwelling, Multifamily (40 or fewer units) with CUP, multifamily (41-100 units) with CUP, manufactured housing, mobile home park with CUP, emergency shelters (6 or fewer) with CUP, community care facility (6 or fewer), second residential unit	35	5,000 sf	n/a	n/a	20	5	5	7
SD-R-4.5		35	4,500 sf	n/a	n/a	20	5	5	8
SD-R-3.5		35	3,500 sf	n/a	n/a	15	5	5	12.5
SD-R-2.5		35	2,500 sf	n/a	n/a	10	5	5	20
Source: City of Kerman. Municipal Code. 2015									

CHARACTERISTICS OF THE HOUSING ELEMENT

The proposed project is the adoption and implementation of the City of Kerman 2015-2023 Housing Element (Project). California Housing Element law requires every jurisdiction in the state to prepare and adopt a housing element as part of its general plan. It is typical for each city or county to prepare and maintain its own separate general plan and housing element; however, the Fresno Council of Governments (COG) is coordinating the County of Fresno and twelve of its 15 incorporated cities in preparing a multi-jurisdictional housing element for the fifth round of housing element updates. The Project provides an opportunity for countywide housing issues and needs to be more effectively addressed comprehensively at the regional level as opposed to individually, and without coordination, at the local level. This approach provides the opportunity for the local governments and the County to work together in accommodating the Regional Housing Needs Allocation (RHNA)

assigned to the Fresno County region. The Housing Element for the City has been prepared using the information and collaboration developed through this multi-jurisdictional effort.

HOUSING ELEMENT

A Housing Element is one of seven required elements of a jurisdiction's General Plan. It addresses the existing and future housing needs of persons from all economic backgrounds and serves as a tool for decision-makers and the public in understanding and meeting housing needs in the local jurisdiction. The law does not require local governments to construct housing to meet those needs. State law mandates that the community address housing needs in its discretionary planning actions by creating opportunities for housing and facilitating balanced housing development through policy.

STATUTORY REQUIREMENTS

State law requires that all housing elements address four key topics: 1) housing needs, 2) constraints to housing development, 3) housing resources, and 4) a preparation of a housing plan. Analysis of these topics provides the foundation for the preparation of a housing element. Article 10.6, Section 65580 – 65589.8, Chapter 3 of Division 1 of Title 7 of the California Government Code establishes the legal requirements for a housing element and encourages the provision of affordable and decent housing, in suitable living environments, in all communities, in working toward statewide goals. The 2015-2023 Multi-Jurisdictional Housing Element will become the policy document in the City of Kerman that will address current and projected housing needs within its jurisdiction, in relationship to the other participating jurisdictions. The Element identifies housing goals and policies to meet the broad, diverse housing needs at the regional level coupled with the programs and availability of land at the local level to implement the plan and reach those goals.

HOUSING NEEDS

Several factors influence the demand for housing in the County of Fresno and the 15 cities in the County that includes 1) housing needs resulting from population growth, 2) housing needs resulting from the overcrowding of existing housing units, 3) housing needs that result when households are paying more than they can afford for housing, and 4) housing needs of "special needs groups" that include the elderly, large families, female-headed households, households with a physically or developmentally disabled person, farm workers, and the homeless.

The 2015-2023 Housing Element examines the housing needs of different groups of people based on demographic metrics that include owners versus renters, lower-income households, overcrowded households, elderly households, special needs groups, and homeless persons. This information is detailed in the Housing Element.

California housing element law requires that each city and county develop local housing programs designed to meet its "fair share" of housing needs for all income groups, based on projected population growth. The HCD Housing Policy Division develops Regional Housing Needs Assessments (RHNA) for each region of the state represented by councils of governments. Fresno COG determines the housing allocation amongst the 15 cities and unincorporated County areas in which the City of Kerman is located. The City of Kerman did not submit a fourth cycle (2008-2015) housing element for review and certification from HCD. Consequently, the fifth cycle housing element must demonstrate the City's ability in meeting its prior RHNA, and roll over any shortfall in sites to the new planning period. Fresno COG has assigned the City of Kerman a housing allocation of 1,332 housing units for the 2015-2023 planning period. Kerman has been assigned a RHNA of 909 units, including 238 very low income units, 211 low income units, 202 moderate income units, and 258 above moderate income units. In addition, the City has a carry-over of 168 lower-income units and 255 moderate-income from the Fourth Cycle RHNA, for a total of 379 low-income units and 457 moderate-income. Table 3 (Regional Housing Needs Assessment Allocation) identifies the projected housing needs for the 2015-2023 cycle.

Table 3
Regional Housing Needs Assessment Allocation

Income Group	2015 – 2023		2006 – 2013
	Total Allocation (DU)	Income Group Ratio (%)	Unaccommodated Need (DU)
Extremely Low/Very Low	238	26	--
Low	211	23	168
Moderate	202	22	255
Above Moderate	258	28	--
Total	*909*	*100*	*423*
Total Housing Need			**1,332**
Source: FCOG 2015			

Considering the RHNA is based on a January 1, 2013 baseline in projecting growth in the Planning Area and the region for the 2015 through 2023 cycle, jurisdictions may credit housing units developed, under construction, or approved since January 1, 2013 toward the units assigned through the RHNA. From January 1, 2013 to January 2015, 12 units were built or under construction. Regarding units built or under construction, 12 single family homes have been built since January 1, 2013.

Projects that have received entitlement approvals or have been issued building permits but have not yet been constructed can also been credited toward the needs allocation. Tract 5928 is a subdivision split into two separate phases. Phase 1 will contain 19 single family homes, while Phase 2 will include 106 single family homes and 25 multifamily units, all of which are inventoried as above moderate-income units. Tract 5831 is a 91-unit single family subdivision. All 91 units will be market rate single family homes and are inventoried as above moderate-income.

The RHNA allocation in the City of Kerman after consideration of constructed units and entitled/permitted units for the 2015-2023 planning cycle is 253 units. The distribution of credited housing units and the allocation of this remaining housing need is summarized in Table 4 (RHNA Credits and Remaining Need).

Table 4
RHNA Credits and Remaining Need

Unit Type	AMI				
	0-50%	51-80%	81-120%	121%+	Total
Units Built or Under Construction					
Single Family Homes (APNs 023-723-09, -10, -11; 020-320-80, -77, -78, -75; 023-725-20, -17; 023-531-19; 023-710-10, -09)	-	-	-	12	12
Planned or Approved Projects					
Tract 5928 Phase I	-	-	-	19	19
Tract 5928 Phase II	-	-	-	131	131
Tract 5831	-	-	-	91	91
2015-2023 RHNA Allocation	**238**	**211**	**202**	**258**	**909**
2006-2013 Unaccomodated Need	**-**	**168**	**255**	**-**	**423**
Credits	*0*	*0*	*0*	*253*	***253***
Remaining Need	**238**	**379**	**457**	**5**	**1,079**
Source: Mintier Harnish 2015					

HOUSING OPPORTUNITY AREAS

State law requires that jurisdictions demonstrate in the Housing Element that there is land inventory available and adequate in accommodating that jurisdiction's RHNA allocation. The City of Kerman has identified vacant residential sites, vacant mixed-use sites, and underutilized residential sites that are sufficient in accommodating the remaining needs allocation target of 1,332 units. No constraints have been identified in regard to these Inventory Sites that would prevent development, redevelopment, or reuse during the Housing Element period. The Inventory Sites are categorized and summarized herein.

Vacant Land Inventory

Identification of vacant residential and mixed-use sites is based on an analysis of the latest assessor's parcel information. These vacant sites, identified in Table 5 (Vacant Land Inventory), have the potential to accommodate 932 units with applicable land use and zoning requirements such as consideration of parking, landscaping, and right-of-way requirements.

Underutilized Land Inventory

Vacant land is anticipated to be developed incrementally during the 2015-2023 life of the proposed Housing Element and will become scarcer as growth occurs in the City and throughout the region. Underutilized properties that may include commercial land has become a growing alternative to properties traditionally zoned for residential uses considering lot size, location, and the need for contemporary approaches to solving the issue of accommodating balanced housing. The underutilized sites included in the inventory have the highest potential for development within the planning period based on size, density, opportunities for consolidation, past market demand, and established regulatory incentives for development (see Table 6, Underutilized Land Inventory).

Table 5
Vacant Land Inventory

Land Use Designation	Zoning	Parcels	Density (DU/AC)	Acres	Development Estimate (DU)	AMI (%)
HDR	R-3	3	20	3.52	546	0-80
RC	GC	14	20	42.07		0-80
GC	GC	7	20	5.95		0-80
HDR	R-3	4	20	1.35	36	80-120
MDR	R-2	6	12	1.96		80-120
MDR	R-1-7	1	6	0.16	350	121+
LDR	R-1-7	258	6	70.33		121+
TOTAL		***293***	**--**	***125.34***	***932***	**--**
Source: Mintier Harnish 2015						

Table 6
Underutilized Land Inventory

Land Use Designation	Zoning	Parcels	Density (DU/AC)	Acres	Development Estimate (DU)	AMI (%)
HDR	R-3	3	20	1.11	17	0-80
MU	MU	8	20	11.03	170	0-80
TOTAL		***11***	**--**	***12.14***	***187***	**--**
Source: Mintier Harnish 2015						

ADEQUACY OF INVENTORY SITES IN MEETING NEEDS ALLOCATION

The proposed Housing Element identifies a surplus of 40 units after consideration of credits. The vacant land and underutilized land identified a combined capacity of 1,116 dwelling units, 546 of which include sites suitable for development of very low- to low-income housing. Based on the analysis provided in the Housing Element, the City of Kerman has sufficient land to accommodate the future housing needs projected for its jurisdiction. Table 7 (Land Inventory and Needs Comparison) summarizes the jurisdiction's housing needs in comparison to the development potential of vacant and underutilized land. The comparison identifies a surplus of 116 units for lower income groups, a deficit of 421 units for moderate income groups, and a surplus of 345 units for above moderate income groups.

Table 7
Land Inventory and Needs Comparison

	AMI				
	0-50%	**51-80%**	**81-120%**	**121%+**	**Total**
Units Built or Under Construction	-	-	-	12	12
Planned or Approved Projects	-	-	-	241	241
Capacity on Vacant Sites		546	36	350	932
Capacity on Underutilized Sites		187	-	-	187
Total Units		**733**	**36**	**603**	**1,372**
2013-2023 RHNA Housing Need	*238*	*211*	*202*	*258*	*909*
2006-2013 Unaccomodated RHNA	*-*	*168*	*255*	*-*	*423*
Surplus/Shortfall		**+116**	**-421**	**+345**	**+40**
Capacity on Annexation Sites			**7,000**		
Source: Mintier Harnish 2015					

PUBLIC AND UTILITY SERVICES

Future housing development will require the support of public services including fire, police, schools, and parks and recreation in addition to necessary utility services including water, sewer, and storm drainage. Public services and utilities serving the City of Kerman, as described in the General Plan, are summarized herein.

- Fire Services: The North Central Fire Protection District provides fire protection emergency services to the City. 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. This station is staffed by two full-time personnel and two medical personnel. The station is equipped with two 1,250 gallons per minute fire engines, a 65-foot aerial ladder, as well as a paramedic rescue vehicle.
- Police Services: The Kerman Police Department provides police protection services to the City. The Department is staffed by a chief, four sergeants, one detective, 13 full-time sworn officers, and three Community Service Officers. The Kerman Police Department maintains a Temporary Holding Facility that houses two holding cells which are used for holding arrested persons prior to transporting them to the Fresno County Jail in Fresno. Kerman has a mutual aid agreement with the Fresno County Sherriff's Department, which also services Kerman.
- Schools: The Kerman Unified School District provides kindergarten through 12th grade education for the Planning Area. The school district operates four elementary schools, one middle school, one high school, and one alternative education program.
- Parks and Recreation: The City plans for parkland needs based on a standard of a total of four acres of parkland per 1,000 residents. Currently, the City manages parklands that total 39.14 acres with 7.35 acres of parkland in the planning stages.
- Water: One hundred percent of the City's water supply is groundwater pumped from the Kings Basin. The total production capacity of City-operated wells is approximately 5,700 gallons per minute.

- Wastewater: The City operates the Kerman wastewater treatment plant (WWTF). The WWTF has a design capacity to treat two million gallons per day (mgd).
- Storm Drains: The City maintains and services storm drains within the city. The stormwater collection system includes storm drains and gutters as well as pipes and outfalls where stormwater enters the storm drain basins. The City maintains eleven basins that collect runoff water.

SURROUNDING LAND USES

The Inventory Sites identified in Exhibit 2 (Kerman Sites Inventory) are located throughout the City. In general, the City of Kerman is surrounded by agricultural land. The Inventory Sites identified in the Housing Element are located throughout the city with the R-1-12 and R-1-7 zoned sites located near the western boundaries of the city, SD-R-4.5, R-2 and R-3 sites located in the eastern portion of the city, MU sites located in the northern and central portion of the city, and the GC sites located in the northern and eastern portions of the city.

ENVIRONMENTAL SETTING

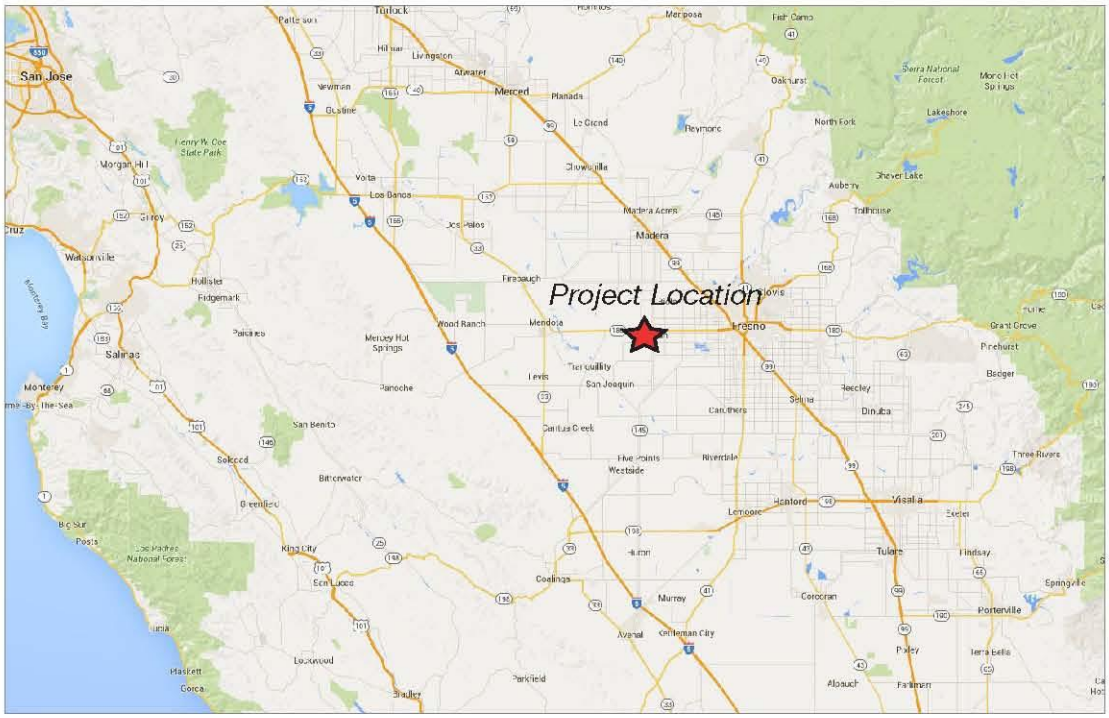
Kerman is located on the west side of Fresno County in the southern portion of the San Joaquin Valley. x The Kerman planning area encompasses land within Kerman's Sphere of Influence (SOI). The SOI contains 8.96 square miles of which, 2.75 square miles is contained within the city limits. Kerman is bisected by State Route 145 (Madera Avenue), which runs north/south, and State Route 180 (Whitesbridge Road), which runs east/west. State Highway 99, the major highway through the San Joaquin Valley, is 15 miles east of Kerman. Kerman is 17 miles south of Madera, county seat of Madera County, and 15 miles west of Fresno, county seat of Fresno County. The smaller cities of San Joaquin and Mendota are about 13 miles southwest and 20 miles west, respectively.

REQUIRED CITY APPROVALS

The City Council must approve a General Plan Amendment to incorporate the 2015-2023 Housing Element into the General Plan.

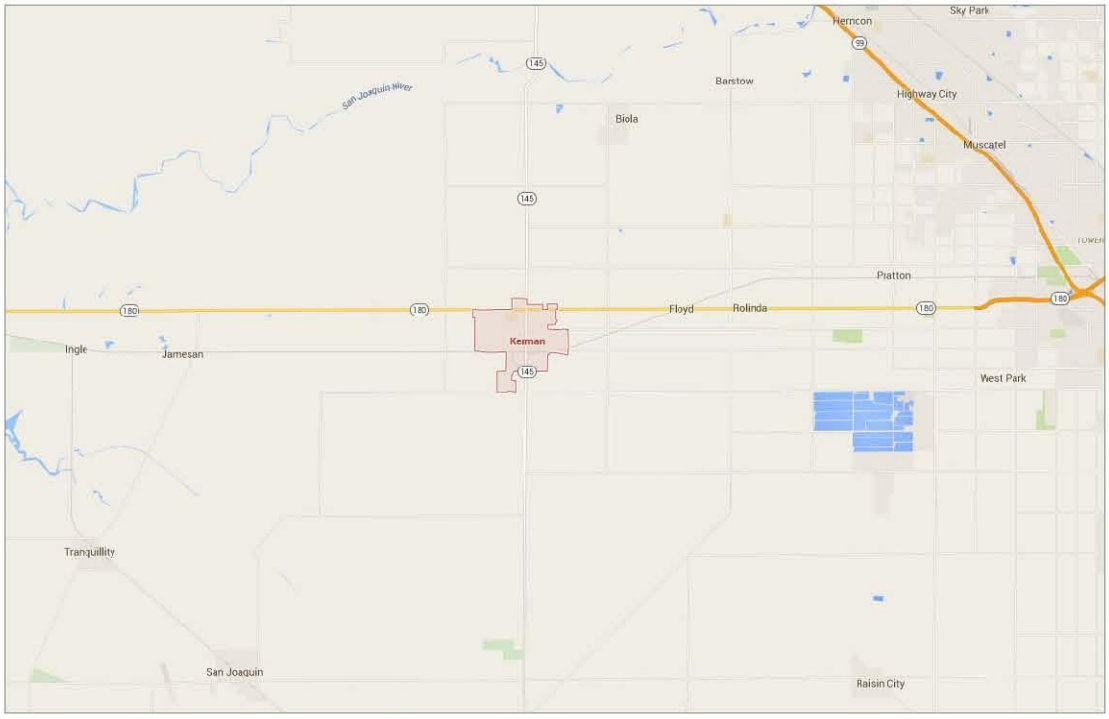
OTHER AGENCY APPROVALS

The State of California, Department of Housing and Community Development (HCD) is required to review the Housing Element for compliance with State law (Article 10.6 of the California Government Code) but does not have actual approval authority over the Project. No other jurisdiction has approval authority over any part of the Housing Element.



Source: Google Maps

Regional



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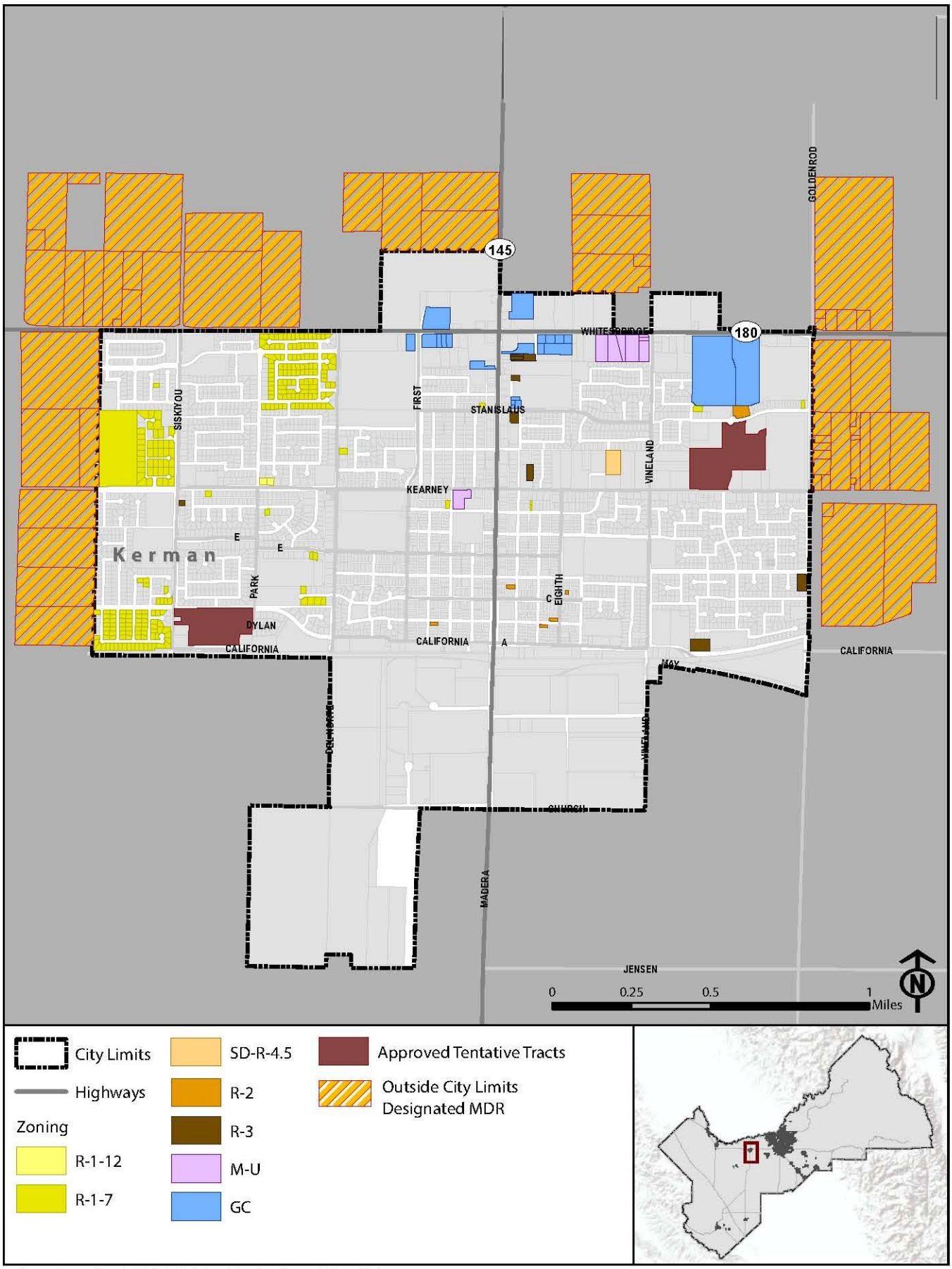
Vicinity



Source: Fresno County Multi-Jurisdictional Housing Element: Figure 2F-1

Exhibit 2 Kerman Sites Inventory

2015-2023 Housing Element
Kerman, California

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

☐	Aesthetics	☐	Agriculture Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology /Soils
☐	Hazards & Hazardous Materials	☐	Hydrology / Water Quality	☐	Land Use / Planning
☐	Mineral Resources	☐	Noise	☐	Population / Housing
☐	Public Services	☐	Recreation	☐	Transportation/Traffic
☐	Utilities / Service Systems	☐	Mandatory Findings of Significance		

DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

David Britton — Signature

12/7/15 — Date

1. AESTHETICS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Have a substantial adverse effect on a scenic vista or scenic highway?	☐	☐	☒	☐
B) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
C) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

A) **Less than Significant Impact**. There are no officially designated or eligible scenic highways within Kerman.[2] In addition, the General Plan does not identify any significant scenic vistas. The Inventory Sites are located throughout the western and northern portions of the city and adjacent to the western, northern, and eastern boundaries of the city within the Sphere of Influence (SOI). Future development of identified Inventory Sites will be subject to review by the Development Review Committee (DRC), pursuant to the Residential Design Guidelines. Impacts will be less than significant.

B) **No Impact**. Scenic resources are isolated, natural or manmade objects offering a unique visual display to the onlooker, in contrast to the expanse and variety of aesthetic values offered in scenic vistas. All of the Inventory Sites are currently undeveloped, natural or previously developed properties. Significant impacts could occur if the Housing Element update and potential development of the Inventory Sites substantially damaged scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. According to the California Scenic Highway Mapping System, there are no officially designated or eligible scenic highways within Kerman. Therefore, no impact will result.

C) **Less than Significant Impact.** Visual character is the composite physical values of a structure or structures, in context of the built and/or natural environment, that include architectural treatment, landscaping, location, and the intangible qualities such as historical context or uniqueness that establish a thematic visual display for the onlooker when viewing the location. Above most environmental issues, defining visual character is generally subjective, relying on the opinion of the onlooker coupled with the expertise and institutional knowledge of the local jurisdiction to define the visual character of an area or property. Future development implemented through the policies of the Housing Element will have the effect of changing the visual character of each Inventory Site by introducing a new element to each location. The Inventory Sites are generally surrounded by single family residential and commercial uses that are one to two stories in height. If the change in the visual character or quality of an Inventory Site, in context of the existing visual character and quality of the surrounding environment, can be perceived as 'degrading', then the effect of the project may result in potentially significant impacts. Similar to the impacts resulting from adverse changes to scenic values of vistas and isolate resources, adverse changes to the visual

[2] California Scenic Highway Mapping System. Fresno County. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm [December 21, 2015]

character of an area can reduce the quality of life for occupants and visitors of the area, reduce the uniqueness or singularity of the viewing experience, and/or reduce the historical and/or communal value of the visual setting.

There is no widely recognized threshold for determining when the effects of a project 'degrade' visual character or quality to the point that potentially significant environmental impacts could occur. General Plan Land Use Element Community Image Policies and action items listed below require high quality design and the preservation and enhancement of Kerman's character.

General Plan Policies

3. Encourage high quality site, architectural, and landscape design of existing, new, private and public development.
    a. Kerman shall apply the development standards located in its zoning ordinance that are specific to design districts and identified on the land use/circulation map.
    b. Continue the use of the site plan review process to ensure that new or renovated projects conform to the development standards contained in the zoning ordinance.

4. Preserve and enhance Kerman's small-town character.
    a. Apply specific development standards for the design district that encompasses the historic Kerman townsite, which extends along Madera Avenue from California Avenue to Kearney Boulevard. The standards shall focus on special setback, streetscape, lighting, sign and parking requirements.

5. Preserve and enhance Kerman's visual appearance and living environment.
    a. Require that new subdivisions be required to install and maintain landscaping, irrigation, and wall improvements along collector, arterial roadway frontages and entrances.
    b. Kerman shall continue to expand the construction and maintenance of tree-lined medians on all expressways, arterials and major collectors or any other roadway the City Council may deem appropriate.

Thus, future development on the Inventory Sites will be subject to applicable General Plan Policies and Residential Design Guidelines related to height, mass and scale, architectural style, materials, landscaping, and a variety of other standards that will ensure future housing development is consistent with the visual character intended for the area. Impacts due to changes to visual character or quality will be less than significant with implementation of existing regulations.

D) **Less than Significant Impact.** Future development guided by the implementation of the proposed Housing Element will result in new sources of light and glare. Outdoor lighting will be required in parking lots and pedestrian pathways for security purposes and may be included as accent lighting in landscaping and architectural features. Indoor lighting will also likely be visible through windows. Lighting associated with vehicle travel to and from the Inventory Sites will also be generated. Outdoor lighting when viewed at night can result in glare that can be defined as "excessive, uncontrolled brightness" from a luminaire, defined as "a complete lighting unit consisting of a lamp or lamps together with the parts designed to distribute the light, to position and protect the lamps and ballast (where applicable), and to connect the lamps to the power supply" by the National Electrical Code (NEC).[3] [4] Glare can also occur during the day due to light reflecting off building materials such as highly polished metal and reflective glass. Inappropriate installation of light and reflective materials in future housing could result in effects on nighttime and daytime views through scattering excessive light in the viewers' eyes, causing a partial or complete inability to see due to light scattering in the eye. The effects of excessive light and glare can result in nuisance impacts ranging from viewer annoyance or an inability to see features in the night sky, to health and safety impacts such as temporary blindness while operating a motor vehicle.

Typical thresholds for determining if the effects of lighting and glare will impact surrounding properties is established in local code as a maximum illumination level at a project's property line, such as a maximum 0.5 footcandle at any property line

[3] Lighting Research Center. National Lighting Product Information Program. Lighting Answers: What is Glare? http://www.lrc.rpi.edu/programs/nlpip/lightinganswers/lightpollution/glare.asp [November 18, 2015]

[4] National Electrical Code. Article 100. 2014

adjacent to a residential property. Future housing developed to meet local and regional housing needs will be subject to the City's Municipal Code regulating the installation and operation of lighting. Municipal Code Section 17.14.030(g) requires that the design and use of exterior lighting will be subject to the City's site plan review process. Site plans shall indicate direction of illumination, type of luminaire, and hooding or shielding devices. Municipal Code Section 17.14.040(c) requires that proposed lighting is arranged to deflect light away from adjoining properties. Implementation of the lighting requirements of the Municipal Code will ensure that lighting is appropriately designed to provide necessary security while not creating undue nuisance or hazards for people at surrounding properties or on roadways in the vicinity of the Inventory Sites. Furthermore, future housing will be subject to standards enumerated in the code, requiring review by staff or the architectural review board that will limit the use of metal in accent features, as opposed to primary architectural features, thereby minimizing the potential for daytime glare. Impacts to daytime and nighttime views will be less than significant with implementation of exiting regulatory requirements.

2. AGRICULTURAL 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 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, as well as forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
B) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
C) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	☐	☐	☐	☒
D) Result in loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
E) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

A) **Less than Significant Impact.** According to the Department of Conservation, Inventory Sites located along the western and northern portions of the city as well as Inventory Sites located within the City's SOI are located on farmland designated as Prime Farmland and Farmland of Statewide and Local Importance. Although Inventory Sites are designated as important farmland, significant impacts due its conversion to housing will be mitigated with implementation of General Plan Conservation, Open Space, Parks and Recreation Element Open Space Resources Policies listed below.

General Plan Policies

1. Preserve and protect agricultural lands as a means for providing open space and for the managed production of resources.
2. Develop buffers and transition areas between urban uses and agricultural land to reduce incompatibility issues that are associated with cultivation, pest control and harvesting of crops.
3. Explore with owners of agricultural parcels that are not within the 2027 growth boundary of Kerman's Land Use Element the possibility of entering the agricultural preserve program.
4. Promote infilling and increase overall residential densities in the City of Kerman to reduce the rate of urbanization of surrounding agricultural lands.

5. Establish and maintain "hard edges" around Kerman that define where urbanization stops and agricultural open space begins.

Impacts related to the conversion of important farmland will be less than significant with implementation of General Plan Policies.

B) **Less than Significant Impact**. According to the state Williamson Act Map, properties within the Planning Area are currently preserved for agricultural uses pursuant to Williamson Act contracts.[5] Inventory Sites located within the City's SOI are currently in Williamson Act contracts. As discussed in the General Plan, upon annexation of unincorporated land enrolled in Williamson Contracts, those contracts are terminated to allow urban development. As discussed above, General Plan Conservation, Open Space, Parks and Recreation Element Open Space Resources Policies will ensure that development of agricultural land will occur in an orderly manner by requiring buffers and transition areas and promoting infill development. Impacts will be less than significant.

C-D) **No Impact.** Public Resources Code Section 12220(g) identifies forest land as 'land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.' There is no forest land located on or in the vicinity of any proposed Inventory Sites. Forest land, regardless of its productive capabilities or management potential as a resource, is important to the regional and global environment. Forests provide watershed stability, wildlife shelter and habitat, oxygen, soil nutrients, and carbon dioxide sinks, serving as a multi-faceted and integral part of the broader ecosystem. Considering that the proposed Housing Element will not result in direct loss or substantial changes to the National Forest of Forests, no impacts will result.

E) **Less than Significant Impact.** As discussed above, there is no forest land within the Planning Area or on the Inventory Sites. However, important farmland and/or Williamson Act Contracted properties are located within or in vicinity of the Planning Area. General Plan Conservation, Open Space, Parks and Recreation Element Open Space Resources Policies will ensure that development of agricultural land will occur in an orderly manner by requiring buffers and transition areas and promoting infill development. Considering that the proposed Housing Element will not result in the indirect conversion of agricultural or forest land to non-agricultural or non-forest uses, impacts will be less than significant.

[5] California Department of Conservation. Fresno County Williamson Act FY 2012/2013 Sheet 1 of 2.

3. AIR QUALITY

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
C) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
D) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
E) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

A-C) **Less than Significant Impact.** The City of Kerman is located within the San Joaquin Valley Air Basin (Basin) that is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD).[6] The SJVAPCD is located in California's Central Valley and is comprised of the Counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, and Tulare, and the San Joaquin Valley Air Basin portion of Kern County. Due to meteorological, geographical, and topographical conditions in the Central Valley that result in a low tolerance for air pollution in the Basin, the Basin exhibits air pollution at levels comparable to that of the South Coast Air Basin despite the population of the Central Valley being ten times less than that of the greater Los Angeles region, demonstrating the unique air quality challenges faced by SJVAPCD. Future housing developed in accordance with the goals and policies of the Housing Element will have the effect of contributing incrementally to the mobile, energy, and area sources that cumulatively contribute to criteria pollutant levels and associated air pollution in the Basin. The SJVAPCD is responsible for preparing the various pollution control Plans and Maintenance Plans that comprise the Air Quality Management Plan (AQMP) for the Basin. The AQMP includes strategies and control measures to reduce and/or maintain the effects that construction and operation of various uses within the Basin have on regional air quality. The effects of future housing development on regional air quality could result in potentially significant impacts on the health of residents if it is determined that a project's individual contribution to cumulative air pollution levels is considerable by exceeding the annual emissions thresholds established by the SJVAPCD in its *Guidance for Assessing and Mitigating Air Quality Impacts* and, furthermore, would be determined to potentially conflict with implementation of the AQMP.[7] Criteria pollutants can directly damage the environment, both natural and man-made. Impacts to human health include a variety of acute and chronic respiratory illnesses.

[6] San Joaquin Valley Air Pollution Control District. About the District. http://www.valleyair.org/General_info/aboutdist.htm [November 16, 2015]

[7] San Joaquin Valley Air Pollution Control District. Guidance for Assessing and Mitigating Air Quality Impacts. March 2015

The SJVAPCD *Guidance* identifies procedures for evaluating projects through a screening process that alleviates full air quality review where, based on analysis documented by the SJVAPCD, projects meeting certain criteria are determined to not have a substantial effect on air quality but cannot be found exempt from environmental analysis pursuant to CEQA. The SJVAPCD *Small Project Analysis Level* (SPAL) guidelines identify screening thresholds for single-family, multi-family, retirement community, and manufactured housing projects based on traffic generation and number of dwelling units. The daily traffic generation screening threshold is established at 1,453 daily trips. Dwelling unit thresholds range from 152 units for single-family residential projects to 460 units for retirement communities. Projects not meeting the SPAL screening threshold are then afforded the Cursory Analysis Level (CAL) procedure that requires project-specific, quantitative emissions modeling that includes construction-related and operational criteria pollutant emissions, carbon monoxide hotspot screening and/or modeling, and assessment of hazardous air pollutant emissions before determining if mitigation is required. The CAL process is generally applicable to projects that do not require an Environmental Impact Report (EIR) and are not subject to the Full Analysis Level (FAL) process as such.

Development of future housing will be subject to environmental evaluation for exemption and potential analysis pursuant to CEQA upon application for entitlement permits. Projects found to be exempt from CEQA will not have a significant impact on the environment as declared by state legislation. Other projects will be subject to standard analysis and mitigation if required. The General Plan Conservation, Open Space, Parks and Recreation Element includes the following policies related to air quality.

General Plan Policies

1. Participate in the regional planning efforts to meet air quality goals by working to improve air quality for the entire planning area.
2. Consider traffic flow in the planning of residential, commercial and industrial developments.
3. Maintain adequate roadway levels of service (LOS) to avoid congestion which contributes to the air pollution problem.
4. Develop an organized and efficient circulation system to reduce vehicle trips in the planning area, idling time, intersection delays, and other emissions-producing activities.
5. The City shall encourage residents to use alternative modes of transportation.

Action items related to these Policies include the review of all new projects for consistency with the Circulation Element and the review and approval of new developments by the San Joaquin Valley Unified Air Pollution Control District. Future development of the proposed Inventory Sites will be subject to the Goals and Policies of the General Plan and will be subject to environmental evaluation for exemption and potential analysis pursuant to CEQA. Impacts related to implementation of the proposed Housing Element will be less than significant.

D) **Less than Significant Impact.** Common sensitive receptors include children under age 14, the elderly over age 65, athletes, and people with cardiovascular and chronic respiratory diseases. Each of the Inventory Sites is surrounded by residential uses. Future housing projects are not considered uses that emit substantial levels of hazardous air pollutants that could have an effect on the environment such that potentially significant impacts will occur. According to the EPA, there is one toxic air emitter within the City of Kerman. Helena Chemical Company, located at 1075 South Vineland, is a fertilizer, pesticide, and agricultural chemical manufacturer.[8] According to the EPA, this facility is in compliance with applicable standards. There are no Inventory Sites located within 0.25 mile of this facility. With implementation of existing regulatory requirements (or mitigation if required), impacts to sensitive receptors will be less than significant.

E) **Less than Significant Impact.** Residential land uses do not generate objectionable odors that could impact a substantial number of people; therefore, future housing development will not result in effects related to odors that could impact a substantial number of people. There are no sources of objectionable odors located in the vicinity of any Inventory Sites identified in the proposed Housing Element. Impacts will be less than significant.

[8] Environmental Protection Agency. Enforcement and Compliance History Online – Detailed Facility Report (Helena Chemical Company). http://echo.epa.gov/detailed-facility-report?fid=110011786451 [December 21, 2015]

4. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
C) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
D) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
E) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

A) **Less than Significant Impact with Mitigation Incorporated.** According to the California Natural Diversity Database, there has been one occurrence of a special-status animal species (Fresno kangaroo rat) in the western portion of the city and one occurrence of a special-status plant species (lesser saltscale) located approximately two miles south of the city.[9] The general habitat for the Fresno kangaroo rat is alkali sink-open grassland habitats in western Fresno County and is typically found in chenopod scrub. The general habitat for lesser saltscale is chenopod scrub, playas, valley and foothill grassland. Construction of future housing on the Inventory Sites could have the effect of removing or disturbing habitat, potentially resulting in harm to sensitive species during its removal or indirectly if the habitat is used for foraging or for other means of sustenance. Occupancy of the homes can result in effects on sensitive species and habitat by introducing human activities and domestic animals that can result in harm or habitat loss. The impacts that can result due to harm or loss of sensitive species are most easily understood as the results of upsetting a piece of an intricately balanced and interdependent ecology that can result in

[9] California Department of Fish and Wildlife. California Natural Diversity Database. Maps & Data. RareFind 5

cumulative impacts on other species, including humans, as the ecosystem adjusts to environmental pressures such as imbalances in predator and prey ratios or further loss or changes in habitat as species adjust.

In order to minimize impacts to potential special-status plant and animal species within the Planning Area, Mitigation Measure BIO-1 has been incorporated. Mitigation Measures BIO-1 requires focused surveys in accordance with current California Fish and Wildlife, California Native Plant Society, and United States Fish and Wildlife Service survey protocols if suitable habitat for special-status plant or animal species is identified. Future development of the Inventory Sites will be subject to project-specific environmental review pursuant CEQA, as applicable. Impacts will be less than significant with incorporation of Mitigation Measure BIO-1.

Mitigation Measure

BIO-1 Where review of a proposed project or activity identifies potential impacts to special-status plant or animal species due to the presence of suitable habitat, focused surveys conducted in accordance with current California Department of Fish and Wildlife, United States Fish and Wildlife Service, and California Native Plant Society survey protocols shall be required. If special-status plant or animal species occur on a site and could be significantly impacted by a proposed project, then appropriate avoidance or mitigation shall be provided in coordination with federal or state regulatory agencies as needed to reduce the impact to a less than significant level.

B-C) **No Impact.** These resources are sensitive due to the important habitat they provide for a variety of species and their role in the natural treatment and conveyance of water. According to the National Wetlands Inventory, none of the identified Inventory Sites are located on any wetland or riparian habitat.[10] No impact will result.

D) **No Impact.** There are no wildlife nursery sites located within the City; therefore, no impacts could occur as a result of development of any Inventory Site. There are no designated wildlife corridors located within the Planning Area; however, all linear water bodies serve as corridors for terrestrial and aquatic species to migrate and other water bodies can serve as nodes along the Pacific Flyway that accommodates the seasonal movement of avian species between Canada and South America. Wildlife corridors and the movement of animals are important in maintaining the genetic diversity, accommodating mating patterns, and ensuring seasonal behavior is not interrupted. As discussed in Issue 4.B-C, future development of Inventory Sites will not result in significant impacts to any creeks, rivers, or other water bodies; thus, creeks, rivers, and the like will remain open as wildlife corridors. No impact will result.

E) **No Impact.** The City of Kerman has not adopted local ordinances or regulations pertaining to biological resources; therefore, implementation of the proposed Housing Element will not conflict with any locally adopted ordinance or regulation. No impact will result.

F) **No Impact.** The Planning Area is not located within a Natural Community Conservation Plan (NCCP). The Planning Area is located within the boundaries of the Pacific Gas and Electric Company (PG&E) San Joaquin Valley Operation and Maintenance Habitat Conservation Plan (HCP). PG&E's service area encompasses approximately 70,000 square miles in 48 of the 58 counties in California. The HCP addresses small-scale temporary effects due to operation and maintenance of the service area that are dispersed over a large geographic area. The activities covered in the HCP include two categories of activities for which PG&E requests take authorization conducted in accordance with CPUC requirements: operation and maintenance activities and minor construction activities. Although the City is located within the HCP boundary, the HCP covers only PG&E-related operation and maintenance and construction activities and does not cover any other facilities or activities. Therefore, implementation of the proposed Housing Element will not conflict with the intent of the HCP. No impact will occur.

[10] U.S. Fish and Wildlife Service. National Wetlands Inventory. Wetlands Mapper. http://www.fws.gov/wetlands/Data/Mapper.html [December 21, 2015]

5. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Cause a substantial adverse change in the significance of a historical resource as defined in Section15064.5?	☐	☐	☐	☒
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
D) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

A) **No Impact.** According to the General Plan, the Planning Area does not contain significant historical resources. Historic resources are important to the knowledge of the past of California and the region while forming a portion of the character of the City that creates a sense of place and identity. Effects that result in the loss of historic structures, properties, or districts can result in impacts that include the loss of cultural identity, loss of unique engineering, architectural, or artistic works, and loss of unique, irreplaceable components of the sense of place that forms a cultural environment. The Inventory Sites are either vacant or are located in urbanized areas that have been previously distributed by past activities and no known historically and/or culturally significant resources including, but not limited to, structures, buildings, features, and/or objects have been located or previously recorded within the Inventory Site locations. The Inventory Sites are not listed on the City's list of historic properties.[11] Consequently, the Inventory Sites would not cause an adverse change in the significance of a historical resource, and impacts to historic resources are not anticipated. No Impact will occur.

B) **Less than Significant Impact with Mitigation Incorporated.** According to the General Plan, there are no sites of archaeological significance listed by the California Historic Information Resource System; Archaeological/Cultural Resource Center California State University, Bakersfield as being located within the City's Quantified Housing Objective locations.[12]

Similar to potential impacts resulting from the effects of future housing development on historical resources, impacts to archaeological resources can result in the loss of information important to the history (and potentially the pre-history) of California and the people who created and/or used the materials. The potential for uncovering significant resources at Inventory Site locations during construction activities is unknown given that no such resources have been discovered and/or recorded previously. In the unlikely event that archaeological resources are uncovered, Mitigation Measures C-1 and C-2 are incorporated to ensure that uncovered resources are recorded, evaluated, left in place if possible, and/or curated as recommended by a qualified professional archaeologist who meets the U.S. Secretary of the Interiors Qualifications and Standards. Impacts to buried archaeological resources will be less than significant with the incorporation of mitigation.

[11] City of Kerman 2007. General Plan Update, Part I, 4-19
[12] City of Kerman 2007. General Plan Update, Part I, 4-19

Mitigation Measures

C-1 Conduct Archaeological Sensitivity Training for Construction Personnel. The Applicant shall retain a qualified professional archaeologist who meets U.S. Secretary of the Interior's Professional Qualifications and Standards, to conduct an Archaeological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training session shall be carried out by a cultural resources professional with expertise in archaeology, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. The training session will include a handout and will focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of archaeological monitors, and, the general steps a qualified professional archaeologist would follow in conducting a salvage investigation if one is necessary.

C-2 Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources Are Encountered. In the event that archaeological resources are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue until a qualified archaeologist has examined the newly discovered artifact(s) and has evaluated the area of the find. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. Should the newly discovered artifacts be determined to be prehistoric, Native American Tribes/Individuals should be contacted and consulted and Native American construction monitoring should be initiated. The Applicant and City shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis.

C) **Less than Significant Impact with Mitigation Incorporated.** According to the General Plan Update, there are no known geological resources and/or unique geological features located within the Inventory Sites. The potential for uncovering significant paleontological resources at the Inventory Sites during construction activities is unknown given that no such resources have been previously discovered and/or recorded. In the unlikely event that paleontological resources are uncovered, Mitigation Measure C-3 is incorporated to ensure that uncovered paleontological resources are evaluated, salvaged, and curated as recommended by a qualified professional paleontologist who meets the qualifications set forth by the Society of Vertebrate Paleontology. Impacts to buried paleontological resources will be less than significant with incorporation of the mitigation measure.

C-3 Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered. In the event that paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue until appropriate paleontological treatment plan has been approved by the Applicant and the City. Work shall be allowed to continue outside of the buffer area. The Applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

D) **Less than Significant Impact.** Future development of the proposed Inventory Sites that require site preparation and earthmoving activities have the unlikely potential to uncover buried or surficial human remains outside of a recognized cemetery or other burial location. Construction activities that result in disturbing or destroying human remains could result in impacts to our knowledge of the burial practices of the people who were buried, the people who buried the remains, and the pre-historic or historic context and circumstances under which the buried became deceased. Should human remains be discovered, the contractor is required to comply with State Health and Safety Code §7050.5. This requires halting work in the

immediate area of the find and notifying the County Coroner, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, the Coroner is required to contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. Implementation of existing regulations will ensure that any discovered remains are appropriately collected and examined for any significant information that can be elicited. Potential impacts due to effects on human remains will be less than significant with implementation of existing regulations.

6. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
B) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	☐	☐	☒	☐
E) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐

A, C-D) **Less than Significant Impact.** Potentially hazardous geological and soils conditions occur in the Planning Area that include fault rupture, severe seismic activity, liquefaction, subsidence, collapse, lateral spreading, and landslides. Development sites subject to one or more of these conditions can have the effect of disturbing or destabilizing geologic units or soils such that hazards or hazardous conditions are initiated, thereby resulting in potential impacts to properties in vicinity of the project. Potential impacts to properties within the vicinity and inclusive of the development include property destruction, injury, and loss of life depending on the severity of the impact. Geological and soils hazards of concern are summarized below as described in the Fresno County General Plan EIR, supplemented by additional data.[13]

[13] Fresno County. General Plan Update Draft Environmental Impact Report. February 2000

- **Fault Rupture:** There are active and potentially active faults within and adjacent to Fresno County. Faults within Fresno County and major active and potentially active faults in the region are described in Section 14.3 of the County's General Plan EIR. The Nunez and Ortigalita faults are located near Coalinga and Panoche in the West Valley and have been designated Alquist-Priolo Earthquake Fault Zones (EFZ). An active fault may pose a risk of surface fault rupture. Surface rupture occurs when movement on a fault deep within the earth breaks through to the surface. Fault rupture typically follows preexisting faults and the rupture may occur suddenly during an earthquake or slowly in the form of a fault creep.
- **Seismic Groundshaking:** Most of Fresno County east of Interstate 5 (I-5) is located in Seismic Zone 3 pursuant to the California Building Code. Areas in the Coast Range and foothills and an area along the Fresno County-Inyo County boundary are located in Seismic Zone 4. Groundshaking is the primary seismic hazard in Fresno County, because of the seismic setting and record of historical activity. Urbanized locations in the East Valley, West Valley, and Sierra Nevada Foothills are subject to less intense seismic effects than locations in the Coast Range Foothills and Sierra Nevada Mountains.
- **Liquefaction:** Liquefaction is a process whereby soil is temporarily transformed to a fluid form during intense and prolonged groundshaking. Areas most prone to liquefaction are those where the water table is less than 30 feet below the surface and consist of relatively uniform sands that are loose to medium density. No specific County-wide assessments to identify liquefaction hazards have been performed. Areas where groundwater is less than 30 feet below the surface occur primarily in the Valley region; however, soil types in the area are not conducive to liquefaction because they are either too coarse or too high in clay content. Areas subject to 0.3 g-force (g) acceleration or greater are located in a portion of the Sierra Nevada along the Fresno-Inyo County boundary and along the Coast Range foothills in western Fresno County. Conversely, the depth to groundwater in these areas is greater than in the Valley, minimizing liquefaction potential. Lateral spreading, as the name suggests, is typically a liquefaction-related condition where the ground slides down a gentle slope or toward the banks of a linear water feature located on a buried liquefied layer.[14] No specific County-wide effort to identify liquefaction hazards has been performed. In addition, the Planning Area is not mapped by the California Department of Conservation.
- **Landslide:** Areas in Fresno County prone to landslides that are populated are located in the foothill and mountain areas where fractured and steep slopes are present such as in the Sierra Nevada, where less consolidated or weathered soils overlie bedrock as in the Coast Range, or where inadequate ground cover accelerates erosion.[15] There is no risk of large landslides in the Valley area of the County due to its relatively flat topography; however, the potential for small slides and slumping exists along the steeper banks of river or creeks in the Valley. Risks from landslides are minimal since the City of Kerman is located on the level San Joaquin Valley floor.
- **Expansive Soils:** Expansive soils are those that greatly increase in volume when they absorb water and shrink when they dry out. Expansion is measured by shrink-swell potential defined by the relative volume change in soil while gaining in moisture. If the shrink-swell potential is rated moderate to high, damage to buildings, roads, and other structures can occur. Soils exhibiting a high to moderately high shrink-swell potential generally occur in a linear, northwest-trending area generally parallel to the Friant-Kern Canal foothills in Kings Canyon National Park of the Sierra Nevada and along Fresno Slough from Madera County to Kings County. Investigations conducted under the auspices of the Natural Resource Conservation Service (NRCS) for the Westlands Water District have identified areas of expansive soils generally parallel the San Luis Drain.

Future housing developed pursuant to the policies of the proposed Housing Element will be subject to the requirements of the California Building Code (CBC) as adopted by the City, including preparation of a soils report. The CBC requires analysis of soils and application of engineering standards to ensure project sites are made suitable for building construction, particularly in regard to foundation design. Typical foundation design requirements to prevent failure due to the effects of geological hazards include post-tensioning due to lateral spreading/collapse, installation of piles due to liquefaction, dewatering or pre-saturation due to expansive soils, and installation of geomats due to landslides. Foundation and structural design for proposed

[14] United States Geological Survey. *San Francisco Bay Region Geology and Geologic Hazards. About Liquefaction.* www.geomaps.wr.usgs.gov/sfgeo/liquefaction/aboutliq [March 1, 2010]

[15] Ibid 8

development of the Inventory Sites will be subject to analysis and design recommendations by a licensed geotechnical engineer for review and approval by the City. Impacts due to geological and soils hazards will be less than significant.

B) **Less than Significant Impact.** Natural forces, both chemical and physical, are continually at work breaking down and moving rocks, minerals, and soils. Erosion poses environmental hazards through the effect of removing soils that can undermine roads and buildings and destabilize slopes. Erosion can also result in environmental damage by depositing soils in reservoirs, lakes, and drainage structures that can result in impacts to wildlife and human health by changing the ecological properties or the physical boundaries of the water body or drainage control device. In the eastern Fresno County area, soils exhibiting moderately high to high erosion potential are located in the Sierra Nevada and its foothills, generally coinciding with slopes that exceed 30 percent, although most areas are not substantially populated. Within the Valley, erosion is generally not problematic except for areas containing *Rossi* soils east of the Fresno Slough. Severe erosion potential has also been identified along the San Joaquin River Bluff where widely spaced gullies have eroded soils from subsiding floodwaters that drain into the main flood control channel. In western Fresno County, most soils associated with the *Kettleman* series generally located west of I-5 in the Coast Range foothills could be subject to moderate to severe sheet and gully erosion potential. *Panoche* and *Panhill* soils are classified as exhibiting no erosion under natural conditions, but their physical properties are particularly susceptible to erosion as a result of human activity. These soils are located extensively throughout western Fresno County and are especially prevalent in areas of young alluvial fans. Further, future developments on proposed Inventory Sites are subject to Federal and State regulations limiting erosion pursuant to NPDES requirements, and SJVSJVAPCD rules. Impacts will be less than significant.

E) **Less than Significant Impact.** Municipal Code Section 13.04.100 (Service requirement) requires use of the public sewer system when sewer service is located availability within 200 feet of an existing residence or occupied structure. According to Map 15 of the General Plan (City of Kerman Sanitary Sewer Master Plan), the Inventory Sites are located in areas that are within the existing and future service area for the municipal sewer system. Impacts will be less than significant.

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7. GREENHOUSE GAS EMISSIONS

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

A-B) **Less than Significant Impact.** Climate change is the distinct change in measures of climate for a long time period. Climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e., changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet's surface. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes, raising livestock, and deforestation activities; and some agricultural practices.[16]

Greenhouse gases differ from other emissions in that they contribute to the "greenhouse effect." The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. Greenhouse gases occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

In August 2008, the SJVAPCD adopted the Climate Change Action Plan (CCAP). The CCAP required the development of guidance to assist Lead Agencies, project proponents, permit applicants, and interested parties in assessing and reducing project-specific contributions of greenhouse gas emissions and resulting cumulative impacts due global climate change.[17] On December 17, 2009, the SJVAPCD adopted the *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*. The guidance relies on the use of performance based standards, otherwise known as Best Performance Standards (BPS), to normalize the effects resulting from project-specific greenhouse gas emissions that contribute to global climate change during the environmental review process, as required by CEQA.

16 United States Environmental Protection Agency. *Frequently Asked Questions About Global Warming and Climate Change. Back to Basics*. April 2009.

17 San Joaquin Valley Air Pollution Control District. Climate Change Action Plan. http://www.valleyair.org/Programs/CCAP/CCAP_menu.htm [November 17, 2015]

Use of the BPS method is designed to streamline the CEQA process for determining significance and is not a mandated emissions reduction program as promulgated by the SJVAPCD. Projects for which the BPS method has been used can be determined to have less than cumulatively significant impacts related to climate change as supported by evidence documented by the SJVAPCD. Otherwise, demonstration of a 29 percent reduction in GHG emissions as compared to future conditions under which the project is operated without GHG reduction methods (known as the Business-as-Usual, or BAU, baseline) is required to find that a project would contribute inconsiderably to cumulative global climate change conditions and the resulting impacts to the environment. The guidance does not limit a lead agency's authority to establish its own process for determining the significance of impacts resulting from global climate change or the projects contribution to those impacts.

CONSTRUCTION EMISSIONS

Future development proposed on Inventory Sites will result in short-term greenhouse gas emissions from construction activities. Greenhouse gas emissions would be released by equipment used for demolition, grading, paving, and other building construction activities. GHG emissions would also result from worker and vendor trips to and from project sites and from demolition and soil hauling trips. Construction activities are short term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. In recognition of the temporary character of GHG emissions from construction activities, the SJVAPCD Guidance does not require construction-related GHG emissions to be included in analysis of project-specific climate change impacts.

LONG-TERM EMISSIONS

Future development projects will result in continuous GHG emissions from mobile, area, and other operational sources. Mobile sources, including vehicle trips to and from development projects, will result primarily in emissions of CO_2, with minor emissions of CH_4 and N_2O. The most significant GHG emission from natural gas usage would be methane. Electricity usage by future development and indirect usage of electricity for water and wastewater conveyance would result primarily in emissions of carbon dioxide. Disposal of solid waste would result in emissions of methane from the decomposition of waste at landfills, coupled with CO_2 emission from the handling and transport of solid waste. These sources combine to define the long-term greenhouse gas inventory for typical development projects.

Future housing will be constructed on undeveloped and currently developed, underutilized properties. GHG emissions will be evaluated during the City's standard environmental review process as required by CEQA using the BPS method promulgated by the SJVAPCD. Applicable measures will be incorporated into future projects, ensuring GHG emissions are reduced to levels that will not be considered cumulatively considerable in the context of global climate change and resulting impacts. Some projects may be required to identify a GHG emissions inventory using regulatory and industry standard methodologies and measures to reduce emissions by 29 percent from BAU levels. GHG reduction measures identified in the Guidance documentation are categorized bicycle/pedestrian/transit, parking, site design, mixed-use, building component, transportation demand, and miscellaneous, each addressing the various operational sources of GHG emissions that are generated by development. Incorporation of BPS will ensure compliance with the regional CCAP and by extension the targets identified in the state Scoping Plan for reduction of GHG emissions. Impacts will be less than significant.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
B) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
D) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
F) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
G) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
H) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

A-D) **Less than Significant Impact.** Residential and mixed-use housing development do not cause or contribute substantially to potential hazards to the public or the environment because these uses do not involve the use, transport, or disposal of appreciable amounts of hazardous materials or wastes. For purposes of the following analysis, a "significant hazard to the public or the environment" is characterized by the effects of exposure to hazardous materials and/or wastes from a facility or facilities that are subject to operations-specific federal, state, regional, or local regulations and implementation processes (including permitting, accident contingency, and clean-up requirements) based on the amount of material or waste

undergoing use, transport, or disposal and the resulting impacts to human health or ecosystem functions. Residential uses are characterized by the use of common, widely available hazardous materials including paints and other solvents, cleaners, and pesticides. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. Use of common household hazardous materials are not subject to federal or state permitting at the consumer level and it is reasonably foreseeable that upset and accident conditions cannot be met by the use, transport, and disposal of such materials and wastes from future residences. Consumer-level household hazardous materials and wastes are not subject to federal or state permitting by the consumer, and their use is at such levels as to not have the potential to result in risk of upset or accident that could harm a substantial number of people, including children attending schools in the area, or have a substantial effect on the functions of the local or regional ecosystem.

Hazardous Sites: The proposed Inventory Sites are not listed as hazardous waste and substances sites, leaking underground storage tank sites, solid waste disposal sites, hazardous waste facilities subject to corrective action, or sites regulated by the Regional Water Quality Board.[18] There is one Cleanup Program Site located in close proximity to identified Inventory Sites in the southeastern portion of the city along California Avenue. The Helena Chemical Company is an agricultural supply company with an unauthorized release or pesticides and herbicides.[19] Development of future housing on proposed Inventory Sites will be required to assess impacts due to the accidental release of hazardous materials as part of standard environmental review procedures pursuant to CEQA and City policy.

Materials and Wastes Transport: According to the General Plan, hazardous materials pass through the City in route to other destinations via rail and surface street system. The major transportation routes through the City include the surface street system and the Southern Pacific Railroad (SPRR) rail line. Primary truck routes in the City include Whitesbridge Road, Madera Avenue, and Church Avenue. Inventory Sites are located along Whitesbridge Avenue and Madera Avenue. Inventory Sites located along California Avenue are located in close proximity to the Southern Pacific Railroad (SPRR). While train derailment can occur at any time, it is during an earthquake that a derailment and hazardous materials release would pose the greatest risk of hazards. The City has no direct authority to regulate the transport of hazardous materials on local and regional roadways or railways; however, under upset and accident conditions, it is reasonably foreseeable that most of the spill would be contained within the right-of-way of a roadway with minimal chance of hazardous materials or wastes reaching adjacent homes. On the other hand, it is reasonably foreseeable that train derailment would result in extensive impacts to adjacent residents as the train and multiple train cars leave the tracks and violently careen with the adjacent environment. Transportation of hazardous materials and wastes by truck and rail is regulated by the U.S. Department of Transportation (DOT). DOT regulations establish criteria for safe handling procedures. Federal safety standards are also included in the California Administrative Code. The California Health Services Department also regulates the haulers of hazardous waste, but does not regulate all hazardous materials. Although there is some reasonably foreseeable potential for exposure of future residents to hazardous materials and wastes under upset and accident conditions, federal and state regulations are in place with a focus on prevention of accidental releases and measures for appropriate containment and cleanup when accidents occur.

Facilities: According to the EPA, there are four small quantity generators (SQGs) and two large quantity generators (LQGs) of hazardous wastes operating within and adjacent to the Planning Area, listed below.

Small Quantity Generators

- Butch's Auto Parts, Inc. (14695 West Whitesbridge Road)
- Circle K Store #3609 (481 South Madera Avenue)
- FMC Corp Agricultural Chemical Group (14451 West Whitesbridge Road)
- Ron Garcia Auto Body Sales (756 South Madera Avenue)

[18] California Environmental Protection Agency. Cortese List Data Resources. http://www.calepa.ca.gov/SiteCleanup/CorteseList/ [December 22, 2015]

[19] State Water Resources Control Board. Geotracker. https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=SLT5FT304505 [December 22, 2015]

Large Quantity Generators

- CVS Pharmacy #4446 (14967 West Whitesbridge Road)
- Rite Aid # 5853 (456 South Madera Avenue)

SQGs generate more than 100 kilogram of hazardous waste and less than 1,000 kilograms. LQGs generate more than 1,000 kilograms of hazardous waste per month or more than one kilogram per month of acutely hazardous waste. Both the federal government and the State of California require all businesses that handle hazardous materials or extremely hazardous materials to submit a business risk management plan to the local Certified Unified Program Agency (CUPA). The CUPA with responsibility for the City is the County's Environmental Health department. The business risk management plan must include an inventory of the hazardous materials and emergency response plans and procedures to be used in the event of a significant release of a hazardous material. Implementation of federal and state requirements for the operation of these types of facilities will ensure that exposure to residential uses will be minimized or avoided.

Considering the preceding analysis, the proposed Housing Element will not result in effects from the use, transport, or disposal of hazardous or acutely hazardous materials or wastes, under normal or upset and accident conditions, which could impact human health or the environment with implementation of existing regulations, standards, and General Plan Policy. Impacts will be less than significant.

E-F) **Less than Significant Impact.** There are nine public and private airports within Fresno County.[20] The public airports are Fresno-Yosemite International Airport, Fresno Chandler Downtown Airport, Coalinga Airport, Firebaugh Municipal Airport, Mendota Municipal Airport, and Reedley Municipal Airport. The private airports are Harris Ranch Airport, Selma Aerodrome, and Sierra Sky Park Airport. Specific land use policy plans have been developed for Fresno-Yosemite International, Fresno Chandler Downtown, Coalinga, Harris Ranch, and Sierra Sky Park Airports. A single land use policy plan has been prepared for Firebaugh, Mendota, Reedley, and Selma Aerodrome.

Airport safety issues and their connection with land use planning are generally associated with hazards posed by departing and landing aircraft crashes and the effects those crashes could have on uses and people on the ground. Development within the approach and departure zones of an airport or airstrip are subject to the effects of potentially widespread, although rare, aircraft crashes; therefore, the denser the development and population within these zones, the greater the risk of impacts to human health. Aircraft crashes can result in the substantial loss of property and life depending on the size of the aircraft, its velocity, the pitch, yaw, and roll at the moment of impact, and the type of cargo it is carrying. Development within the vicinity of an airport can result in increased potential for impact due to height, glare, and electronic interference that can disrupt flight patterns and pilots operating out of the airport.

Bland Field is located approximately 0.8 miles southeast of Kerman and is a private use air strip that requires permission for use. The Airport Land Use Commission (ALUC) is responsible for ensuring that development within the vicinity of an airport does not cause undue risk to airport operations or the safety of persons on the ground. The commissioners represent the county, its cities, and the public. Legislation passed in 1982 established a direct link between airport land use plans and the land use plans and regulations adopted by cities and counties, as established in California Public Utilities Code Section 21676. In accordance with this legislation, the ALUC must review the general and specific plans of local jurisdictions for consistency with the county's airport comprehensive land use plan (CLUP). Primary and Secondary Review Areas must be identified for each facility. Projects proposed within the geographic boundaries of the Primary Review Area are referred to the ALUC for review and evaluation. Within the Secondary Review Area, only those projects involving a structure or other object with a height that would exceed that permitted under adopted land use zoning would be referred to the ALUC for review. Impacts will be less than significant.

G) **No Impact.** The City of Kerman is part of the multi-jurisdictional Multi-Hazard Mitigation Plan (MHMP) prepared for the County of Fresno. The purpose of the MHMP is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The Emergency Operations Center (EOC) in City Hall serves as the center of the City

[20] Fresno County. General Plan Update Draft Environmental Impact Report. February 2000

emergency operations. The Multi-Hazard Emergency Plan addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, terrorist activities, and war-related operations. The Plan is designed to include the City as part of a county and statewide emergency management system. The Plan also addresses evacuation and movement of people in the event of an emergency. It should be noted that the MHMP is decidedly flexible in order to respond to the inherent chaos associated with disasters in a manner that is coordinated but responsive to the immediate needs of the situation. The proposed Housing Element does not include any land use, circulation, or safety changes that could conflict with implementation of the MHMP or other emergency response programs. No impact will occur.

H) **Less than Significant Impact.** Fresno County is most prominently subject to wildland fires west of Interstate 5 and east of Clovis and Sanger in approach to the Sierra Nevada.[21] Wildland fires can result in loss of property and life when coming in contact with developed areas. Wildland fires can also result in dramatic effects to the wildlands from whence they came. Future development within Very High Fire Hazard Severity Zones (VHFHSZ) is required to be constructed pursuant to California Building Code (CBC) Chapter 7A (Materials and Construction Methods for Exterior Wildfire Exposure). Development within the local agency VHFHSZ is considered to be located in the wildlands-urban interface (WUI) and requires special construction in order to protect life and property by increasing the ability of a building to resist intrusion of flames or burning embers projected by a vegetation fire, and conflagration losses. The CBC focuses on the construction and materials used in roofs, attic ventilation, exterior walls, decking, floors and underfloors, and ancillary buildings, structures, and appendages. Implementation of these requirements will ensure that future housing with the WUI is constructed to withstand wildland fires, thereby minimizing any associated impacts. Impacts will be less than significant with implementation of existing regulations.

[21] California Department of Forestry and Fire. Fire Hazard Severity Zone Map. 2007/2008

9. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
B) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
D) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
E) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
F) Otherwise substantially degrade water quality?	☐	☐	☐	☒
G) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☒	☐	☐
H) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☒	☐	☐
I) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
J) Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

A) **Less than Significant Impact.** The City of Kerman has no receiving water such as creeks, rivers, lakes, or canals to which storm water can be directed. The stormwater collection system includes storm drains and gutters as well as pipes and outfalls where stormwater enters the storm drain basins. The City maintains eleven basins that collect runoff water.

Housing is a common type of urban development and is addressed in the City waste discharge requirements for construction and operational sources of pollutants that can affect downstream surface water bodies by discharge into the local storm drain system. Discharge of pollutants into water bodies can result in effects on the beneficial uses of the water body. Beneficial uses include water for agricultural uses, special areas for biological resources, cold freshwater habitat, commercial and sport fishing, multitudes of habitats, freshwater replenishment sources, areas of artificial or natural groundwater recharge, water for industrial supply and process, water for domestic uses, waters used for navigation, areas where rare or endangered species could occur, fish spawning grounds, migration, shellfish harvesting, and recreational activities.[22] The resulting impacts due to effects on water quality and associated beneficial uses include disruption of the ecosystem due to the loss of habitat, potential harm or death to sensitive species, and a narrowing of migratory options and species' gene pools. Impacts to humans range from quality of life issues such as the loss of recreational waters to potential health impacts due to contamination of drinking water supplies and contamination of fish and other marine life farmed and sold for food. The proposed Housing Element does not include any policies or programs that would conflict with implementation of the NPDES program such that future residential development could result in exceedance of the waste discharge requirements and thus will not substantially impact downstream water quality. Furthermore, future housing development will be subject to environmental inquiry and potential review pursuant to CEQA. Impacts related to violation of water quality standards and waste discharge requirements will be less than significant with implementation of existing permit regulations.

B) **Less than Significant Impact.** The proposed Housing Element can accommodate projected housing demand over the next eight years, which will require potable water for drinking, food preparation, cleaning, and bathing as well as water for landscape irrigation. Future housing will generate demand for water in addition to the demand of existing uses and the incremental increase in demand as growth occurs in the area; therefore, the future housing will contribute to cumulative, long-term increases in demand for groundwater and other water resources. The City is situated above the Kings Groundwater Basin where much of the groundwater supply is generated through recharge of the Basin via the Kings River. No imported water source is available and water supplies are limited to those within the watershed. The dependence on groundwater and the growth in water demand by urban and agricultural users has depleted groundwater resources in the Central Valley. Despite efforts to balance supply and demand, increased pumping during the irrigation season has resulted in seasonal and long-term declines in groundwater levels in some parts of the City. Beyond the potential loss of water for potable and non-potable uses, declines in groundwater can result in effects on the operation of water wells. Water wells are columns in the soil that can be dug by hand, created by driving a pipe through the soil, or drilled to the appropriate depth to extract groundwater where a pump is installed to force water closer to the surface. Declining groundwater levels can cause the water table to descend below a water well's pump intake, rendering the well incapable of drawing water. This problem is exacerbated where multiple wells are in proximity to each other, resulting in a cumulative drawdown of the water table that can result in multiple wells running dry. This can result in temporary water shortages and require the creation of new water wells and abandonment of the existing well, both of which require construction activities that can result in nominal impacts to the environment due to use of construction equipment, penetration of soils, concrete pouring, and worker vehicle trips. Water is essential to the proper function of an ecosystem and human life and activities; thus, water shortages can impact the health and well being of humans and the quality of the environment.

The proposed Housing Element update does not include any changes to the land use designations of the Inventory Sites; thus, the proposed Housing Element is consistent with growth assumptions utilized in the 2010 Urban Water Management Plan. There is sufficient supply to accommodate demand in year 2025 under normal conditions and under single-year and multiple-year dry conditions.[23] Future development of the Inventory Sites will be subject to environmental inquiry and possible project-specific environmental review pursuant to CEQA. Considering the proposed Housing Element is consistent with the General Plan and will not increase groundwater demand beyond that assessed in the General Plan and therefore the 2010 Urban Water Management Plan, the Housing Element will result in less than significant impacts related to the decline in groundwater levels.

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22 Central Valley Regional Water Quality Control District. Water Quality Control Plan for the Sacramento and San Joaquin River Basins. 4th ed. September 1998

23 City of Kerman. 2010 Urban Water Management Plan. April 2012

C-E) **Less than Significant Impact.** Future development of housing will occur on currently or previously developed sites and undeveloped sites. Development on currently or previously developed sites is unlikely to substantially change the hydrological conditions of the site that was undoubtedly graded and engineered to convey on-site flows to local storm drains or water quality basins in accordance with the City standard requirements for drainage and flood control, as specified in Municipal Code Section 16.40.100. Development on previously undeveloped sites may result in more substantial changes to the site topography and drainage conditions as cut and fill activity occurs to balance the site for building construction. The concern with changes in on-site drainage is the potential for flooding, erosion, siltation, pollutant loading, and exceedance of storm drain capacity due to the lack of or improperly designed conveyance of runoff. The effects of changes in drainage patterns can result in impacts to human health and quality of life and the environment through damage or destruction of structures, sedimentation of downstream water bodies and the resulting impact to aquatic biological resources, decreased water quality with similar impacts to aquatic biological resources, and storm water backup that can result in similar types of flooding impacts.

The City's stormwater collection system includes storm drains and gutters as well as pipes and outfalls where stormwater enters the storm drain basins. The City maintains eleven basins that collect runoff water. General Plan Land Use Element Public Facilities Policy 4 requires the installation of water, sewer, and storm drainage improvements that correct existing infrastructure deficiencies and meet the demand of future growth. General Plan Map 17 shows that the City and surrounding Sphere of Influence will be served by the City's storm drainage system. Impacts due to the effects of changes in drainage patterns will be less than significant with implementation of existing regulations and General Plan Policies.

F) **No Impact.** No other potential impacts related to hydrology and water quality were identified in this analysis. No impact will occur.

G-H) **Less than Significant Impact with Mitigation Incorporated.** According to the Federal Emergency Management Agency, Inventory Sites located to the northwest and to the east of Kerman, within the SOI, are located in Flood Zone A. Areas in Zone A are subject to 1 percent annual flood (100-year flood). According to the General Plan, new development that may be subject to flooding must conform to standards and plans contained in the Kerman Stormwater Drainage Master Plan. The Plan includes the locations of new stormwater drainage lines, mains, and ponding facilities. To ensure that flooding impacts to future development within Zone A are minimized, Mitigation Measure HYD-1 has been incorporated. With implementation of Mitigation Measure HYD-1, impacts will be less than significant.

Mitigation Measure

HYD-1 The City shall require that future development within the 100-year flood zone adhere to the following: all construction materials used must be flood resistant as specified in FEMA Technical Bulletin 2, construction methods must minimize flood damage, and adequate drainage paths around structures on slopes to guide flood waters around and away from structures must be installed. Residential construction within Zone A must be elevated to or above the base flood elevation.

I) **Less than Significant Impact**. According to the Fresno County General Plan Background Report, development of housing at the northwestern portion of the Planning Area could occur within the flood inundation area of Friant Dam that could result in property damage and bodily injury or death due to the sudden nature of the release of floodwater during a failure and the resulting depths and velocities.

The U.S. Army Corps of Engineers is responsible for conducting regular inspections and maintenance of the dam. The U.S. Army Corps of Engineers intends to identify and communicate any risk of dam failure well in advance of any potential event that could trigger a potential failure. Therefore, risk of failure is considered to be low; therefore, impacts will be less than significant.

J) **Less than Significant Impact.** *Seiche* is the process by which water sloshes outside its containing boundaries, generally due to an earthquake. Seiche can result in localized flooding that can result in property damage or personal injury. This could

occur within an open reservoir, lake, or other large waterbody. The Planning Area does not contain any open reservoirs, lakes, or other large bodies of water; therefore, significant impacts resulting from the effects of seiche will not occur.

A *tsunami* is a large wave that generates in the ocean, generally from an earthquake, and builds intense strength and height before impacting a coast. Tsunami can result in significant property damage and loss of life due to the intense, destructive nature of the wave and the often-sudden occurrence with little chance for warning. The Planning Area is not subject to impacts from the effects of a tsunami because it is located over 100 miles inland of the Pacific Ocean.

A *mudflow* (or debris flow) is a rapidly moving slurry of water, mud, rock, vegetation and debris. Larger debris flows are capable of moving trees, large boulders, and even cars.[24] This type of failure is especially dangerous because it can move at speeds in excess of 10 miles per hour, is capable of crushing buildings, and can strike with very little warning. As with soil slips, the development of debris flows is strongly tied to exceptional storm periods of prolonged rainfall. Ground failure occurs during an intense rainfall event, following saturation of the soil by previous rains. Relatively small amounts of debris can cause damage from inundation and/or impact. According to the General Plan, the Planning Area is relatively flat. Therefore, risk of hazard due to mudflow is less than significant.

[24] California Geological Survey, CGS Note 33. Hazards from Mudslides. http://www.conservation.ca.gov/cgs/information/publications/cgs_notes/note_33/Pages/index.aspx [December 3, 2015]

10. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

A) **No Impact.** Communities form neighborhoods within a broader assemblage of land uses, acting as physically bounded and typically culturally and economically homogenous social networks that often define a person's local sense of place and help shape an individual's social and cultural perspective, particularly as a youth. Such communities typically are self-policing groups with internal codes of conduct and social norms that help define community character while ensuring individuals do not unduly upset the fabric and spirit that perpetuate the community in operating as a social unit. A significant impact would occur if proposed Inventory Sites are sufficiently large or configured in such a way so as to create a physical barrier within an established community. The proposed Housing Element identifies Inventory Sites throughout the city of Kerman. The Inventory Sites rely on existing land use designations to accommodate new residential and mixed-use development, and no changes are proposed. The General Plan does not designate any established communities defined by a Specific Plan that would be affected by implementation of the proposed Housing Element; therefore, implementation of the proposed Housing Element will not create any physical barrier within the community. Furthermore, project implementation will not require new infrastructure systems such as roadways or flood control channels. As such, the Housing Element update will not divide or disrupt neighborhoods or any other established community elements. No impact will occur.

B) **No Impact.** The Housing Element update sets forth policies to encourage housing development consistent with adopted land use policies established in the General Plan. No changes in land use or development intensities are proposed. The Housing Element does not include any goals, policies, or programs that would conflict with adopted General Plan goals and policies to mitigate impacts due to effects generated by development within the Planning Area. No impact will occur.

C) **No Impact.** Please see Section 4.F for a discussion of biological resources planning efforts and analysis of potential impacts related to the proposed Housing Element.

11. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
B) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

A-B) **No Impact.** Fresno County has produced an abundance of minerals due to the wide variety of mineral resources that are present in the County.[25] Extracted resources include aggregate products (sand and gravel), fossil fuels (oil and coal), metals (chromite, copper, gold, mercury, and tungsten), and other minerals used in construction or industrial applications (asbestos, high-grade clay, diatomite, granite, gypsum, and limestone). The Fresno County General Plan Background report illustrates the general distribution of minerals throughout the County in Figure 7-7 (Mineral Resource Locations). It should be noted that the California Division of Mines and Geology (CDMG) has not performed a comprehensive survey of all potential mineral resource locations nor classified other locations within the County into Mineral Resource Zones (MRZ). According to the General Plan Conservation, Open Space, Parks and Recreation Element, there are no significant mineral resources within the Planning Area and no known mining of mineral resources has occurred within the Planning Area. No impact will occur.

[25] Fresno County. General Plan Update Draft Environmental Impact Report. February 2000

12. NOISE

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
B) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
C) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
D) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
F) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

A) **Less than Significant Impact.** The City has not adopted an ordinance or regulation that otherwise addresses noise compatibility. The General Plan Noise Element includes policies, standards, criteria, programs, diagrams, and maps related to protecting public health and welfare from excessive noise exposure. General Plan Goals and Policies together with Municipal Code Chapter 9.26 standards for noise control are incorporated into the land use planning process to reduce noise and land use incompatibilities.

CONSTRUCTION NOISE

Construction activity is typically short-term in nature and is generally limited to daylight hours. Future development will be subject to review by the Planning Division to ensure conformance with City policies and regulations. When impacts to sensitive noise receivers are anticipated, an acoustical analysis may be required during the entitlement process.

OPERATIONAL NOISE

The primary contributor to ambient noise in the planning area is traffic, particularly from major roadways such as Madera Avenue, Kearney Boulevard, and Whitesbridge Avenue. General Plan Noise Element Policies and action items listed below will minimize impacts due to transportation noise sources.

General Plan Policies

1. New development of noise-sensitive land uses shall not be permitted in areas exposed to existing or projected future levels of noise from transportation noise sources which exceed 60 dB Ldn in outdoor activity areas or 45 dB Ldn in interior spaces.
    a. The City shall review new public and private development proposals to determine conformance with the policies of the Noise Element.
    b. Where the development of a project may result in land uses being exposed to existing or projected future noise levels exceeding the levels specified by the policies of the Noise Element, the City shall require an acoustical analysis early in the review process so that noise mitigation may be included in the project design. For development not subject to environmental review, the requirements for an acoustical analysis shall be implemented prior to the issuance of a building permit.
2. Noise created by new transportation noise sources, including roadway improvement projects, shall be mitigated so as not to exceed 60 dB Ldn within outdoor activity areas and 45 dB Ldn within interior spaces of existing noise-sensitive land uses.
    a. The City shall develop and employ procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the development review and building permit processes.
    b. The City shall request the California Highway Patrol, the sheriff's office and the police department to actively enforce the California Vehicle Code sections relating to adequate vehicle mufflers and modified exhaust systems.

Future housing developments on the proposed Inventory Sites are subject to the policies of the existing General Plan designed to minimize noise impacts to noise-sensitive properties. Future Housing Development will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed, should noise impacts be identified. Potential impacts will be less than significant with implementation of existing standards and regulations.

B) **Less than Significant Impact.** Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second, and in the U.S. is referenced as vibration decibels (VdB).

The background vibration velocity level in residential and educational areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors cause most perceptible indoor vibration. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, and 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

The general human response to different levels of groundborne vibration velocity levels is described in Table 8 (Human Reaction to Vibration).

Table 8
Human Reaction to Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level in unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006

Groundborne vibration can result in impacts from minor annoyances to people to major shaking that damages buildings. The primary source of groundborne vibration within the City would be railroad and heavy construction activities. According to the Caltrans *Transportation- and Construction-Induced Vibration Guidance Manual*, transportation sources are not a significant source of vibration and therefore are not discussed below.

Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack-hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers or large trucks are used. The construction of future potential housing developments could utilize machinery that would generate substantial amounts of ground vibration because multiple-lot housing developments generally require mass grading. Construction of future development is not likely to require rock blasting considering the built-out character of the area. Table 9 (Common Construction Vibration) summarizes vibration levels from common construction equipment. Impacts to structures can occur from 0.08 PPV to 2.00 PPV depending on the duration of the vibration and the age of the structure. Similarly, human annoyance to vibration can occur from 0.01 PPV to 2.00 PPV depending on the duration.

Table 9
Common Construction Vibration

Equipment	PPV (in/sec at 25 ft.)
Crack-and-Seat Operations	2.400
Vibratory Roller	0.210
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003

Source: California Department of Transportation 2004

Vibration impacts are temporary and rare except in cases where large equipment is used near existing, occupied development.

With regard to railroad operations, noise and vibration impacts would be evaluated on a project-by-project basis pursuant to CEQA and the City's local implementation procedures. Because the proposed Housing Element indentifies Inventory Sites in close proximity to the rail corridor, potential future development and redevelopment to occur within the area may be exposed to rail noise.

Vibration is difficult to control, and the best methods for mitigation are avoidance. Typical vibration mitigation includes routing and placement of equipment to maximize distance to receptors and use of alternative equipment, such as use of drilled pile drivers as opposed to impact drivers. Subsurface dampeners can also be utilized to reduce groundborne vibration. Impacts related to exposure to groundborne vibration would be less than significant with implementation of local environmental review procedures. No impacts will be associated with vibration as no policy changes, developments, or infrastructure improvements are proposed as part of the Housing Element update.

C) **Less than Significant Impact.** Residential land uses typically do not produce excessive noise either individually or cumulatively that could substantially increase existing, ambient noise levels. The future development of the Inventory Sites could increase ambient noise levels due to increased traffic generation in the project vicinity. Thus, development of the Inventory Sites will partially contribute to the noise volumes identified in the General Plan. The proposed Housing Element does not include changes to land uses and intensities designated in the current General Plan. The Housing Element does not propose any specific development or any land use changes that would invalidate this prior finding or further increase traffic levels beyond those included in the General Plan. Project-specific increases in ambient noise levels due to future development on each Inventory Site will be evaluated as development is proposed over the long term pursuant to existing policies and procedures. With these existing policies and procedures in place, impacts related to increases in ambient noise levels will be less than significant.

D) **Less than Significant Impact.** The proposed Housing Element update does not authorize the development or redevelopment of any particular site but does include policies that could facilitate development of future housing. Temporary increases in local noise levels will be associated with construction activities. The updated Housing Element will not result in any new or more severe temporary noise impacts associated with residential construction, as the Housing Element does not propose land uses or intensities not already designated in the General Plan. Continued enforcement of the City's noise restrictions will reduce temporary noise impacts to less-than-significant levels.

E-F) **No Impact.** According to the General Plan, Fresno-Yosemite International Air Terminal is located 20 miles east of Kerman and Fresno-Chandler Airport is located ten miles east of Kerman. Bland Field, a private use airport, is located approximately 0.8 miles southeast of Kerman. The runway surface is natural soil and is approximately 1800 feet by 60 feet. Because this is a private-use airport, permission is required for all aircraft before landing. Considering that permission is required to land and that size of Bland Field, noise impacts due to aircraft utilizing Bland Field is not anticipated. No specific new development is associated with the proposed Housing Element update, and no changes to safety policies related to air traffic are proposed. No impacts will occur.

13. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
B) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
C) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

A) **No Impact.** Adoption and implementation of the Housing Element will not, in and of itself, directly result in population growth. Population growth is a complex interaction of immigration, emigration, births, deaths, land use, and economic factors of which the General Plan and Housing Element are only a part. Regional models of population growth and change, accounting for these complexities, are developed by the California Department of Housing and Community Development (HCD) and Fresno Council of Governments (COGs). The proposed Housing Element update is designed to guide and accommodate the City's share of the projected regional population growth and associated housing over the next eight years. Pursuant to Government Code 65584, the California Department of Housing and Community Development (HCD) is required to determine the Regional Housing Needs Allocation (RHNA), by income category, for Council of Governments (COGs) throughout the State. The RHNA is based on the California Department of Finance population projections and regional population forecasts used in preparing regional transportation plans. COGs are required to allocate to each locality a share of housing need totaling the RHNA for each income category. The RHNA is based on the California Department of Finance population projections and regional population forecasts used in preparing regional transportation plans. COGs are required to allocate to each locality a share of housing need totaling the RHNA for each income category. The population in the County is projected to increase by 443,229 residents between 2010 and 2040. As discussed in the project description, housing need is projected to grow by 1,332 units over the next eight years to accommodate the projected population growth. Based on a RHNA allocation of 1,332, the Housing Element update will result in an increase of approximately 4,649 new residents (based on Kerman's average household size of 3.49 for renter-occupied units).[26] The proposed Housing Element is the direct implementation of State requirements to account for population growth and housing needs. The proposed Housing Element and Inventory Sites are projected to meet the City's housing demand as identified in the RHNA (1,332 units). Considering that the Housing Element identifies adequate land and planning mechanisms to accommodate the future housing needs of the growing population derived directly from the population growth estimates for the region, the proposed housing Element could not induce population growth. No impact will occur.

B-C) **No Impact.** The proposed Housing Element update is intended encourage and facilitate housing development and preserve and enhance existing housing stock. The natural recycling of land will not result in the loss of housing units because such redevelopment will result in the development of new housing units. Thus, the availability of residential units in response to increases in population is supported by the Housing Element. Considering residential units will increase naturally as guided

[26] United States Census. American FactFinder. Profile of General Population and Housing Characteristics: 2010 – Kerman, California. http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF [December 21, 2015]

by the goals and policies of the proposed Housing Element, no impacts related to the displacement of housing or people could occur.

14. PUBLIC SERVICES

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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Fire protection?	☐	☐	☒	☐
B) Police protection?	☐	☐	☒	☐
C) Schools?	☐	☐	☒	☐
D) Parks?	☐	☐	☒	☐
E) Other public facilities?	☐	☐	☒	☐

A) **Less than Significant Impact.** The North Central Fire Protection District provides fire protection emergency services to the City. 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. This station is staffed by two full-time personnel and two medical personnel. The station is equipped with two 1,250 gallons per minute fire engines, a 65-foot aerial ladder, as well as a paramedic rescue vehicle. The General Plan does not indicate the need for additional stations to serve anticipated growth. The effects of constructing and operating a new fire station are typical of any development project, such as pollutant emissions from use of construction equipment and staff vehicle trips, changes in the visual character of the station site in the context of the neighborhood, and increased vehicle trips on local roadways. Fire stations also result in the specific effect of generating periodic increases in noise from use of fire engine and emergency vehicle sirens. Construction and operation of a new fire station will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future fire facilities will be less than significant with implementation of existing regulations.

B) **Less than Significant Impact.** The Kerman Police Department provides police protection services to the City. The Department is staffed by a chief, four sergeants, one detective, 13 full-time sworn officers, and three Community Service Officers. The Kerman Police Department maintains a Temporary Holding Facility that houses two holding cells which are used for holding arrested persons prior to transporting them to the Fresno County Jail in Fresno. Kerman has a mutual aid agreement with the Fresno County Sherriff's Department, which also services Kerman. The General Plan does not indicate the need for additional facilities to serve anticipated growth. The effects of constructing and operating a new police station are typical of any development project, such as pollutant emissions from use of construction equipment and staff vehicle trips, changes in the visual character of the station site in the context of the neighborhood, and increased vehicle trips on local roadways. Police stations also result in the specific effect of generating periodic increases in noise from use of sirens, although typically sirens will be initiated while on patrol as opposed to directly initiating from the substation. Construction and operation of a new substation will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future police facilities will be less than significant with implementation of existing regulations.

C) **Less than Significant Impact.** The Kerman Unified School District is a public school system that provides kindergarten through 12th grade education for the City of Kerman. The effects of schools that can result in environmental impacts are

specific and include peak traffic levels occurring in the morning and early afternoon, playground noise, and field lighting. Furthermore, analyses of school impacts are unique in that any impacts resulting from the effects of schools are considered fully mitigated through the payment of development impact fees pursuant to the Leroy F. Green School Facilities Act; therefore, pursuant to State law and the payment of development impact fees, impacts will be less than significant.

D) **Less than Significant Impact.** Pursuant to State law, the City imposes parkland dedication or in-lieu fees on new development equivalent to four acres of parkland per 1,000 new residents. The proposed Housing Element will generate new or relocated residents that will require park and recreation facilities and associated programs, either through expansion of existing facilities or construction of new facilities. Construction or expansion of parks can result in nominal effects such as pollutant emissions from construction activities and operational trip generation potentially resulting in similarly nominal impacts to the environment. The City will continue to collect in-lieu fees or require construction of new or expanded parks from proponents of new housing to compensate for incremental increases in parks and recreation service demand, thus providing adequate, per-capita facilities for future residents. Construction and operation of new or expanded parks and recreation facilities will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future parks and recreation facilities will be less than significant with implementation of existing regulations.

E) **Less than Significant Impact.** New or relocated residents generated by the provision of new housing guided by the goals and policies of the proposed Housing Element will generate the incremental need for a variety of public and quasi-public services including libraries, medical clinics, urgent care facilities, hospitals, social service centers, senior centers, and other facilities. Construction and operation of new or expanded public service facilities will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future public service facilities will be less than significant with implementation of existing regulations.

15. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

A-B) **Less than Significant Impact.** Pursuant to State law, the City imposes parkland dedication or in-lieu fees on new development equivalent to four acres of parkland per 1,000 new residents. The proposed Housing Element will generate new or relocated residents that will require park and recreation facilities and associated programs, either through expansion of existing facilities or construction of new facilities. Construction or expansion of parks can result in nominal effects such as pollutant emissions from construction activities and operational trip generation potentially resulting in similarly nominal impacts to the environment. The City will continue to collect in-lieu fees or require construction of new or expanded parks from proponents of new housing to compensate for incremental increases in parks and recreation service demand, thus providing adequate, per-capita facilities for future residents. Construction and operation of new or expanded parks and recreation facilities will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future parks and recreation facilities will be less than significant with implementation of existing regulations.

16. TRANSPORTATION AND TRAFFIC

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
B) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
C) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
D) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
E) Result in inadequate emergency access?	☐	☐	☒	☐
F) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

A-B) **Less than Significant Impact.** The City is served by local transportation facilities including streets, railways, and bus routes in addition to non-motorized transportation facilities such as sidewalks, trails, and bikeways. These facilities provide options for travel modes that include passenger vehicles, trains, buses, bikes, and walking. This facilities and modes of travel comprise the circulation system for the City, and the broader system, designed with the goals of efficiently moving people and goods throughout the region by providing ease of access to multiple modes of travel.

Future housing development will primarily generate passenger vehicle trips that will disperse during the morning as residents drive to commercial, industrial, and institutional facilities for a variety of reasons but primarily for work and school. Some trips may be to transit centers, such that a portion of a resident's trip may include alternative transportation modes, while others may simply walk to their destination or to other transit options. The return leg of a trip is generally anticipated to be the reverse of the initial leg of the trip during the afternoon, albeit with higher likelihood of a portion of the trip being dedicated to accessing shopping, entertainment, or other uses. According to the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, single-family homes generate 9.52 daily trips per dwelling unit, with 7.6 percent of those trips occurring during morning peak

hours and 10.5 percent occurring during afternoon peak hours.[27] Apartments generate 6.65 daily trips per dwelling unit with 7.7 percent occurring during morning peak hours and 9.3 percent occurring during the afternoon peak hour. The concern regarding transportation facilities and their counterpart modes of travel is excessive use throughout the day or during morning and/or afternoon peak hours and the resulting effects on the performance of the facilities' ability to move people and goods. The direct effects of reduced circulation system performance are annoyance and stress, thereby decreasing the quality of life for the user. Direct failure or accelerated deterioration of circulation system facilities can also occur if the facility was not designed to function under increased loading. A variety of indirect impacts to human health and the environment are attributed specifically to excessive use of vehicles on local and regional roadways including effects related to air pollution and ambient noise.

Three planning efforts guide the long-term improvement of the circulation system at the regional and local levels. The Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) is administered by the Fresno Council of Governments (COG) as a comprehensive assessment of all travel modes in Fresno County and the needs of travel and goods movement through the year 2040.[28] The Congestion Management Process (CMP) is also administered by Fresno COG in lieu of a congestion management program that was opted out of in 1997.[29] The CMP addresses congestion management through a process developed cooperatively throughout the metropolitan region that provides for safe and effective management and operation of existing and future transportation facilities through demand reduction and operations strategies. While the RTP/SCS addresses the broader goals of the transportation network, the CMP focuses on specific, regional facilities requiring funding for maintenance and improvements in order to meet the goals of the RTP/SCS. The CMP relies on local jurisdiction standards in determining the performance of the CMP network and notes that the Cities of Fresno and Clovis have adopted the Level of Service (LOS) D standard, and the County and other Cities have adopted the LOS C standard. *Level of Service* is a qualitative expression of the performance of a transportation facility, at an intersection or roadway segment, determined by the ratio of vehicles to the facility capacity or the length of delay a driver must wait to pass through a facility. In terms of the CMP, the volume-to-capacity (V/C) ratio at roadway and highway intersections is used. The COG is currently in the process of updating the CMP. The final effort is the City's General Plan Circulation Element that identifies long-term transportation improvements for local facilities. The General Plan includes goals and policies aimed to provide an efficient multi-modal circulation system in the city. General Plan policies also encourage the development of an efficient and safe bikeway and public transportation system. The City of Kerman has defined LOS C as its minimum acceptable roadway performance standard.

Local and regional planning efforts are designed to reduce the direct and indirect effects of travel so as to minimize or avoid resulting impacts on human health and the environment. The proposed Housing Element is consistent with the growth assumptions used in the development of the RTP/SCS and CMP and the does not include any land use changes to the General Plan; therefore, the Housing Element will not conflict with the goals of transportation planning efforts of the City or the COG. Implementation of General Plan Policies will avoid or reduce impacts of General Plan build out on the performance of the roadway system.

Based on this preceding analysis, future housing development will not impede local or regional efforts to ensure an efficient circulation system. Future Housing Development will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed, should transportation impacts be identified that are not covered under existing or future development impact fees. Potential impacts resulting from conflicts with local and regional transportation plans and performance requirements will be less than significant with implementation of existing standards and regulations.

C) **No Impact.** The updated Housing Element is focused on achieving local housing objectives and does not authorize any construction or permit increases in residential heights that would result in the need to redirect or otherwise alter air traffic patterns. No impacts wills occur.

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27 Institute of Transportation Engineers. Trip General Manual. 9th Ed. 2012

28 Fresno Council of Governments. Regional Transportation Plan and Sustainable Communities Strategy. June 2014

29 Fresno Council of Governments. Fresno County Congestion Management Process. October 2009

D) **No Impact.** The Housing Element update does not authorize the construction of any roadway and will result in no effects on the design of existing or future streets. No impacts will occur.

E) **Less than Significant Impact.** The project does not involve any road construction or any development activity and thus will not obstruct or restrict emergency access to or through the City. Future housing development facilitated by implementation of Housing Element policies will be subject to site plan review and approval during entitlement review and/or application for building permits. The Fire Department reviews all plans to ensure compliance with all applicable emergency access and safety requirements. Impacts involving emergency access will be less than significant with continued implementation of development review procedures.

F) **No Impact.** The project includes programs and policies in support of the development of new housing units to meet the City's regional fair share of housing, as required by State law. The Housing Element is consistent with regional and local transportation plans the promote a holistic transportation system that embodies all modes of travel; therefore, the Housing Element will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. No impacts will occur.

17. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
B) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
C) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
D) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
E) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
F) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
G) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

A) **No Impact.** Future housing will generate wastewater from bathroom and kitchen activities that will be conveyed via the sewer. Wastewater for the City of Kerman is treated at the City of Kerman wastewater treatment plant (WWTP), operated by the City. The Central Valley Regional Water Quality Control Board (RWQCB) issued wastewater treatment requirements for the WWTP in Order R5-2007-0115. The facility is subject to the permit requirements that establish pollutant limits for effluent discharges to receiving waters. A violation of the WWTP permit requirements would occur if effluent discharges exceeded adopted limits for one or more pollutants or if the daily maximum permitted treatment volume is exceeded and excess discharge is released into downstream water bodies. The Kerman wastewater treatment plant (WWTP) has a plant capacity of 2.0 mgd and was determined to be sufficient to accommodate anticipated growth until the year 2027.[30] Future housing development, consistent with current General Plan land use policy, will result in typical wastewater discharges and will not require new methods or equipment for treatment that are not currently permitted for the existing treatment facility. Furthermore, residential development is not subject to point-source discharge requirements. The Housing Element and future housing development will not affect compliance with RWQCB treatment requirements. No impact will occur.

[30] City of Kerman. Department of Public Works – Waste Water. http://cityofkerman.net/waste-water/ [December 21, 2015]

B, D-E) **No Impact.** The Kerman wastewater treatment plant (WWTP) has a plant capacity of 2.0 mgd and was determined to be sufficient to accommodate anticipated growth until the year 2027.[31] The Housing Element is consistent with the General Plan and regional population projections, and thus, the Housing Element is consistent with the master planning efforts of the Kerman Public Works Department to ensure adequate treatment capacity and technologies to serve existing plus future residents. Similarly, the Public Works Water Division had the capacity to pump 8.21 mgd of groundwater in the year 2011 and anticipates a capacity of 13.39 mgd by the year 2023. According to the Division's 2010 Urban Water Management Plan (UWMP), there is sufficient supply to accommodate demand in year 2025 under normal conditions. Under single-year and multiple-year dry conditions, adequate supply is also demonstrated.[32] The Housing Element is consistent with regional growth assumptions, and thus, the population accommodated by future housing has been accounted for in the 2010 UWMP. Considering adequate water supply and wastewater treatment capacity has been demonstrated over the next eight to ten years, new water or wastewater treatment facilities will not be required solely to serve the project. Considering no new facilities will be required to be constructed or supply to be acquired, no impacts will occur.

C) **No Impact.** Current National Pollution Discharge Elimination System (NPDES) regulations focus on low impact development standards in addition to the standard "no net increase in runoff into the storm drain system". Any incremental increases in urban runoff generated from future housing development will be required to be retained or otherwise stored on site; therefore, no increase in stormwater flows will occur that will require the need to expand or construct any storm drain or flood control facility. No impacts will occur.

F) **Less than Significant Impact.** The City of Kerman contracts with a third party to provide solid waste collection services to the City. Solid waste that is not diverted due to recycling is primarily disposed of at the American Avenue Disposal Site followed by the Avenal Regional Landfill.[33] There are a variety of other landfills that serve he City on a much more limited basis. According to the *Remaining Lifetime Landfill Capacity Data Sheet* prepared by the California Department of Resources Recycling and Recovery (CalRecycle) for Fresno County, landfill capacity in the year 2025 is projected at 11,822,751 tons to accommodate an estimated 583,039 tons of solid waste; therefore, there is sufficient landfill capacity to serve the County and any future housing development over the life of the Housing Element. Impacts will be less than significant.

G) **No Impact.** All new development will be required to comply with State mandates and City regulations regarding reduction/recycling of household waste. None of the proposed housing strategies in the proposed Housing Element update will have any effect upon or result in any conflicts with solid waste disposal regulations, as the scope of these revisions does not increase development capacity. No impact will occur.

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31 City of Kerman. Department of Public Works – Waste Water. http://cityofkerman.net/waste-water/ [December 21, 2015]

32 City of Kerman. 2010 Urban Water Management Plan. April 2012

33 California Department of Resources Recycling and Recovery. Disposal Reporting System: Jurisdiction Profile: Fresno – Reedley. http://www.calrecycle.ca.gov/LGCentral/Reports/Viewer.aspx?P=ReportYear%3d2014%26ReportName%3dReportEDRSJurisDisposalByFacility%26OriginJurisdictionIDs%3d400 [December 8, 2015]

18. MANDATORY FINDINGS OF SIGNIFICANCE

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

A) **Less than Significant Impact with Mitigation Incorporated.** The results of the preceding analysis indicate that the proposed project will have less-than-significant impacts with respect to historical resources. The proposed project will have less-than-significant impacts with respect to sensitive biological, archaeological, and paleontological resources with implementation of Mitigation Measures BIO-1 and C-1 through C-3. Impacts to scenic vistas and visual character and resources will be less than significant. Considering the project will not authorize any development plan, redevelopment of any existing sites, or construction of new infrastructure, and will not change existing City land use policy regarding locations or intensities of development, it will not result in any effects that would degrade the quality of the environment. The City finds that impacts related to degradation of the environment will be less than significant with mitigation incorporated.

B) **Less than Significant Impact.** Cumulative effects resulting from full implementation of City land use policies were evaluated as part of the General Plan Update process. The proposed Housing Element update will not change any of these policies and does not propose any specific development or redevelopment project that could contribute to short-term or long-term cumulative impacts that were not sufficiently addressed previously . The proposed project does not include any changes to land use designations and thus is consistent with the General Plan. The City hereby finds that the proposed Housing Element's individual contribution to potentially significant cumulative impacts is not considerable.

C) **Less than Significant Impact.** As supported by the preceding environmental evaluation, the project will not result in substantial adverse effects on human beings. It has been determined through quantitative and qualitative analysis supported by substantial evidence that the proposed Housing Element has been determined to have little or no adverse impacts on people or the environment as evaluated in the 17 preceding environmental topics. The City hereby finds that direct and indirect impacts on human beings will be less than significant.

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