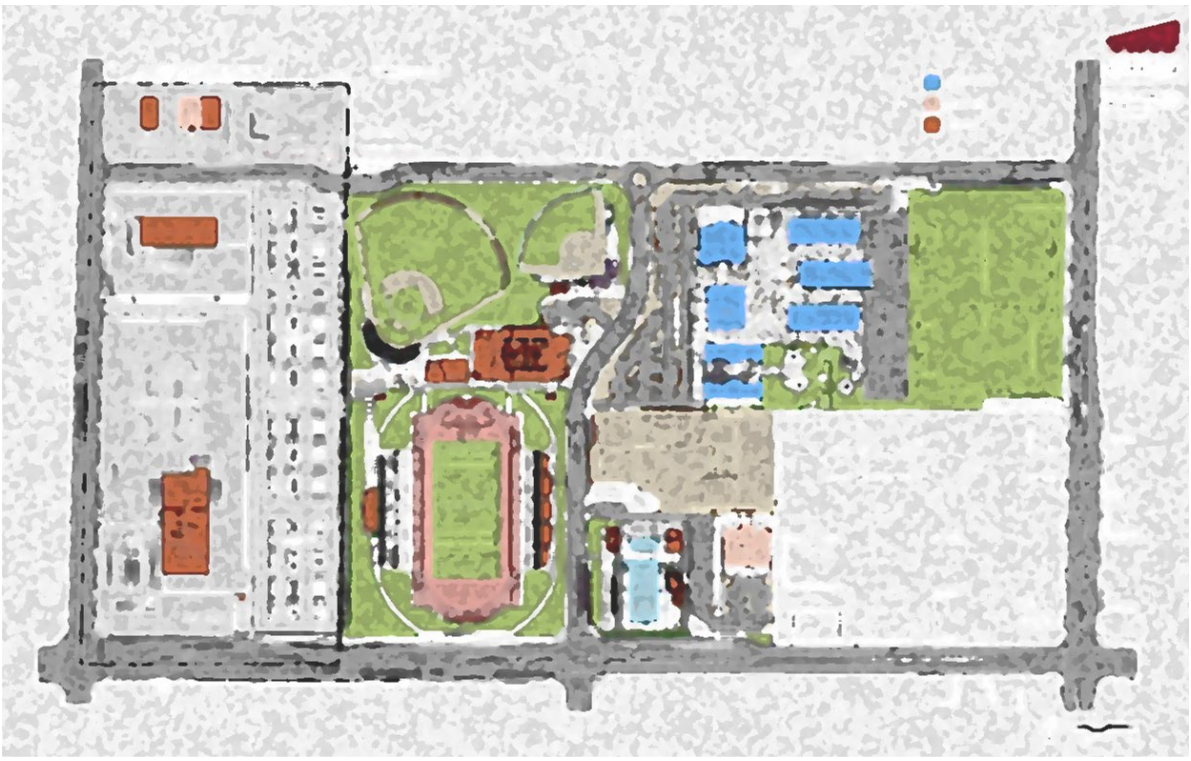

Kerman High School Athletic Facilities Master Plan Expansion

Initial Study – Mitigated Negative Declaration

prepared by

Kerman Unified School District
15218 W. Whitesbridge Avenue
Kerman, California 93630
Contact: Kraig Magnussen, Assistant Superintendent/Chief Business Official

prepared with the assistance of

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December 2024

RINCON CONSULTANTS, INC. SINCE 1994

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Initial Study

1. Project Title

Kerman High School Athletic Facilities Master Plan Expansion

2. Lead Agency/Project Sponsor Name and Address

Kerman Unified School District
151 South First Street
Kerman, California 93630

3. Contact Person and Phone Number

Kraig Magnussen, Assistant Superintendent/Chief Business Official
kraig.magnussen@kermanusd.com

4. Project Location

The project site is located at 15180 West Whitesbridge Avenue in the city of Kerman and in unincorporated Fresno County, California (see Figure 1). The project site includes Assessor's Parcel Numbers [APN] 020-120-28S, 020-120-32ST, 020-120-26ST, 020-120-27ST, and 020-120-24ST, and extends to the centerline of State Route [SR] 180 (Whitesbridge Avenue) and North Del Norte Avenue. The central and eastern portion of the project site are located within the Kerman city limits, while the western portion of the project site is located within unincorporated Fresno County, within the City's sphere of influence (SOI).

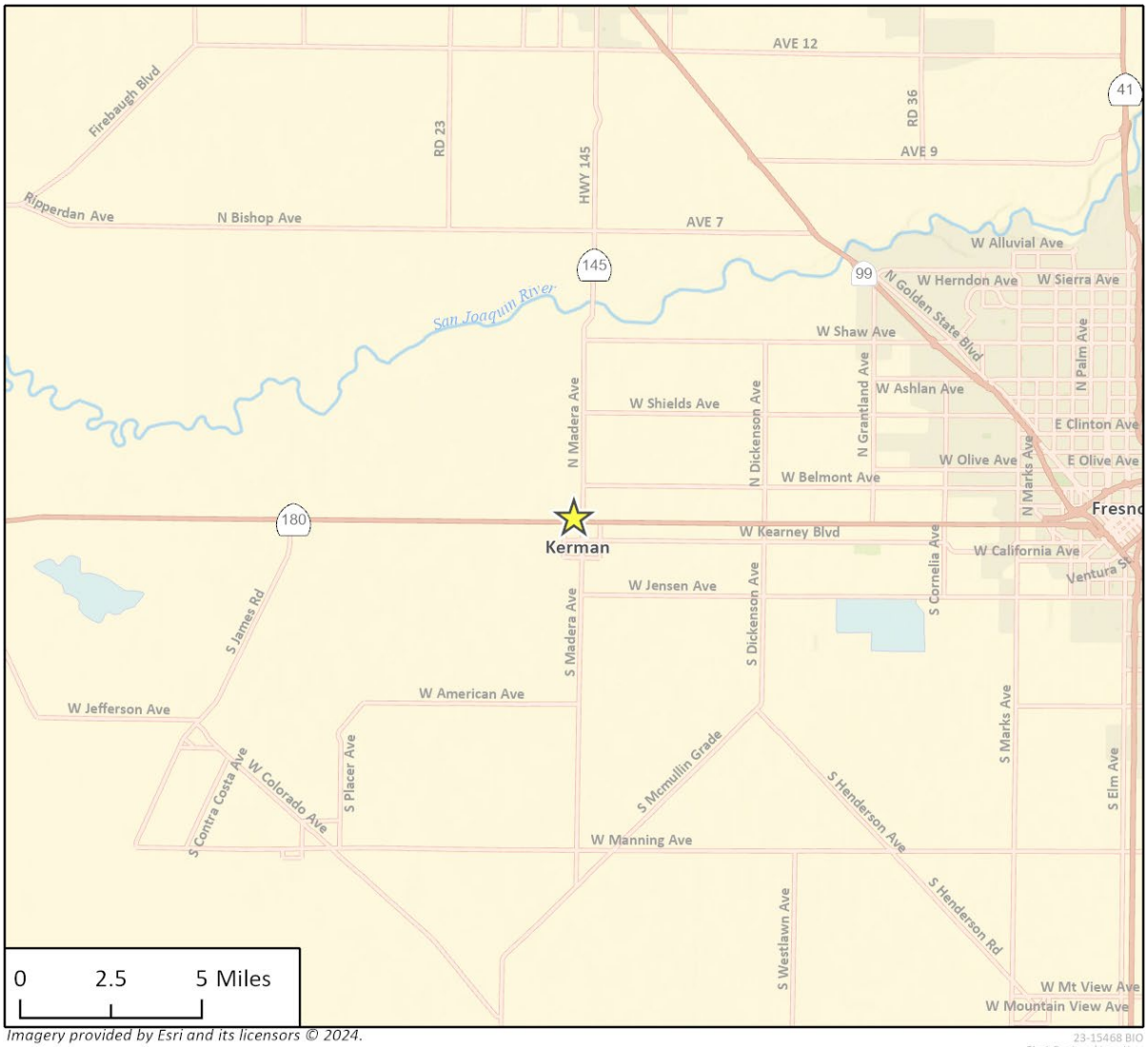
5. Surrounding Land Uses and Setting

The project site is bounded to the north by agricultural land consisting of orchards. A portion of the proposed project site east of N Del Norte Road consists of a previous walnut orchard which is no longer active. To the east, the project site is bound by an existing retail center and Kerman Unified School District (KUSD) office building. To the south, the project site is bound by SR 180. Approximately 150 feet south of SR 180, Kerman High School facilities, single family residences, La Vina Covenant Church and the NorthPoint Community Church, and a bank are present. To the west, the project site is bound by North Del Norte Avenue. Approximately 40 feet west of North Del Norte Avenue, agricultural land is present, consisting of orchards.

6. General Plan Designation

The portion of the project site located within the Kerman city limits is designated as Schools/Institutional (S/I) and Ponding Basins (PB). The portion of the project site located within unincorporated Fresno County and Kerman Sphere of Influence (SOI) is designated as Agriculture by the County of Fresno (County) and General Commercial and Medium Density Residential by Kerman.

Figure 1 Regional Location



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23-15468 BIO
Fig 1 Regional Location

Project Location

N

7. Zoning

The portion of the project site within the Kerman city limits is zoned General Commercial (CG); Open Space, Recreation, & Public Facilities District (O); and Urban Reserve (UR). The portion of the project site within the City's SOI is zoned Limited Agricultural (AL-20) by the County. This portion is proposed to be annexed into the City of Kerman as part of the proposed Del Norte Estates project to the west of the site.

8. Description of Project

Project Background

In 2016, KUSD proposed the Kerman High School Athletic Facilities Addition and Elementary School Project (hereafter referred to as the "2016 Project"). The 2016 Project included the acquisition of a 45-acre site, which partially encompasses the current project site (see Figure 2), to accommodate additional athletic facilities for Kerman High School and the provision of a new elementary school. The 2016 Project was consistent with KUSD's Facilities Master Plan. Environmental review of the 2016 Project was completed pursuant to the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq) in November 2016, and the 2016 Project was approved by the KUSD Board of Trustees in December 2016.

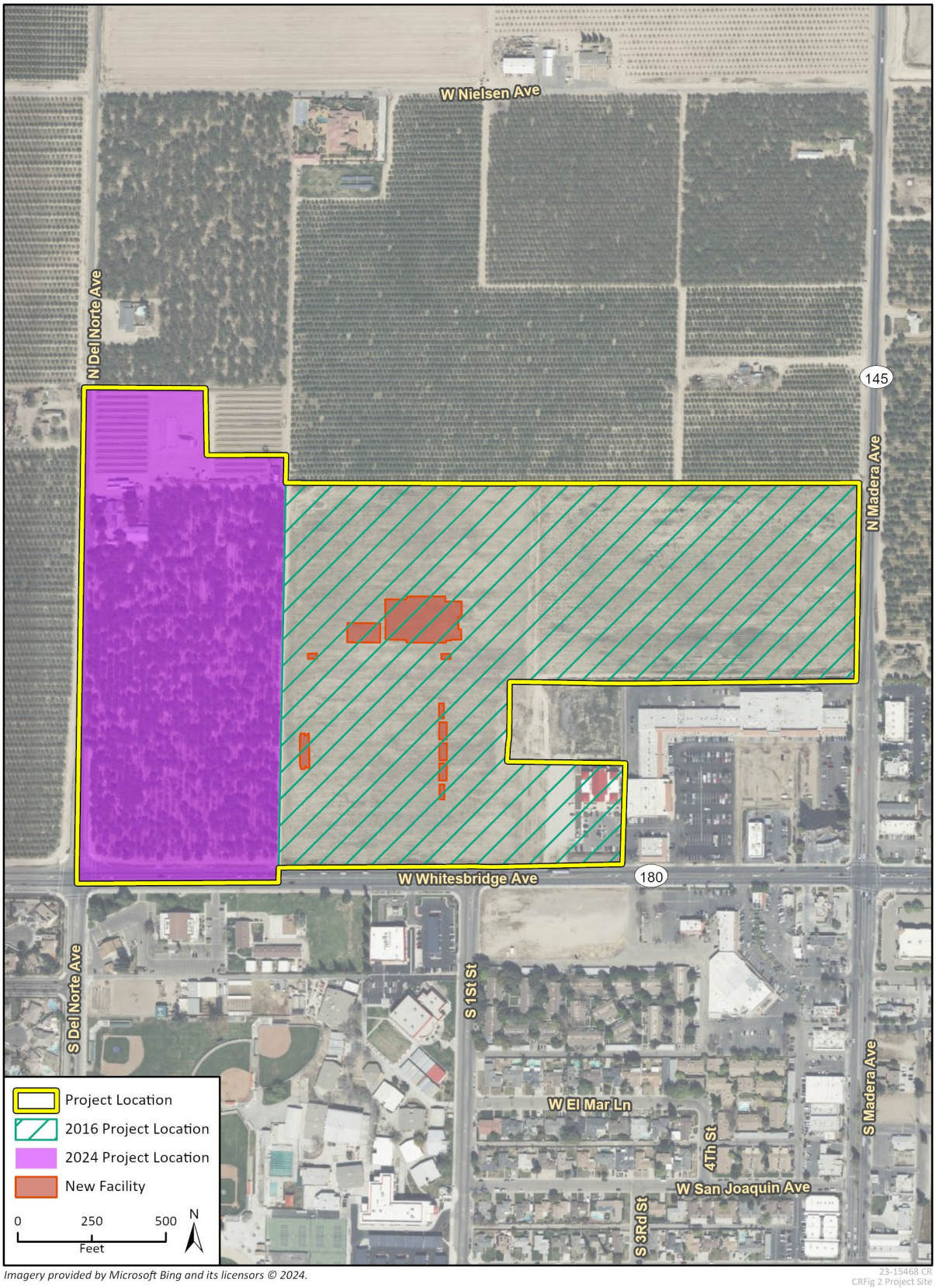
Project Description

The Kerman High School Athletic Facilities Master Plan Expansion Project (hereafter referred to as the "proposed project" or "2024 Project") consists of westward expansion of the 2016 Project site to North Del Norte Avenue (hereafter referred to as the "expansion area") as well as construction and operation of additional buildings on the 2016 Project site. The proposed project would not increase the existing student population of KUSD. The proposed improvements are further detailed in the following subsections and summarized in Table 1. Figure 2 depicts the location of the project site and 2016 Project site and identifies where the new facilities on the 2016 Project site would be located. Figure 3 presents a conceptual site plan of the proposed project, and identifies facilities analyzed under the 2016 Project (existing) and the proposed project (new). New facilities are shown in brown as identified in the key in Figure 3.

Expansion Area Improvements

Proposed improvements within the expansion area would include a covered parking lot with solar panels; a battery storage/utility building; a maintenance, operations, and transportation (MOT) facility; a food service building; an office and printshop; and a stormwater basin. These improvements would have an approximate footprint of 51,100 square feet. The limits of the expansion area extend to the centerline of North Del Norte Avenue and SR 180, to address required future street and frontage improvements that could include new curb and gutter, added acceleration/deceleration lanes on SR 180, and installation of street signage and pavement improvements. Details of these improvements would be determined at time of project construction when submitting for building permits. The expansion area also accommodates the proposed internal access road and roundabout running between SR 145 and North Del Norte Avenue at the north edge of the site, as shown on Figure 3.

Figure 2 Project Site and 2016 Project Site



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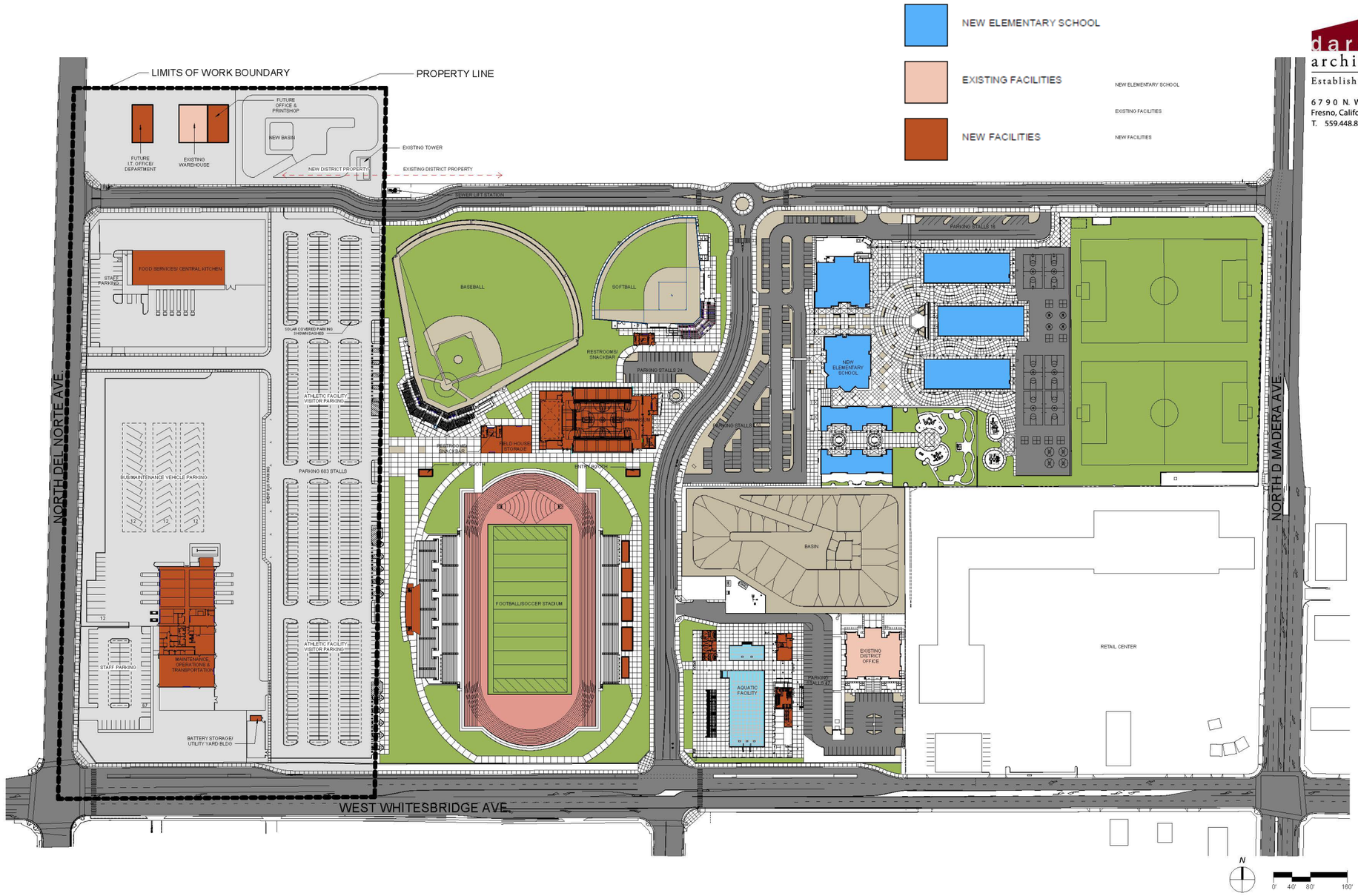
23-15468 CR
CRFig 2 Project Site

Figure 3 Conceptual Project Layout



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2016 Project Site Improvements

Improvements to the 2016 Project site (proposed as part of the 2024 Project) include a storage facility, gymnasium, entry booths to the soccer/football stadium, two restroom facilities, two snack bars, grandstand seating for the soccer/football stadium, and three buildings to support the aquatics facilities (one building with restrooms/showers, one building with a snack bar, coaches offices, and team room, and one building with pool chemical and equipment storage). These improvements would have an approximate footprint of 56,900 square feet and a maximum height of 50 feet. These improvements are summarized in Table 1.

Table 1 Proposed Project Characteristics

Characteristic	Description
Assessor's Parcel Numbers	020-120-28S, 020-120-32ST, 020-120-26ST, 020-120-27ST, 020-120-24ST
Rights-of-Way	SR 180, North Del Norte Avenue
Maximum Building Height/Stories	50 feet/Two Stories
Lot Area	25.2 acres (1,097,712 square feet)
Total Structure Footprint	108,000 square feet
Expansion Area Improvements	
Battery Storage/Utility Yard	300 square feet
MOT Facility	32,000 square feet
Food Service Facility	15,200 square feet
Office and Printshop	3,700 square feet
Stormwater Basin	Capacity to handle a 100-year storm event
2016 Project Site Improvements	
Storage Facility	6,700 square feet
Gymnasium	33,300 square feet
Entry Booths	900 square feet
Snack Bar/Restrooms (near Softball)	1,300 square feet
Stadium Restrooms/Snack Bars/Coaches Booth/Team Rooms	9,000 square feet
Aquatics Facility Buildings	7,000 square feet
Parking Improvements	
Athletic Facility Visitor Parking	603 stalls
Staff Parking	104 stalls
Bus/Maintenance Vehicle Parking	36 stalls

Parking and Site Access

The proposed project would include 603 on-site vehicle parking spaces for athletic facility visitor parking, 104 on-site parking spaces for staff parking, and 36 stalls for bus and maintenance vehicle parking.

Access to the project site would be provided by internal two-lane street facilities previously analyzed under the 2016 Project. These facilities would provide access from North Del Norte Avenue (from the west), North Madera Avenue (from the east), and SR 180 (from the south), as shown in Figure 3.

Utilities

The proposed project would include utility connections for water, wastewater, electric power, natural gas, and telecommunication services. The City would provide water, wastewater collection and treatment, and solid waste services to the project. Pacific Gas and Electric (PG&E) would provide electricity and natural gas to the project site. Telecommunications services would be provided by various service providers such as Verizon, AT&T, and Xfinity.

Construction

Construction of the proposed project is anticipated to occur over 5 to 15 years, depending upon funding availability. Construction is anticipated to begin in the 1st Quarter of 2028. The duration and phasing of construction are unknown at this time, however full buildout of the project would occur no later than 2044. Construction would occur on weekdays from 7:00 AM to 5:00 PM. No nighttime construction would be required. General excavation up to three feet in depth is anticipated on the expansion site where building footings would be places with the basin area within the expansion site increasing up to 20 feet in depth. The proposed project would require approximately 100 cubic yards (CY) of cut and 100 CY of fill, depending on the existing quality of the soil for supporting footings. Approximately 20,000 CY of soil would be imported to the site from off-site sources. Soil debris would be hauled to American Avenue Landfill located approximately 6.4 miles southwest of the project site. The proposed haul route for soil export and material delivery is SR 180 to South Lassen Avenue to West Jensen Avenue to South Butte Avenue to West American Avenue.

Operation

Operation of the proposed project would occur at similar times as the existing athletics facilities at Kerman High School. Weekday operation would typically begin no earlier than 7:00 a.m. and typically end around 5:00 p.m. Afternoon and evening programming would occur intermittently throughout the year.

9. Other Public Agencies Whose Approval is Required

The proposed project is subject to approval by KUSD and the Division of the State Architect (DSA). Local approval from the City of Kerman or Fresno County would be required for improvements to the right-of-way on North Del Norte Avenue. Approval from the California Department of Transportation (Caltrans) would be required for future right-of-way improvements on SR 180.

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

Native American Tribes were notified about the project consistent with City and State regulations including, but not limited to, Assembly Bill (AB) 52. AB 52 consultation letters were sent in July 2024, to the North Fork Rancheria of Mono Indians, Northern Valley Yokut / Ohlone Tribe, Picayune Rancheria of the Chukchansi Indians, Santa Rosa Rancheria Tachi Yokut Tribe, Table Mountain Rancheria, Tule River Indian Tribe, and Wuksachi Indian Tribe/Eshom Valley Band. No tribal governments responded to the consultation request during the request for consultation window.

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Environmental Factors Potentially Affected

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

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

Determination

Based on this initial evaluation:

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

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

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

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

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

Kraig Magnussen	12/10/2024
Signature	Date
Kraig Magnussen	Assistant Superintendent\Chief Business Official
Printed Name	Title

Environmental Checklist

1 Aesthetics

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

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

A scenic vista is an expansive and visually notable view from a public place, such as a roadway or a designated scenic viewing spot. These vistas can be observed from elevated positions, like the top of a hillside, or from roadways offering long-range views of the landscape. Kerman's city limits are entirely surrounded by agricultural land, farmhouses, and small ranches, creating a greenbelt effect. This rural agricultural character provides the city with scenic views. However, there are no officially designated scenic viewsheds, corridors, or State-designated scenic highways within or adjacent to the project site. According to the 2040 General Plan, preserving the long-distance vistas of the Sierra Nevada and the Coast Ranges, agricultural fields, and other local viewpoints is important to the community (City of Kerman 2020).

The project site is generally flat and surrounded by agricultural land, residential, and commercial development. Views from public roadways adjacent to the project site do not offer scenic vistas due to the distance from scenic features, intervening buildings, and flat elevation. The project would be consistent with the visual character of existing development. No scenic vistas would be obstructed

by the proposed project, and the project would have no impact involving substantial adverse effects to scenic vistas.

NO IMPACT

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

The nearest officially designated state scenic highway is a section of SR 180 approximately 36 miles east of the project site (Caltrans 2024). Given this distance, the project site is not visible from a state scenic highway. Therefore, there would be no impact to scenic resources within a state scenic highway.

NO IMPACT

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

CEQA defines an urbanized area as a central city or group of cities with a population of at least 50,000 people. As of January 2024, the population of Kerman was 17,256 residents (California Department of Finance [DOF] 2024). Therefore, the City of Kerman, including the project site, is not an urbanized area pursuant to CEQA, and the following discussion focuses on the project's potential to substantially degrade the existing visual character or quality of public views of the site and its surroundings.

The project site is surrounded by agricultural land, residential, and commercial development. The surrounding area is generally characterized by different types of structures of varying heights, designs, and character, with the exception of agricultural land (orchards) to the north of the project site. The proposed improvements consist of facilities that would support educational use of the project site and would align with the scale of existing development to the west, south, and east of the site. As discussed under threshold 1a, there are no officially designated scenic areas within or adjacent to the project site. Therefore, the proposed project would not substantially degrade the existing visual character of quality of public views of the site and its surroundings, as public views under project conditions would be largely similar to existing conditions. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Existing sources of light and glare include indirect lighting from off-site sources of commercial and residential development that are adjacent to the site, as well as adjacent roadways. Off-site sources include streetlamps, light fixtures along building exteriors, light emanating from windows, and headlights from passing vehicles on North Del Norte Avenue, North Madera Avenue, and SR 180. Project construction is not anticipated to occur during evening or nighttime hours and would thus not introduce new light sources to the project site during the construction time period. Consequently, the following discussion focuses on the project's operational impact involving light and glare.

During operation, the proposed project would introduce new sources of light and glare, including nighttime illumination of structures and parking areas; headlights from vehicles that arrive or depart during nighttime hours; and glare that reflects from the buildings' exteriors. The athletic facilities studied in the 2016 IS-MND include lighting at those facilities. Mitigation measures AE-2 from the 2016 Project IS-MND addresses lighting at the athletic facilities specifically. In addition, mitigation measures AE-1, 2, and 3-5 address lighting for the rest of the 2016 Project. These would be applied to the 2024 Project as well. In accordance with Kerman Municipal Code (CMC) Section 17.14.030, project lighting would be arranged as to deflect light away from adjoining properties, and the City of Kerman would review the proposed site plan to ensure that exterior lighting plans indicate the direction of illumination, type of luminaire, and hooding/shielding devices such that lighting regulations are met. Therefore, with adherence to existing regulatory requirements plus the aesthetics mitigation from the 2016 Project, the project would have a less than significant impact involving the creation of a new source of substantial light and glare.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Mitigation Measures from 2016 Project to be Applied

AE-1 Lighting for Parking

All parking area lighting shall have full cut-off type fixtures. A full cut-off type fixture is a luminaire or lighting fixture that, by design of the housing, does not allow any light dispersion or direct glare to shine above a 90 degree horizontal plane from the base of the fixture. Full cut-off type fixtures must be installed in a horizontal position as designed.

AE-2 Lighting for Atheltic Facilities

Athletic facilities lighting shall be designed to prevent direct glare and minimize spill over illumination on adjoining properties.

AE-3 Lighting External Signs

All external signs and lighting shall be lit from the top and shine downward except where uplighting is required for safety or security purposes. The lighting shall also be, as much as physically possible, contained to the target area.

AE-4 Lighting Exterior Buildings

Exterior building lighting for security or aesthetics shall be full cut-off or a Shielded type design to minimize any upward distribution of light.

AE-5 Non-Essential Lighting

Non-essential lighting shall be turned off by 10:00 pm.

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2 Agriculture and Forestry Resources

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

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

The project site is designated as Prime Farmland and Farmland of Statewide Importance, and the proposed project would result in the conversion of approximately 22 additional acres of Prime Farmland not analyzed in the 2016 IS-MND (California Department of Conservation [DOC] 2024a). The Environmental Impact Report (EIR) for the City's 2040 General Plan state that the 2040 General Plan would result in changes to the existing land use designations by allowing the conversion of existing Prime Farmland, Unique Farmland and Farmland of Statewide Importance, specifically within the SOI to be converted to a mix of land uses (City of Kerman 2019). The EIR concludes that the 2040 General Plan would result in the conversion of existing agricultural uses; however, because the 2040 General Plan includes Policy LU-4.2, which requires the City to purchase easements of

equal quality and size to minimize the environmental impacts associated with the loss of agricultural land to urban development within the SOI, the loss of Farmland would be a less than significant impact (City of Kerman 2019).

The 22 acres of Prime Farmland that would be converted to non-agricultural uses as a result of the proposed project are within the City's SOI adjacent to non-agricultural uses, and therefore is consistent with the type of non-agricultural development envisioned to be developed in the SOI by the City through 2040 (City of Kerman 2019). This area has land use designations of General Commercial and Medium Density Residential, further indicating that the conversion of this Farmland would be consistent with the city's future development envisioned the 2040 General Plan (City of Kerman 2021a). Policy LU-4.2 in the 2040 General Plan would reduce the environmental impact from the loss of Farmland in the SOI to a less than significant level. Because the Prime Farmland that would be converted to non-agricultural uses by the proposed project is part of the greater development envisioned by the City and the effects of the conversion would be minimized through agricultural conservation easements required to be purchased by the City pursuant to 2040 General Plan Policy LU-4.2, the proposed project would have a less than significant impact on the conversion of Farmland to non-agricultural use.

LESS-THAN-SIGNIFICANT IMPACT

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

The project site is not located on land subject to a Williamson Act contract (DOC 2024b). Therefore, the proposed project would not conflict with a Williamson Act contract and no impact would occur.

The portion of project site within the Kerman City limits is zoned General Commercial (CG); Open Space, Recreation, & Public Facilities District (O); Urban Reserve (UR) and does not include zoning for agriculture (City of Kerman 2021b). Only the Urban Reserve zone is related to agricultural use. As stated in Section 17.32 of the City Zoning Ordinance, the purpose of this district is to preserve land for agriculture; serve as a holding zone for future urban development; and to prevent the encroachment of urban uses or incompatible agriculture-related uses. Educational institutions are listed as a conditional use within the Urban Reserve zone; therefore, the proposed project would not conflict with the existing Urban Reserve zoning. The portion of the project site within the City's SOI is zoned Limited Agricultural (AL-20) by the County. However, pursuant to the County's zoning ordinance, public schools are a permitted use in the AL-20 zone subject to Director review and approval (County of Fresno 2018). Furthermore, because the City has planned the project site for urban development and is in the process of annexing this land into the City, the proposed project would not conflict with County zoning for agricultural use following the annexation of the project site into Kerman's City limits. Therefore, the proposed project would not conflict with existing zoning for agricultural use, and this impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

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

The project site and surrounding vicinity are not designated or zoned for forest land, timberland, or timberland zoned Timberland Production. The proposed project would not convert any forest land to non-forest use, nor would it conflict with existing zoning for such lands. As such, no impacts to forests or timberland would occur.

NO IMPACT

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

As discussed in Thresholds 2(a) through 2(d), the proposed project would not result in substantial environmental impacts associated with the conversion of Farmland or forest land to non-agricultural or non-forest uses. No forest land or timberland is present on the project site or surrounding lands. Because the conversion of Farmland associated with the proposed project is part of the greater urban development planned by the City's General Plan, the conversion of the site to urban uses would not change the existing environment to result in further conversion of agricultural lands as it is consistent with local planning, adjacent to urban development, and not limiting adjacent agricultural uses. No other changes associated with the proposed project would occur which could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, this impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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3 Air Quality

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

Overview of Air Pollution

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for "criteria pollutants" and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide, volatile organic compounds (VOC)/reactive organic gases (ROG),[1] nitrogen oxides (NO_X), particulate matter with diameters of ten microns or less (PM_{10}), 2.5 microns or less ($PM_{2.5}$), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between ROG and NO_X. Secondary pollutants include oxidants, ozone, sulfate and nitrate particulates (smog). Air pollutants can be generated by the natural environment, such as when high winds suspend fine dust particles.

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.

[1] CARB defines VOC and ROG similarly as, "any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term ROG is used in this IS-MND.

- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.
- Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:
- On-road sources that may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

The human health effects associated with these criteria pollutants, as presented in Table 2, already occur in those areas as part of the environmental baseline condition.

Table 2 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: pulmonary function decrements and localized lung edema in humans and animals, and risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures, and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Carbon monoxide (CO)	Reduces oxygen delivery leading to: aggravation of chest pain (angina pectoris) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; and possible increased risk to fetuses.
Nitrogen dioxide (NO_2)	(1) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (2) risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (3) contribution to atmospheric discoloration.
Sulfur dioxide (SO_2)	Bronchoconstriction accompanied by symptoms that may include wheezing, shortness of breath, and chest tightness during exercise or physical activity in persons with asthma.
Suspended particulate matter (PM_{10} and $PM_{2.5}$)	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma).
Lead	(1) Short-term lead poisoning overexposures can cause anemia, weakness, kidney damage, and brain damage; (2) long-term exposures to lead increases risk for high blood pressure, heart disease, kidney failure, and reduced fertility.

Source: U.S. EPA 2022

Air Quality Standards and Attainment

The project site is located in the San Joaquin Valley Air Basin (SJVAB), which encompasses San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, and Tulare Counties and portions of Kern County. The SJVAB is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD).

Depending on whether the standards are met or exceeded, the SJVAB is classified as being in "attainment" or "nonattainment." In areas designated as nonattainment for one or more air

pollutants, a cumulative air quality impact exists for those air pollutants. As the local air quality management agency, SJVAPCD must monitor air pollutant levels to ensure that the NAAQS and CAAQS are met. If they are not met, SJVAPCD must develop strategies for their region to meet the standards. States are required to adopt enforceable plans, known as a State Implementation Plan (SIP), to achieve and maintain air quality meeting the NAAQS.

As shown in Table 3, the SJVAB currently is classified as nonattainment for the one-hour state O_3 standard as well as for the federal and state eight-hour O_3 standards. The SJVAB also is designated as nonattainment for the state annual arithmetic mean and national 24-hour $PM_{2.5}$ standards. Additionally, the SJVAB is classified as nonattainment for the state 24-hour and annual arithmetic mean PM_{10} standards. The SJVAB is unclassified or classified as attainment for all other pollutant standards (SJVAPCD 2024).

Table 3 Federal and State Ambient Air Quality Standards

		State Standard		National Standard	
Pollutant	**Averaging Time**	**Concentration**	**SJVAB Attainment Status**	**Concentration**	**SJVAB Attainment Status**
Ozone (O_3)	8-Hour 1-Hour	0.070 ppm 0.090 ppm	Nonattainment/ Severe Nonattainment	0.070 ppm –	Nonattainment/ Extreme
Carbon Monoxide (CO)	1-Hour 8-Hour	9.0 ppm 20 ppm	Attainment/ Unclassified	9.0 ppm 35 ppm	Attainment/ Unclassified
Nitrogen Dioxide (NO_2)	1-Hour Annual	0.180 ppm 0.030 ppm	Attainment	0.100 ppm 0.053 ppm	Attainment/ Unclassified
Sulfur Dioxide (SO_2)	1-Hour 3-Hour 24-Hour Annual	0.25 ppm – 0.04 ppm –	Attainment	0.075 ppm 0.5 ppm 0.14 ppm 0.03 ppm	Attainment/ Unclassified
Respirable Particulate Matter (PM_{10})	24-Hour Annual	50 μg/m^3 20 μg/m^3	Nonattainment	150 μg/m^3 –	Attainment
Fine Particulate Matter ($PM_{2.5}$)	24-Hour Annual	– 12 μg/m^3	Nonattainment	35 μg/m^3 9 μg/m^3	Nonattainment
Lead (Pb)	30-Day Quarterly	1.5 μg/m^3 –	Attainment	– 1.5 μg/m^3	No Designation/ Classification

ppm = parts per million, ppb = parts per billion, μg/m^3 = micrograms per cubic meter

Source: SJVAPCD 2024; CARB 2024a

SJVAPCD operates a regional monitoring network that measures the ambient concentrations of criteria pollutants. Existing and probable future general levels of air quality in the SJVAB can normally be inferred from ambient air quality measurements conducted by SJVAPCD at its monitoring stations. The major criteria pollutants of concern in the Central Valley (i.e., O_3, PM_{10}, and $PM_{2.5}$) are monitored at several locations.

Background ambient concentrations of pollutants are determined by pollutant emissions in a given area, as well as wind patterns and meteorological conditions for that area. As a result, background concentrations can vary among different locations within the SJVAB. However, areas located close together and exposed to similar wind conditions can be expected to have similar background pollutant concentrations.

The closest monitoring station to the project site is the Fresno – Sierra Skypark station, approximately 13 miles northeast of the project site. This station monitors O_3 and NO_x. The closest monitoring station with available PM_{10} and $PM_{2.5}$ data is the Fresno – Garland station, approximately 16 miles to the east. Table 4 shows a three-year summary of data collected at the Fresno – Sierra Skypark and Fresno – Garland monitoring stations and compared to the NAAQS and the CAAQS.

Table 4 Ambient Air Quality at the Nearest Monitoring Station

Pollutant	2021[1]	2022[1]	2023[2]
Ozone (ppm), 8-Hr Average[1]	0.088	0.083	0.079
Number of Days of state exceedances (>0.070 ppm)	16	5	12
Number of days of federal exceedances (>0.070 ppm)	15	5	11
Ozone (ppm), Worst Hour[1]	0.110	0.097	0.101
Number of days of state exceedances (>0.09 ppm)	6	1	2
Number of days of federal exceedances (>0.112 ppm)	0	0	0
Nitrogen Dioxide (ppm), Worst Hour[1]	0.060	0.058	0.044
Number of days of state exceedances (>0.18 ppm)	0	0	0
Number of days of federal exceedances (>0.10 ppm)	0	0	0
Particulate Matter 10 microns, μg/m^3, Worst 24 Hours[2]	281.0	116.1	109.3
Number of days of state exceedances (>50 μg/m^3)	92	73	56
Number of days above federal standard (>150 μg/m^3)	1	0	0
Particulate Matter <2.5 microns, μg/m^3, Worst 24 Hours[2]	35.3	34.9	40.6
Number of days above federal standard (>35 μg/m^3)	30	14	4

[1]Measurements taken from the Fresno – Sierra Skypark station in Fresno.

[2]Measurements taken from the Fresno – Garland station in Fresno.

Source: CARB 2024b

Air Quality Management

As required by the federal CAA and the California CAA, air basins or portions thereof have been classified as either "attainment" or "nonattainment" for each criteria air pollutant, based on if the standards have been achieved. Jurisdictions of nonattainment areas also are required to prepare an air quality management plan that includes strategies for achieving attainment. The SJVAPCD has approved management plans demonstrating how the SJVAB will reach attainment with the federal one-hour and eight-hour O_3, PM_{10}, and $PM_{2.5}$.

Attainment Plans

The *Extreme Ozone Attainment Demonstration Plan*, adopted by the SJVAPCD Governing Board on October 8, 2004, sets forth measures and emission-reduction strategies designed to attain the federal one-hour O_3 standard by November 15, 2010, as well as an emissions inventory, outreach, and rate of progress demonstration. This plan was approved by USEPA on March 8, 2010; however, USEPA's approval was subsequently withdrawn effective November 26, 2012, in response to a decision issued by the U.S. Court of Appeals for the Ninth Circuit (*Sierra Club v. EPA*, 671 F.3d 955) remanding USEPA's approval of these SIP revisions. Concurrent with the USEPA's final rule, CARB withdrew the 2004 Plan.

SJVAPCD developed a new plan for the one-hour ozone standard, the *2013 Plan for the Revoked 1-Hour Ozone Standard*, which it adopted in September 2013.

The *2013 Plan for the Revoked 1-Hour Ozone Standard* was approved by the Governing Board on September 19, 2013 (SJVAPCD 2013). Based on implementation of the ongoing control measures, preliminary modeling indicates that the SJVAB will attain the one-hour standard before the final attainment year of 2022 and without relying on long-term measures under the federal CAA Section 182(e)(5) (SJVAPCD 2013).

On June 19, 2014, the Governing Board adopted the *2014 Reasonably Available Control Technology Demonstration for the 8-Hour Ozone State Implementation Plan* (SJVAPCD 2014), which includes a demonstration that SJVAPCD rules implement RACT. The plan reviews each of the NO_x reduction rules and concludes that they satisfy requirements for stringency, applicability, and enforceability, and meet or exceed RACT. The plan's analysis of further ROG reductions through modeling and technical analyses demonstrates that added ROG reductions will not advance the SJVAB's ozone attainment. Each ROG rule evaluated in the 2009 RACT SIP has been subsequently approved by USEPA as meeting RACT within the last two years. The subsequent attainment strategy, therefore, focuses on further NO_X reductions.

SJVAPCD adopted the *2022 Ozone Plan for the San Joaquin Valley* in December 2022. This plan satisfies CAA requirements and ensures expeditious attainment of the 70 parts per billion eight-hour standard (SJVAPCD 2022).

Air Emission Thresholds

The significance criteria used to evaluate the Project impacts to air quality are based on the recommendations provided in Appendix G of the *CEQA Guidelines* (14 CCR 15000 et seq.). For the purposes of this air quality analysis, a significant impact would occur if the Project would:

a. Conflict with or obstruct implementation of the applicable air quality plan;
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard;
c. Expose sensitive receptors to substantial pollutant concentrations; and/or
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Appendix G of the *CEQA Guidelines* (14 CCR 15000 et seq.) indicates that, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to determine whether a project would have a significant impact on air quality. SJVAPCD recommends the use of quantitative thresholds to determine the significance of temporary construction-related pollutant emissions and long-term operational-related pollutant emissions. These thresholds are shown in Table 5.

Table 5 SJVAPCD Air Quality Significance Thresholds

Pollutant	Operation Thresholds (tpy)	Construction Thresholds (tpy)
NO_X	10	10
ROG[1]	10	10
PM_{10}	15	15
$PM_{2.5}$	15	15
SO_X	27	27
CO	100	100

tpy = tons per year

[1] ROG are formed during combustion and evaporation of organic solvents. ROG are also referred to as VOC.

Source: SJVAPCD 2015

In addition to the annual SJVAPCD thresholds outlined above, SJVAPCD has published the *Ambient Air Quality Analysis Project Daily Emissions Assessment* guidance, which is summarized in Section 8.4.2, *Ambient Air Quality Screening Tools*, of the SJVAPCD's *Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI)*, adopted in March 2015. The *Ambient Air Quality Screening Tools* guidance provides a screening threshold of 100 pounds per day of any of the following pollutants: NO_X, ROG, PM_{10}, $PM_{2.5}$, SO_X, and CO. The screening threshold was used to evaluate construction activities and operational activities separately. Per SJVAPCD's GAMAQI, when assessing the significance of project-related impacts on local air quality, the impacts *may* be significant if on-site emissions from construction or operational activities exceed the 100 pounds per day screening level after implementation of all enforceable mitigation measures. If the screening threshold is exceeded for any pollutant, an ambient air quality assessment (AAQA) is conducted following District Rule 2201 *AAQA Modeling* for any phase that has an exceedance. An AAQA uses air dispersion modeling to determine if emission increases from a project's construction or operational activities would cause or contribute to a violation of the ambient air quality. The results of the construction and operational AAQA for the Project are summarized in Section 4, *Analysis of Project Impacts*.

SJVAPCD recommends comparing project's attributes with the following screening criteria as a first step to evaluating whether the project would result in the generation of CO concentrations that would substantially contribute to an exceedance of the *Thresholds of Significance*. The project would result in a less than significant impact to localized CO concentrations if (SJVAPCD 2015):

1. A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F; or
2. A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets at more one or more intersections in the project vicinity.

However, SB 743, which was signed into law in 2013, initiated an update to the *CEQA Guidelines* to change how lead agencies evaluate transportation impacts under CEQA. As of July 2020, LOS is no longer considered an ideal metric for evaluating transportation impacts. Therefore, for the purposes of this analysis, impacts related to localized CO concentrations are discussed qualitatively.

Methodology

Air pollutant emissions generated by project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod outputs are included as Appendix A. CalEEMod uses project-specific information, including the project's land uses, square

footage for different uses, and location to model a project's construction and operational emissions. The analysis reflects the construction and operation of the project as described under Initial Study Section 8, *Description of the Project.*

Construction emissions modeled include emissions generated by construction equipment used on the project site and vehicle trips associated with construction, such as worker, vendor, and hauling trips. According to the project applicant, construction is anticipated to begin in the 1st Quarter of 2028. The duration and phasing of construction are unknown at this time, however full buildout of the project would occur no later than 2044. For modeling purposes, it is assumed that construction of all project components would occur as a single phase beginning in January 2028. This represents a conservative scenario because CalEEMod utilizes lower emission factors and cleaner fleet mixes in future years.

CalEEMod default assumptions for construction phases, equipment lists, worker trips and vendor trips were used for the model. Any excavated soil onsite would be balanced. Approximately 20,000 CY of fill material would be imported to the project site. It is assumed that all construction equipment used would be diesel-powered and the project would comply with all applicable regulatory standards. Construction activities of the project would comply with SJVAPCD Regulation VIII (Fugitive PM_{10} Prohibitions) for dust control measures and Rule 4601 for architectural coating ROG limits. In addition, construction equipment and vehicles would be restricted to five minutes of idling or less.

Operational emissions modeled include area source and off-road equipment emissions. The project would not result in an increase in mobile source emissions beyond those previously analyzed in the 2016 IS-MND (See Section 17, *Transportation*, which discusses that the project would not result in an increase in VMT). Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coatings.

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

According to the SJVAPCD's *Guidance for Assessing and Mitigating Air Quality Impacts* (2015), projects with emissions below the thresholds of significance for criteria pollutants would be determined to "not conflict or obstruct implementation of the District's air quality plan." As discussed under Threshold 3(b), below, the project would not result in emissions of criteria pollutants during construction or operation that would exceed the SJVAPCD's thresholds of significance. Therefore, impacts involving conflict with the applicable AQMP would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

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

standards. The following subsections analyze project-specific construction and operational emissions.

Project Construction

Construction emissions are temporary in nature but have the potential to represent a significant short-term impact with respect to air quality. Operation of off-road construction equipment and mobile sources (e.g., delivery vehicles, construction worker vehicles) would generate criteria pollutant emissions. Generation of these emissions varies as a function of the types and number of heavy-duty, off-road equipment used, the intensity and frequency of their operation, and vehicle trips per day associated with delivery of construction materials, the importing and exporting of soil, vendor trips, and worker commute trips. Fugitive dust emissions are among the pollutants of greatest concern with respect to construction activities. General site grading operations are the primary sources of fugitive dust emissions, but these emissions can vary greatly, depending on the level of activity, the specific operations taking place, the number and types of equipment operated, vehicle speeds, local soil conditions, weather conditions, and the amount of earth disturbance. The project would involve site preparation, grading, utility facility construction, and paving.

Daily and annual project construction emissions were estimated using CalEEMod. Table 6 shows construction emissions compared to SJVAPCD thresholds.

Table 6 Construction Criteria Pollutant Emissions

	Pollutants					
Year	**ROG**	**NO_X**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Emissions (lbs/day)						
2028	2	13	13	<1	1	<1
2029	1	10	13	<1	<1	<1
2030	15	10	13	<1	<1	<1
Maximum Daily Emissions	**15**	**13**	**13**	**<1**	**1**	**<1**
SJVAPCD Screening Thresholds	100	100	100	100	100	100
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Annual Emissions (tons/year)						
2028	<1	1	2	<1	<1	<1
2029	<1	1	2	<1	<1	<1
2030	<1	<1	<1	<1	<1	<1
Maximum Annual Emissions	<1	1	2	<1	<1	<1
SJVAPCD Annual Thresholds (tons/year)	10	10	100	27	15	15
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

lbs/day = pounds per day; ROG = reactive organic gases; NO_x = nitrogen oxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter no more than 10 microns; $PM_{2.5}$ = particulate matter with a diameter no more than 2.5 microns; SO_x = sulfur oxide

Source: Table 2.2 "Construction Emissions by Year, Unmitigated" emissions. Highest of summer and winter emissions results are shown for maximum daily emissions. See CalEEMod worksheets in Appendix A.

As shown above in Table 6, temporary emissions during construction of the project would not exceed SJVAPCD thresholds for any criteria pollutant. Further, Table 6 assumes a 3-year buildout scenario. However, as discussed above under Methodology, actual buildout would likely occur over 5-15 years, thereby reducing annual emissions. Accordingly, the emissions projected would be a conservative estimate and impacts during project construction would be less than significant.

Project Operation

The project's long-term operational emissions are those attributed to area sources (i.e., architectural coatings, consumer products) and energy consumption. As discussed under *Methodology*, the project would not result in additional mobile vehicle trips beyond those previously analyzed in the 2016 IS-MND. CalEEMod was used to calculate emissions from the proposed on-site facilities. Table 7 provides estimated annual operational emissions from the project. As shown therein, the project would not exceed SJVAPCD significance thresholds for ozone, PM_{10}, or $PM_{2.5}$, the three criteria pollutants for which the SJVAB is in non-attainment, or for other criteria pollutants.

Table 7 Operational Criteria Pollutant Emissions

	Pollutants					
Emission Source	**ROG**	**NO_X**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Emissions						
Area	3	<1	5	<1	<1	<1
Energy	<1	1	1	<1	<1	<1
Total Maximum Daily Emissions (lbs/day)	**3**	**1**	**6**	**<1**	**<1**	**<1**
SJVAPCD Screening Thresholds (lbs/day)	100	100	100	100	100	100
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Annual Emissions						
Area	1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Annual Project Emissions (tons/year)	**1**	**<1**	**1**	**<1**	**<1**	**<1**
SJVAPCD Annual Thresholds (tons/year)	10	10	100	27	15	15
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Note: The project would not result in additional mobile vehicle emissions beyond those previously analyzed in the 2016 IS-MND.

lbs/day = pounds per day; ROG = reactive organic gases; NO_x = nitrogen oxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter no more than 10 microns; $PM_{2.5}$ = particulate matter with a diameter no more than 2.5 microns; SO_x = sulfur oxide

Source: Table 2.5 "Operations Emissions by Sector, Unmitigated" emissions. Highest of Summer and Winter emissions results are shown for maximum daily emissions. See CalEEMod worksheets in Appendix A.

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

LESS THAN SIGNIFICANT IMPACT

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

Sensitive Receptors

Some receptors are considered more sensitive than others to air pollutants. The reasons for greater than average sensitivity include preexisting health problems, proximity to emissions sources, or duration of exposure to air pollutants. Title 20, CCR, Section 1704, Appendix B defines a sensitive receptor as infants and children, the elderly, and the chronically ill, and any other member of the general population who is more susceptible to the effects of the exposure than the population at large. Schools, hospitals, and convalescent homes are considered relatively sensitive to poor air quality because children, elderly people, and the infirmed are more susceptible to respiratory distress and other air quality-related health problems than the general public. Residential areas are considered sensitive to poor air quality because people usually stay home for extended periods, with greater associated exposure to ambient air quality. Sensitive land uses located in the vicinity of the proposed project site consist primarily of residential land uses. The nearest sensitive receptor is a single-family residence located approximately 325 feet to the north of the 2016 project site. Additional single-family residences are located 350 feet to the south across Whitesbridge Avenue, and 500 feet west of the project site. Kerman High School is located south of the project site, approximately 275 feet south of Whitesbridge Avenue. Localized air quality impacts to sensitive receptors typically result from CO hotspots, localized criteria air pollutant emissions, and TACs, which are discussed in the following subsections.

CO Hotspots

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. The entire SJVAB is in conformance with state and federal CO standards, and most air quality monitoring stations no longer report CO levels. SJVAPCD does not monitor CO emissions at its air monitoring stations in Fresno County nor is representative data available. A detailed CO analysis was conducted during the preparation of South Coast Air Quality Management District's 2003 AQMP. The locations selected for microscale modeling in the 2003 AQMP included high average daily traffic (ADT) intersections in the South Coast Air Basin, i.e., those which would be expected to experience the highest CO concentrations. The highest CO concentration observed occurred at the intersection of Wilshire Boulevard and Veteran Avenue on the west side of Los Angeles near the I-405 Freeway, which has an ADT of approximately 100,000 vehicles per day. The concentration of CO at this intersection was 4.6 ppm, which is well below the state and federal standards (South Coast Air Quality Management District 2003). According to Caltrans (Caltrans 2022), the total existing traffic volume on the nearest intersection with available data, State Route 180 at the intersection of State Route 145, is approximately 17,200 average daily trips. The proposed project is not anticipated to generate trips beyond those previously analyzed in the 2016 IS-MND (See Section 17, Transportation, which discusses that the project would not result in an increase in VMT). Additionally, the 2016 IS-MND determined that the original project would not result in significant impacts relating to CO hotspots. Based on the low background level of carbon monoxide in the SJVAB (indicated by the lack of monitoring at state or local levels), the low and the ever-improving emissions standards for new sources in accordance with state and federal regulations, and the fact that project operation would not result in an increase in trips for operations or maintenance, the project would not create new carbon monoxide hotspots. Therefore, the project would not expose sensitive receptors to substantial carbon monoxide concentrations, and localized air quality impacts related to carbon monoxide hot spots would be less than significant.

Toxic Air Contaminants

TACs are defined by California law as air pollutants that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health. The following subsections discuss the project's potential to result in impacts related to TAC emissions during construction and operation.

Construction Impacts

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2024c) and is therefore the focus of this analysis.

Generation of DPM from construction projects typically occurs in a single area for a short period. Based on default phase durations in CalEEMod for projects of similar size and scale, the model estimates construction of the proposed project would occur over approximately 30 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that a person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period (assumed to be the approximate time that a person spends in a household). OEHHA recommends this risk be bracketed with 9-year and 70-year exposure periods. Health risk assessments should be limited to the period/duration of activities associated with the project.

The maximum $PM_{2.5}$ emissions, which is used to represent DPM emissions for this analysis, would occur during demolition and site preparation activities. While demolition emissions represent the worst-case condition, such activities would occur for 1.5 months, or 1.4 percent for a 9-year health risk calculation period and less than 0.5 percent for a 30-year and 70-year health risk calculation period. $PM_{2.5}$ emissions would decrease for the remaining construction period because construction activities such as building construction, architectural coating, and paving would require less construction equipment. Therefore, DPM generated by project, construction is not expected to create conditions where the probability that the Maximally Exposed Individual would contract cancer is greater than 10 in one million. This impact would be less than significant.

Operational Impacts

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). CARB guidelines provide the recommended siting distances both for the development of sensitive land uses in proximity to TAC sources and for the addition of new TAC sources in proximity to existing sensitive land uses. The project's proposed uses do not generate substantial TAC emissions based on the air toxic sources listed in CARB's guidelines. Therefore, the expected hazardous TACs generated on site (e.g., cleaning solvents, paints, landscape

pesticides) for the proposed land uses would be below thresholds warranting further study under the California Accidental Release Program. The project would not expose off-site sensitive receptors to significant amounts of carcinogenic or TACs. Therefore, operational impacts would be less than significant.

Valley Fever

Construction activities that include ground disturbance can result in fugitive dust, which can cause fungus *Coccidioides* spores to become airborne if they are present in the soil. These spores can cause Valley Fever. Workers who disturb soil where fungal spores are found, whether by digging, operating earthmoving equipment, driving vehicles, or by working in dusty, wind-blown areas, are more likely to breathe in spores and become infected. It is not a contagious disease and secondary infections are rare. Construction activities associated with the proposed project would include ground-disturbing activities that could result in an increased potential for exposure of nearby residents and on-site workers to airborne spores, if they are present. Compliance with dust control measured required by SJVAPCD Rule 8021 during construction, excavation, and unpaved road travel would minimize personnel and public exposure to Valley Fever and reduce the potential risk of nearby residents and on-site workers exposure to Valley Fever.

LESS THAN SIGNIFICANT IMPACT

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

Per Section 8.6 of the GAMAQI, any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact. Nuisance odors may be assessed qualitatively taking into consideration project design elements and proximity to off-site receptors that potentially would be exposed to objectionable odors. The proposed project would involve the construction, operation and maintenance of a covered parking lot battery storage/utility building; a maintenance, operations, and transportation (MOT) facility; a food service building; an office and printshop; a stormwater basin; a storage facility; gymnasium; entry booths to the soccer/football stadium; two restroom facilities; two snack bars; grandstand seating for the soccer/football stadium; and three buildings to support the aquatics facilities (one building with restrooms/showers, one building with a snack bar, coaches offices, and team room, and one building with pool chemical and equipment storage). The proposed structures and associated infrastructure would not produce objectionable odors. During construction activities, only short-term, temporary odors from vehicle exhaust and construction equipment engines would occur. Construction-related odors would disperse and dissipate and would not cause substantial odors at the closest sensitive receptors (adjacent residences). In addition, construction-related odors would be short-term and would cease upon completion of construction. Operation of the proposed project would also emit construction-related odors based on the equipment used to facilitate the activities. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

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

The following impact analysis is based upon a Biological Resources Assessment Report (BRA) prepared by Rincon Consultants, Inc. in March 2024 (Appendix B).

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

Special Status Plants

Literature review and database searches from the BRA (Appendix B) identified 15 special status plants that have the potential to occur within the study area. Due to a lack of suitable habitat, none are expected to occur within the study area; therefore, impacts to special status plant species would be less than significant.

Special Status Wildlife

The BRA (Appendix B) found that three special status wildlife species have low potential to occur within the study area: Swainson's hawk, burrowing owl, and western spadefoot toad.

While unlikely, impacts to Swainson's hawk and burrowing owl may occur through removal of vegetation and disturbance from construction activities (physical disturbance and noise) if active nests or burrows are present on the project site or within the project vicinity. Impacts may also occur if active nests, including for any nesting birds, are present on the project site or vicinity, and if these nests are abandoned due to disturbance associated with active construction or staging. These impacts would be potentially significant, and mitigation is required.

Impacts to western spadefoot toad could occur through destruction of eggs in seasonal ponded water and mortality of dispersing individuals due to disturbance and strikes caused by construction equipment. The ponded water in the study area was from recent rain events and had no surface connection to other waters or wetlands. However, given the level of surrounding development, marginal habitat, lack of recent species observations, and given no toads or egg masses were observed in ponded water at the time of the site visit (when they would be expected to be present), the probability western spadefoot toads occurring on the project site is exceedingly low and impacts would be less than significant for this species.

Mitigation Measures

BIO-1 Pre-construction Nesting Bird Survey and Impact Avoidance

To prevent the loss of active special-status and non-special-status bird nests, juveniles or adults, project activities including vegetation clearing should be conducted outside of the breeding season from February 1 through August 31 to the extent feasible.

If project activities occur between February 1 and August 31, a pre-construction nesting bird survey shall be conducted by qualified biologists no less than 7 working days prior to the activity to survey for special-status and non-special-status bird and raptor nests. The survey area shall include the project footprint and a 100-foot buffer for passerine species, a 150- foot buffer for burrowing owls, a 300-foot buffer for raptor species, and a 0.5-mile buffer for Swainson's hawks. Following the survey, the following shall be implemented:

- A nesting bird survey report shall be submitted to KUSD prior to the initiation of project activities. The report shall detail the results of the survey including identification of the location of any active nests with a determination if ongoing monitoring needs be conducted and/or no-disturbance buffers should be established.
- If active nests are identified during the survey and/or work is scheduled to take place within 100 feet of active passerine nests, 150 feet of active burrowing owl burrows, 300-feet of active raptor nests, or 0.5-mile of an active Swainson's hawk nest, a qualified biologist shall determine appropriate no-disturbance buffers. The buffer shall be the minimum distance required to avoid take of the identified nest and shall be determined based on the species identified, activities proposed, level of existing noise, and line of sight from the disturbance to the nest.
- A qualified biological monitor shall be present at the initiation of project activities occurring within 100 feet of active passerine nests, 150 feet of active burrowing owl burrows, 300-feet of active raptor nests, or 0.5-mile of an active Swainson's hawk nest, to ensure that project activities do not negatively affect the success of the nest. Duration and frequency of monitoring shall be determined at the discretion of the qualified biologist.
- If nesting bird monitoring is conducted, a nesting bird monitoring report shall be submitted to KUSD detailing the results of monitoring activities. The report will be submitted within 30 days of the completion of the activities or nesting season.

Significance After Mitigation

Mitigation Measure BIO-1 (Pre-construction Nesting Bird Survey and Impact Avoidance) requires pre-construction surveys for nesting birds, including special status birds, and establishment of the appropriate no-work buffers if needed. With implementation of Mitigation Measure BIO-1, impacts on Swainson's hawk, burrowing owl, and nesting birds would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The BRA (Appendix B) found that no sensitive plant communities or critical habitat are present within the study area. Therefore, no impacts to sensitive natural communities or critical habitat would occur.

NO IMPACT

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

According to the BRA (Appendix B), the project would not impact jurisdictional waters and wetlands. This conclusion is based on the absence of such features within the study area and the lack of any hydrological connections. There would be no impact.

NO IMPACT

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The BRA (Appendix B) found that no significant wildlife movement corridors or habitat linkages are present in the study area. The location within the study area and surrounding land has long been disrupted by intensive agriculture. The project is not expected to substantially alter existing wildlife movement or interfere with established resident or migratory wildlife corridors. Therefore, no impacts to wildlife movement would occur.

NO IMPACT

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

The Fresno County General Plan includes open space, conservation, and land use elements.

The City of Kerman General Plan includes land use, conservation and open space elements. The proposed project would comply with Goal COS-1 of the General Plan, which seeks to preserve and expand undeveloped open space areas in Kerman to meet the current and future needs of the community and support natural habitats. Specifically, the project would comply with Policy COS-1.2 and COS-1.3, which preserve existing scenic qualities through landscaping and protects dark/night skies through measures that direct outdoor lighting downwards and away from open space. Proposed project activities do not conflict with any of the elements of the General Plan because the site is zoned General Commercial, Open Space, Recreation, & Public Facilities District, and Urban Reserve and is being processed for annexation into the City with the Del Norte Estates project located to the west of the project site. Further, no native trees were observed on site or are proposed for removal. The project would not conflict with any local policies or ordinances protecting biological resources.

NO IMPACT

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

The BRA (Appendix B) found that the project is not within any applicable habitat conservation plan areas; therefore, there are no conflicts with state, regional, or local habitat conservation plans.

NO IMPACT

5 Cultural Resources

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

The following impact analysis is based upon a Cultural Resources Technical Report (CRTR) conducted by Rincon Consultants, Inc. in February 2024 (Appendix C).

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

The pedestrian survey and background research from the CRTC (Appendix C) did not identify any built environment resources that may be considered historical resources within the proposed project site. The proposed project therefore does not have the potential to impact built environment historical resources pursuant to CEQA. There would be no impact.

NO IMPACT

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

The CRTC (Appendix C) did not identify any archaeological resources or archaeological deposits in the proposed project site. Historical topographic maps and aerial imagery depict the agricultural history of the proposed project site and surrounding areas to the previous walnut orchard, which is no longer active, suggesting that the project site has been heavily disturbed. Although the project site consists of alluvial soils, the sediments date to the late-Pleistocene which predate human occupation, and the lack of previously identified archaeological deposits and the level of previous ground disturbance within the project site suggests that the geoarchaeological sensitivity of the project site is low. Additionally, the 2016 IS-MND study area was noted as heavily disturbed due to construction and no cultural resources were identified. The lack of surface evidence of archaeological materials does not preclude their subsurface existence. However, the absence of substantial prehistoric or historic-period archaeological remains within the immediate vicinity, along with the existing level of disturbance in the proposed project site, suggest there is a low potential for encountering intact subsurface archaeological deposits. These impacts would be potentially significant, and mitigation is required.

Mitigation Measures

CUL-1 Unanticipated Discovery of Cultural Resources

In the event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Native American representative shall also be contacted to participate in the evaluation of the resource. If the qualified archaeologist and/or Native American representative determines it to be appropriate, archaeological testing for CRHR eligibility shall be completed. If the resource proves to be eligible for the CRHR and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of the California Code of Regulations (CCR) Guidelines Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The District shall review and approve the treatment plan and archaeological testing as appropriate, and the resulting documentation shall be submitted to the Southern San Joaquin Valley Information Center, the regional repository of the California Historical Resources Information System, per CCR Guidelines Section 15126.4(b)(3)(C).

Significance After Mitigation

With adherence to Mitigation Measure CUL-1, the project would have a less-than-significant impact with mitigation for archaeological resources.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The CRTC (Appendix C) found that no human remains are known to be present within the project site. However, the discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be of Native American origin, the Coroner will notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. With adherence to existing regulations, the project would have a less-than-significant impact to human remains.

LESS-THAN-SIGNIFICANT IMPACT

6 Energy

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

As a state, California is one of the lowest per capita energy users in the United States, ranked 49th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration 2023). Electricity is used primarily for lighting, appliances, cooking purpose, heating, ventilation, and air conditioning (HVAC) equipment, and other uses associated with building and vehicle operations. Natural gas is used primarily for space and water heating, as well as cooking purposes and industrial processes. Natural gas is typically associated with building operations.

The main category of fuel use in California is transportation fuel, specifically gasoline and diesel. Gasoline is the most used transportation fuel in California: 97 percent of all gasoline sold in California is consumed by light-duty cars, pickup trucks, and sport utility vehicles. In 2021, an estimated 13,640 million gallons of gasoline annually were used (i.e., 37 million gallons gasoline per day) (CEC 2023). Diesel is the second largest transportation fuel used in California. Many heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, along with farm, construction, and heavy-duty military vehicles and equipment have diesel engines. According to the 2022 California Annual Retail Fuel Outlet Report Results (CEC-A15), in 2022, 2,290 million gallons of diesel annually (i.e., 6.3 million gallons of diesel per day), including off-road diesel were sold (CEC 2023).

Energy consumption is directly related to environmental quality in that the consumption of nonrenewable energy resources releases criteria air pollutant and greenhouse gas (GHG) emissions into the atmosphere. The environmental impacts of air pollutant and GHG emissions associated with the project's energy consumption are discussed in detail in Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, respectively.

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

Construction

During project construction, energy would be consumed in the form of petroleum-based fuels used to power construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to transport materials to and from the site. As shown in

Table 8, project construction would require approximately 7,055 gallons of gasoline and approximately 68,960 gallons of diesel fuel. These construction energy estimates are conservative because they assume that the construction equipment used in each phase of construction is operating every day of construction.

Table 8 Estimated Fuel Consumption during Construction

	Fuel Consumption (gallons)	
Source	Gasoline	Diesel
Construction Equipment & Vendor/Hauling Trips	--	68,960
Construction Worker Vehicle Trips	7,055	--

See Appendix D for energy calculation sheets.

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

Operation

Operation of the proposed project would require energy use in the form of electricity and gas consumption. Electricity would be used for lighting and facilities operations and natural gas consumption would be attributed to space and water heating, as well as cooking purposes (associated with the proposed food service building).

Operation of the proposed project would consume approximately 524,434 kilowatt-hours (kWh) of electricity per year and 4,939 million British thermal units (BTU) of natural gas per year (Appendix A). The proposed project would be required to comply with the standards set in the California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. CCR Title 24, Part 11 (CALGreen) requires implementation of energy-efficient light fixtures and building materials into the design of new developments. These standards are specifically crafted for new buildings to achieve energy-efficient performance. Furthermore, the proposed project would include solar covered parking with a battery energy storage system (BESS) that would minimize the use of nonrenewable energy. Therefore, proposed project operation would not involve the inefficient, wasteful, and unnecessary use of energy, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Construction of the proposed project would comply with state and federal fuel efficiency standards which are designed to promote efficient energy use. During operation, the proposed project would comply with CALGreen standards which mandate the implementation of energy-efficient design features. The proposed project would be powered by the existing electricity grid which, pursuant to Senate Bill (SB) 100, would procure 100 percent clean electricity for California by 2045. The proposed project would be supplied clean electricity in accordance with SB 100.

The City's 2040 General Plan includes policies COS-5.1 through COS-5.7 which are designed to minimize energy consumption (City of Kerman 2020). These policies promote the implementation of sustainable building practices and renewable energy features in new projects. As described above, the proposed project would incorporate energy-efficient design in accordance with CALGreen standards and therefore would implement sustainable building practices. As described in Threshold 6(a), the proposed project would include covered parking with solar and BESS that would minimize the use of nonrenewable energy, thereby fulfilling the City's policy to implement renewable energy features in new projects.

Based on the above, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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7 Geology and Soils

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

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

The project site is not fully or partially intersected by an Alquist-Priolo fault zone (DOC 2021). Therefore, the proposed project would not cause the risk of loss, injury, or death involving rupture of a known earthquake fault. No impact would occur.

NO IMPACT

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

The closest faults to the project site include the O'Neill fault system approximately 40 miles west of the project site, the Panoche Hills Fault located approximately 42 miles west of the project site, and the Ortigalita Peak Fault approximately 45 miles west of the project site (DOC 2021; United States Geological Survey 2024). In the event of an earthquake at these faults, there is potential the project site could be exposed to ground shaking. However, the proposed project would adhere to the standards of the California Building Code (CBC) which provides earthquake design requirements, including earthquake loading specifications for design and construction to resist effects of earthquake motions in accordance with the American Society of Civil Engineers Standard 7-05. In addition, standards regulate procedures for soil preparation, including, but not limited to excavation, grading and earthwork, fills and embankments, expansive soils, foundation investigations, liquefaction potential, and soil strength loss. Compliance with the CBC would minimize the potential to expose people or structures to the risk of loss, injury, or death involving strong seismic groundshaking. Therefore, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Liquefaction occurs when strong, cyclic motions during an earthquake cause water-saturated soils to lose their cohesion and take on a liquid state. Liquefied soils are unstable and can subject overlying structures to substantial damage. According to the City's 2040 General Plan, liquefaction does not pose a substantial risk in Kerman (City of Kerman 2020). According to California Department of Water Resources (DWR) well data, groundwater underlying the project site is approximately 75 feet below surface elevation (DWR 2024a). As a result, liquefaction potential at the project site is low. The proposed project would comply with the seismic design criteria of the CBC to minimize the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Therefore, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project site is flat and does not have steep topography conducive to conditions which could create a landslide. The proposed project would not create steep topography or exacerbate landslide risk. Therefore, the proposed project would not cause the risk of loss, injury, or death involving landslides. No impact would occur.

NO IMPACT

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

Soil erosion is the removal of soil by water, wind, and gravity. Construction of the proposed project would include grading and require some temporary excavation of soils to install project components, such as water and sewer pipelines. Any disturbance to soil from construction activities would increase the potential for erosion, as soil would be loosened and exposed to precipitation and wind. As the overall footprint of construction activities would exceed one acre, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit. This state requirement was developed to ensure that stormwater is managed, and erosion is controlled on construction sites. The Construction Stormwater General Permit requires preparation and implementation of a stormwater pollution prevention plan (SWPPP), which requires implementation of best management practices (BMP) to control stormwater run-on and runoff from construction work sites. BMPs may include, but would not be limited to, physical barriers to reduce erosion and sedimentation, construction of sedimentation basins, limitations on work periods during storm events, use of infiltration swales, protection of stockpiled materials, and a variety of other measures to be identified by a qualified SWPPP developer that would substantially reduce erosion from occurring during construction.

No substantial erosion or loss of topsoil would occur from project operation because the proposed project would not result in further ground disturbance. The proposed stormwater basin would control erosion during operation and maintenance by capturing stormwater runoff, subsequently capturing sediment if erosion occurs on-site. Given the relatively flat topography of the site, implementation of the required SWPPP, and installation of the proposed stormwater basin, proposed project impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

As discussed in Threshold 7(a.3), the project site is not subject to risk of liquefaction, and consequently, the risk of lateral spreading is low. As discussed in Threshold 7(a.4), the project site is flat and located in a flat area devoid of hillsides and therefore not subject to landslides. Grading would not substantially modify the existing topography or soils. All excavations required for underground components of the project would be backfilled and properly compacted. As described in Threshold 7(d), the soil underlying the project site is not expansive. Therefore, the risk of collapse on the project site is low. The proposed project would not require groundwater pumping that could lead to subsidence. Therefore, impacts related to soil stability hazards would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Expansive soils are soils with high shrink-swell potential. Expansive soils swell with increases in moisture content and shrink with decreases in moisture content. These soils usually contain high clay content. Foundations for structures constructed on expansive soils require special design considerations. Because expansive soils can expand when wet and shrink when dry, they can cause foundations, basement walls and floors to crack, causing substantial structural damage. The shrink-swell potential is considered low if the soil has a linear extensibility of less than three percent (United States Department of Agriculture [USDA] 2017). The project site is underlain by the Hanford, Hesperia, and Tujunga soil series (USDA 2024). These soils have a linear extensibility ranging from 1.3 to 1.5 percent (USDA 2024). Accordingly, since the linear extensibility is less than three percent, the proposed project would not be located on an expansive soil and therefore would not create a substantial risk to life or property due to expansive soil. No impact would occur.

NO IMPACT

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

The proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

NO IMPACT

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

Paleontological resources, or fossils, are the evidence of once-living organisms preserved in the rock record. They include both the fossilized remains of ancient plants and animals and the traces thereof (e.g., trackways, imprints, burrows, etc.). Paleontological resources are not found in "soil" but are contained within the geologic deposits or bedrock that underlies the soil layer. Typically, fossils are greater than 5,000 years old (i.e., older than middle Holocene in age) and are typically preserved in sedimentary rocks. Although rare, fossils can also be preserved in volcanic rocks and low-grade metamorphic rocks under certain conditions (Society of Vertebrate Paleontology [SVP] 2010). Fossils occur in a non-continuous and often unpredictable distribution within some sedimentary units, and the potential for fossils to occur within sedimentary units depends on several factors. It is possible to evaluate the potential for geologic units to contain scientifically important paleontological resources, and therefore evaluate the potential for impacts to those resources and provide mitigation for paleontological resources if they are discovered during construction of a development project.

Rincon evaluated the paleontological sensitivity of the geologic units that underlie the project site to assess the project's potential for significant impacts to scientifically important paleontological resources. The analysis was based on the results of a paleontological locality search and a review of existing information in the scientific literature regarding known fossils within geologic units mapped at the project site. According to the SVP (2010) classification system, geologic units can be assigned a high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources. Following the literature review, a paleontological sensitivity classification was assigned to each geologic unit mapped within the project site. This criterion is based on rock

units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units.

The project site is located in the Great Valley geomorphic province (California Geological Survey 2002). The Great Valley is an elongate lowland approximately 50 miles wide and 400 miles long. It is bounded to the east by the Sierra Nevada Range and to the west by the Coast Range. A relatively undeformed basin, the Great Valley rises from about sea level to approximately 400 feet in elevation at the north and south ends. The northern portion of the valley, referred to as the Sacramento Valley, is drained by the Sacramento River, while the southern portion of the valley, referred to as the San Joaquin Valley, is drained by the San Joaquin River. Consequently, the Great Valley is predominantly alluvial, flood, and delta plains formed by these two major river systems (Weissmann et al. 2005). The project site is east of the main axis of the Great Valley, thus is underlain by sediments originating from the Sierra Nevada.

The project is located in the *Kerman, California* United States Geological Survey 7.5-minute topographic quadrangle(s). The geology of the region surrounding the project site was mapped by Wahrhaftig et al. (1993) who identified a single geologic unit, Modesto Formation, underlying the project site. The Modesto Formation consists of light brown to reddish-brown gravel, sand, and silt, deposited within alluvial fans emanating from the Sierra Nevada. The Modesto Formation is late Pleistocene in age and has produced significant paleontological resources, including taxa such as mammoth (*Mammuthus*), ground sloth (*Megalonyx*), camel (*Camelops*), other mammals, and plants (Jefferson 2010; University of California Museum of Paleontology 2024). Given this fossil-producing history, the Modesto Formation has high paleontological sensitivity.

Rincon requested a fossil locality search from the University of California Museum of Paleontology on February 13, 2024. This locality search recovered no known fossil localities within the project site (Holroyd 2024). The nearest fossil locality from similar sediments occurs approximately 9.6 miles southwest of the project site and contains bison (*Bison*), elk (*Cervus*), deer (*Odocoileus*), other mammals, birds, and reptiles, as well as human remains. These fossils were found as shallow as 2.5 feet below the surface.

Ground-disturbing activities within previously undisturbed sediments with high paleontological sensitivity could result in significant impacts to paleontological resources. Impacts would be significant if construction activities result in the destruction, damage, or loss of scientifically important paleontological resources and associated stratigraphic and paleontological data. The entire project site is underlain by a high-sensitivity geologic unit. However, the project site was previously used for agriculture, suggesting that the top-most 2 feet of sediment is disturbed and, therefore, not paleontologically sensitive. This project would involve approximately 100 cubic yards of excavation of existing sediments and approximately 20,000 cubic yards of sediment that will be imported to raise the grade of the land. However, at this time, the maximum depth of excavation is unknown. Therefore, project-related ground disturbance could reach previously undisturbed sediments with high paleontological sensitivity meaning that it could have a significant impact on paleontological resources.

Mitigation Measures

GEO-1 Unanticipated Fossil Discovery

Paleontological Worker Environmental Awareness Program. Prior to the start of construction, a Qualified Professional Paleontologist, as defined by the Society of Vertebrate Paleontology (SVP; 2010), or their designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction personnel. The WEAP shall discuss the potential to discover paleontological resources in the project site, legal obligations to protect paleontological resources, examples of paleontological resources that may be found in the project site, procedures in case a paleontological resource is discovered, and contact information for the Qualified Professional Paleontologist.

Unanticipated Discovery of Paleontological Resources. Kerman Unified School District shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If a potential fossil is discovered during project construction, construction activity within 50 feet of the find shall cease until the discovery is examined by a Qualified Professional Paleontologist. If the find is determined to be significant, the Qualified Professional Paleontologist shall direct all mitigation measures related to paleontological resources consistent with the SVP (2010) standards, which may include, but would not be limited to: paleontological monitoring; fossil salvage, preparation, and curation; and reporting to summarize the paleontological mitigation efforts.

Significance After Mitigation

Implementation of Mitigation Measure GEO-1 would reduce potential impacts to paleontological resources to less than significant level and would effectively mitigate the project's impacts to these resources through the recovery, identification, and curation of previously unrecovered fossils.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

8 Greenhouse Gas Emissions

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

Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of GHGs. GHGs contribute to the "greenhouse effect," which 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. Human activities that produce GHGs include the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). Emissions of GHGs affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way in which the Earth absorbs gases from the atmosphere. Potential impacts of climate change in California may include loss in snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (State of California 2018).

Significance Thresholds

The majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to

cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines*, Section 15064[h][1]).

For future projects, the significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds, consistency with a regional GHG reduction plan, or consistency with statewide regulations adopted to reduce GHG emissions. A project may be found to have a less-than-significant impact related to GHG emissions if it complies with an adopted plan that includes specific measures to sufficiently reduce GHG emissions (14 Cal. Code Regs. Section 15064[h][3]). According to the *CEQA Guidelines*, projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the project's consistency with the GHG reduction policies included in that plan. The Association of Environmental Professionals considers this approach in its white paper, "Beyond Newhall and 2020," to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions (Association of Environmental Professionals 2016). However, SJVAPCD's current GHG reduction strategy presented in the 2008 *Climate Change Action Plan* only aligns with the AB 32 2020 emissions target and does not address the SB 32 2030 emissions target. Because the GHG reduction plan does not specifically address the 2030 target and the project would become operational post-2020, tiering from the regional 2008 *Climate Change Action Plan* is not applicable.

Instead, the potential for the proposed project to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHG was assessed by examining the project's consistency with the GHG reduction measures detailed in CARB's 2022 Climate Change Scoping Plan and the City of Kerman General Plan. Under the SJVAPCD's CEQA guidance for GHG emissions, a project would not have a significant GHG impact if it is consistent with an applicable plan to reduce GHG emissions, and a CEQA compliant analysis was completed for the GHG reduction plan (SJVAPCD 2009b, SJVAPCD 2015). Therefore, project impacts are based on consistency with CARB's 2022 Climate Change Scoping Plan and the City of Kerman General Plan, which underwent CEQA compliance in 2022 and 2020, respectively. Project GHG emissions are quantified for informational purposes.

GHG Emissions Methodology

Calculations of CO_2, CH_4, and N_2O emissions are provided to identify the magnitude of potential project effects for informational purposes. The analysis focuses on CO_2, CH_4, and N_2O because these make up 98 percent of all GHG emissions by volume and are the GHG emissions the project would emit in the largest quantities (IPCC 2014). Emissions of all GHGs are converted into their equivalent GWP in terms of CO_2 (i.e., CO_2e). Minimal amounts of other GHGs (such as chlorofluorocarbons [CFCs]) would be emitted; however, these other GHG emissions would not substantially add to the total GHG emissions. GHG emissions associated with project construction and operation were estimated using CalEEMod, version 2022.1, with the assumptions described in Section 3, *Air Quality,* in addition to the following:

- The project's CalEEMod model uses CalEEMod default assumptions for energy, solid waste, and area sources for the High School land use.
- GHG emissions from construction of the proposed project were amortized over a 30-year period and added to annual operational emissions to determine the project's total annual GHG emissions.

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

2022 Scoping Plan

The principal state plans and policies for reducing GHG emissions are AB 32, SB 32, and AB 1279. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020; the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030; and the goal of AB 1279 is to achieve net zero greenhouse gas emissions no later than 2045, and reduce GHG emissions by 85 percent below 1990 levels no later than 2045. The 2022 Scoping Plan expands upon earlier plans to include the AB 1279 targets. The 2022 Scoping Plan's strategies that are applicable to the proposed project include reducing fossil fuel use and vehicle miles traveled; decarbonizing the electricity sector, maximizing recycling and diversion from landfills; and increasing water conservation. The project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards, including onsite photovoltaic solar and battery storage and the AB 341 waste diversion goal of 75 percent. Therefore, the proposed project would support decarbonization of the energy and waste sectors. In addition, the project would receive electricity from PG&E, which is required to reduce GHG emissions by increasing procurement from eligible renewable energy by set target years as required by SB 100.

The project would be located in close proximity to residents and other services, in addition to providing recreational amenities for local residents and enhancing KUSD's capacity to serve students in the region. The project would be located within a half mile of public transit options including Fresno County Rural Transit Agency (FCRTA) Westside Transit and San Joaquin Intercity Transit lines, in addition to KUSD's bus network and facilities. These transit options for students, employees, and other residents provide connectivity to surrounding neighborhoods and other cities throughout the region, thereby reducing VMT from single-occupancy vehicles. Therefore, the project would not conflict with the 2022 Scoping Plan, and impacts would be less than significant.

City of Kerman 2040 General Plan

The City of Kerman 2040 General Plan contains goals and policies pertaining to GHG emissions that would be applicable to the proposed project. As shown in Table 9, the project would support City efforts to reduce GHG emissions and would be consistent with GHG-related policies contained in the 2040 General Plan. Therefore, the project would not conflict with 2040 General Plan policies related to reducing GHG emissions, and impacts would be less than significant.

Table 9 Project Consistency with City of Kerman General Plan

Policy	Project Consistency
Policy CIRC-1.1: Consistency between Land Use and Transportation Planning. The City shall ensure land use and transportation planning are cohesive, consistent, mutually supportive, and strive to reduce vehicle miles traveled (VMT). This will include: ▪ Maintaining land use patterns that encourage people to walk, bicycle, or use public transit routinely for a significant number of their daily trips; ▪ Using the City's provision of public services to direct development to the most appropriate locations; and ▪ Promoting the infill of vacant land and redevelopment sites **Policy CIRC-2.5: Greenhouse Gas Reduction.** The City shall strive to achieve VMT reductions consistent with the California Air Resources Board (CARB) 2017 Scoping Plan statewide greenhouse gas (GHG) emission reduction goals of 40 percent below 1990 emissions levels by 2030, or the latest guidance from CARB, as updated.	**Consistent.** The proposed project is centrally located in close proximity to the existing Kerman High School, in addition to the commercial area along South Madera Avenue and residential neighborhoods within the City of Kerman. Therefore, the proposed project prioritizes future growth near existing development and assure connectivity to neighboring residential and commercial uses. The project would be located within a half mile of public transit options including FCRTA Westside Transit and San Joaquin Intercity Transit lines, in addition to KUSD's bus network and facilities. Therefore, the project could promote the reduction of automobile reliance using public transit to travel. The proposed project would not involve residential or commercial development that would directly or indirectly result in population growth resulting in a potential increase in VMT. Accordingly, the proposed project would not increase VMT.
Policy CIRC-5.1: Alternative Modes of Transportation. The City shall encourage project site designs and subdivision street and lot designs that support alternative modes of transportation, including public transit, bicycling, and walking.	**Consistent.** The project would be located within a half mile of public transit options including FCRTA Westside Transit and San Joaquin Intercity Transit lines, and is centrally located in close proximity to residential and commercial areas. Therefore, the proposed project could support alternative modes of transportation, including public transit, bicycling, and walking.
Policy COS-4.1: Public Landscaping Irrigation. The City shall reduce use of potable water for landscaping irrigation at parks, schools, rights-of-way, and other public spaces to the extent feasible.	**Consistent.** The proposed project would install water efficient fixtures, water efficient landscaping and irrigation. In addition, the project would be required to comply with this General Plan policy and with the latest Title 24 standards for Water Efficiency and Conservation.
Policy COS-5.1: Reduction of Fossil Fuels Reliance. The City shall promote the development and use of renewable energy resources (e.g., solar, thermal, wind, tidal) to reduce dependency on petroleum-based energy sources. **Policy COS-5.4: Renewable Energy Features in New Projects.** During the development review process, the City shall encourage projects to integrate features that support the generation, transmission, efficient use, and storage of renewable energy sources.	**Consistent.** The proposed project would comply with the latest Title 24 Green Building Code and Building Efficiency Energy Standards, including requirements for onsite photovoltaic solar and battery storage. PV solar panels would be installed on parking lot cover structures. Therefore, the proposed project would support the generation and storage of renewable energy sources. In addition, the project would comply with the AB 341 waste diversion goal of 75 percent, reducing emissions from waste generation. The project would receive electricity from PG&E, which is required to reduce GHG emissions by increasing procurement from eligible renewable energy by set target years as required by SB 100. Therefore, the project would support efforts to reduce dependency on petroleum-based energy sources.

Source: City of Kerman 2020

GHG Emissions for Informational Purposes

GHG emissions from project construction and operation are provided for information purposes, below.

CONSTRUCTION EMISSIONS

Project construction would generate temporary GHG emissions primarily from the operation of construction equipment on-site, as well as from vehicles transporting construction workers to and from the project site, and heavy trucks to transport building, concrete, and asphalt materials. As shown in Table 10, construction would generate 792 MT of CO2e. Amortized over the anticipated project lifetime of 30 years, construction associated with the project would generate approximately 26 MT of CO_2e per year.

Table 10 Construction GHG Emissions

Year	Emissions (MT of CO_2e)
2028	375
2029	364
2030	53
Total	**792**
Amortized over 30 years	**26**

MT = metric tons; CO_2e = carbon dioxide equivalents

See CalEEMod worksheets in Appendix A

Further, due to CalEEMod default assumptions, Table 10 assumes a 30-month buildout scenario that would occur from 2028 to 2030. However, as discussed above within the *Project Description*, actual buildout will likely occur over 5-15 years, thereby reducing annual emissions. Accordingly, the emissions projected would be a conservative estimate and impacts during project construction would be less than significant

OPERATIONAL AND TOTAL PROJECT EMISSIONS

Project operation would generate GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, and wastewater and solid waste generation. As discussed in Section 3, *Air Quality*, the project would not generate new vehicle trips. Therefore, mobile source emissions are excluded from this analysis. Annual operational emissions resulting from the project are summarized in Table 11. The annual operational GHG emissions are combined with the amortized construction emissions. As shown in Table 11, the proposed project would emit approximately 394 MT of CO_2e per year.

Table 11 Combined Annual Emissions

Emission Source	Annual Emissions (MT CO_2e)
Construction	**26**
Operational	**368**
Area	2
Energy	312
Water	10
Waste	44
Refrigerants	<1
Total	**394**

MT CO_2e = metric tons of carbon dioxide equivalent
See CalEEMod worksheets in Appendix A

LESS-THAN-SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

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

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

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

Project construction would temporarily increase the transport and use of hazardous materials such as diesel fuel, oil, solvents, and other similar materials. These materials would be contained within vessels specifically engineered for safe storage and would not be transported, stored, or used in quantities which would pose a significant hazard to the public or construction workers. Furthermore, project construction would require the excavation and transport of paving materials and soils which could possibly be contaminated by vehicle-related pollution (e.g., oil, gasoline, diesel, and other automotive chemicals). All such paving and soils removed during construction would be transported and disposed of in accordance with applicable codes and regulations, such as the California Building and Fire Codes, as well regulations of the federal and State Occupational Safety and Health Administrations, to minimize potential hazards to construction workers and the surrounding community. The transport, use, and storage of hazardous materials during operation of the project would be conducted pursuant to all applicable local, State, and federal laws, including but not limited to Title 49 of the Code of Federal Regulations implemented by Title 13 of the California Code of Regulations, which describes strict regulations for the safe transportation of hazardous materials, and in cooperation with the County's Department of Environmental Health.

Maintenance and upkeep of the proposed buildings, landscaping, and operational equipment would occasionally require the use of various solvents, cleaners, paints, oils/fuels, and pesticides/herbicides. In addition, potential hazardous materials, such as fuel, paint products, lubricants, solvents, and cleaning products, could be used and/or stored on-site. However, due to the limited quantities of these materials anticipated to be used by the project, they would not be hazardous to the public or environment. Further, Chapter 6.95 of the California Health and Safety Code requires businesses[2] to prepare a Hazardous Materials Business Plan (HMBP) if the business uses, handles, or stores hazardous material and/or waste or extremely hazardous materials in quantities greater than or equal to 55 gallons for a liquid, 500 pounds for a solid, 200 cubic feet of any compressed gas, or the threshold planning quantities of an extremely hazardous substance. HMBPs include facility information, a Hazardous Materials Inventory Statement, an Emergency Response Plan, and an Emergency Response Training Plan. If the proposed project would require the storage of hazardous materials at quantities greater than the threshold provided in Chapter 6.95 of the California Health and Safety Code, the proposed project would include implementation of an HBMP to minimize the potential for operation of the proposed project to result in upset or accidental conditions involving the release of hazardous materials into the environment. Accordingly, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

[2] California Health and Safety Code Division 20, Chapter 6.95, Article 1, Section 25501(c)(5) defines "business" as including "An agency, department, office, board, commissions, or bureau of a city, county, or district." Therefore, the requirements of Chapter 6.95 apply to KUSD and the proposed project.

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

The proposed project itself is the construction and operation of school facilities which would be located approximately 500 feet north of Kerman High School. As described under Thresholds 9(a) and 9(b), an accidental spill or release of hazardous or potentially hazardous materials such as vehicle and equipment fuels could occur during project construction. Hazardous materials used during project construction would be disposed of off-site in accordance with all applicable laws and regulations, including but not limited to the California Building and Fire Codes, as well regulations of the federal and State Occupational Safety and Health Administrations. As required by Chapter 6.95 of the California Health and Safety Code, hazardous materials storage and use during operation of the proposed project would be carried out in accordance with the HMBP which would establish emergency response procedures for the release or threatened release of a hazardous material. Therefore, the proposed project would not result in substantial risk of release of hazardous materials within 0.25-mile of a school. This impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

Government Code Section 65962.5 requires the California Environmental Protection Agency to develop an updated Hazardous Waste and Substances Sites List, also known as the Cortese List. The California Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List; other state and local government agencies are also required to provide additional hazardous material release information for the Cortese List. The analysis for this section included a review of the following databases on March 20, 2024, to provide hazardous material release information:

- State Water Resources Control Board (SWRCB) GeoTracker (SWRCB 2024)
- DTSC EnviroStor databased (DTSC 2024)
- List of active Cease and Desist Orders and Cleanup and Abatement Orders from Regional Water Quality Control Boards (California Environmental Protection Agency 2024)

Based on a review of these databases, there are no hazardous materials sites within the project site. As such, the project is not located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or the environment. No impact would occur.

NO IMPACT

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

The project site is not within two miles of a public airport. The closest airport to the project site is the Fresno Chandler Executive Airport, located approximately 13.5 miles east of the project site. The project site is not within the safety or noise contours of the Fresno Chandler Executive Airport (Fresno Council of Governments 2023). Therefore, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area. No impact would occur.

NO IMPACT

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

The proposed project would require temporary lane closures on SR 180 and North Del Norte Avenue for roadway improvements. Emergency routes would remain open with minimal delay resulting from project construction because the proposed project would not require the total closure of these roads. During operation, the proposed project would comply with the Comprehensive School Safety Plan created by KUSD for each school within the district, pursuant to Senate Bill 187. The Comprehensive School Safety Plan provides emergency response guidelines for emergencies at KUSD school sites, including fire, earthquake, and other emergency incidents (KUSD 2023). The proposed project would be required to comply with the Comprehensive School Safety Plan. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

According to the California Department of Forestry and Fire Protection (CAL FIRE), the project site is not located in a fire hazard severity zone. The nearest fire hazard severity zone is located approximately 24 miles northeast (CAL FIRE 2024). There are no wildland conditions on or adjacent to the project site. Accordingly, the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

NO IMPACT

10 Hydrology and Water Quality

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

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

As stormwater flows over a construction site, it can pick up sediment, debris, and chemicals and transport them to receiving water bodies. Additionally, soil disturbance during project construction would increase the potential for erosion and sedimentation. Construction of the proposed project would involve activities such as clearing, grading, utility installation or removal, construction of buildings, and the installation of landscaping, which would result in the generation of potential pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction activities in the absence of any measures to minimize water quality. However, construction activities would be required to obtain coverage under the statewide NPDES Construction Stormwater General Permit (Order No. 2022-0057-DWQ) because project construction would disturb more than one acre of land. Obtaining coverage under the Construction Stormwater General Permit requires the creation and implementation of an SWPPP that would include BMPs to prevent polluted stormwater runoff during construction and decommissioning. Construction BMPs would include, but are not limited to, erosion and sediment control BMPs designed to minimize erosion and retain sediment onsite, as well as good housekeeping BMPs that would prevent spills, leaks, and off-site discharge of construction debris and waste. With regulatory compliance, which requires implementation of a SWPPP and construction BMPs to minimize pollutant discharge into stormwater runoff, project construction would not violate water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality. Impacts from project construction would be less than significant.

Substantial water quality impacts would not occur from project operation because the proposed project would not result in further ground disturbance. The proposed project would be required to comply with the post-construction requirements for the NPDES and Waste Discharge Requirements General Permit for Discharges From Municipal Separate Storm Sewer Systems (Phase I MS4). The proposed project would fulfil the post-construction stormwater pollutant treatment requirements of the Phase I MS4 permit through the implementation of the proposed stormwater basin. The proposed stormwater basin would capture stormwater runoff, subsequently capturing and treating on-site pollutants. Therefore, operation of the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project site overlies the San Joaquin Valley – Kings subbasin, designated as a high priority basin by DWR (DWR 2024b). As discussed in Threshold 10(a.3), groundwater underlying the project site is approximately 75 feet below surface elevation (DWR 2024a). Therefore, groundwater dewatering would not be required during construction. Project construction would not otherwise require groundwater extraction and therefore would not decrease groundwater supplies or interfere with recharge. Therefore, no impacts to groundwater supplies or recharge would occur during construction.

The proposed project would increase impervious surfaces on the project site. However, the proposed stormwater basin would capture stormwater runoff and allow for recharge to the San Joaquin Valley – Kings subbasin. Therefore, operation of the proposed project would not substantially interfere with groundwater recharge.

The proposed project is intended to accommodate anticipated population growth in Kerman consistent with the anticipated growth identified in the City's General Plan, and therefore would not require additional water demand beyond what is anticipated by the City and their General Plan. The City utilizes groundwater from the San Joaquin Valley – Kings subbasin for water supplies (City of Kerman 2022). According to the City's 2020 Urban Water Management Plan (UWMP), the City anticipates groundwater supplies are sufficient to meet all demands through 2045 under normal year, single drought year, and multiple drought year conditions (City of Kerman 2022). Because the City's UWMP accounts for projected growth in Kerman through 2045, the UWMP accounts for the water demands of the proposed project, designed to accommodate anticipated population growth in Kerman. Therefore, the proposed project would not substantially decrease groundwater supplies. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project site is relatively flat and there are no streams or rivers in the vicinity of the project site. Alteration of the project site would occur during construction and operation. The proposed project would increase impervious surface areas on the project site. However, given the project site's relatively flat topography, erosion during construction is unlikely to be substantial. The implementation of the BMPs required for the previously discussed SWPPP would control erosion and siltation during construction. The proposed stormwater basin would control erosion during operation by capturing stormwater runoff, subsequently capturing sediment if erosion occurs on-site. Therefore, the proposed project would not substantially alter the existing drainage pattern of the site in a manner which would result in substantial erosion or siltation on- or off-site. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project would alter existing drainage patterns through site grading and other ground-disturbing construction work, that could result in on-site or off-site flooding if stormwater is not properly controlled. Additionally, the project would increase impervious surface areas on the project site which could reduce infiltration and increase flooding.

The implementation of BMPs required for the SWPPP would prevent flooding during construction. These BMPs would reduce the energy of water flow on the site and slow the flow of water, enabling the water to infiltrate into the subsurface as it does under existing conditions. The construction and operation of the proposed stormwater basin would prevent flooding during operation by capturing

runoff. Therefore, the proposed project would not substantially alter the existing drainage pattern of the site in a manner which would result in flooding on- or off-site. This impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The proposed project would direct stormwater runoff to the proposed stormwater basin and the City's stormwater system. Implementation of the BMPs required for the previously discussed SWPPP would reduce pollutants in stormwater on the project site during construction. The stormwater basin would be engineered to accommodate stormwater flow on the project site and would reduce the amount of stormwater from the proposed project that would enter the City's stormwater system. Furthermore, the stormwater basin would treat pollutants in stormwater. Stormwater runoff from the site would be directed to an onsite, terminal infiltration basin. The proposed stormwater basin would be designed and sized to handle a 100-year storm in accordance with stormwater design standards outlined in Kerman Municipal Code Section 16.40.100. Since there is no connection to a water body of the United States, post construction BMPs and site runoff detention would not be required.

Therefore, the proposed project would not substantially alter the existing drainage pattern of the site in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

According to the Federal Emergency Management Agency (FEMA), the project site is located outside of a flood hazard area (FEMA 2024). Therefore, the proposed project would not impede or redirect flood flows. No impact would occur.

NO IMPACT

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

According to FEMA, the project site is located outside of a flood hazard area (FEMA 2024). The project site is located approximately 97 miles east of the Pacific Ocean and therefore is not subject to tsunamis. No large bodies of water exist in proximity to the project site which could subject the project site to seiche. Because the proposed project is located outside of flood hazard, tsunami, and seiche zones, no impact would occur.

NO IMPACT

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

The Basin Plan, published and managed by the Central Valley Regional Water Quality Control Board (RWQCB), is the water quality control plan applicable to the project site. The Basin Plan defines beneficial uses, sets forth water quality objectives, and establishes programs to manage the quality of surface water and groundwater and achieve those water quality objectives for protection of beneficial uses (Central Valley RWQCB 2019). As stated in Threshold 10(a), project construction would involve soil-disturbing activities that would effectively be controlled through implementation of erosion control measures and BMPs as part of the SWPPP. Impacts to water quality during operation would effectively be controlled through the implementation of the proposed stormwater basin. Therefore, the proposed project would not affect the beneficial uses established by the Basin Plan. This impact would be less than significant.

The San Joaquin Valley – Kings subbasin is managed by the North Kings Groundwater Sustainability Agency, which the City is a member of, through implementation of a Groundwater Sustainability Plan for the subbasin (City of Kerman 2022). As described in Threshold 10(b), the proposed project is intended to accommodate anticipated population growth in Kerman, and therefore would not require additional water demand beyond what is anticipated by the City. The City anticipates groundwater supplies are sufficient to meet all demands through 2045 under normal year, single drought year, and multiple drought year conditions (City of Kerman 2022). The groundwater supplied to the proposed project would be provided in accordance with the management practices of the North Kings Groundwater Sustainability Agency, as outlined in their Groundwater Sustainability Plan. Accordingly, the proposed project would not conflict with or obstruct implementation of the North Kings Groundwater Sustainability Agency's Groundwater Sustainability Plan. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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11 Land Use and Planning

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

a. Would the project physically divide an established community?

The proposed project consists of westward expansion of the 2016 Project site, as well as proposed improvements within the expansion area. These improvements would have an approximate footprint of 51,100 square feet. The limits of the expansion area extend to the centerline of North Del Norte Avenue and SR 180, to address required future street and frontage improvements that could include new curb and gutter, added acceleration/deceleration lanes on SR 180, installation of street signage, and pavement improvements. The project site is bounded to the north by agricultural land consisting of orchards. To the east, the project site is bound by an existing retail center and KUSD office building. To the south and west, the project site is bound by SR 180 and North Del Norte Avenue, respectively. The project does not include any new roads, development or infrastructure that would divide established communities. No impact would occur.

NO IMPACT

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

The project site is designated as General Commercial, Medium Density Residential, School/Institutional (S/I) and Ponding Basin (PB) under the Kerman General Plan. The project parcels within the Kerman City limits are zoned General Commercial (CG); Open Space (O); and Urban Reserve (UR). The portion of the project site outside of the city limits and within the City's SOI is zoned Limited Agricultural (AL-20) by the County and designated General Commercial and Medium Density Residential in the City General Plan. The land proposed for annexation into the City as part of the Del Norte Estates project to the west would be prezoned to General Commercial zone, consistent with the GC land use designation. It would also be prezoned to a residential zone compatible with the Medium Density Residential land use designation, allowing school use of the site with a Conditional Use Permit. Annexation of this portion of the project is anticipated to occur after approval of this project by KUSD.

The primary use of the proposed expansion area would not include new classrooms and would therefore be subject to City land use regulations. However, schools and the related improvements and activities are typically considered to be necessary land use components. Further, the proposed project would be consistent with the General Plan. This includes General Plan Policy LU-3.2 which seeks to maintain the City's compact form through growth management controls by considering public need for services such as schools and recreational facilities – both of which are included under the proposed project. More importantly, the project would be consistent with General Plan Policies LU-8.3 and COS-2.7 which states that the City shall work with KUSD to provide high-quality recreation facilities at school sites to provide the community opportunities for joint-use of facilities during after-school hours. The proposed project would provide upgraded athletic facilities to the City of Kerman for the use of KUSD students as well as city residents. Additionally, the project site is contiguous to existing commercial, residential and institutional development and would not constitute "leapfrog" development, thereby maintaining consistency with the General Plan Policy LU-3.4 which states that new development be within 1/8 mile of existing urban development.

The proposed project would not conflict with the City's General Plan designations or zoning standards, as discussed above. In addition, as described in Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, the proposed project would be consistent with the goals and policies of the CARB's 2022 Scoping Plan. Therefore, the proposed project would not conflict with land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

12 Mineral Resources

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

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

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

According to the City's 2040 General Plan, the project site is not located in area with underlying mineral deposits and there are no active mine operations at the project site or in the vicinity (City of Kerman 2020). Accordingly, the proposed project would not 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 or result in the loss of availability of a locally important mineral resource recovery site. No impact would occur.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	■	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

Noise Overview

Sound is a vibration that transmits through a medium (such as a gas, liquid, or solid) created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds.

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 hertz (Hz) and less sensitive to frequencies around and below 100 Hz (Kinsler, et al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as the doubling of vehicle traffic volumes, results in a noise level increase of 3 dB, whereas dividing the energy in half results in a 3 dB decrease (Crocker 2007).

Human perception of noise has no simple correlation with sound energy, i.e., the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources, each containing the same sound energy, do not “sound twice as loud” as one source. It is widely accepted that the average healthy human ear can detect changes (either increases or decreases) of 3 dBA, which is recognized as being barely perceptible to most people. Similarly, a change of 5 dBA is readily perceptible and a change of 10 dBA sounds twice (or half) as loud (Crocker 2007).

Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs, and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used in this analysis are the equivalent continuous noise level (L_{eq}) and the maximum noise level (L_{max}). The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically, L_{eq} is equivalent to a one-hour period, even when measured for shorter durations as the noise level of a 10- to 30-minute period would be the same as the hour if the noise source is relatively steady. L_{max} is the highest Root Mean Squared (RMS) sound pressure level within the sampling period.

Propagation

Sound from a small, localized source (approximating a "point" source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of 6 dBA for each doubling of the distance away from the source. Other sources of noise, such as a road or railroad, are not a single, stationary point source of sound but rather, emanate noise from a line ("line" source. The drop-off rate for a line source is 3 dBA for each doubling of distance away from the source.

The propagation of noise is also affected by the absorption characteristics of the ground: a hard site, such as a parking lot or smooth body of water, provides no absorption/attenuation and the changes in noise levels with distance result simply from the geometric spreading of the source (i.e., 3 or 6 dBA reduction per doubling of distance for a point source or line source, respectively). Conversely, a soft site, such as soft dirt, grass, or scattered bushes and trees, may provide additional absorption/attenuation, potentially reducing noise levels an additional 1.5 dBA per doubling of distance away from the source (Caltrans 2013).

Noise levels may also be reduced by intervening structures. The amount of reduction provided by the "shielding" of these features depends on the size of the structure/s, the location of the structure/s relative to the noise source and receivers, and the frequency content of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight between a noise source and receiver will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011).

Vibration Overview

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates. Vibration levels are usually expressed as a single-number measure of vibration magnitude in terms of velocity or acceleration, which describes the severity of the vibration without the frequency variable. The peak particle velocity (PPV) is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in inches per second. Since it is related to the stresses experienced by buildings, PPV is often used in monitoring and controlling construction vibration to prevent damage to nearby structures.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. The City of Kerman 2040 General Plan Public Health and Safety Element defines noise-sensitive land uses as "those generally considered to include those where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose," including "residences, schools, historic sites, cemeteries, parks, recreation, and open space areas, recreation and community centers, health care facilities, sensitive wildlife habitats, motels and other short-term lodging, places of worship, and libraries" (City of Kerman 2020). The closest sensitive receptors in the vicinity of the project site are single-family homes to the north, northeast, south, and west of the project site, as well as the La Vina Covenant Church and the NorthPoint Community Church located south of the project site.

Project Noise Setting

The primary noise source in the vicinity of the project site is vehicular traffic along Whitesbridge Avenue (State Route [SR] 180) and Madera Avenue (SR 145). As part of the *Noise & Groundborne Vibration Impact Analysis* prepared in support of the 2016 IS-MND (AMBIENT Air Quality & Noise Consulting 2016), noise measurements were conducted at the project site on September 22, 2016, to determine the ambient noise environment. The results on the noise measurements show that average hourly noise levels at the project site ranged between 52.3 and 69.1 dBA L_{eq} (1-hour), while instantaneous maximum noise levels ranged between 68.4 and 78.8 dBA Lmax. Measurement results are shown in Table 12.

Table 12 Summary of Measured Ambient Noise Levels

	Noise Level (dBA)	
Noise Descriptor	**Average-Hourly (L_{eq})**	**Maximum (L_{max})**
SR 145, at southern boundary of project site, approximately 25 feet from near travel lane	64.6	74.3
SR 180, at eastern boundary of project site, approximately 25 feet from near travel lane	69.1	78.8
N Del Norte Ave, approximately 0.25 miles north of SR 180, 20 feet from near travel lane	52.3	68.4

Source: AMBIENT Air Quality & Noise Consulting 2016.

Additionally, based on the projected 2040 roadway and railway noise contours provided in the City of Kerman 2040 General Plan, the ambient noise environment at the project site ranges from below 60 dBA to 70 dBA CNEL (City of Kerman 2020).

Significance Thresholds

Operational Noise

The Noise section within the City of Kerman 2040 General Plan Public Health and Safety Element specifies maximum noise level standards that are not to be exceeded by new proposed stationary noise sources (or existing stationary noise sources which undergo modifications that may increase noise levels) on lands designated for noise-sensitive uses. These noise limits are shown in Table 13.

Table 13 Maximum Allowable Noise Exposure – Stationary Sources

	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly L_{eq}, dB	50	45
Maximum level, dB	70	65

Notes:

[1] As determined at the property line of the receiving land use. When determining the effectiveness of noise reduction measures, the standards may be applied on the receptor side of noise barriers or other property line noise reduction measures.

Source: City of Kerman 2040 General Plan Public Health and Safety Element, Table 7-1 (City of Kerman 2020).

Construction Noise

Section 8.32.050 of the Kerman Municipal Code (KMC) contains regulations on noise produced by construction activities, stating "it is unlawful for any person within five hundred feet from any occupied residence to operate equipment or perform any out-of-doors construction or repair work on any building, structure, or other building or repair project" between the hours of 10:00 p.m. and 6:00 a.m. the next morning (Mondays through Saturdays) and between 10:00 p.m. and 8:00 a.m. the next morning (Sundays).

Neither the Kerman General Plan nor the KMC provides a quantitative construction noise threshold. Therefore, the limits specified in the FTA *Transit Noise and Vibration Impact Assessment Manual* (2018) were used for the purposes of this analysis. Based on FTA guidelines, construction noise would be significant if noise levels exceed 80 dBA L_{eq} for an 8-hour period at residential uses. Additionally, construction noise would be considered significant if it were to occur outside of the allowable days and hours specified in Section 8.32.050 of the KMC.

Groundborne Vibration

Neither the Kerman General Plan nor the KMC provides a quantitative vibration threshold. Therefore, vibration limits used in this analysis to determine a potential impact to local land uses are based on thresholds for vibration damage potential recommended by the FTA in the *Transit Noise and Vibration Impact Assessment Manual*, shown in Table 14. The vibration thresholds shown in Table 14 represent the limits at which potential architectural (i.e., non-structural) damage may occur to nearby structures. According to the values presented in Table 14, construction vibration impacts would be significant if vibration levels exceed 0.2 in/sec PPV at the nearest offsite residential structures to the project site.

Table 14 FTA Criteria for Vibration Damage Potential

Building Category	PPV (in/sec)
I. Reinforced concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Nonengineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

PPV = peak particle velocity; in/sec = inches per second

Source: FTA 2018.

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

Construction

Temporary noise levels caused by construction activity would be a function of the noise generated by construction equipment, the location and sensitivity of nearby land uses, and the timing and duration of noise-generating activities. For a construction noise assessment, construction equipment can be considered to operate in two modes: stationary and mobile. As a rule, stationary equipment operates in a single location for one or more days at a time, with either fixed-power operation (e.g., pumps, generators, and compressors) or variable-power operation (e.g., pile drivers, rock drills, and pavement breakers). Conversely, mobile equipment moves around the construction site with power applied in cyclic fashion, such as bulldozers, graders, and loaders (FTA 2018). Noise impacts from stationary equipment are assessed from the center of the equipment, while noise impacts from mobile construction equipment are assessed from the center of the equipment activity area (e.g., construction site). Due to the complex and mobile nature of construction activity within a project site, the FTA *Transit Noise and Vibration Impact Assessment Manual* recommends evaluating construction noise impacts from the center of the construction site, stating that the distance variable in its recommended construction noise calculation "assumes that all equipment operates at the center of the project" (FTA 2018).

Construction noise was estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM). Typical construction projects have long-term noise averages that are lower than louder short-term noise events due to equipment moving from one point to another on the site, work breaks, and idle time. Each phase of construction has a specific equipment mix depending on the work to be carried out during that phase. Accordingly, each phase also has its own noise characteristics; some will have higher continuous noise levels than others, and some may have discontinuous high-impact noise levels. The maximum hourly L_{eq} of each phase is determined by combining the L_{eq} contributions from each piece of equipment used in that phase (FTA 2018). Project construction phases would include site preparation, grading, building construction, paving, and architectural coating. It is assumed that diesel engines would power all construction equipment. Noise levels generated during each phase of construction were estimated based on the equipment list provided by the applicant. For a conservative evaluation of noise impacts, it was assumed that all equipment during each phase would be operating simultaneously.

Per information provided by the project applicant, construction would occur between 7:00 a.m. and 5:00 p.m., Mondays through Fridays, and would therefore not conflict with the KMC.

Table 15 shows the estimated noise levels at nearby sensitive receptors per each phase of construction.

Table 15 Estimated Noise Levels at Sensitive Receptors by Construction Phase

	dBA L_{eq} (8-hr)					
Construction Phase	**RCNM Reference Noise Level[1]**	**Kerman Plaza Apartments to the south**	**Single-family residence to the north**	**La Vina Covenant Church to the southwest**	**Single-family residence to the west**	**Single-family residence to the east**
Distance (ft)	***50***	***1,015***	***1,100***	***1,185***	***1,910***	***3,310***
Demolition	88	61	51	62	56	59
Site Preparation	85	58	49	59	54	56
Grading	85	58	48	58	53	56
Building Construction	87	60	50	61	55	58
Paving	85	58	48	58	53	55
Architectural Coating	78	51	42	52	46	49

Notes:

Source: Roadway Construction Noise Model (RCNM). See Appendix E for construction noise modeling results.

As shown in Table 15, construction noise levels would not exceed 80 dBA L_{eq} (8-hr) at the nearest sensitive receptors to the Project site where construction would occur. Temporary noise impacts resulting from construction of the project would be less than significant. No mitigation measures are required.

Operation

The project would introduce additional noise sources associated with operation of the project, including a Maintenance, Operations, and Transportation building at the southwestern portion of the project site, a Food Services/Central Kitchen building (with rooftop mechanical equipment and a truck loading/unloading area) at the northwestern portion of the project site, and a battery storage/utility yard at the southwestern portion of the project site. The noise impacts resulting from these sources are discussed further in the following sections.

Maintenance, Operations, and Transportation Building

Noise associated with the Maintenance, Operations, and Transportation building would primarily result from use of pneumatic equipment and tools during repair and maintenance activities. Maintenance activities may include use of a hydraulic jack, Shop-Vac, and an air compressor, which generate sound pressure levels of 59, 84, and 89 dBA at 3.28 feet away, respectively (Motor Safety Association 2021). Conservatively assuming all three equipment types would be operating simultaneously within the center of the southern part of the Maintenance, Operations, and Transportation building and that the doors would be left open during equipment use, the combined noise level at the La Vina Covenant Church property line to the south would be approximately 50 dBA, while the noise level at the nearest residential property line to the southwest would be approximately 45 dBA. It is assumed that maintenance and repair activities would only occur during daytime hours (between 7:00 a.m. and 10:00 p.m.), therefore operational noise levels produced by maintenance and repair activities at the Maintenance, Operations, and Transportation building would not exceed the City's daytime noise limit of 50 dBA at the nearest receptor property lines and these impacts would be less than significant.

Food Services/Central Kitchen Building

Noise generated at the Food Services/Central Kitchen building would be primarily due to the truck loading/unloading area and rooftop mechanical equipment.

Truck loading/unloading activity generates a sound pressure level of approximately 63 dBA at 50 feet away (Michael Baker International 2018). Assuming that all six loading areas shown on the preliminary site plan would be used simultaneously, truck loading/unloading would generate a combined noise level of approximately 52 dBA at the nearest residential property line located approximately 450 feet to the northwest. Additionally, due to the orientation of the loading docks relative to the Food Services/Central Kitchen building and the residential property to the northwest, the presence of this building would provide shielding to this receptor, providing approximately 12 dBA of noise reduction (assuming this would be a one-story building with a minimum height of 10 feet). Note that for a structure (such as a wall or building) to provide shielding to a receptor, the "line of sight" between the noise source and receptor must be blocked. Blocking the line of sight between a noise source and a receptor typically achieves a minimum noise reduction of 5 dBA (with more noise reduction achieved as the height of the structure increases, generally). While accounting for the shielding provided by the building, noise levels at the residential property line to the northwest would be approximately 40 dBA. Therefore, operation of the truck loading/unloading area would not exceed the City's daytime and nighttime noise limits of 50 and 45 dBA, respectively.

At the time of this analysis, detailed mechanical plans are not available and the equipment types that would be used as part of the project are not known. Therefore, this analysis assumes a typical rooftop unit such as the Carrier WeatherMaker 50FCQ rooftop heat pump. Based on manufacturer's specifications, the 20-ton unit (model 50FCQM28) has a sound power level of 85.9 dBA, which equates to a sound pressure level of approximately 77.9 dBA at 3.28 feet (manufacturer's specifications included as Appendix F).

Assuming the unit would be located at the center of the Food Services/Central Kitchen building rooftop and mounted 10 feet above the ground (assumed to be rooftop-height), this unit would produce a sound pressure level of 36 dBA at the single-family residential property line to the northwest, located approximately 430 feet away. Therefore, operational noise generated by the project's rooftop mechanical equipment would not exceed the City's nighttime noise limit of 45 dBA L_{eq} at the property line of the nearest sensitive receptor.

Battery Storage/Utility Yard

The project would include a Battery Storage/Utility Yard area located to the east of the Food Services/Central Kitchen building, which would serve the solar panels associated with the adjacent proposed parking area to the east. The Battery Storage/Utility Yard would introduce additional noise-generating equipment, including outdoor battery containers and associated inverters, which is a typical configuration for a battery energy storage system (BESS). The layout and capacity of the BESS area are not known at this time. Therefore, assumptions based on Rincon's work for previous solar facility projects were made based on the square footage of the solar panels and the size of the BESS area shown on the preliminary site plan. Based on this information, up to six battery containers and two inverters may be installed in the BESS area. The manufacturer and model information for the battery containers and inverters are not known at this time. Therefore, this analysis assumes use of CATL Ener C+ battery units and Power Electronics PCSM GEN3 inverters. Manufacturer data for these units indicate the battery units generate a sound pressure level of 82.1 dBA at 3.28 feet/1 meter (manufacturer specifications included as Appendix F), while the inverters generate a sound pressure level of 80.1 dBA at 3.28 feet/1 meter (manufacturer specifications

included as Appendix H). Noise generated by the battery containers and inverters would cumulatively emit from the equivalent center of the BESS area. Assuming that all six battery containers and two inverters would be operating simultaneously 24 hours a day, seven days a week, the noise level generated at the nearest receptor property line to the south (La Vina Covenant Church located approximately 175 feet to the south) would be 56 dBA, which would exceed the City's nighttime noise threshold of 45 dBA. The noise level at the closest residential receptor property (located approximately 530 feet to the southwest) would be 47 dBA, which would slightly exceed the City's nighttime noise threshold of 45 dBA. Therefore, impacts would be potentially significant. Note that this is a preliminary estimate of noise levels based on information from previous projects in the absence of any detailed information about the proposed project's BESS area. It should also be noted that churches are typically not occupied during nighttime hours (10:00 p.m.–7:00 a.m.). Nonetheless, this impact is considered potentially significant, and mitigation is required.

Mitigation Measures

NOI-1 Battery Storage/Utility Yard Noise Level Verification

The Battery Storage/Utility Yard shall be designed such as to not produce noise levels exceeding 58 dBA L_{eq} as measured at a distance of 25 feet from the southern boundary of the Battery Storage/Utility Yard area. The District shall provide the City documentation as part of the required City Conditional Use Permit (CUP) process that the Battery Storage/Utility Yard noise levels do not exceed these stated levels as part of their CUP application.

Significance After Mitigation

Implementation of Mitigation Measure NOI-1 would limit noise levels produced by the Battery Storage/Utility Yard such that they are maintained below the City's daytime and nighttime noise limits of 50 and 45 dBA L_{eq}, respectively, at the nearest sensitive receptors. With implementation of Mitigation Measure NOI-1, impacts on ambient operational noise levels would be consistent with the City's noise ordinance and impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

Construction

Construction activities known to generate excessive groundborne vibration, such as pile driving and blasting, would not be required for project construction. Therefore, the greatest source of construction vibration is anticipated to be a vibratory roller. Based on the limits of the work boundary shown on the provided site plan, a vibratory roller may be used as close as approximately 120 feet to the nearest offsite structure to the south (La Vina Covenant Church near the southwest corner of the project site) and approximately 110 feet to the nearest offsite structure to the northwest (residence located along North Del Norte Avenue near the northwest corner of the project site).

A vibratory roller generates a vibration level of approximately 0.210 in/sec PPV at a reference distance of 25 feet (FTA 2018), which would attenuate to approximately 0.02 in/sec PPV[3] at 120 feet away and 0.023 in/sec PPV at 110 feet away Therefore, vibration levels generated by use of a vibratory roller would not exceed the significance threshold of 0.2 in/sec PPV at the nearest offsite structures, and temporary vibration impacts associated with construction of the project would be less than significant. No mitigation measures are required.

Operation

Operation of the project would not include any substantial sources of vibration. No vibration impacts during operation of the project would occur and no mitigation measures are required.

LESS THAN SIGNIFICANT IMPACT

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The closest public or public use airport to the project site is the Fresno Chandler Executive Airport, located approximately 13.3 miles east of the project site. The project site is not located within the noise contours of the airport according to Exhibit C2 of the Fresno County Airport Land Use Compatibility Plan (Coffman Associates, Inc. 2018). Therefore, users and workers in the project vicinity would not be exposed to excessive aviation-related noise impacts and no impacts would occur.

NO IMPACT

[3] PPVEquipment = PPVRef (25/D)^n (in/sec), PPVRef = reference PPV at 25 feet, D = distance ,and n = 1.1

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14 Population and Housing

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

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

The proposed project does not include housing or businesses and therefore would not directly induce substantial unplanned population growth. The proposed project also does not include the extension of roads to currently inaccessible areas, and utility connections would be limited to connections to existing infrastructure adjacent to the project site. The proposed project does not add classrooms or increase the capacity of the school; rather, it is intended to improve school support facilities and facilities for students. The proposed project would not provide additional school capacity. Therefore, the proposed project would not induce substantial unplanned population growth in an area directly or indirectly. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project site does not contain existing housing. The proposed project would not demolish or displace existing housing or people. Therefore, the proposed project would not necessitate the construction of replacement housing elsewhere. No impact would occur.

NO IMPACT

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15 Public Services

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

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

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

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

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

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

As discussed in Environmental Checklist Section 14, *Population and Housing*, the proposed project would not directly or indirectly induce population growth. Considering the proposed project would not increase population, it would also not increase demand for public facilities, including fire and police protection, schools, or parks, necessitating the need for new facilities that could cause environmental impacts. Similarly, the project would not introduce any features or facilities requiring additional or unusual fire or police protection or response leading to the construction of new facilities. Therefore, no impact would occur.

NO IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than - Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	■
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	■

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?

As discussed in Environmental Checklist Section 14, *Population and Housing*, the proposed project would not directly or indirectly induce population growth. Accordingly, the proposed project would not increase the use of existing neighborhood or regional parks and recreational facilities leading to substantial physical deterioration or need to construct or expand facilities. The proposed project would include athletic facilities, thereby increasing the existing recreational opportunities in Kerman as stated in the 2016 Project IS-MND. This would also be consistent with the City's General Plan Policy COS-2.7 which states that the City shall work with KUSD to provide high-quality recreation facilities at school sites to provide the community opportunities for joint-use of facilities during after-school hours. Therefore, no impact would occur.

NO IMPACT

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The proposed project includes the construction of athletic facilities, the environmental impacts of which are analyzed throughout this IS-MND. The proposed project would not require the construction or expansion of recreational facilities beyond what is analyzed in this IS-MND. Therefore, no impact would occur.

NO IMPACT

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17 Transportation

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

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

Applicable programs, plans, ordinances, and policies that address the regional and local circulation system include the City of Kerman General Plan Circulation Element, the Fresno County Active Transportation Plan (ATP), and Fresno COG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The proposed project includes the construction of sidewalks adjacent to the school facilities, which would provide pedestrian access throughout the project site. There are no bike lanes located in the vicinity of the project site and the project would not impact bicycle infrastructure. There is one transit stop located in the project vicinity at the intersection of SR 145 and SR 180, approximately 0.25 mile west of the project site (City of Kerman 2020). Project implementation would not alter the existing transit stops or transit services in the project vicinity. Therefore, the proposed project would not conflict with the City's General Plan Circulation Element, the Fresno County ATP, and Fresno COG's RTP/SCS, as the proposed project would not result in adverse impacts to pedestrian, bicycle, or transit facilities.

Potential impacts to the circulation system would be primarily associated with construction personnel traveling to and from the project site, delivery trips for heavy equipment and construction tools, and trips to dispose of debris and soil. Construction-related vehicle trips would be temporary and would cease once construction is complete. Construction would not require road closures or result in substantial interruption of the existing circulation system because construction vehicles and equipment would be staged on the project site away from existing transportation facilities. Therefore, the proposed project would not conflict with the City's General Plan Circulation

Element, the Fresno County ATP, and Fresno COG's RTP/SCS, as the proposed project would not result in adverse impacts to local roadway facilities.

Based on the above discussion, the project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, such as the City's General Plan Circulation Element, the Fresno County ATP, and Fresno COG's RTP/SCS. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

CEQA Guidelines Section 15064.3(b) identifies criteria for evaluating transportation impacts. Specifically, the guidelines state that vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. Construction of the proposed project would result in short-term, temporary vehicle trips to and from the project site during the construction period. These temporary vehicle trips would not result in long-term changes to VMT within Kerman; therefore, construction of the proposed project would not generate VMT inconsistent with CEQA Guidelines Section 15064.3(b).

The City of Kerman uses FCOG's *Fresno County SB 743 Implementation Regional Guidelines* (FCOG 2021) to analyze operational VMT impacts. According to these guidelines, projects that generate fewer than 500 average daily trips (ADT) are presumed to have a less-than-significant VMT impact.

The proposed project would support the existing approved facilities at the 2016 Project. This includes parking on-site and restrooms for the sports venues, gymnasium on site, and District support facilities such as the, MOT and food services facilities to support Kerman Unified School District district-wide. The project includes constructing new facilities and relocating existing services provided elsewhere. The proposed MOT and food services\central kitchen facilities would consolidate services currently spread across multiple sites, potentially reducing VMT by increasing efficiency and reducing the number of trips needed for supply deliveries to a single location. In addition, the proposed parking lots would provide parking for the sports facilities already approved in the 2016 Project; VMT associated with the sports facilities was previously accounted for and not attributable to the current project. As such, proposed parking facilities would not generate trips or increase VMT. Other project components such as entry booths to the soccer/football stadium, restroom facilities, snack bars, grandstand seating for the soccer/football stadium, and three buildings to support the aquatics facilities do not in themselves add VMT as they are facilities supporting already approved facilities in the 2016 Project.

Based on this analysis, the proposed project would not result in additional vehicle trips above the threshold of 500 daily trips, and potentially reduce VMT through consolidation of these services, and thus would not result in a significant increase in VMT. This impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

The proposed project would modify existing roadways to add acceleration/deceleration lanes on SR 180 and improve City roads to City standard such as North Del Norte along the Project frontage to increase safety and meet all geometric design standards. All public road improvements would be

designed and constructed to required local or State (Caltrans) regulations to meet all current design standards. All road improvements would be reviewed and approved by the City for local roads and Caltrans for State Routes. . Equipment staging would occur on the project site and construction personnel would park on the project site, minimizing the potential for construction-related vehicles and equipment to create a dangerous intersection. Construction and operation of the proposed project would not involve incompatible uses such as farm equipment on public roads. Therefore, the proposed project would not substantially increase hazards due to a geometric design feature or incompatible use. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

d. Would the project result in inadequate emergency access?

Internal two-lane street facilities would provide access to the project site from North Del Norte Avenue (from the west), North Madera Avenue (from the east), and SR 180 (from the south). The proposed project would modify existing roadways to add acceleration/deceleration lanes on SR 180 to increase safety and improve City roads such as North Del Norte along the Project frontage. All public road improvements would be designed and constructed to require local or State (Caltrans) regulations to meet all current design standards to meet adequate emergency access. Staging equipment and temporary work areas utilized during construction of the proposed project would be located within the project site and would not be located in the public right-of-way, nor would the project require closure of existing roadways in the vicinity of the proposed project. Furthermore, the Kerman Fire Department would review project plans and roadway improvement plans to ensure adequate emergency access is provided. The proposed project would have a less than significant impact involving inadequate emergency access.

LESS-THAN-SIGNIFICANT IMPACT

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18 Tribal Cultural Resources

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

California Assembly Bill 52 of 2014 (AB 52) expanded CEQA by defining a new resource category of "tribal cultural resources." AB 52 establishes that "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3). PRC Section 21074 (a)(1) (A-B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

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

AB 52 establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project," specifically with those Native American tribes that have requested notice of projects proposed within the jurisdiction of the lead agency. Consultation begins with a written notification that must include a brief description of the proposed project, the project's location, the lead CEQA agency contact information, and notification that the California Native American Tribe has thirty (30) days to request consultation. Upon receipt of a written response from a California Native American Tribe requesting consultation, the lead CEQA agency and the California Native American Tribe requesting consultation shall begin the AB 52 process.

The California Native American tribes traditionally and culturally affiliated with the project area include the North Fork Rancheria of Mono Indians, Northern Valley Yokut / Ohlone Tribe, Picayune Rancheria of the Chukchansi Indians, Santa Rosa Rancheria Tachi Yokut Tribe, Table Mountain Rancheria, Tule River Indian Tribe, and Wuksachi Indian Tribe/Eshom Valley Band.

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

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

Assembly Bill 52 and its implementing regulations, specifically Public Resources Code Section 21080.3.1(b), requires that CEQA lead agencies begin consultation with California Native American tribes prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project that have "requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe." KUSD has not received notifications from California Native American tribes from their AB 52 outreach for the project to tribes asking for consultation, and therefore no consultations have been initiated. No tribal cultural resources listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources, have been identified at the project site (Cultural Resources Technical Report, Rincon, Appendix C). No impacts to such resources are anticipated.

NO IMPACT

19 Utilities and Service Systems

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

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

Water

A significant impact would occur if a project increased water consumption to such a degree that the capacity of facilities currently serving the project site would be exceeded or that new water sources would need to be identified.

The City's Urban Water Management Plan (UWMP) includes water demand projections, water supply reliability, potential supply interruptions, and water conservation planning and implementation (City of Kerman 2022). The UWMP projects long-term water demands through 2045 based on expected service area growth for both population and employment. The 2020 UWMP states that the City of Kerman has enough water supply to meet current demands, as well as demands during normal water years through 2045. The project would not increase the City of Kerman's population. The project site already receives its water from the City of Kerman. The project would not require an extension of water infrastructure or service into a new area of the City. The project would not require or result in the relocation or construction of new or expanded water systems or the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.

Wastewater

The City of Kerman Public Works Department collects wastewater from the majority of residential, commercial, and industrial users within incorporated City limits and conveys it to the City-owned Wastewater Treatment Plant (WWTP). The WWTP has a capacity of up to 2 million gallons per day (mgd) which is expected to meet the City's needs until 2027, based upon a 3 percent growth factor (City of Kerman 2024).

The project site is surrounded by already developed areas within the boundaries of the City of Kerman wastewater system. The project would connect into the existing sewer system and would not require substantial improvements other than improved connections to the sewer systems from the project site, which are included in the environmental analysis.

The proposed project would increase existing wastewater generation on-site through the development of the proposed facilities, which includes restrooms. However, the project is consistent with the General Plan's land use designation for the site, would not generate growth beyond that anticipated in the General Plan, and would relocate existing institutional uses in Kerman to the project site. Furthermore, the WWTP receives an average daily flow of 0.98 million gallons per day and has a capacity of 2.0 million gallons per day (City of Kerman 2019). The proposed project would not result in generation of more than 1 million gallons of wastewater per day, and therefore the WWTP would have adequate capacity to service the proposed project. Thus, no new or expanded wastewater treatment facilities would be required and the project would not require or result in the relocation or construction of new or expanded wastewater treatment or the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.

Stormwater

The proposed project would include a stormwater retention basin to capture stormwater runoff. The project would not require or result in the relocation or construction of new or expanded stormwater facilities offsite where the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.

Electricity, Natural Gas, and Telecommunications

Electricity and natural gas service in the City of Kerman are provided by PG&E. Telecommunications in the City of Kerman are provided by several service providers. The project area is already supported by a robust utility infrastructure. Given that the necessary utility systems are well-established and capable of accommodating the proposed development, no substantial new

construction or relocation of electric power, natural gas, or telecommunications facilities is anticipated. Consequently, the project would not necessitate the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. This impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

According to the City's 2020 UWMP, the City anticipates groundwater supplies are sufficient to meet all demands through 2045 under normal year, single drought year, and multiple drought year conditions (City of Kerman 2022). The project site, designated for Schools/Institutional (S/I) and Ponding Basins use under the City's General Plan, has been included in the City's water supply planning efforts. As the City's UWMP accounts for projected growth in Kerman through 2045, including development of the project site with the proposed project's land uses, the City's UWMP accounts for the water demands of the proposed project. Therefore, the City would have sufficient water supplies available to serve the project and reasonably foreseeable development. This impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Wastewater generated in Kerman is treated at the City-owned WWTP. The WWTP receives an average daily flow of 0.98 million gallons per day and has a capacity of 2.0 million gallons per day (City of Kerman 2019). The EIR for the 2040 General Plan concluded that the growth anticipated through 2040 would not exceed the remaining capacity of the Kerman Wastewater Treatment Plant. Because the proposed project would be consistent with the growth envisioned by the City in the 2040 General Plan, the proposed project would not result in an exceedance of wastewater flows requiring additional wastewater treatment infrastructure. Therefore, this impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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

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

Municipal solid waste is disposed of at the American Avenue Disposal Site, operated by the County of Fresno Planning and Resource Management, and Chemical Waste Management, Inc. Unit B-17, operated by Chemical Waste Management, Inc. The City of Kerman contracts with Mid Valley Disposal to provide waste hauling for schools. The nearest landfill to the project site is the American Avenue Disposal Site, located approximately 9.3 miles southwest of the project site. The American Avenue Disposal Site has a maximum capacity of 2,200 tons per day (California Department of

Resources Recycling and Recovery [CalRecycle] 2024). The remaining capacity for the American Avenue Disposal Site is 29,358,535 cubic yards (CalRecycle 2024). CalRecycle estimates that institutional land uses generate an average of 0.007 pounds of solid waste per square foot per day, or 0.001 tons per square foot per year (CalRecycle 2006). The project includes approximately 109,100 square feet of institutional-related athletic facilities and support facilities that could generate waste, which when multiplied by the 0.001-ton generation rate, would result in approximately 49.4 tons of solid waste per year using a conversion rate of tons to cubic yards by dividing by 1.4. As stated above, the American Avenue Disposal Site has a remaining capacity of 29,358,535 cubic yards (CalRecycle 2024). As such, the amount of solid waste generated by the project would constitute a negligible portion (less than 0.0002 percent) of the remaining available landfill capacity.

Furthermore, the project would be required to comply with City and State plans and policies to reduce solid waste generation, including a requirement to divert at least 50 percent of solid waste and recyclables, and 75 percent of organics by 2025, as required by Assembly Bill 939 and Senate Bill 1383.

The project's incremental increase in solid waste would not adversely affect solid waste facilities. As such, the proposed project would be served by a landfill with sufficient capacity to accommodate its solid waste disposal needs and would not violate any statute or regulation regarding solid waste capacity. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

20 Wildfire

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

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

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

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

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

A Fire Hazard Severity Zone (FHSZ) is a mapped area that designates zones (based on factors such as fuel, slope, and fire weather) with varying degrees of fire hazard (i.e., moderate, high, and very high). While FHSZs do not predict when or where a wildfire will occur, they do identify areas where wildfire hazards could be more severe and therefore are of greater concern. FHSZs are meant to help limit wildfire damage to structures through planning, prevention, and mitigation activities/requirements that reduce risk. The FHSZs serve several purposes: they are used to designate areas where California's wildland urban interface building codes apply to new buildings, they can be a factor in real estate disclosure, and they can help local governments consider fire hazard severity in the safety elements of their general plans.

The project site is in an urbanized area of Kerman surrounded by agricultural fields, the High School campus, and residential uses. Undeveloped wildland areas are not located near the project site. According to the California FHSZ Viewer, the project site is not located in a FHSZ or Very High FHSZ for wildland fires (CAL FIRE 2024). In addition, the project is not located in or near a state responsibility area (CAL FIRE 2024). As such, project implementation would not interfere with existing emergency evacuation plans or emergency response plans within a FHSZ or state responsibility area; exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; require the installation or maintenance of associated infrastructure within a FHSZ or state responsibility area; or expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No impact would occur.

NO IMPACT

21 Mandatory Findings of Significance

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

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

As discussed in this Initial Study, the proposed project involves construction and operation of additional buildings on a disturbed site with low potential for Swainson's hawk, burrowing owl, and western spadefoot toad to occur. Impacts would be less than significant with implementation of Mitigation Measure BIO-1, which requires pre-construction surveys for nesting birds, including special status birds, and establishment of the appropriate no-work buffers if needed. The project would not cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, or restrict the range of plant or animal species. As described in Section 5, *Cultural Resources*, there are no historic resources within the site. In the event of unanticipated

discovery of cultural resources, the project would comply with Mitigation Measure CUL-1 which requires construction work to halt immediately if cultural, archaeological, historical, or paleontological resources are uncovered at the site. Therefore, the proposed project would not eliminate an important example of major periods of California history or prehistory. Impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

As described in environmental checklist Sections 1 through 20, with respect to all environmental issues, the proposed project would not result in significant and unmitigable impacts to the environment. All anticipated impacts associated with project construction and operation would be either no impact, less than significant, or less than significant with mitigation incorporated. This is largely due to the fact that project construction activities would be temporary, and project operational activities would not result in substantial effects to the environment.

Cumulatively considerable impacts could occur if the construction of other projects occurs at the same time as the proposed project and in the same vicinity, such that the effects of similar impacts of multiple projects combine to expose adjacent sensitive receptors to greater levels of impact than would occur under the proposed project. For example, if the construction of other projects in the area occurs at the same time as construction of the proposed project, potential impacts associated with noise and traffic to residents in the project area may be more substantial. There are two planned projects within the vicinity of the proposed project site. The Del Norte Estates project consists of a 200 lot single family subdivision on approximately 38 acres, up to 100 multi-family units on four acres, and a six acre parcel for general commercial uses located west of the 2024 Project. The project's EIR has been circulated for public review (SCH # 2024031008). The Orchards at Gill Estates is a proposed 179 lot single family subdivision locate to the north of 2024 Project. The 2024 Project is included in the Del Norte Estates project for annexation into the City of Kerman.

The proposed project would occur in phases, to be constructed as funding for construction becomes available. There is potential for future projects to be approved and constructed during the same timeframe but is likely for these two projects would be constructed ahead of the proposed project. In the case that project construction could overlap with construction of a nearby project and other potential future development in the area, all projects would be required to adhere to the Kerman Municipal Code construction hours limitations, which would result in less than significant cumulative noise impacts.

The proposed project would not create indirect population growth and would not contribute to cumulative impacts related to population growth, such as impacts to public services, recreation, and population and housing. Impacts related to cultural resources, geology and soils, hazards and hazardous materials, land use and planning, mineral resources, and tribal cultural resources are generally limited to the project site and would not contribute to cumulative impacts associated with existing and future developments. In addition, GHG impacts are cumulative by nature, and as discussed in Section 8, *Greenhouse Gas Emissions*, the project would not generate substantial GHG emissions; therefore, it would not contribute to the existing significant cumulative climate change impact. Furthermore, the project's operational impacts to resources such as aesthetics, agriculture and forestry resources, biological resources, hydrology and water quality, noise, transportation, and

utilities and service systems would be minimal and would not have the potential to constitute a cumulatively considerable contribution to cumulative impacts that may occur due to existing and future development in the region. Therefore, the proposed project would not result in a cumulatively considerable contribution to a significant impact. Impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

In general, impacts to human beings are associated with such issues as air quality, hazards and hazardous materials, noise, and wildfire impacts. As discussed in Section 3, *Air Quality*, the project would not result in a cumulatively considerable net increase in the emission of criteria pollutants and would not expose sensitive receptors to substantial pollutant concentrations. As discussed in Section 9, *Hazards and Hazardous Materials,* the project would not create a significant hazard to the public or the environment associated with hazardous materials and would not be located on a site listed as a hazardous materials site. As discussed in Section 13, *Noise,* the project would not generate noise that exceeds the City's noise thresholds. Finally, as discussed in Section 20, *Wildfire,* the project would not result in significant risks related to wildfire due to slope, prevailing winds, and other factors. Therefore, impacts to human beings would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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