

City of Kingsburg
Housing Element
2015-2023



Initial Study
Mitigated Negative Declaration



Lead Agency
City of Kingsburg
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Kingsburg, California 93631

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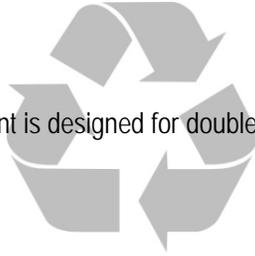


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1 PURPOSE AND AUTHORITY

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

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

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

CONTENTS

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

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

TIERING

Section 15152 et al of the CEQA Guidelines describes "tiering" as a streamlining tool as follows:

- "Tiering" refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.*
- Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including general plans, zoning changes, and development projects. This approach can eliminate repetitive discussions of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of environmental review. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan,

policy, or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration. Tiering does not excuse the lead agency from adequately analyzing reasonably foreseeable significant environmental effects of the project and does not justify deferring such analysis to a later tier EIR or negative declaration. However, the level of detail contained in a first tier EIR need not be greater than that of the program, plan, policy, or ordinance being analyzed.

- (c) Where a lead agency is using the tiering process in connection with an EIR for a large-scale planning approval, such as a general plan or component thereof (e.g., an area plan or community plan), the development of detailed, site-specific information may not be feasible but can be deferred, in many instances, until such time as the lead agency prepares a future environmental document in connection with a project of a more limited geographical scale, as long as deferral does not prevent adequate identification of significant effects of the planning approval at hand.
- (d) Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy, or ordinance should limit the EIR or negative declaration on the later project to affects which:
 - (1) Were not examined as significant effects on the environment in the prior EIR; or
 - (2) *Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means.*
- (e) *Tiering under this section shall be limited to situations where the project is consistent with the general plan and zoning of the city or county in which the project is located, except that a project requiring a rezone to achieve or maintain conformity with a general plan may be subject to tiering.*
- (f) *A later EIR shall be required when the initial study or other analysis finds that the later project may cause significant effects on the environment that were not adequately addressed in the prior EIR. A negative declaration shall be required when the provisions of Section 15070 are met.*
 - (1) *Where a lead agency determines that a cumulative effect has been adequately addressed in the prior EIR that effect is not treated as significant for purposes of the later EIR or negative declaration, and need not be discussed in detail.*
 - (2) *When assessing whether there is a new significant cumulative effect, the lead agency shall consider whether the incremental effects of the project would be considerable when viewed in the context of past, present, and probable future projects. At this point, the question is not whether there is a significant cumulative impact, but whether the effects of the project are cumulatively considerable. For a discussion on how to assess whether project impacts are cumulatively considerable, see Section 15064(i).*
 - (3) *Significant environmental effects have been "adequately addressed" if the lead agency determines that:*
 - (A) *they have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental report; or*
 - (B) *they have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.*
- (g) *When tiering is used, the later EIRs or negative declarations shall refer to the prior EIR and state where a copy of the prior EIR may be examined. The later EIR or negative declaration should state that the lead agency is using the tiering concept and that it is being tiered with the earlier EIR.*

(h) *There are various types of EIRs that may be used in a tiering situation. These include, but are not limited to, the following:*

(1) General Plan EIR (Section 15166)

(2) Staged EIR (Section 15167)

(3) Program EIR (Section 15168)

(4) Master EIR (Section 15175)

(5) Multiple-family residential development/residential and commercial or retail mixed-use development (Section 15179.5)

(6) Redevelopment project (Section 15180)

(7) Projects consistent with community plan, general plan, or zoning (Section 15183)

This Initial Study for the 2015-2023 Housing Element has been prepared to tier from the General Plan EIR of the City of Kingsburg, as amended or otherwise supplemented. For the City of Kingsburg, documents by which the analysis recorded herein has been tiered from are available for public review at:

City of Kingsburg
1401 Draper Street
Kingsburg, California 93631

ANALYTICAL APPROACH

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

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

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

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

Purpose of Environmental Review: The proposed Housing Element does not authorize any plan for construction of new homes or other uses or the redevelopment of any properties within the local jurisdiction. No direct environmental impacts, therefore, will occur as a result of adoption of the Housing Element. This Initial Study assesses the potential environmental impacts resulting from potential development facilitated by the Housing Element in accordance with the Lead agency's existing land use policies. No changes to the use, density or intensity, or other land use policies of the General Plan are proposed in the Housing Element; however, changes to the Zoning Code will be required due to existing inconsistencies between the General Plan and the Zoning Code. These zone changes are described herein and are covered by the analysis documented in this Initial Study.

In compliance with State laws, the City will amend its Zoning Code to address the provision of a variety of housing options, especially housing for special needs groups. Specifically, the City will amend the Zoning Code to address the following:

- **Density Bonus:** Consistent with Government Code, a density bonus up to 35 percent over the otherwise maximum allowable residential density under the applicable zoning district will be available to developers who provide affordable housing as part of their projects. Developers of affordable housing will also be entitled to receive incentives on a sliding scale to a maximum of three, where the amount of density bonus and number of incentives vary according to the amount of affordable housing units provided.
- **Farmworker/Employee Housing:** Comply with the Employee Housing Act which requires farmworker housing up to 12 units or 36 beds be considered an agricultural use and permitted in any zone that permits agricultural uses, and employee housing for six or fewer employees are to be treated as a single family structure and permitted in the same manner as other dwellings of the same type in the same zone.
- **Reasonable Accommodation:** Establish a reasonable accommodation procedure to provide flexibility in policies, rules, and regulations in order to allow persons with disabilities access to housing.
- **Definition of Family:** Remove the definition of family in the Zoning Code, or amend the definition to ensure it does not differentiate between related and unrelated individuals, or impose a numerical limit on the number of persons in a family.
- **Second Units:** Amend the Zoning Code to address the provision of second units with an administrative review process, consistent with State law. Currently, second units in the City are permitted via a Conditional Use Permit (CUP).
- **Manufactured Homes:** Amend the Zoning code to subject permanently sited manufactured homes built to the HUD Code to the same rules as site-built homes in the same zones. Currently manufactured homes are subject to an Administrative Review where site-built homes are permitted by right.
- **Single-Room Occupancy (SRO) Housing:** Amend the Zoning Code to address the provision of SRO housing.

NOTE TO READER: The City of Kingsburg has updated the Zoning Ordinance to comply with State law requirements for emergency shelters, transitional and supportive housing. These amendments were adopted prior to adoption of the Housing Element.

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

PROJECT TITLE

City of Kingsburg 2015-2023 Housing Element

LEAD AGENCY/PROJECT SPONSOR NAME AND ADDRESS

City of Kingsburg
 1401 Draper Street
 Kingsburg, California 93631

CONTACT PERSON AND PHONE NUMBER

Holly Owen, Planning Director
 Planning Department
 (559) 862-7030

PROJECT LOCATION

The 2015-2023 Housing Element applies to all proposed and existing residential and mixed-use General Plan land use designations and zoning districts that support residential or mixed-use development within the municipal boundaries of the City of Kingsburg. The City of Kingsburg is located in the County of Fresno and is approximately 4 miles to the southeast of Selma and five miles to the northwest of Traver on State Route 92 (SR-91). Kingsburg is approximately 12 miles north of State Route 198 (SR-198) and 18 miles south of State Route 180 (SR-180). These highways connect with Interstate 5 (I-5), located approximately 40 miles west of Kingsburg, providing regional access to the greater Central Valley. The Planning Area, for purposes of this environmental analysis, encompasses the entirety of the municipal boundaries of the City of Kingsburg. The Planning Area is approximately 1,810 acres, representing approximately 0.0004 percent of the land area of the County of Fresno. The Adequate Sites identified in the Housing Element are located throughout the planning area. Exhibit 1 (Regional Location and Vicinity Map) illustrates the City's location within the County of Fresno and its local context in terms of roadways, other transportation infrastructure, and important landmarks.

GENERAL PLAN DESIGNATIONS

The existing residential and mixed-use General Plan land use designations that support housing development within the City of Kingsburg are summarized in Table 1 (Residential and Mixed-Use Land Uses).^{1 2} No new land use designations have been proposed as part of the Housing Element update.

Table 1
 Residential and Mixed-Use Land Uses

Land Use Designation	Supported Uses	Maximum Density (DU/AC)
Low Density	Single-Family Residential	4-6 DU/AC
Medium Density	Single-Family/ Multi-Family Residential	7-15 DU/AC
High Density	Multi-Family Residential	16-22 DU/AC

Source: City of Kingsburg 2015

ZONING DISTRICTS

Existing zoning districts that support residential development are listed in Table 2 (Residential Zoning Districts) and include a summary of key development standards. The proposed Housing Element does not include the adoption of any new zoning district.

¹ City of Kingsburg. General Plan. Land Use Element. October, 2013.
² City of Kingsburg. General Plan Environmental Impact Report. January, 1992.

Table 2
Residential Zoning Districts

Zone	Maximum Height (FT)	Minimum Lot Size*	Maximum Lot Coverage (%)	Maximum Density (DU/AC)
Residential Acreage (RA)	35 FT	20,000 SF	35%	2.2 DU/AC
One-Family Residential (R-1-7)	35 FT	7,000 SF	40%	6.2 DU/AC
One-Family Residential (R-1-10)	35 FT	10,000 SF	40%	4.4 DU/AC
One-Family Residential (R-1-2)0	35 FT	20,000 SF	40%	2.2 DU/AC
Multi-Family Residential (RM-MH-5.4)	35 FT	5,400 SF/DU	--	8.1 DU/AC
Multi-Family Residential (RM-5.5)	35 FT	5,500 SF/DU	50%	7.9 DU/AC
Multi-Family Residential (RM-3)	35 FT	2,500 SF/DU	50%	14.5 DU/AC
Multi-Family Residential (RM-2.5)	35 FT	2,500 SF/DU	55%	17.4 DU/AC
Multi-Family Residential (RM-2)	35 FT	2,500 SF/DU	60%	17.4 DU/AC
SF=Square Feet; SF/DU=Square Feet per Dwelling Unit Source: Kingsburg, 2015				

CHARACTERISTICS OF THE HOUSING ELEMENT

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

HOUSING ELEMENT

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

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

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

California housing element law requires that each city and county develop local housing programs designed to meet its “fair share” of housing needs for all income groups, based on projected population growth. The HCD Housing Policy Division develops Regional Housing Needs Assessments (RHNA) for each region of the state represented by councils of governments.

Fresno COG determines the housing allocation amongst the 15 cities and unincorporated County areas in which the City of Kingsburg is located. Fresno COG has assigned the City of Kingsburg a housing allocation of 374 housing units for the 2015-2023 planning period. Table 3 (Regional Housing Needs Assessment Allocation) identifies the projected housing needs for the 2015-2023 cycle.

STATUTORY REQUIREMENTS

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

FOURTH CYCLE HOUSING ELEMENT CARRY-OVER ANALYSIS

In the previous planning period, the RHNA assigned to the City of Kingsburg was 1,213 units (314 very low-income, 230 low-income, 170 moderate-income, and 499 above moderate-income units). The previous RHNA period covered from January 1, 2006 through June 30, 2013 (extended through December 31, 2015 by legislation). The potential AB 1233 penalty will be equal to the portion of RHNA not accommodated either through actual housing production or land made available for residential development within each income category. To determine any potential penalty, the analysis in this Housing Element uses the following approach outlined by HCD:

- Step 1: Subtracting the number of housing units constructed, under construction, permitted, or approved since January 1, 2006 by income/affordability level; and
- Step 2: Subtracting the number of units that could be accommodated on any appropriately zoned sites available in the City during the RHNA cycle.

Units Built or Under Construction

Since January 1, 2006, the City issued building permits for 274 new residential units, including 228 single family homes and a 46-unit affordable senior housing project. The 46-unit project includes 21 very low-income units, 24 low-income units, and one manager's unit (assumed to be at moderate-income level). Therefore, the City must demonstrate adequate sites for 293 very low-, 206 low-, 169 moderate-income, and 271 above moderate-income units, for a total of 939 units from the prior RHNA planning period. The distribution of credited housing units and the allocation of this remaining housing need is summarized in Table 3 (RHNA Credits and Remaining Need).

Table 3
RHNA Credits and Remaining Need

	Units by Income Level				Total
	Very Low-Income	Low-Income	Moderate Income	Above Moderate Income	
<i>Assigned</i>	314	230	170	499	1,213
<i>Constructed/Entitled</i>	21	24	1	228	274
<i>Remaining Need</i>	293	206	169	271	939
Source: City of Kingsburg, 2015					

FOURTH CYCLE CARRY-OVER ANALYSIS SUMMARY

Combined, the RM-2, CC, and MXU zones have the ability to accommodate 897 multifamily units at allowable densities of at least 15 units per acre, adequate to address the City's remaining lower-income RHNA of 499 units from the previous RHNA planning period. Vacant land designated at RM-3 and RM- 5.5 is limited, with a combined capacity of 137 units. Vacant land with a single family zoning (R-1-7 and R-1-10) can accommodate another 53 units. Excess capacity from the CC and MXU zones can make up the shortfall in sites for the moderate-income and above moderate-income units. Therefore, no carryover RHNA is incurred from the previous RHNA period.

Table 4
Fourth Cycle Carry-Over Analysis Summary

Project	Units by Income Level					Total Units
	ELI	VLI	LI	MI	AMI	
Fourth Cycle RHNA	157	157	230	170	499	1,213
Permits Issued, Approved, or in Dev., 2006-2014			45	1	228	274
Vacant Sites Available			897	137	53	1,087
Unaccommodated Need from 4th Cycle			398	(32)	(218)	148
Source: City of Kingsburg, 2014						

HOUSING ADEQUATE AREAS

State law requires that jurisdictions demonstrate in the Housing Element that there is land inventory available and adequate in accommodating that jurisdiction's RHNA allocation. The City of Kingsburg has identified vacant residential sites, vacant mixed-use sites, and underutilized mixed-use sites that are sufficient in accommodating the remaining needs allocation target of 1,087 units. No constraints have been identified on in regards to these Adequate Sites that will prevent development, redevelopment, or reuse during the Housing Element period. The Adequate Sites are categorized and summarized herein. Table 5 (Vacant Land Inventory) below summarizes the amount of vacant land available as of December 2014. The locations of these sites are shown in Exhibit 1 (Kingsburg Sites Inventory).

Table 5
Vacant Land Inventory

Zoning	Acres	No. of Parcels	Max Units/ Acre	Average Units/ Acre	DU Capacity
R-1-10	8.83	33	4.4	3.52	34
R-1-7	3.85	15	6.2	4.96	19
RM-5.5	0.13	1	7.9	6.32	1
RM-3	11.74	8	14.5	11.6	136
R-M2					
Within MXU	0.47	5	17.4	13.92	6
Outside MXU	0.48	2	22	17.6	9
HC					
Within MXU	32.21	36	22	17.6	572
CC					
Within MXU	9.68	15	--	25.0	243
Outside MXU	2.69	11	--	25.0	67
Total	70.75	126	--	--	1,087
Source: City of Kingsburg, 2015					

Vacant Sites Available

In assessing if the City would incur any RHNA penalty from the previous planning period, this section examined the amount of vacant land available in the city with the potential for residential development. Table 2G-3 below summarizes the amount of vacant land available as of December 2014. The sites inventory uses the following assumptions:

- **Relation of density to income categories.** The following assumptions were used to determine the income categories according to the allowed densities for each site:
 - **Lower-income Sites.** Based on a market analysis of affordable housing projects in the region, sites that allow at least 16 units per acre were inventoried as feasible for lower-income (low- and very low-income) residential development in accordance with the market-based analysis included in this housing element. This includes sites with the Zoning below:
 - Sites that are Multi-Family Residential (RM-2.5, RM-2) (up to 17.4 units per acre);
 - Sites that are zoned Central Commercial (CC) (no density specified); and
 - Sites that are zoned Mixed Use Combining District (MXU) (any uses identified in the General Plan land use diagram are eligible for consideration, including High Density Residential Use up to 22 units per acre).

Development potential in the CC zone is determined by a building envelope established by the following development standards:

- No limitation on lot coverage
- 15-foot yard requirements
- 75-foot height limit
- No more than 25 percent of the residential units may be located on the ground floor;
- Ground floor units may not be located along street frontages; and
- After parking structure, garages, or carports have been deducted, no more than 50 percent of the ground floor building area may be occupied by residential units.

A recent (2013) affordable senior housing project in the CC zone was constructed at 33.3 units per acre. Assuming non-senior housing may have a larger average unit size, a density of 25 units per acre can easily be achieved within the flexible building envelope. For the purpose of this analysis, development potential on properties zoned CC and within the MXU is based on the CC zoning, which offers flexible development standards with no specified density limit.

- **Moderate-Income Sites.** Sites that are zoned Residential Medium allow for a density range of 8.1 to 14.5 dwelling units per net acre. Typical dwelling units include small apartments and other attached units. These areas were inventoried as feasible for moderate-income residential development.
 - Sites that are Multi-Family Residential (RM-MH-5.5) (up to 7.9 units per acre);
 - Sites that are Multi-Family Residential (RM-MH-5.4) (up to 8.1 units per acre); and
 - Sites that are Multi-Family Residential (RM-3) (up to 14.5 units per acre).
 - **Above Moderate-Income Sites.** All other sites, which allow only single family homes at lower densities, were inventoried as above moderate-income units.
- **Realistic Development Potential.** The inventory assumes build-out of 80 percent of the maximum permitted density for all sites.

FIFTH CYCLE HOUSING ELEMENT

For the fifth Housing Element update, Kingsburg has been assigned a RHNA of 374 units, including 113 very low-income units, 70 low-income units, 60 moderate-income units, and 131 above moderate-income units. Table 6 (Regional Housing Needs Assessment Allocation) identifies the projected housing needs for the 2015-2023 cycle.

Table 6
Regional Housing Needs Assessment Allocation

Income Group	Total Allocation (DU)	Income Group Ratio (%)
Extremely Low/Very Low	113	30.2%
Low	70	18.7%
Moderate	60	16.0%
Above Moderate	131	35.0%
Total	374	100.0%
<i>Source: City of Kingsburg, 2015</i>		

Units Built or Under Construction

Since the RHNA projection period for the fifth cycle Housing Element runs from January 1, 2013, to December 31, 2023, the City of Kingsburg RHNA can be reduced by the number of units built or under construction since January 1, 2013. According to building permit data, the City issued building permits for 59 new units between January 1, 2013 and September 30, 2014. This includes the 46-unit Marion Villas Apartments by the Housing Authority of Fresno County.

Planned or Approved Projects

As of October 1, 2014, the City also had 46 single family lots that have been approved as a subdivision, 48 units approved for low- and very low-income units, and another 34 single family units in a specific plan area planned for annexation. The City's RHNA can also be further reduced by the number of new units in projects that are planned or approved. Table 7 (Planned or Approved Projects) shows an inventory of residential projects that are (as of December 2014) approved or in the planning process and scheduled to be built by the end of the current Housing Element planning period (December 31, 2023). For each project the table shows the name of the development, number of units by income category, a description of the affordable units, and the current status of the project.

Table 7
Planned or Approved Projects

Project	Units by Income Level					Total Units	Status
	ELI	VLI	LI	MI	AMI		
Bratton 1	--	--	--	--	46	46	Final Map
Emmett	--	--	--	--	34	34	Site Plan Review
Canales	--	24	24	--	0	48	Final Map
Total	--	24	24	--	80	128	
<i>Source: City of Kingsburg, GIS Division, 2015</i>							

RHNA Summary

Table 8 (RHNA Summary) provides a summary of Kingsburg ability to meet the 2013-2023 RHNA. The total RHNA for the 2013-2023 RHNA is 374 units, including 113 very low-income units, 70 low-income units, 60 moderate-income units, and 131 above moderate-income units. After accounting for units built or under construction, planned and approved projects, and capacity on vacant sites, Kingsburg has a surplus capacity of 900 units.

Table 8
RHNA Summary

Project	Units by Income Level					Total Units
	ELI	VLI	LI	MI	AMI	
Unaccommodated Need from 2006-2015 RHNA			398	32	218	148
2013-2023 RHNA	66	67	70	60	131	374
Total RHNA			468	92	349	522
<i>Units Built or Under Construction</i>			45	1	14	59
Planned or Approved Projects			48	--	80	128
Capacity on Vacant Sites			897	137	53	1,087
Remaining Surplus			807	78	15	900
Note 1: Remaining Need is calculated by subtracting planned projects and capacity on vacant and underutilized sites from total RHNA. <i>Source: City of Kingsburg, 2014</i>						

PUBLIC AND UTILITY SERVICES

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

- **Fire Services:** The city of Kingsburg Fire Department provides fire services to the planning area. The main station is located at 1460 Marion Street, and a Satellite Station is located at 1880 Bethel Avenue. The Fire Department provides 24/7 fire and ambulance services not only to citizens of Kingsburg but also to those citizens in the surrounding unincorporated areas of Fresno, Kings, and Tulare Counties. The Department has one full-time Fire Chief, three full-time Captains/Paramedics, six full-time Firefighter/Paramedics, and up to twenty Paid Call Firefighters. Kingsburg Fire and Ambulance is equipped with one 1250 GPM Engine, one 1000 GPM Engine, one 1250 GPM Engine, a 55-foot ladder truck, two ALS ambulances, and one BLS ambulance.³
- **Police Services:** The City of Kingsburg Police Department, located at 1300 California Street, provides police services to the planning area. The Police Department is staffed with 15 sworn and 6 non-sworn officers. Sworn Officer positions include the Chief, three Sergeants, and Seven Police Officers. The non-sworn officers positions within the Records and Communications Division include a Records Supervisor, four dispatchers, and one Administrative Assistant.⁴
- **Schools:** The Kingsburg Elementary Charter School District and the Kingsburg joint Union High School District provide K-12 school services to the City of Kingsburg. The Districts include one high school, one junior high school, eight elementary schools, and a continuation school. The District includes one high school, one middle school eight elementary schools, and alternative school, and an adult school.^{5 6} The District has approximately 3,700 students.
- **Parks and Recreation:** The Planning and Community Services Division provides parks and recreation services to the Kingsburg community. There are four parks located within the planning area that provide a diverse array of outdoor recreation opportunities including picnic tables, playground equipment, benches, bar-b-ques, arbors, meeting halls, and open space. Historical Park is a unique, 4.7-acre site consisting of historical buildings and dedicated to preserving the area's historic character. The Park includes the Olson Ball House, Clay School, a bandstand, a barn, a fire department, a gas station, a Hall of Fame, a Harvester, a Heritage Building, a Historical Park Hall, a medical building, a jail, the Olson Bottle Shop, the Olson Building, a tank house, Rieffel's Store, and a tractor barn.

³ City of Kingsburg. *City Website: Fire Department Home*. http://cityofkingsburg-ca.gov/?page_id=1140 [Accessed December 12, 2015].

⁴ City of Kingsburg. *City Website: Police Department Home*. http://cityofkingsburg-ca.gov/?page_id=1143 [Accessed December 12, 2015].

⁵ Kingsburg Elementary Charter School District. District Website. <http://www.kesd.org/site/default.aspx?PageID=1> [Accessed December 12, 2015].

⁶ Kingsburg Joint Union High School District. District Website. www.kjuhsd.k12.ca.us [Accessed December 12, 2015].

- **Water:** The City of Kingsburg provides its own water services. The City extracts its water supply from groundwater aquifers via a series of wells scattered throughout the City. The City's existing system facilities includes seven active water wells, a distribution system with line sizes ranging from 4 to 12 inches in diameter, and a 60,000 gallon elevated storage tank at a height of 122 feet. The total water production capacity of the six active wells is 21,888,000 million gallons per day (mgd). Demand for water services in Kingsburg fluctuates between 3,700 AFY and 5,700 AFY. In 2005, Kingsburg used 3,795 acre-feet (AF) of water. In 2010, Kingsburg used 4,974 AF of water. In 2015, water deliveries were projected to be 5,766 AF of water. Demand is projected to increase to 6,685 AF of water by 2020, 7,749 AF by 2025, and 8,984 AF by 2030.⁷
- **Wastewater:** Wastewater services in the City are provided by the Selma-Kingsburg-Fowler County Sanitation District (SKFCSD). SKFCSD is a public agency formed in 1971 by the Fresno County Board of Supervisors. The purpose of the District is to provide for the collection, treatment, and disposal of wastewater emanating from the residential, commercial, institutional, and industrial discharges within the service area. SKFCSD's wastewater treatment and disposal facilities are located on a 550-acre site, 1.5 miles west of Kingsburg.⁸ The Site includes 30 acres of treatment units, 20 acres of biosolids dewatering and processing areas, 120 acres of effluent evaporation and percolation pond area and 20 acres of storm water collection for ground water recharge, 140 acres of former sludge disposal area, as well as 220 acres of buffer zones surrounding the facilities. The District collects, treats, and disposes of over a billion gallons annually of wastewater emanating from within the service boundaries of the District.⁹
- **Storm Drains:** The Kingsburg Public Works Department maintains the City streets and right-of-ways. The Department is responsible for the maintenance and installation of sidewalks, curbs and gutters, maintenance and repair of storm drains, including drain inlets, catch basins, storm drain lift stations, and retention ponds.

SURROUNDING LAND USES

The Adequate Areas identified in Exhibit 2 (Kingsburg Sites Inventory) are located throughout the City.

ENVIRONMENTAL SETTING

The City of Kingsburg is located in south-central Fresno County, approximately 15.25 miles southwest of Jesse Morrow and Campbell Mountains and 11.87 miles west of Smith Mountain. The current City limits contain 2.83 square miles (1,810 acres), of which approximately 100% is urbanized. Physically the Kingsburg area is typical of the San Joaquin Valley. The terrain is relatively flat with elevation ranging from 295 feet to 300 feet. Outside of the developed areas of the City, the dominant land use is agriculture. The climate of the project area is typical of inland valleys of California, with hot, dry summers and cool, mild winters. Daytime temperatures in the summer often exceed 100 degrees, with lows in the 60s. In winter, daytime temperatures are usually in the 50s, with lows around 35 degrees. Radiation (Tule) fog is common in the winter, and may persist for days. Winds are predominately up-valley (from the north) in all seasons, but more so in the summer and spring months. Winds in the fall and winter are generally lighter and more variable in direction but generally blow towards the south and southeast.

Kingsburg is located in the San Joaquin Valley Air Basin, which is defined by the Sierra Nevada to the east, the Coast Ranges to the west, and the Tehachapi Mountains to the south. The Air Basin is comprised of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, and Tulare Counties and the valley portion of Kern County, Approximately 25,000 square miles. Because of the Valley's unique physical characteristics, its pollution potential is very high. Surrounding elevated terrain, in conjunction with temperature inversions, frequently restricts lateral and vertical dilution of pollutants. Abundant sunshine and warm temperatures in summer are ideal conditions for the formation of photochemical oxidants, and the Valley becomes a frequent scene of photochemical pollution.

⁷ City of Kingsburg: 2009 Urban Water Management Plan <http://cityofkingsburg-ca.gov/wp-content/uploads/2013/01/MgmtPlan.pdf> [Accessed December 12, 2015].

⁸ Selma-Kingsburg-Fowler County Sanitation District. *District Website: About Us.* <http://skfcsd.org/about-us/> [Accessed December 11, 2015].

⁹ Selma-Kingsburg-Fowler County Sanitation District. *District Website: Operations.* <http://skfcsd.org/departments/operations/> [Accessed December 11, 2015].

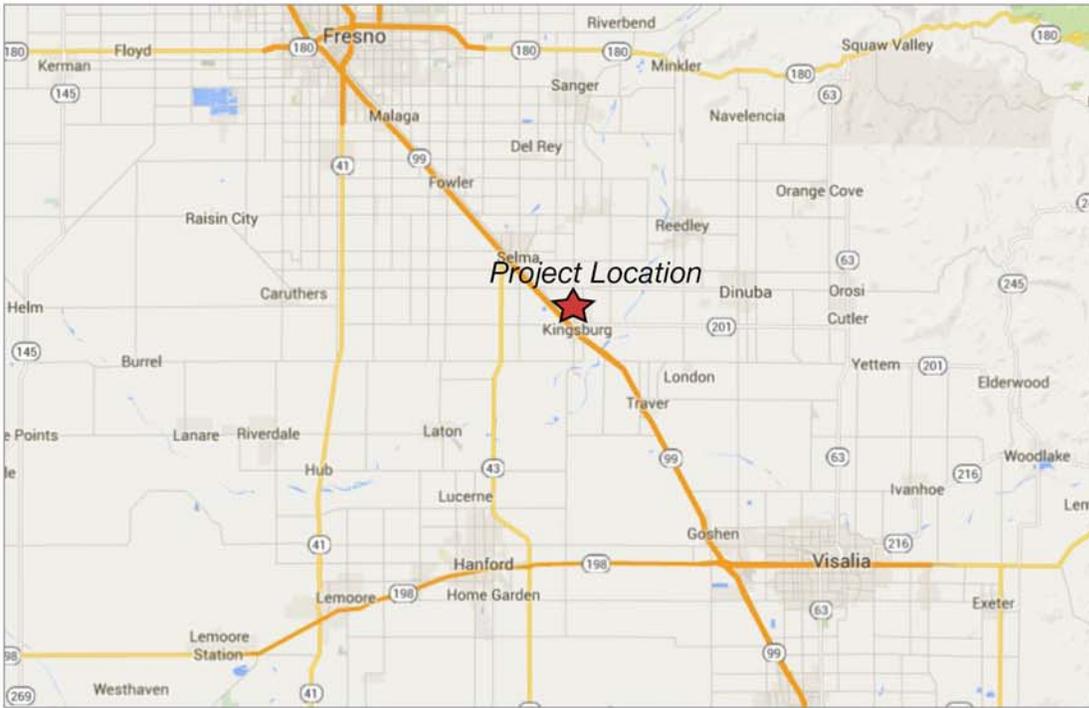
Air pollution transported from the San Francisco Bay and Sacramento areas is believed to account for 11 percent of measured ozone levels in Fresno, Tulare, Madera, and Kings Counties, with the balance coming from local agricultural, residential, commercial, and industrial direct and indirect sources.

REQUIRED CITY APPROVALS

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

OTHER AGENCY APPROVALS

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



Source: Google Maps

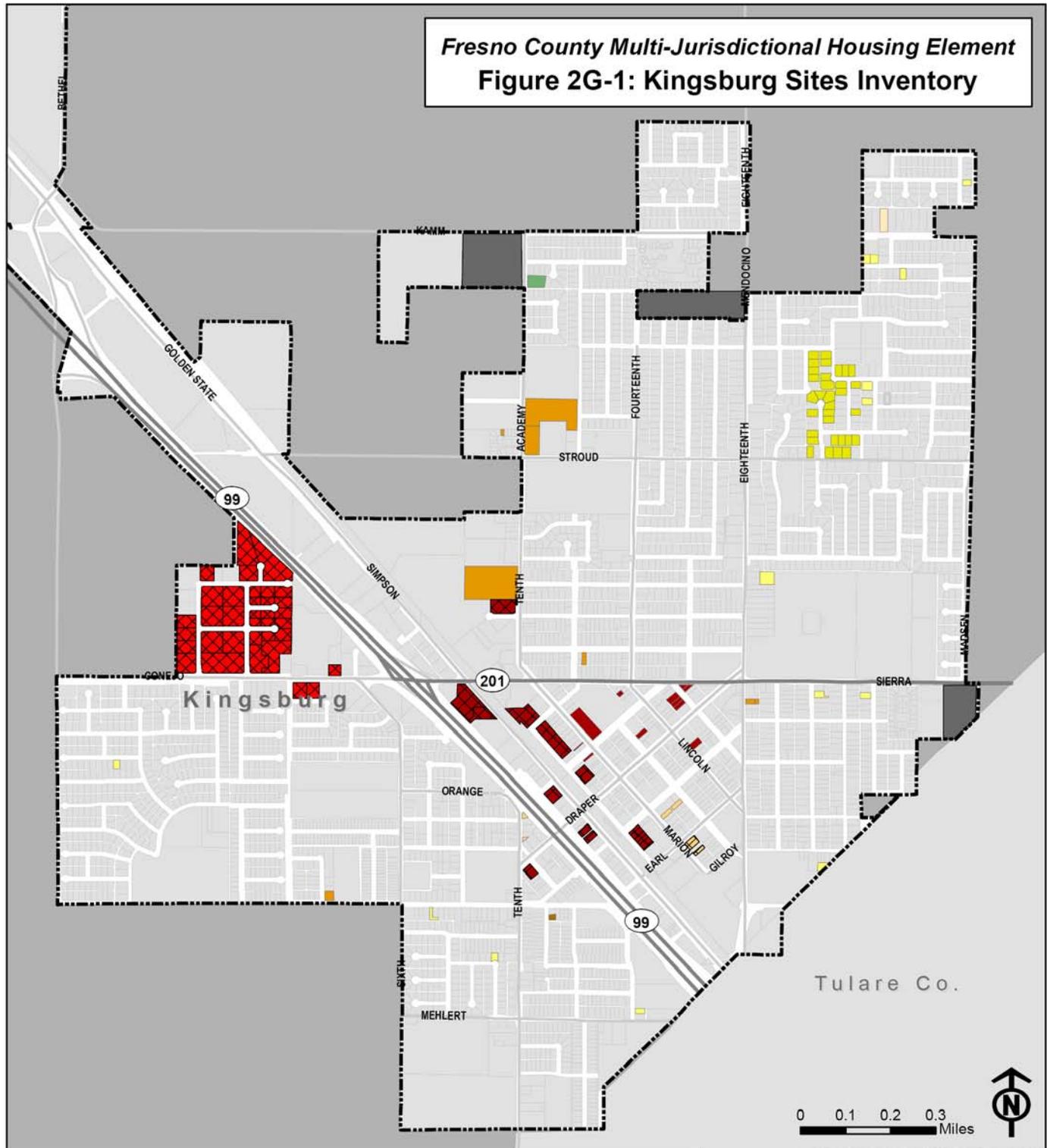
Regional



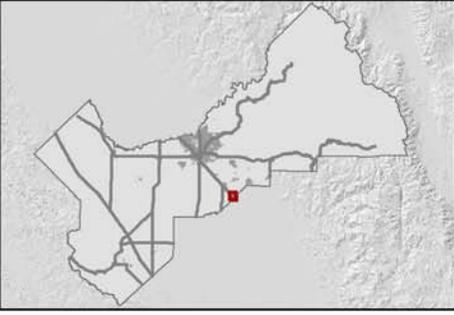
Source: Google Maps

Vicinity

**Fresno County Multi-Jurisdictional Housing Element
Figure 2G-1: Kingsburg Sites Inventory**



City Limits	Highway Commercial	RM-5.5
Highways	R-1-20	RM-3
Approved/ Proposed Projects	R-1-10	RM-2
Vacant Parcels	R-1-7	RCO
Central Commercial	Mixed Use	



3 DETERMINATION

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.
- I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

12/7/15

Holly Owen, Planning Director
City of Kingsburg

Date

4 EVALUATION OF ENVIRONMENTAL IMPACTS

1. AESTHETICS

Would the project:

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

A) **No Impact.** According to the Kingsburg General Plan EIR there are no scenic highways within or in the vicinity of the Planning Areas. Moreover, there are no designated scenic vistas within view of the City of Kingsburg. Future housing proposed on Adequate Sites will not have a substantial adverse effect on a scenic vista or highway. No impact will occur.

B) **No Impact.** There are no scenic vistas located on any of the Adequate Sites identified in the Housing Element; therefore, development of the Adequate Sites could not impact any scenic resources.

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

There is no widely recognized threshold for determining when the effects of a project 'degrade' visual character or quality to the point that potentially significant environmental impacts could occur. The General Plan EIR utilized a qualitative threshold that will also be applied to the assessment of the Housing Element. Simply put, the General Plan EIR specifies that if a development proposal is found to be inconsistent with the design guidelines for the applicable neighborhood by the City decision-making body, then the direct change in visual character on the project site and the indirect change to the neighborhood are considered potentially significant. The rationale behind this threshold is that the design guidelines were developed by the City with extensive public outreach and input to ensure that neighborhoods remained or changed in a

manner that complemented each neighborhood's unique character. Applying this threshold ensures that the subjectivity of assessing visual character is removed because the design guidelines already reflect the opinions of the community on how a neighborhood should look. Thus, future development on the Adequate Sites will be subject to applicable design guidelines that indicate requirements related to height, mass and scale, architectural style, materials, landscaping, and a variety of other standards that will ensure future housing development is consentient with the visual character intended or the area. Impacts due to changes to visual character or quality will be less than significant with implementation of existing regulations.

d) **Less than Significant Impact.** Future development guided by the implementation of the proposed Housing Element will result in new sources of light and glare. Outdoor lighting will be required in parking lots and pedestrian pathways for security purposes and may be included as accent lighting in landscaping and architectural features. Indoor lighting will also likely be visible through windows. Lighting associated with vehicle travel to and from the Adequate Sites will also be generated. Outdoor lighting when viewed at night can result in glare that can be defined as "excessive, uncontrolled brightness" from a luminaire, defined as "a complete lighting unit consisting of a lamp or lamps together with the parts designed to distribute the light, to position and protect the lamps and ballast (where applicable), and to connect the lamps to the power supply" by the National Electrical Code (NEC).^{10 11} Glare can also occur during the day due to light reflecting off building materials such as highly polished metal and reflective glass. Inappropriate installation of light and reflective materials in future housing could result in effects on nighttime and daytime views through scattering excessive light in the viewers' eyes, causing a partial or complete inability to see due to light scattering in the eye. The effects of excessive light and glare can result in nuisance impacts such as viewer annoyance or an inability to see features in the night sky to health and safety impacts such as temporary blindness while operating a motor vehicle.

Typical thresholds for determining if the effects of lighting and glare will impact surrounding properties is established in local code as a maximum illumination level at a project's property line, such as a maximum 0.5 footcandle at the any property line adjacent to a residential property. The General Plan EIR uses a similar threshold of continue by summarizing the threshold. Thresholds for glare are rare, tend to be presented qualitatively, and assumed to be mitigated concurrently with restrictions on lighting. The General Plan EIR does not include a threshold for glare and the City has no adopted threshold or standard specifically to mitigate impacts due to glare; therefore, for purposes of this Initial Study, potential glare impacts during the night will be considered less than significant with implementation of lighting standards, particularly in regards to shielding, and potential daytime impacts will be considered less than significant if, in the case of reflective materials, that the materials do not have a reflectivity index of 0.5 or higher for proposed materials with the surface area sufficient to reflect glare onto adjacent properties and/or streets. Future housing developed to meet local and regional housing needs will be subject to Chapter 17 of the City's Municipal Code regulating the installation and operation of lighting. Implementation of the lighting requirements of the Municipal Code will ensure that lighting is appropriately designed to provide necessary security while not creating undue nuisance or hazards for people at surrounding properties or on roadways in the vicinity of the Adequate Sites. Furthermore, future housing will be subject to design standards enumerated in the code or other document, requiring review by staff or the architectural review board that will limit the use of metal in to accent features, as opposed to primary architectural features, thereby minimizing the potential for daytime glare. Impacts to daytime and nighttime views will be less than significant with implementation of exiting regulatory requirements.

¹⁰ Lighting Research Center. National Lighting Product Information Program. Lighting Answers: What is Glare? <http://www.lrc.rpi.edu/programs/nlpiip/lightinganswers/lightpollution/glare.asp> [Accessed December 12, 2015]

¹¹ National Electrical Code. Article 100. 2014

2. AGRICULTURAL RESOURCES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D) Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) **No Impact.** According to the state Farmland Mapping and Monitoring Program (FMMP), the City of Kingsburg is almost completely urbanized and has no important farmland within its boundaries. None of the Adequate Sites identified in the proposed Housing Element update is considered suitable for agricultural operations. Sites have either already been converted to a different land use which will in turn be redeveloped for housing in the future, or otherwise will not result in any significant loss such as changes in soil or precipitation since preparation of the last FMMP map. All of the land within Kingsburg's City limits is designated for urban uses in the General Plan. Therefore, no conversion of important farmland will occur.

B) **No Impact.** According to the state Williamson Act Map, there are no properties within the Planning Area that are currently preserved for agricultural uses pursuant to Williamson Act contracts.¹² None of the Adequate Site identified in the proposed Housing Element update is considered suitable for agricultural operations. Sites have either already been converted to a different land use which will in turn be redeveloped for housing in the future, or otherwise will not result in any significant loss such as changes in soil or precipitation. Impacts related to the loss of land under Williamson Act contract will not occur.

¹² California Department of Conservation. Fresno County Williamson Act FY 2012/2013.

C) **No Impact.** Public Resources Code Section 12220(g) identifies forest land as 'land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.' None of the Adequate Sites includes forest land or timberland. No impact will occur.

D) **No Impact.** There is no forest land located on or in the vicinity of any proposed Adequate Sites. Forest land, regardless of its productive capabilities or management potential as a resource, is important to the regional and global environment. Forests provide watershed stability, wildlife shelter and habitat, oxygen, soil nutrients, and carbon dioxide sinks, serving as a multi-faceted and integral part of the broader ecosystem. Considering that the proposed Housing Element will not result in direct loss or substantial changes to the National Forest of Forests, no impact will occur.

E) **No Impact.** As discussed above, Williamson Contracted properties are not located within or in the vicinity of the Planning Area. As such, implementation of the proposed Housing Element update would not result in the conversion of agricultural land. Considering that the proposed Housing Element will not result in the indirect conversion of agricultural or forest land to non-agricultural or non-forest uses, no impact will occur.

3. AIR QUALITY

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A-C) **Less than Significant Impact.** The City of Kingsburg is located within the San Joaquin Valley Air Basin (Basin) that is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD).¹³ The SJVAPCD is located in California's Central Valley and is comprised of the Counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, and Tulare, and the San Joaquin Valley Air Basin portion of Kern County. Due to meteorological, geographical, and topographical conditions in the Central Valley that result in a low tolerance for air pollution in the Basin, the Basin exhibits air pollution at levels comparable to that of the South Coast Air Basin despite the population of the Central Valley being ten times less than that of the greater Los Angeles region, demonstrating the unique air quality challenges faced by SJVAPCD. Future housing developed in accordance with the goals and policies of the Housing Element will have the effect of contributing incrementally to the mobile, energy, and area sources that cumulatively contribute to criteria pollutant levels and associated air pollution in the Basin. The SJVAPCD is responsible for preparing the various pollution control Plans and Maintenance Plans that comprise the Air Quality Management Plan (AQMP) for the Basin. The AQMP includes strategies and control measures to reduce and/or maintain the effects that construction and operation of various uses within the Basin have on regional air quality. The effects of future housing development on regional air quality could result in potentially significant impacts on the health of residents if it is determined that a project's individual contribution to cumulative air pollution levels is considerable by exceeding the annual emissions thresholds established by the SJVAPCD in its *Guidance for Assessing and Mitigating Air Quality Impacts* and, furthermore, would be determined to potentially conflict with implementation of the AQMP.¹⁴ Criteria pollutants can directly damage the environment, both natural and man-made. Impacts to human health include a variety of acute and chronic respiratory illnesses.

¹³ San Joaquin Valley Air Pollution Control District. About the District. http://www.valleyair.org/General_info/aboutdist.htm [November 16, 2015]

¹⁴ San Joaquin Valley Air Pollution Control District. *Guidance for Assessing and Mitigating Air Quality Impacts*. March 2015

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

Future housing proposals will be subject to environmental evaluation for exemption and potential analysis pursuant to CEQA upon application for entitlement permits. Projects found to be exempt from CEQA will not have a significant impact on the environment as declared by state legislation. Other projects will be subject to standard analysis and mitigation if required. Even if the City finds that air quality impacts of a future housing development will be significant and unavoidable, through *tiering*, long-term quality impacts have been identified in the General Plan EIR and found to be acceptable by the community. Considering that many of the Adequate Sites will be exempt from CEQA and/or most of the Sites will not require extensive evaluation, impacts due to individual contribution to cumulative effects on air quality will not be considerable, thus impacts will be less than significant.

D) **Less than Significant Impact.** Common sensitive receptors include children under age 14, the elderly over age 65, athletes, and people with cardiovascular and chronic respiratory diseases. Adequate Sites are located throughout the planning area and have the potential of being in close proximity to sensitive receptors. Future housing projects are not considered uses that emit substantial levels of hazardous air pollutants that could have an effect on the environment such that potentially significant impacts would occur. Existing Federal, State and County regulations pertaining to the siting of sensitive receptors are in place. Moreover, future housing projects will be subject to analysis of sensitive receptors pursuant to CEQA. With implementation of existing regulatory requirements (or mitigation if required), impacts to sensitive receptors will be less than significant.

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

4. **BIOLOGICAL RESOURCES**

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
C) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) **Less than Significant Impact.** According to the California Natural Diversity Database, there have been 4 recorded occurrences of sensitive plant and animal species within the planning area.¹⁵ The proposed Housing Element update identifies approximately 70 acres of vacant land as Adequate Sites for development. Construction of future housing on the vacant Adequate Sites could have the effect of removing or disturbing habitat, potentially resulting in harm to sensitive species during its removal or indirectly if the habitat is used for foraging or for other means of sustenance. Occupancy of the homes can result in effects on sensitive species and habitat by introducing human activities and domestic animals that can result in harm also result in habitat loss. The impacts that can result due to harm or loss of sensitive species are most easily understand as the results of upsetting a piece of an intricately balanced and interdependent ecology that can result in cumulative impacts on

¹⁵ California Department of Fish and Wildlife. California Natural Diversity Database: Selma Quadrangle. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick> [Accessed December 13, 2015].

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

The proposed Housing Element update does not include any changes to the land use designations of the Adequate Sites; thus, impacts associated with potential development of the Adequate Sites will remain within the scope of analysis certified in the General Plan EIR. Future development of the Adequate Sites will be subject to project-specific environmental review pursuant CEQA, as applicable. Considering that: 1) the General Plan EIR analyzed impacts to sensitive species and impacts were found to be less than significant and 2) development of the Adequate Sites will be subject to analysis of project-specific impacts with incorporation of mitigation as necessary, impacts will be less than significant.

B-C) No Impact. According to the National Wetlands Inventory, there are no creeks, riparian woodland, and/or wetlands that occur within or are in the vicinity of and identified Adequate Sites. As such, future development of these sites would not result in direct effects to these resources through habitat removal or the disruption of the resources natural function or indirectly by generating noise, lighting, urban runoff, and other activities that could result in effects on how the resource is used by species. No impact will occur.

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

E)) Less than Significant Impact. Implementation of the proposed Housing Element policies and the mitigation measures included in this section, will ensure compliance with Countywide policies or ordinances protecting biological resources. Impacts will be less than significant.

F) Less than Significant Impact. There are no applicable or pertinent habitat conservation plans or natural community preservation plans affecting the planning area. There is a Recovery Plan for Upland Species of the San Joaquin Valley (USFWS 1997) as well as a Draft Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon (USFWS 2004). Both of these recovery plans cover special-status species that have the potential to occur in the planning area. However, the policies, goals, and objectives of the proposed Housing Element do not conflict with the provisions of the Recovery Plans. Therefore the impacts on habitat conservation plans or other plans affecting the planning area are less than significant.

5. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) **No Impact.** According to the General Plan EIR, portions of the Planning Area contain no significant historical resources¹⁶. The Adequate Sites are either vacant or are located in urbanized areas that have been previously distributed by past activities and no known historically and/or culturally significant resources including, but not limited to, structures, buildings, features, and/or objects have been located or previously recorded within the Adequate Site locations. None of the Adequate Sites are listed on the City's list of historic properties.¹⁷ Consequently, the proposed Housing Element update would not cause an adverse change in the significance of a historical resource, and impacts to historic resources are not anticipated. No Impact will occur.

Historic resources are important to the knowledge of the past of California and the region while forming a portion of the character of the City of Kingsburg that creates a sense of place and identity. Effects that result in the loss of historic structures, properties, or districts can result in impacts that include the loss of cultural identity, loss of unique engineering, architectural, or artistic works, and loss of unique, irreplaceable components of the sense of place that forms a cultural environment. Cultural building resources which reflect the Swedish Village concept are located mostly throughout the Kingsburg Central Business District (CBD). The Lutheran Church and S.P. Railroad Station are also considered to be historic landmarks.¹⁸

The General Plan EIR incorporated Goal No. 3 – Community Identity Through the Swedish Village Concept, which states: it is a goal of the General Plan that the Swedish Village Concept will make a strong contribution toward the identity of the entire City of Kingsburg, fostering a continuing sense of pride and identity among local residents with the community's Swedish heritage. The original town site of the community, centering on the Central Business District, should continue to be made the target of intensive effort to honor and share the community's Swedish Heritage through expression in building design, site planning, landscaping, street and open space improvement, business functions and cultural activities having broad visitor attraction. The Swedish Village Concept should also be applied to all commercial and industrial areas to the extent reasonable and practical¹⁹

¹⁶ Kingsburg. 1992. General Plan Environmental Impact Report, Part II

¹⁷ Kingsburg 1992. Final Environmental Impact Report, Part VIII.

¹⁸ Kingsburg 1992. General Plan Environmental Impact Report, Part I

¹⁹ Kingsburg. 1992. General Plan Environmental Impact Report, Part II

B) Less than Significant Impact (with Mitigation Incorporation). According to the General Plan EIR, There are no sites of archaeological significance listed by the California Historic Information Resource System: Archaeological/Cultural Resource Center California State University, Bakersfield as being located within any of the identified Adequate Site locations.²⁰

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

Mitigation Measure

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

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

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

²⁰ Kingsburg. 1992. General Plan Environmental Impact Report, Part II

Mitigation Measure

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

D) Less than Significant Impact. Future development of the proposed Adequate Sites that require site preparation and earthmoving activities have the unlikely potential to uncover buried or surficial human remains outside of a recognized cemetery or other burial location. Construction activities that result in the effect of disturbing or destroying human remains could result in impacts to our knowledge of the burial practices of the people who were buried, the people who buried the remains, and the pre-historic or historic context and circumstances under which the buried became deceased. Should human remains be discovered, the contractor is required to comply with State Health and Safety Code §7050.5. This requires halting work in the immediate area of the find and notifying the County Coroner, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, the Coroner is required to contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. Implementation of existing regulations will ensure that any discovered remains are appropriately collected and examined for which any significant information can be elicited. Potential impacts due to effects on human remains will be less than significant with implementation of existing regulations.

6. **GEOLOGY AND SOILS**

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A, C-D) **Less than Significant Impact.** According to the General Plan EIR or other maps and/or information referenced, potentially hazardous geological and soils conditions occur in the Planning Area that include fault rupture, severe seismic activity, liquefaction, subsidence, collapse, lateral spreading, and landslides. Development sites subject to one or more of these conditions can have the effect of disturbing or destabilizing geologic units or soils such that hazards or hazardous conditions are initiated, thereby resulting in potential impacts to properties in vicinity of the project. Potential impacts to properties within the vicinity and inclusive of the development include property destruction, injury, and loss of life depending on the severity of the impact. Geological and soils hazards of concern are summarized below as described in the Fresno County General Plan EIR, supplemented by additional data.²¹

²¹ Fresno County. General Plan Update Draft Environmental Impact Report. February 2000

- ^ **Fault Rupture:** There are active and potentially active faults within and adjacent to Fresno County. Faults within Fresno County and major active and potentially active faults in the region are described in Section 14.3 of the County's General Plan EIR. The Nunez and Ortigalita faults are located near Coalinga and Panoche in the West Valley and have been designated Alquist-Priolo Earthquake Fault Zones (EFZ). An active fault may pose a risk of surface fault rupture. Surface rupture occurs when movement on a fault deep within the earth breaks through to the surface. Fault rupture typically follows preexisting faults and the rupture may occur suddenly during an earthquake or slowly in the form of a fault creep.
- ^ **Seismic Groundshaking:** Most of Fresno County east of Interstate 5 (I-5) is located in Seismic Zone 3 pursuant to the California Building Code. Areas in the Coast Range and foothills and an area along the Fresno County-Inyo County boundary are located in Seismic Zone 4. Groundshaking is the primary seismic hazard in Fresno County, because of the seismic setting and record of historical activity. Urbanized locations in the East Valley, West Valley, and Sierra Nevada Foothills are subject to less intense seismic effects than locations in the Coast Range Foothills and Sierra Nevada Mountains.
- ^ **Liquefaction:** Liquefaction is a process whereby soil is temporarily transformed to a fluid form during intense and prolonged groundshaking. Areas most prone to liquefaction are those where the water table is less than 30 feet below the surface and consist of relatively uniform sands that are loose to medium density. No specific County-wide assessments to identify liquefaction hazards have been performed. Areas where groundwater is less than 30 feet below the surface occur primarily in the Valley region; however, soil types in the area are not conducive to liquefaction because they are either too coarse or too high in clay content. Areas subject to 0.3 g-force (g) acceleration or greater are located in a portion of the Sierra Nevada along the Fresno-Inyo County boundary and along the Coast Range foothills in western Fresno County. Conversely, the depth to groundwater in these areas is greater than in the Valley, minimizing liquefaction potential. Lateral spreading, as the name suggests, is typically a liquefaction-related condition where the ground slides down a gentle slope or toward the banks of a linear water feature located on a buried liquefied layer.²²
- ^ **Landslide:** Areas in Fresno County prone to landslides that are populated are located in the foothill and mountain areas where fractured and steep slopes are present such as in the Sierra Nevada, where less consolidated or weathered soils overlie bedrock as in the Coast Range, or where inadequate ground cover accelerates erosion.²³ There is no risk of large landslides in the Valley area of the County due to its relatively flat topography; however, the potential for small slides and slumping along the steeper banks of river or creeks in the Valley.
- ^ **Subsidence:** Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. Subsidence caused by groundwater withdrawal generally presents a more serious problem because of the resulting effects tend to encompass regional or community-level areas. Oil and gas withdrawal, conversely, tend to affect localized areas. Areas of the Central Valley have subsided more than 20 feet during the past 50 years. Groundwater pumping has also caused subsidence in areas of western Fresno County. Subsidence is an identified concern in the Westlands Water District and the Pleasant Valley Water District.
- ^ **Settlement /Collapse:** Settlement can occur in poorly consolidated soils during groundshaking. During settlement, the soil materials are physically rearranged by groundshaking resulting in a less stable alignment of individual minerals. Settlement of sufficient magnitude to result in structural damage is normally associated with rapidly deposited alluvial soils or improperly founded or poorly compacted fill. These areas are known to undergo extensive settling with the addition of irrigation water. The only urban area in the County that may be affected by settlement is Coalinga.
- ^ **Expansive Soils:** Expansive soils are those that greatly increase in volume when they absorb water and shrink when they dry out. Expansion is measured by shrink-swell potential defined by the relative volume change in soil while gaining in moisture. If the shrink-swell potential is rated moderate to high, damage to buildings, roads, and other structures can occur. Soils exhibiting a high to moderately high shrink-swell potential generally occur in a linear, northwest-trending area generally parallel to the Friant-Kern Canal foothills in Kings Canyon National Park of the

²² United States Geological Survey. *San Francisco Bay Region Geology and Geologic Hazards. About Liquefaction.* www.geomaps.wr.usgs.gov/sfgeo/liquefaction/aboutliq [March 1, 2010]

²³ Ibid 8

Sierra Nevada and along Fresno Slough from Madera County to Kings County. Investigations conducted under the auspices of the Natural Resource Conservation Service (NRCS) for the Westlands Water District have identified areas of expansive soils generally parallel the San Luis Drain.

Future housing developed pursuant to the policies of the proposed Housing Element will be subject to the requirements of the California Building Code (CBC) as adopted by the City, including preparation of a soils report. The CBC requires analysis of soils and application of engineering standards to ensure projects sites are made suitable for building construction, particularly in regards to foundation design. Typical foundation design requirements to prevent failure due to the effects of geological hazards include post-tensioning due to lateral spreading/collapse, installation of piles due to liquefaction, dewatering or pre-saturation due to expansive soils, and installation of geomats due to landslides. Foundation and structural design for proposed development of the Adequate Sites will be subject to analysis and design recommendations by a licensed geotechnical engineer for review and approval by the City. Impacts due to geological and soils hazards will be less than significant with mitigation incorporated.

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

E) Less than Significant Impact. Future project associated with implementation of the proposed Housing Element will not use septic tanks and will directly connect to the City's municipal sewer system. The installation of individual septic systems in the unincorporated areas of the County is regulated under Fresno County Ordinance Title 15 that adopts the provisions of the Uniform Plumbing Code (UPC) and must comply with the *Manual of Septic Tank Practice*. These requirements are intended to preclude the creation of health hazards and nuisance conditions and to protect surface and groundwater quality. Percolation tests are required to determine the suitability of on-site soils to accept wastewater effluent to determine the amount of lineal feet of leach line required. The systems are required to be set back a minimum distance from well, creeks, reservoirs, and springs. In problem soils, individual septic systems must be designed by an engineer and include an expansion area that is equivalent in size to at least 100 percent of a typical system. Impacts will be less than significant with adherence to existing regulations.

7. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A-B) **Less than Significant Impact.** Climate change is the distinct change in measures of climate for a long time period. Climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet's surface. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices.²⁴

Greenhouse gases differ from other emissions in that they contribute to the "greenhouse effect." The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. Greenhouse gases occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

In August 2008, the SJVAPCD adopted the Climate Change Action Plan (CCAP). The CCAP required the development of guidance to assist Lead Agencies, project proponents, permit applicants, and interested parties in assessing and reducing project-specific contributions of greenhouse gas (GHG) emissions and resulting cumulative impacts due global climate change.²⁵ On December 17, 2009, the SJVAPCD adopted the *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*. The guidance relies on the use of performance based standards, otherwise known as Best Performance Standards (BPS), to normalize the effects resulting from project-specific greenhouse gas emissions that contribute to global climate change during the environmental review process, as required by CEQA.

²⁴ United States Environmental Protection Agency. *Frequently Asked Questions About Global Warming and Climate Change. Back to Basics.* April 2009.

²⁵ San Joaquin Valley Air Pollution Control District. Climate Change Action Plan. http://www.valleyair.org/Programs/CCAP/CCAP_menu.htm [Accessed November 17, 2015].

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

CONSTRUCTION EMISSIONS

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

LONG-TERM EMISSIONS

Future development projects will result in continuous GHG emissions from mobile, area, and other operational sources. Mobile sources, including vehicle trips to and from development projects, will result primarily in emissions of CO₂, with minor emissions of CH₄ and N₂O. The most significant GHG emission from natural gas usage will be methane. Electricity usage by future development and indirect usage of electricity for water and wastewater conveyance will result primarily in emissions of carbon dioxide. Disposal of solid waste will result in emissions of methane from the decomposition of waste at landfills coupled with CO₂ emission from the handling and transport of solid waste. These sources combine to define the long-term greenhouse gas inventory for typical development projects.

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

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

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

undergoing use, transport, or disposal and the resulting impacts to human health or ecosystem functions. Residential uses are characterized by the use of common, widely available hazardous materials including paints and other solvents, cleaners, and pesticides. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. Use of common household hazardous materials are not subject to federal or state permitting at the consumer level and it is reasonably foreseeable that upset and accident conditions cannot be met by the use, transport, and disposal of such materials and wastes from future residences. Considering that consumer-level household hazardous materials and wastes are not subject to federal or state permitting by the consumer and that their use is at such levels as to not have the potential to result in risk of upset or accident that could harm a substantial number of people, including children attending schools in the area, or have a substantial effect on the functions of the local or regional ecosystem. Future developments associated with buildout of the proposed Housing Element will be subject to standard environmental review pursuant to CEQA. If any *Cortese List* sites are located on or within an Adequate Site or Area, standard environmental review pursuant to CEQA will result in the preparation of a Phase 1 ESA to determine the potential presence of hazardous material or wastes and the resulting need for Phase 2 and phase 3 studies and remediation, if necessary. With adherence to existing standards and regulations, implementation of the proposed Housing Element update will be less than significant.

According to the General Plan EIR, truck traffic in the City of Kingsburg is only permitted on designated arterial and collector streets. Future housing located along these truck routes could have the potential to expose residents to toxic emissions. Residents would also be exposed to the possibility of accidental spills on roadways adjacent to housing located along these designated truck routes. However, under upset and accident conditions, it is reasonably foreseeable that the most of potential spills will be contained within the right-of-way with minimal chance of materials or wastes reaching adjacent homes. However, should a hazardous materials transport leave the right-of-way and impact housing, exposure to those materials or wastes could occur. Materials and waste transport is subject to federal and state regulations regarding the packaging of the substances for transport and driver certification in DOT transport and handling requirements. Transport accidents are subject to federal and state containment and cleanup procedures typically implemented by the local and regional fire departments and are sufficient in ensuring that impacts resulting from the effects of materials or wastes spills on humans and the environment are less than significant. Similarly, rail accidents could impact future housing under upset and accident conditions.

According to the General Plan EIR, hazardous materials pass through the City in route to other destinations via the State Route 99, regional rail lines, and the surface street system. While train derailment can occur at any time, it is during an earthquake that a derailment and hazardous materials release would pose the greatest risk of hazards. The City has no direct authority to regulate the transport of hazardous materials on local and regional roadways or railways; however, under upset and accident conditions, it is reasonably foreseeable that the most of the spill will be contained within the right-of-way with minimal chance of materials or wastes reaching adjacent homes. However, it is reasonably foreseeable that train future derailments could result in extensive impacts to adjacent residents as it is possible for multiple train cars to leave the tracks and violently careen into the adjacent environment. Transportation of hazardous materials and wastes by truck and rail is regulated by the U.S. Department of Transportation (DOT). DOT regulations establish criteria for safe handling procedures. Federal safety standards are also included in the California Administrative Code. The California Health Services Department also regulates the haulers of hazardous waste, but does not regulate all hazardous materials. Although there is some reasonably foreseeable potential for exposure of future residents to hazardous materials and wastes under upset and accident conditions, federal and state regulations are in place with a focus on prevention of accidental releases and measures for appropriate containment and cleanup when accidents occur.

According to the EPA, approximately 12 small quantity generators (SQG) and no large quantity generators (LQG) of hazardous wastes operate within and adjacent to the Planning Area.²⁶ SQG generate more than 100 kilogram of hazardous waste and less than 1,000. Both the federal government and the State of California require all businesses that handle hazardous materials or extremely hazardous materials to submit a business risk management plan to its local Certified Unified Program Agency (CUPA). The CUPA with responsibility for the City is the City's Fire department. The business risk

²⁶ United States Environmental Protection Agency. *Resource Conservation and Recovery Act Information (RCRAInfo)*. <http://www3.epa.gov/enviro/facts/rcrainfo/search.html> [Accessed December 13, 2015].

management plan must include an inventory of the hazardous materials and emergency response plans and procedures to be used in the event of a significant release of a hazardous material. Implementation of federal and state requirements for the operation of these types of facilities will ensure that exposure to residential uses will be minimized or avoided.

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

E-F) Less than Significant Impact. There are nine public and private airports within Fresno County.²⁷ The public airports are Fresno-Yosemite International Airport, Fresno Chandler Downtown Airport, Coalinga Airport, Firebaugh Municipal Airport, Mendota Municipal Airport, and Reedley Municipal Airport. The private airports are Harris Ranch Airport, Selma Aerodrome, and Sierra Sky Park Airport. Specific land use policy plans have been developed for Fresno-Yosemite International, Fresno Chandler Downtown, Coalinga, Harris Ranch, and Sierra Sky Park Airports. A single land use policy plan has been prepared for Firebaugh, Mendota, Reedley, and Selma Aerodrome.

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

The Airport Land Use Commission (ALUC) is responsible for ensuring that development within the vicinity of an airport does not cause undue risk to airport operations or the safety of persons on the ground. The commissioners represent the county, its cities, and the public. Legislation passed in 1982 established a direct link between airport land use plans and the land use plans and regulations adopted by cities and counties, as established in California Public Utilities Code Section 21676. In accordance with this legislation, the ALUC must review the general and specific plans of local jurisdictions for consistency with the county's airport comprehensive land use plan (CLUP). Primary and Secondary Review Areas must be identified for each facility. Projects proposed within the geographic boundaries of the Primary Review Area are referred to the ALUC for review and evaluation. Within the Secondary Review Area, only those projects involving a structure or other object with a height that will exceed that permitted under adopted land use zoning will be referred to the ALUC for review. There are no Adequate Sites located within a CLUP of any of the nine airports in Fresno County.

The proposed Housing Element does not include any changes to the General Plan or Zoning Code that could result in increased height of future buildings or an increase in development density and associated population densities within the influence area of the airport. Alternatively, although changes to zoning districts are proposed, they do not permit heights or densities/intensities that will conflict with the CLUP. Future housing development will be subject to consideration and potential review by the ALUC to ensure consistency with the CLUP. Although local jurisdictions have the right to override the decisions of ALUC as they have the final decision in land use approvals within their jurisdiction, the City has committed to working with the ALUC as identified in the General Plan and implemented through the City's standard development review procedures. Considering the proposed Housing Element will not subject future development or persons to undue harm from airport operations in consistency with the CLUP, impacts will be less than significant.

G) No Impact. The City is part of the multi-jurisdictional Multi-Hazard Mitigation Plan (MHMP) prepared for the County. The MHMP serves as an extension of the California Emergency Plan and the Emergency Resource Management Plan. The purpose of the MHMP is to respond to emergency situations with a coordinated system of emergency service providers and

²⁷ Fresno County. General Plan Update Draft Environmental Impact Report. February 2000

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

H) **Less than Significant Impact.** Fresno County is most prominently subject to wildland fires west of Interstate 5 and east of Clovis and Sanger in approach to the Sierra Nevada.²⁸ According to the Cal Fire Local Responsibility Area for the Fire Hazard Severity Maps, the City of Kingsburg is not subject to wildland fires, and none of the Adequate Sites is located in unincorporated county that is subject to very high wildland fires. Wildland fires can result in loss of property and life when coming contact with developed areas. Wildland fires also result in dramatic effects to the wildlands from whence it came to the urban areas that are trying to be protected. Future development within Very High Fire Hazard Severity Zones (VHFHSZ) are required to be constructed pursuant to California Building Code (CBC) Chapter 7A (Materials and Construction Methods for Exterior Wildfire Exposure). Development within the local agency VHFHSZ is considered to be located in the wildlands-urban interface (WUI) and requires special construction in order protect life and property by increasing the ability of a building to resist intrusion of flames, burning embers projected by a vegetation fire, and conflagration losses. The CBC focuses on the construction and materials used in roofs, attic ventilation, exterior walls, decking, floors, and underfloors, and ancillary buildings, structures, and appendages. Implementation of these requirements will ensure that future housing with the WUI is constructed to withstand wildland fires, thereby minimizing any associated impacts. Impacts will be less than significant with implementation of existing regulations.

²⁸ California Department of Forestry and Fire. Fire Hazard Severity Zone Map. 2007/2008

9. **HYDROLOGY AND WATER QUALITY**

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

A) **Less than Significant Impact.** The County and the City of Clovis, along with the City of Fresno, California State University, Fresno, and the Fresno Metropolitan Flood Control District are joint-permittees for dischargers to the waters of the United States through the area-wide municipal separate storm sewer system (MS4) under permit issued by the Central Valley

Regional Water Quality Control Board (RWQCB) as amended Waste Discharge Requirements Order R5-2013-0080-1 and National Pollution Discharge Elimination System (NPDES) Permit CA0083500. The Order prohibits polluted storm water and non-storm water discharges into the storm drain system, identifies receiving water limitations on constituent loading, and requires preparation of a Storm Water Quality Management Plan (SWQMP). The SWQMP is required for all MS4 permits to address prohibited discharges from construction, industrial and commercial, municipal operations through structural mechanisms and programs addressing illicit connections and discharges, public outreach and education, and land use planning to be measured against performance and effectiveness indicators during the mandatory annual review.

Housing is a common type of urban development and is addressed in the City waste discharge requirements for construction and operational sources of pollutants that can affect downstream surface water bodies by discharge into the local storm drain system. Discharge of pollutants into water bodies can result in effects on the beneficial uses of the water body. Beneficial uses include water for agricultural uses, special areas for biological resources, cold freshwater habitat, commercial and sport fishing, multitudes of habitats, freshwater replenishment sources, areas of artificial or natural groundwater recharge, water for industrial supply and process, water for domestic uses, waters used for navigation, areas where rare or endangered species could occur, fish spawning grounds, migration, shellfish harvesting, and recreational activities.²⁹ The resulting impacts due to effects on water quality and associated beneficial uses include disruption of the ecosystem due to the loss of habitat, potential harm or death to sensitive species, and a narrowing of migratory options and species' gene pools. Impacts to human range from quality of life issues such as the loss of recreational waters to potential health impacts due to contamination of drinking water supplies and contamination of fish and other marine life farmed and sold for food. The proposed Housing Element does not include any policies or programs that will conflict with implementation of the NPDES program such that future residential development could result in exceedance of the MS4 permit waste discharge requirements and thus will not substantially impact downstream water quality. Furthermore, future housing development will be subject to environmental inquiry and potential review pursuant to CEQA. Impacts related to violation of water quality standards and ate discharge requirements will be less than significant with implementation of existing permit regulations.

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

The proposed Housing Element update does not include any changes to the land use designations of the Adequate Sites; thus, impacts associated with potential development of the Sites will remain within the scope of analysis in the General Plan

²⁹ Central Valley Regional Water Quality Control District. Water Quality Control Plan for the Sacramento and San Joaquin River Basins. 4th ed. September 1998

EIR. Future development of the Adequate Sites will be subject to environmental inquiry and potentially project-specific environmental review pursuant to CEQA. Considering the proposed Housing Element is consistent with the analysis documented in the General Plan EIR and will not increase groundwater demand beyond that assessed in the General Plan EIR, the Housing Element will result in equivalent or less than significant impacts related to the decline in groundwater levels when compared to the significant and unavoidable impact determination documented in the General Plan EIR.

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

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

G-H) No Impact. There is no portion of the planning area that is located within a 100-year floodplain. Moreover, none of the identified Adequate Sites will be located within any 100-year flood hazard zone. No impact will occur.

I) Less than Significant Impact. According to the General Plan EIR, the City of Kingsburg is located within the dam inundation zone of Pine Flat Dam. However, the risk of dam inundation is low and Annual inspections of the dams and detention basins are conducted by Fresno Metropolitan Flood Control District (FMFCD) personnel and by California Division of Safety of Dams (DSOD) personnel of each jurisdictional dam and detention facility. Annual inspection by the U.S. Army Corps of Engineers (ACOE) and FMFCD are conducted of each facility constructed by ACOE as part of the Redbank and Fancher Creeks Flood Control Project. Reports prepared for each inspection note deficiencies that are to be rectified. FMFCD personnel or contractors hired by FMFCD make the repairs noted in the inspection reports each year. In addition, annual maintenance operations include mowing of the dams and detention basins to aid in the visual inspection of the facilities, rodent abatement, and repair of eroded areas. However, dam failure and inundation can occur due to unforeseen events, which could result in severe flooding throughout the City. Government Code §65032(g) requires that jurisdictions include measures to reduce the risk of loss of life and property when the potential for dam inundation exists.

Although the potential for flooding and inundation in the City is potentially significant, adherence to existing regulations will reduce the flood hazard potential in the City. Considering the extensive regulations and requirements associated with the construction and maintenance of dams, potential impacts resulting from the effects of dam or levee failure will be less than significant.

J) No Impact. *Seiche* is the process by which water sloshes outside its containing boundaries, generally due to an earthquake. Seiche can result in localized flooding that can result in property damage or personal injury. This could occur within an open reservoir, lake, or other large waterbody. The Planning Area does not contain any open reservoirs, lakes, or other large bodies of water; therefore, significant impacts resulting from the effects of seiche will not occur.

A *tsunami* is a large wave that generates in the ocean, generally from an earthquake, and builds intense strength and height before impacting a coast. Tsunami can result in significant property damage and loss of life due to the intense, destructive

nature of the wave and the often-sudden occurrence with little chance for warning. The Planning Area is not subject to impacts from the effects of a tsunami because it is located over 100 miles inland of the Pacific Ocean.

A *mudflow* (or debris flow) is a rapidly moving slurry of water, mud, rock, vegetation and debris. Larger debris flows are capable of moving trees, large boulders, and even cars.³⁰ This type of failure is especially dangerous, as it can move at speeds in excess of 10 miles per hour, is capable of crushing buildings, and can strike with very little warning. As with soil slips, the development of debris flows is strongly tied to exceptional storm periods of prolonged rainfall. Ground failure occurs during an intense rainfall event, following saturation of the soil by previous rains. Relatively small amounts of debris can cause damage from inundation and/or impact. The entire Planning Area is flat and therefore, not susceptible to debris flows. Moreover, future development will be evaluated for landslide and debris flow potential during the environmental review process or issuance of building permits pursuant to the requirements of the California Building Code (CBC) as adopted and amended by the City. The geotechnical analysis, when required, will evaluate on- and of-site slopes and identify engineering solutions for stabilizing hillsides to eliminate or minimize the potential for slope failure. No impacts will occur with implementation of existing regulations.

³⁰ California Geological Survey, CGS Note 33. Hazards from Mudslides.
http://www.conservation.ca.gov/cgs/information/publications/cgs_notes/note_33/Pages/index.aspx [Accessed December 13, 2015].

10. LAND USE AND PLANNING

Would the project:

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

A) **No Impact.** The planning area is relatively small and forms a single concise community. There are no other distinct communities located within the planning area. Communities such as these form the neighborhoods within a broader assemblage of land uses, acting as physically bounded and typically culturally and economically homogenous social networks that often define a person's local sense of place that help shape an individual's social and cultural perspective, particularly as a youth. Such communities typically are self-policing groups with internal codes of conduct and social norms that help define community character while ensuring individuals do not unduly upset the fabric and spirit that perpetuates the community in operating as a social unit. None of the identified Adequate Sites will physically divide the community with development. No impact will occur.

B) **No Impact.** The proposed Housing Element does not include any proposed or potential future changes in land use designations; therefore, the Housing Element will be entirely consistent with the analysis and determinations identified in the General Plan EIR and no impacts as it relates to conflicts with the mitigating policies of the certified EIR will occur. The Housing Element update sets forth policies to encourage housing development consistent with adopted land use policies established in the General Plan. No changes in land use or development intensities are proposed. The Housing Element does not include any goals, policies, or programs that would conflict with adopted General Plan goals and policies to mitigate impacts due to effects generated by development within the Planning Area, as specified in the certified General plan EIR. No impact will occur.

C) **No Impact.** Please see Section 4.F for a discussion of biological resources planning efforts and analysis of potential impacts related to the proposed Housing Element. There are currently no locally or State-established habitat or natural community conservation plans applicable to the City of Kingsburg. No impact will occur.

11. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A-B) **No Impact.** Fresno County has produced an abundance of minerals due to the wide variety of mineral resources that are present in the County.³¹ Extracted resources include aggregate products (sand and gravel), fossil fuels (oil and coal), metals (chromite, copper, gold, mercury, and tungsten), and other minerals used in construction or industrial applications (asbestos, high-grade clay, diatomite, granite, gypsum, and limestone). The General Plan Background report illustrates the general distribution of minerals throughout the County in Figure 7-7 (Mineral Resource Locations). It should be noted that the California Division of Mines and Geology (CDMG) has not performed a comprehensive survey of all potential mineral resource locations or classified other locations within the County into Mineral Resource Zones (MRZ). Note that regardless of the status of mineral resources under an adequate site, a potentially significant impact will only occur if known mineral resources are present and they can be extracted through standard mining practices without intrusion by incompatible uses. In most situations either no impact will occur because known mineral resources are not present or impacts will be less than significant because although known mineral resources are present, they are not available for mining due to existing, incompatible development in the vicinity. A review of USGS Mineral Information, the California Geological Survey, and the California Division of Oil, Gas, and Geothermal Resources databases indicates there are no known mineral resources in, around, or under the Kingsburg Planning Area. No impact will occur.

³¹ Fresno County. General Plan Update Draft Environmental Impact Report. February 2000

12. NOISE

Would the project result in:

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

A) **Less than Significant Impact.** To ensure that noise producers do not adversely affect sensitive receptors, the City identifies land use compatibility standards within the General Plan to use when planning and making development decisions. According to the General Plan EIR, build out under the General Plan would result in less than significant impacts with implementation of General Plan Goals and Policies. Moreover, the General Plan Noise Element includes standards, criteria, programs, diagrams, action items, and maps related to protecting public health and welfare from excessive noise exposure. These standards and criteria are incorporated into the land use planning process to reduce noise and land use incompatibilities.

CONSTRUCTION NOISE

The General Plan EIR found that build out of the General Plan would result in less than significant impacts with adherence to Office of Noise Control and State Department of Public Health Guidelines as well as General Plan mitigation measures.

OPERATIONAL NOISE

The proposed Housing Element update does not include any changes to the land use designations of the Adequate Sites; thus, impacts associated with potential development of the Adequate Sites would remain within the scope of analysis in the General Plan EIR. Future Housing Development will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and

appropriate mitigation incorporated, if needed, should noise impacts be identified. Operational noise associated with housing development is considered to be negligible. Potential impacts will be less than significant with implementation of existing standards and regulations.

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

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

The general human response to different levels of groundborne vibration velocity levels is described in Table 9 (Human Reaction to Vibration).

**Table 9
Human Reaction to Vibration**

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.
<i>Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006</i>	

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

Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack-hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers or large trucks are used. The construction of future potential housing developments could utilize machinery that would generate substantial amounts of ground vibration because multiple-lot housing developments generally require mass grading. Construction of future development is not likely to require rock blasting considering the built-out character of the area. Table 10 (Common Construction Vibration) summarizes vibration levels from common construction equipment. Impacts to structures can occur from 0.08 PPV to 2.00 PPV depending on the duration of the vibration and the age of the structure. Similarly, human annoyance to vibration can occur from 0.01 PPV to 2.00 PPV depending on the duration.

Table 10
Common Construction Vibration

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

Source: California Department of Transportation 2004

Vibration impacts related to construction are temporary and rare except in cases where large equipment is used near existing, occupied development. Construction noise and associated vibration would be controlled through restrictions currently established in the City's General Plan, as show above. These restrictions would minimize potential annoyance from vibration impacts to nearby residential development during sensitive evening and noise hours. Moreover, development of housing would not introduce new sources of significant groundborne vibration, as such impacts are not characteristic of residential development of the type associated with build out of the proposed Housing Element.

Impacts to new development could result from railroad operations if vibration-sensitive development such as residential land uses, are proposed within 100 feet of a railroad track. With regard to railroad operations, noise and vibration impacts would be evaluated on a project-by-project basis pursuant to CEQA and the City's local implementation procedures. As mentioned in the General Plan EIR, according to the Union Pacific Railroad, no change to train service or schedules has been identified to occur in the foreseeable future; therefore, noise levels generated by the train would remain the same as under existing conditions where land uses within 250 feet of the train tracks may experience noise levels in excess of 65 dB.

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

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

D) Less than Significant Impact. The proposed Housing Element update does not authorize the development or redevelopment of any particular site but does include policies that could facilitate development of future housing. Temporary increases in local noise levels would be associated with construction activities. Construction noise would be controlled through the time restrictions established in the Municipal Code. The updated Housing Element would not result in any new or more severe temporary noise impacts associated with residential construction, as the Housing Element does not propose land uses

or intensities not already designated in the General Plan and analyzed in the EIR. Continued enforcement of the City's noise restrictions would reduce temporary noise impacts to less-than-significant levels.

E-F) Less than Significant Impact. None of the Adequate Sites identified in the proposed Housing Element are located within an Airport Land Use Plan. Moreover, no specific new development is associated with the proposed Housing Element update, and no changes to safety policies related to air traffic are proposed. The proposed Housing Element update does not include any changes to the land use designations of the Adequate Sites; thus, impacts associated with potential development of the Sites would remain within the scope of analysis in the General Plan EIR. Future development of the Adequate Sites would be subject to project-specific environmental review pursuant to CEQA. Considering that potential impacts were analyzed in the General Plan EIR and found to be less than significant and development of Adequate Sites would be subject to analysis of project-specific impacts (with incorporation of mitigation as necessary), impacts would be less than significant.

13. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
C) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) **No Impact.** Adoption and implementation of the Housing Element will not, in and of itself, directly result in population growth. Population growth is a complex interaction of immigration, emigration, birth, deaths, land use, and economic factors of which the General Plan and Housing Element are only a part. Regional models of population growth and change, accounting for these complexities, are developed by the California Department of Housing and Community Development (HCD) and Fresno Council of Governments (COGs). The proposed Housing Element update is designed to guide and accommodate the City's share of the projected regional population growth and associated housing over the next eight years. Pursuant to Government Code 65584, the California Department of Housing and Community Development (HCD) is required to determine the Regional Housing Needs Allocation (RHNA), by income category, for Council of Governments (COGs) throughout the State. The RHNA is based on the California Department of Finance population projections and regional population forecasts used in preparing regional transportation plans. COGs are required to allocate to each locality a share of housing need totaling the RHNA for each income category. The proposed Housing Element is the direct implementation of State requirements to account for population growth and housing needs. The proposed Housing Element and Adequate Sites are projected to meet the City's housing demand as identified in the RHNA. Considering the Housing Element identifies adequate land and planning mechanisms to accommodate the future housing needs of the growing population, derived directly from the population growth estimates for the region, the proposed housing Element could not induce population growth. No impact will occur.

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

14. PUBLIC SERVICES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) **Less than Significant Impact.** The Kingsburg Fire Department provides fire protection emergency services to the City. According to the General Plan EIR, the Fire Department does not estimate needing to construct any new stations upon build-out of the Planning Area. The effects of constructing and operating a new fire station are typical of any development project, such as pollutant emissions from use of construction equipment and staff vehicle trips, changes in the visual character of the station site in context of the neighborhood, and increased vehicle trips on local roadways. Fire stations also result in the specific effect of generating periodic increases in noise from use of fire engine and emergency vehicle sirens. Construction and operation of any new fire station will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future fire facilities will be less than significant with implementation of existing regulations.

B) **Less than Significant Impact.** The Kingsburg Police Department provides police protection services to the City/. According to the General Plan EIR, the Police Department does not estimate needing to construct any new stations upon build-out of the Planning Area. The effects of constructing and operating a new police station are typical of any development project, such as pollutant emissions from use of construction equipment and staff vehicle trips, changes in the visual character of the station site in context of the neighborhood, and increased vehicle trips on local roadways. Police stations also result in the specific effect of generating periodic increases in noise from use of sirens, although typically sirens will be initiated while on patrol as opposed to directly initiating from the substation. Construction and operation of any new substation would be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future police facilities will be less than significant with implementation of existing regulations.

C) **Less than Significant Impact.** The Kingsburg Elementary Charter School District and the Kingsburg joint Union High School District provide K-12 school services to the City of Kingsburg. The Districts include one high school, one junior high school, eight elementary schools, and a continuation school. The District includes one high school, one middle school eight elementary schools, and alternative school, and an adult school.^{32 33} The District has approximately 3,700 students. The

³² Kingsburg Elementary Charter School District. District Website. <http://www.kesd.org/site/default.aspx?PageID=1> [Accessed December 12, 2015].

³³ Kingsburg Joint Union High School District. District Website. www.kjuhsd.k12.ca.us [Accessed December 12, 2015].

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

D) Less than Significant Impact. Pursuant to State law, the City imposes parkland dedication or in-lieu fees on new development equivalent to 2.7 acres of parkland per 1,000 new residents. The proposed Housing Element will generate new or relocated residents that will require park and recreation facilities and associated programs, either through expansion of existing facilities or construction of new facilities. Construction or expansion of parks can result in nominal effects such as pollutant emissions from construction activities and operational trip generation potentially resulting in similarly nominal impacts to the environment. The City will continue to collect in-lieu fees or require construction of new or expanded parks from proponents of new housing to compensate for incremental increases in parks and recreation service demand, thus providing adequate, per-capita facilities for future residents. Construction and operation of new or expanded parks and recreation facilities will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future parks and recreation facilities will be less than significant with implementation of existing regulations.

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

15. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A-B) **Less than Significant Impact.** Pursuant to State law, the City imposes parkland dedication or in-lieu fees on new development equivalent to 2.7 acres of parkland per 1,000 new residents. The proposed Housing Element will generate new or relocated residents that will require park and recreation facilities and associated programs, either through expansion of existing facilities or construction of new facilities. Construction or expansion of parks can result in nominal effects such as pollutant emissions from construction activities and operational trip generation potentially resulting in similarly nominal impacts to the environment. The City will continue to collect in-lieu fees or require construction of new or expanded parks from proponents of new housing to compensate for incremental increases in parks and recreation service demand, thus providing adequate, per-capita facilities for future residents. Construction and operation of new or expanded parks and recreation facilities will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future parks and recreation facilities will be less than significant with implementation of existing regulations.

16. TRANSPORTATION AND TRAFFIC

Would the project:

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

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

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

hours and 10.5 percent occurring during afternoon peak hours.³⁴ Apartments generate 6.65 daily trips per dwelling unit with 7.7 percent occurring during morning peak hours and 9.3 percent occurring during the afternoon peak hour. The concern regarding transportation facilities and their counterpart modes of travel is excessive use throughout the day or during morning and/or afternoon peak hours and the resulting effects on the performance of the facilities ability to move people and goods. The direct effects of reduced circulation system performance are annoyance and stress, thereby decreasing the quality of life for the user. Direct failure or accelerated deterioration of circulation system facilities can also occur if the facility was not designed to function under increased loading. A variety of indirect impacts to human health and the environment are attributed specifically to excessive use of vehicles on local and regional roadways including effects related to air pollution and ambient noise.

Three planning efforts guide the long-term improvement of the circulation system at the regional and local levels. The Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) is administered by the Fresno Council of Governments (COG) as a comprehensive assessment of all travel modes in Fresno County and the needs of travel and goods movement through the year 2040.³⁵ The Congestion Management Process (CMP) is also administered by Fresno COG in lieu of a congestion management program that was opted out of in 1997.³⁶ The CMP addresses congestion management through a process developed cooperatively throughout the metropolitan region that provides for safe and effective management and operation of existing and future transportation facilities through demand reduction and operations strategies. While the RTP/SCS address the broader goals of the transportation network, the CMP focuses on specific, regional facilities requiring funding for maintenance and improvements in order to meet the goals of the RTP/SCS. The CMP relies on local jurisdiction standards in determining the performance of the CMP network and notes that the Cities of Fresno and Clovis have adopted the Level of Service (LOS) D standard and the County and other Cities have adopted the LOS C standard. *Level of Service* is a qualitative expression of the performance of a transportation facility, at an intersection or roadway segment, determined by the ratio of vehicles to the facility capacity or the length of delay a driver must wait to pass through a facility. In terms of the CMP, the volume-to-capacity (V/C) ratio at roadway and highway intersections is used. The COG is currently in the process of updating the CMP. The final effort is the City's General Plan Circulation Element that identifies long-term transportation improvements for local facilities.

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

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

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

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

³⁴ Institute of Transportation Engineers. Trip General Manual. 9th Ed. 2012

³⁵ Fresno Council of Governments. Regional Transportation Plan and Sustainable Communities Strategy. June 2014

³⁶ Fresno Council of Governments. Fresno County Congestion Management Process. October 2009

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

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

17. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

A) **No Impact.** Future housing will generate wastewater from bathroom and kitchen activities that will be conveyed via the sewer. Residential, commercial, and industrial wastewater from the planning area is all conveyed to and treated at the Selma-Kingsburg-Fowler Sanitation District's (SKFSD) Wastewater Treatment Plant (WWTP). The Central Valley Regional Water Quality Control Board (RWQCB) issued wastewater treatment requirements for the WWTP in Order 05-01-255. SKFSD's facilities are subject to the permit requirements that establish pollutant limits for effluent discharges to receiving waters. A violation of the WWTP permit requirements will occur if effluent discharges exceeded adopted limits for one or more pollutants or if the daily maximum permitted treatment volume is exceeded and excess discharge is released into downstream water bodies. Total facility capacity is 6.5-8.0 million gallons of wastewater per day (mgd) annually with the facility treating an annual average of between 2,955 and 5,415 mgd.³⁷ Future housing development, consistent with current General Plan land use policy, will result in typical wastewater discharges and will not require new methods or equipment for treatment that are not currently permitted for the existing treatment facility. Furthermore, residential development is not subject to point-source discharge requirements. The Housing Element and future housing development will not affect compliance with RWQCB treatment requirements. No impact will occur.

³⁷ California Water Service Company. 2010 Urban Water Management Plan: Selma District. https://www.calwater.com/docs/uwmp/sel/2010_Urban_Water_Management_Plan_%28SEL%29.pdf [Accessed December 12, 2015].

B, D-E) **No Impact.** The SKFSD Wastewater Treatment plant has a design capacity is 6.5-8.0 million gallons of wastewater per day (mgd) annually with the facility treating an annual average of between 2.95 and 5.41 mgd. The Housing Element is consistent with the General Plan and regional population projections, thus, the Housing Element is consistent with the master planning efforts of the SKFSD to ensure adequate treatment capacity and technologies to serve existing plus future residents. Similarly, the California Water Service Company, which serves the City of Kingsburg and obtains all its water from groundwater sources, has a design capacity of 18,871 acre-feet per year (AFY), or 16,830,000 mgd. According to the Division's 2010 Urban Water Management Plan (UWMP), this value greatly exceeds the projected water demand throughout the planning horizon of the UWMP. The Housing Element is consistent with regional growth assumptions, thus, the population accommodated by future housing has been accounted for in the 2010 UWMP. Considering adequate water supply and wastewater treatment capacity has been demonstrated over the next eight to ten years, new water or wastewater treatment facilities will not be required solely to serve the project. Considering no new facilities will be required to be constructed or supply to be acquired, no impacts will occur.

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

F) **Less than Significant Impact.** According to the General Plan EIR, Mid Valley Disposal, Inc. provides solid waste collection services to the City. Solid waste that is not diverted due to recycling is primarily disposed of at the American Avenue Disposal Site followed by the Fairmead Solid Waste disposal Site.³⁸ There are a variety of other landfills that serve the City on a much more limited basis. According to the *Remaining Lifetime Landfill Capacity Data Sheet* prepared by the California Department of Resources Recycling and Recovery (CalRecycle) for Fresno County, landfill capacity in the year 2025 is projected at 11,822,751 tons to accommodate an estimated 583,039 tons of solid waste; therefore, there is sufficient landfill capacity to serve the County and any future housing development over the life of the Housing Element. Impacts will be less than significant.

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

³⁸ California Department of Resources Recycling and Recovery. Disposal Reporting System: Jurisdiction Profile: Fresno – Fresno. <http://www.calrecycle.ca.gov/LGCentral/Reports/Viewer.aspx?P=ReportYear%3d2014%26ReportName%3dReportEDRSJurisDisposalByFacility%26OriginJurisdictionIDs%3d168> [December 3, 2015]

18. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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

LEAD AGENCY

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