Initial Study/Mitigated Negative Declaration

Gardenia Courtyards Development Project

Prepared for:

City of Farmersville
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October 2023

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PROJECT INFORMATION

This document is the Initial Study/Mitigated Negative Declaration on the potential environmental effects of the City of Farmersville (City) Gardenia Courtyards Development Project (Project). The City of Farmersville will act as the Lead Agency for this project pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines. Copies of all materials referenced in this report are available for review in the project file during regular business hours at 909 W. Visalia Road, Farmersville, CA 93223.

Project title

Gardenia Courtyards Development Project

Lead agency name and address

City of Farmersville
909 W. Visalia Road
Farmersville, California 93223

Contact person and phone number

Karl Schoettler, City Planner
City of Farmersville: (559) 734-8737 ext. 8032

Project location

The City of Farmersville is located in Tulare County in the northern part of the San Joaquin Valley, east of the City of Visalia (see Figure 1). The approximately 9.4-acre Project site is located northeast of the intersection of Farmersville Road and East Walnut Avenue (see Figure 2) and the site would occupy Assessor's Parcel Numbers (APN) 111-290-015. State Route 198 runs east-west through Farmersville, approximately 0.75 miles north of the proposed Project site.

Figure 1 – Location Map

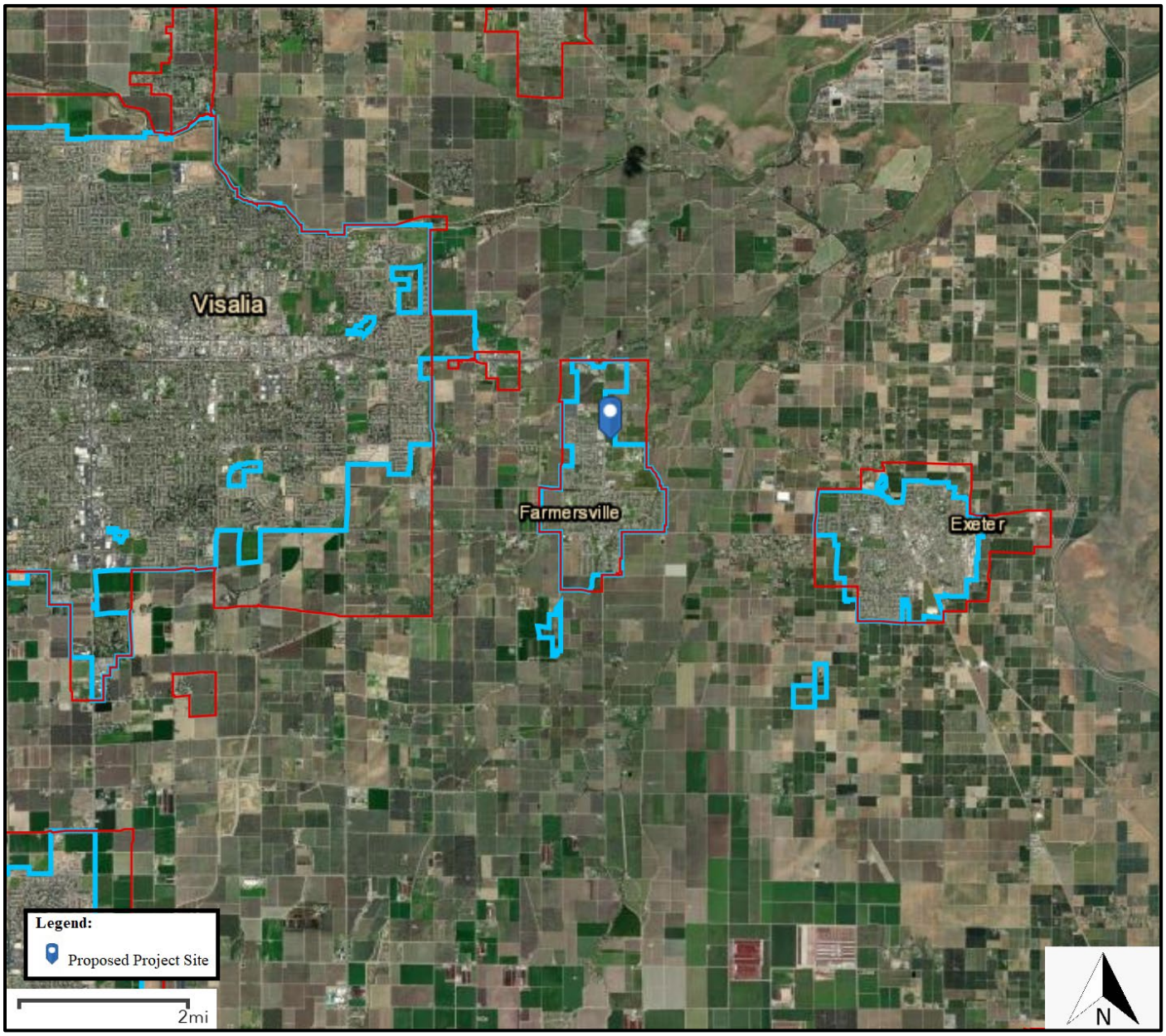
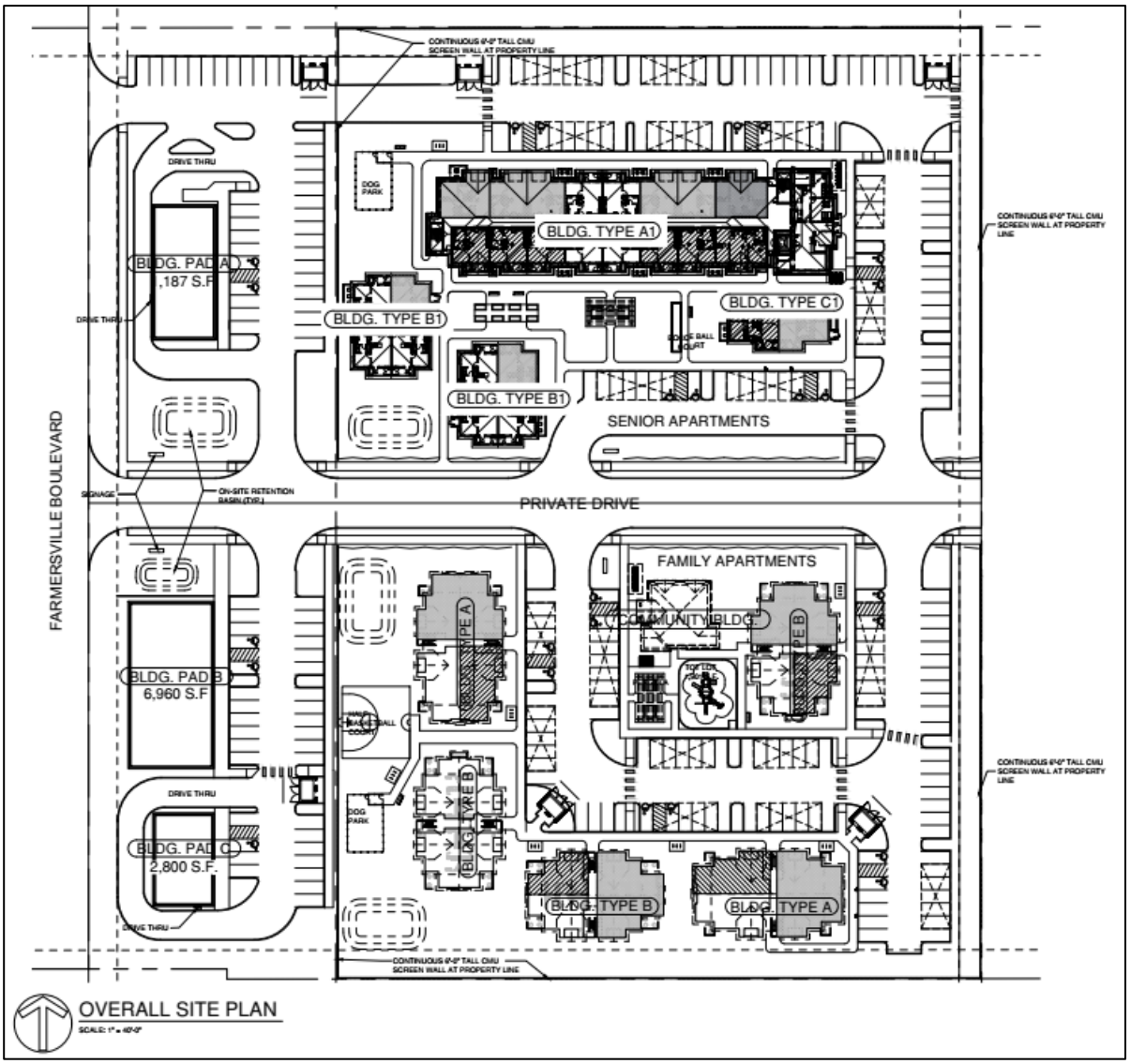


Figure 2 – Site Aerial

Figure 3 – Site Plan



Project sponsor's name/address

AMG & Associates, LLC
PO Box 260770
Encino, CA 91426

General plan designation

General Commercial

Zoning

C-G (General Commercial)

Project Description

The proposed Project would include the development of two fully affordable multi-family projects for a total of 82 residential units and up to 13,950 square feet of commercial space. The northern portion of the Project site would consist of four buildings of senior housing developments with a total of 42 units, a commercial pad, community area, fenced dog park, bocce ball court, community garden, retention basins, and 97 parking spaces. The southern portion of the Project site would consist of an apartment complex with five residential buildings consisting of a total of 40 units, a community building, two commercial/retail pads, dog park, basketball court, retention basins, and 92 parking spaces. This apartment complex would include residential units, tot lot, half-basketball court, fenced dog park, on-site laundry facility, and outdoor picnic-barbeque area. The site construction will also include internal access roads, lighting, site landscaping and additional related improvements.

Specifically, the proposed Project includes:

- General Commercial:
    - Commercial Pads total – 13,950 sq. ft.
- Multi-family Residential:
    - Units – 40
    - Buildings - 5
- Senior Community
    - Units – 42
    - Buildings - 4

- Community Building
- Parking Spaces total – 92
- Retention Basins
- Facilities – Dog parks, basketball court, bocce ball court, on-site laundry, outdoor picnic-barbeque area
- Approve a General Plan Amendment for the General Commercial portions of the site to "Multi-Family Residential" on the Farmersville General Plan land use map.
- Approve a Zone Change from the General Commercial (C-G) portions of the site to "Multi-Family Residential (R-M)".
- Approval of a Site Plan Review

Surrounding Land Uses/Existing Conditions

The proposed Project site currently consists of vacant land with minimal vegetation. The site is highly disturbed.

Lands surrounding the proposed Project are described as follows:

- North: Residential housing.
- South: Vacant land, general commercial.
- East: Rural residences.
- West: Existing general commercial.

Other Public Agencies Involved

- The adoption of a Mitigated Negative Declaration by the City of Farmersville
- Approval of a General Plan Amendment by the City of Farmersville
- Approval of a Zone Change by the City of Farmersville
- Approval of a Site Plan Review by the City of Farmersville
- Approval of Building Permits by the City of Farmersville
- Approval of a Stormwater Pollution Prevention Plan by the Central Valley Regional Water Quality Control Board
- Dust Control Plan Approval letter from the San Joaquin Valley Air Pollution Control District

- Compliance with other federal, state and local requirements.

Tribal Consultation

The California Native American Tribes were contacted pursuant to AB 52 (Public Resources Code Section 21080.3.1, et seq.) and SB 18 on behalf of the City of Farmersville on May 30, 2023.

- Big Sandy Rancheria of Western Mono Indians
- Santa Rosa Indian Community of the Santa Rosa Rancheria
- Tule River Indian Tribe
- Wuksache Indian Tribe/Eshom Valley band
- Tubatulabals of Kern Valley
- North Fork Mono Tribe
- Big Sandy Rancheria of Western Mono Indians
- Kern Valley Indian Community

Tribes were provided 90 days, to request consultation pursuant to those statutes.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

Karl Schoettler — Date: 10/13/23

Karl Schoettler

City Planner

City of Farmersville

ENVIRONMENTAL CHECKLIST

I. AESTHETICS

Would the project:

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

RESPONSES

a. Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The proposed Project would include the development of a 9.4-acre parcel for two fully affordable multi-family projects for a total of 82 units, three commercial/retail pads and community areas. The site construction will also include parking spaces, internal access roads, lighting, site landscaping and additional related improvements.

The structures will conform to design standards set forth by the City's General Plan and Zoning Ordinance. The proposed Project site is located in an area that is largely surrounded by urban uses such as commercial and residential and will not result in a use that is visually incompatible with the surrounding area.

The City of Farmersville General Plan does not identify any scenic vistas within the Project area. A scenic vista is generally considered a view of an area that has remarkable scenery or a resource that is indigenous to the area.

Construction activities will be visible from the adjacent roadsides; however, the construction activities will be temporary in nature and will not affect a scenic vista. The impact will be ***less than significant***.

Mitigation Measures: None are required.

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

Less Than Significant Impact. There are no state designated scenic highways within the immediate proximity to the Project site. California Department of Transportation Scenic Highway Mapping System identifies SR 198 east of SR 99 as an Eligible State Scenic Highway. This is the closest highway, located approximately 0.75 miles north of the Project site; however, the Project site is both physically and visually separated from SR 198 by intervening land uses. In addition, no scenic highways or roadways are listed within the Project area in the City of Farmersville's General Plan or Tulare County's General Plan. Based on the National Register of Historic Places (NRHP) and the City's General Plan, no historic buildings exist on the Project site. The proposed Project would not damage any trees, rock outcroppings or historic buildings within a State scenic highway corridor. Any impacts would be considered ***less than significant***.

Mitigation Measures: None are required.

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

Less Than Significant Impact. Site construction will include multifamily housing consisting of 82 units and three general commercial pads, along with a community building, basketball court, bocce ball court,

dog parks, retention basins, and parking spaces. The site construction will also include internal access roads, lighting, site landscaping and additional related improvements. The residences will be multi-family and will conform to design standards set forth by the City's General Plan and Zoning Ordinance. The proposed Project site is located in an area that is substantially surrounded by urban uses, including commercial and residential, and as such, will not result in a use that is visually incompatible with the surrounding area. The proposed Project will not substantially degrade the existing visual character or quality of the area or its surroundings. The impact will be ***less than significant***.

Mitigation Measures: None are required.

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

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

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

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

Currently, the sources of light in the Project area are from streetlights, the vehicles traveling along Farmersville Road and nearby residential streets, commercial uses, and nighttime lighting from adjacent residences, mini storage and commercial store. The Project would necessitate street and residential nighttime lighting and such lighting that would be subject to City standards. Accordingly, potential impacts would be considered ***less than significant***.

Mitigation Measures: None are required.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

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

RESPONSES

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

No Impact. The Project site is located in an area of the City considered *Farmland of Local Importance* by the State Farmland Mapping and Monitoring Program.[1] The Project site is entirely within the Farmersville City limits and is designated General Commercial by the General Plan. Therefore, the proposed Project does not have the potential to result in the conversion of Farmland to non-agricultural uses or forestland uses to non-forestland. There is ***no impact***.

Mitigation Measures: None are required.

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

No Impact. The 9.4-acre Project site is planned for urban uses and is currently zoned and designated in the General Plan as General Commercial. Upon approval of the Zone Change and General Plan Amendment, the eastern portion of the site will be Multi-family residential. The site is not under a Williamson Act Contract. There are ***no impacts.***

Mitigation Measures: None are required.

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))?

No Impact. The Project is not zoned for forestland and does not propose any zone changes related to forest or timberland. There is ***no impact***.

Mitigation Measures: None are required.

[1] California Department of Conservation Division of Land Resource Protection. Farmland Mapping and Monitoring Program. https://maps.conservation.ca.gov/DLRP/CIFF. Accessed June 2023.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. No conversion of forestland, as defined under Public Resource Code or General Code, as referenced above, would occur as a result of the Project. There is ***no impact***.

Mitigation Measures: None are required.

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

No Impact. No land conversion from Farmland would occur for the Project. Surrounding land uses include residential and commercial. The proposed Project site is designated for urban development by the Farmersville General Plan and as such, does not have the potential to result in the conversion of Farmland to non-agricultural uses or forestland uses to non-forestland. There is ***no impact***.

Mitigation Measures: None are required.

III. AIR QUALITY

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

The following information was provided by an Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum that was performed on behalf of the proposed project by Johnson, Johnson & Miller Air Quality Consulting Services, report date September 22, 2023. The report can be read in its entirety in Appendix A.

RESPONSES

a. Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. Air Quality Plans (AQPs) are plans for reaching attainment of air quality standards. The assumptions, inputs, and control measures are analyzed to determine if the Air Basin can reach attainment for the ambient air quality standards. The proposed Project site is located within the jurisdictional boundaries of the San Joaquin Valley Air Pollution Control District (SJVAPCD). To show attainment of the standards, the SJVAPCD analyzes the growth projections in the Valley, contributing factors in air pollutant emissions and formations, and existing and adopted emissions controls. The SJVAPCD then formulates a control strategy to reach attainment that includes both State and SJVAPCD regulations and other local programs and measures.

For projects that include stationary sources of emissions, the SJVAPCD relies on project compliance with Rule 2201—New and Modified Stationary Source Review to ensure that growth in stationary source emissions would not interfere with the applicable AQP. Projects exceeding the offset thresholds included in the rule are required to purchase offsets in the form of Emission Reduction Credits (ERCs).

The CEQA Guidelines indicate that a significant impact would occur if the project would conflict with or obstruct implementation of the applicable air quality plan. The GAMAQI indicates that projects that do not exceed SJVAPCD regional criteria pollutant emissions quantitative thresholds would not conflict with or obstruct the applicable AQP.

Compliance with Applicable Control Measures

SJVAPCD's AQPs contain a number of control measures, which are enforceable requirements through the adoption of rules and regulations. The following rules and regulations are relevant to the Project:

Rule 4201—Particulate Matter Concentration. This rule shall apply to any source operation that emits or may emit dust, fumes, or total suspended particulate matter.

Rule 4601—Architectural Coatings. The purpose of this rule is to limit Volatile Organic Compounds (VOC) emissions from architectural coatings. Emissions are reduced by limits on VOC content and providing requirements on coatings storage, cleanup, and labeling. Only compliant components are available for purchase in the San Joaquin Valley.

Rule 4641—Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations. The purpose of this rule is to limit VOC emissions from asphalt paving and maintenance operations. If asphalt paving will be used, then the paving operations will be subject to Rule 4641. This regulation is enforced on the asphalt provider.

Rule 4702—Internal Combustion Engines. The purpose of this rule is to limit the emissions of NO_x, carbon monoxide (CO), VOC, and sulfur oxides (SO_x) from internal combustion engines. If the project includes emergency generators, the equipment is required to comply with Rule 4702.

Regulation VIII—Fugitive PM_{10} Prohibitions. This regulation is a control measure that is one main strategies from the 2006 PM_{10} for reducing the PM_{10} emissions that are part of fugitive dust. Projects over 10 acres are required to file a Dust Control Plan (DCP) containing dust control practices sufficient to comply with Regulation VIII. Rule 8021 regulates construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and trackout, etc. All development projects that involve soil disturbance are subject to at least one provision of the Regulation VIII series of rules.

Rule 9510–Indirect Source Review. This rule reduces the impact of NO_X and PM_{10} emissions from growth within the SJVAB. The rule places application and emission reduction requirements on development projects meeting applicability criteria in order to reduce emissions through on-site mitigation, off-site District-administered projects, or a combination of the two.

As discussed in Impact III(b) below, emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ associated with the proposed Project would not exceed the SJVAPCD's significance thresholds during the construction phase (see Table 1). Similarly, emissions of ROG, NO_X, CO, SO_X, $PM_{2.5}$ or PM_{10} during operations would not exceed any applicable threshold of significance (see Table 2).

The Project would comply with all applicable CARB and SJVAPCD rules and regulations. Therefore, the Project complies with this criterion and would not conflict with or obstruct implementation of the applicable air quality attainment plan with regards to this criterion. The Project's regional operational emissions would not exceed any applicable SJVAPCD prior to the incorporation of mitigation measures (see Impact III(b)). Therefore, the Project would be considered consistent with the existing AQPs. Based on the findings above, the proposed Project would not conflict with or obstruct implementation of the applicable air quality plan. The impact would be ***less than significant***.

Mitigation Measures: None are required.

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

Less Than Significant Impact. To result in a less than significant impact, emissions of nonattainment pollutants must be below the SJVAPCD's regional significance thresholds. This is an approach recommended by the SJVAPCD's in its GAMAQI. The SJVAB is in nonattainment for ozone, PM_{10} (State only), and $PM_{2.5}$. Ozone is a secondary pollutant that can be formed miles from the source of emissions, through reactions of ROG and NO_X emissions in the presence of sunlight. Therefore, ROG and NO_X are termed ozone precursors. As such, the primary pollutants of concern during Project construction and operation are ROG, NO_X, PM_{10}, and $PM_{2.5}$.

Since the SJVAB is nonattainment for ozone, PM_{10}, and $PM_{2.5}$, it is considered to have an existing significant cumulative health impact without the Project. When this occurs, the analysis considers whether the project's contribution to the existing violation of air quality standards is cumulatively considerable. The SJVAPCD regional thresholds for NO_X, ROG/VOC, PM_{10}, or $PM_{2.5}$ are applied as cumulative contribution thresholds. The SJVAPCD GAMAQI adopted in 2015 contains thresholds for CO, NO_X, ROG, SO_X, PM_{10}, and $PM_{2.5}$. Air pollutant emissions have both regional and localized effects.

The Project's regional emissions are compared to the applicable SJVAPCD regional thresholds below to address if the Project would result in a cumulatively considerable net increase of any criteria pollutant (including ozone precursors) of concern.

Criteria Pollutant Emission Estimates

Construction Emissions (Regional)

Construction emissions associated with the development envisioned for the proposed project are shown in Table 1 prior to the incorporation of any mitigation.

Table 1
Summary of Construction-Generated Emissions of Criteria Air Pollutants – Unmitigated

Emissions Source	Emissions (Tons/Year)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Project Construction (2025)	0.18	1.42	1.77	< 0.01	0.21	0.10
Project Construction (2026)	0.37	0.22	0.30	< 0.01	0.03	0.01
Total Construction Duration (2025-2026)						
Project Total	**0.55**	**1.64**	**2.07**	**< 0.01**	**0.24**	**0.11**
Significance Thresholds	**10**	**10**	**100**	**27**	**15**	**15**
Exceed Significance Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
PM_{10} and $PM_{2.5}$ emissions are from the mitigated output to reflect compliance with Regulation VIII—Fugitive PM_{10} Prohibitions.
Source of Emissions: Modeling Assumptions and CalEEMod Output Files (Attachment A of Appendix A).
Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed September 2023.

As shown in Table 1 above, emissions from construction activities associated with the proposed Project would fall below the significance thresholds. Therefore, regional and cumulative impacts associated with construction of the proposed Project are less than significant.

Operational Emissions (Regional)

Operational emissions occur over the lifetime of the project. The SJVAPCD considers permitted and non-permitted emission sources separately when making significance determinations. In addition, the annual operational emissions are also considered separately from construction emissions. Operational emissions associated with the proposed Project are shown in Table 2. Operational emissions were estimated using

a full buildout scenario in the earliest year of operations (2026), which provides a conservative estimate of emissions and resulting potential impacts.

Table 2
Summary of Operational Emissions of Criteria Air Pollutants – Unmitigated

Source	Emissions (tons/year)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	0.49	0.03	0.49	< 0.01	0.00	0.00
Energy	0.01	0.11	0.07	< 0.01	0.01	0.01
Mobile (Automobiles)	2.48	0.92	6.71	< 0.01	0.28	0.08
Annual Total	**2.98**	**1.06**	**7.27**	**< 0.01**	**0.29**	**0.09**
Significance Thresholds	**10**	**10**	**100**	**27**	**15**	**15**
Exceed Significance Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
Emissions were quantified using CalEEMod based on Project details and earliest operational year for the proposed Project.
Source: Modeling Assumptions and CalEEMod Output Files (Attachment A of Appendix A).

As shown in Table 2, operational emissions would not exceed the applicable SJVAPCD thresholds of significance for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$. Therefore, the impact from operations of the Project would be less than significant.

Conclusion

As shown in Table 1, the Project's regional emissions would not exceed the applicable regional criteria pollutant emissions quantitative thresholds during project construction. During operations, the Project would not exceed the applicable regional criteria pollutant emissions quantitative thresholds (see Table 2). Therefore, the impact would be ***less than significant***.

Mitigation Measures: None are required.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact with Mitigation. Emissions occurring at or near the Project have the potential to create a localized impact that could expose sensitive receptors to substantial pollutant concentrations. The SJVAPCD considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air

pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools.

The closest existing sensitive receptors to the Project site include residential receptors, the closest of which include existing single-family homes located within approximately 50 feet east of the Project boundary. See Appendix A (Attachment B-Construction Health Risk Assessment and Operational Health Risk Screening) for a graphical representation of the sensitive receptor locations within approximately ¼-mile of the Project site.

Localized Impacts

Emissions occurring at or near the project have the potential to create a localized impact also referred to as an air pollutant hotspot. Localized emissions are considered significant if when combined with background emissions, they would result in exceedance of any health-based air quality standard. In locations that already exceed standards for these pollutants, significance is based on a significant impact level (SIL) that represents the amount that is considered a cumulatively considerable contribution to an existing violation of an air quality standard. The pollutants of concern for localized impact in the SJVAB are NO_2, SO_x, and CO.

The SJVAPCD has provided guidance for screening localized impacts in the GAMAQI that establishes a screening threshold of 100 pounds per day of any criteria pollutant. If a project exceeds 100 pounds per day of any criteria pollutant, then ambient air quality modeling would be necessary. If the project does not exceed 100 pounds per day of any criteria pollutant, then it can be assumed that it would not cause a violation of an ambient air quality standard.

Construction: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, SO_x, and NO_X

Local construction impacts would be short-term in nature lasting only during the duration of construction. As shown in Table 3 below, on-site construction emissions would be less than 100 pounds per day for each of the criteria pollutants. To present a conservative estimate, on-site emissions for on-road construction vehicles were included in the localized analysis. Based on the SJVAPCD's guidance, the construction emissions would not cause an ambient air quality standard violation.

Table 3
Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, SO_x, and NO_X for Construction - Unmitigated

Emission Source	On-site Emissions (pounds per day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Highest Daily Construction (2025)	3.39	31.75	30.51	0.05	9.78	5.27
Highest Daily Construction (2026)	33.78	10.10	14.04	0.02	1.14	0.43
Total Construction Duration						
Highest Daily Maximum	**33.78**	**31.75**	**30.51**	**0.05**	**9.78**	**5.27**
Significance Thresholds	**—**	**100**	**100**	**100**	**100**	**100**
Exceed Significance Thresholds?	**—**	**No**	**No**	**No**	**No**	**No**

Note:
Overlap of construction activities is based on the construction schedule shown in Table 2 and Attachment A of Appendix A.
Source of Emissions: Modeling Assumptions and CalEEMod Output Files (Attachment A of Appendix A). Maximum daily emissions represent the maximum daily emissions between the Summer and Winter scenarios.
Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed September 2023.

Operation: Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, SO_x, and NO_X

Localized impacts could occur in areas with a single large source of emissions such as a power plant or with multiple sources concentrated in a small area such as a distribution center. The maximum daily operational emissions would occur at Project buildout, which was modeled for the year 2026 (the earliest year of operations). Operational emissions include those generated on-site by area sources such as consumer products and landscape maintenance, energy use from natural gas combustion, and motor vehicles operation at the Project site. Motor vehicle emissions are estimated for on-site operations using trip lengths for on-site travel and ¼-mile of off-site emissions.

As shown in Table 4 below, operational modeling of on-site emissions for the Project indicate that the Project would not exceed 100 pounds per day for each of the criteria pollutants. Therefore, based on the SJVAPCD's guidance, the operational emissions would not cause an ambient air quality standard violation. As such, impacts would be less than significant.

Table 4
Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, SO_x, and NO_X for Operations

Source	On-site Emissions (pounds per day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	2.96	0.68	0.29	0.00	0.06	0.06
Energy	0.04	0.63	0.37	0.00	0.05	0.05
Mobile (Automobiles)	15.41	5.42	42.84	0.03	1.55	0.42
Total	**18.41**	**6.73**	**43.50**	**0.03**	**1.66**	**0.53**
Significance Thresholds	**—**	**100**	**100**	**100**	**100**	**100**
Exceed Significance Thresholds?	**—**	**No**	**No**	**No**	**No**	**No**

Source of Emissions: Modeling Assumptions and CalEEMod Output Files (Attachment A of Appendix A).

Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed September 2023.

Toxic Air Contaminants

Construction

Project construction would involve the use of diesel-fueled vehicles and equipment that emit DPM, which is considered a TAC. The SJVAPCD's current threshold of significance for TAC emissions is an increase in cancer risk for the maximally exposed individual of 20 in a million (formerly 10 in a million). The SJVAPCD's 2015 GAMAQI does not currently recommend analysis of TAC emissions from project construction activities, but instead focuses on projects with operational emissions that would expose sensitive receptors over a typical lifetime of 70 years. In addition, the most intense construction activities of the Project's construction would occur during site preparation and grading phases over a short period.

There are no conditions unique to the Project site that would require more intense construction activity compared to typical development. Examples of situations that would warrant closer scrutiny may include sites that would require extensive excavation and hauling due to existing site conditions. Building construction typically requires limited amounts of diesel equipment relative to site clearing activities. Nonetheless, a construction HRA was prepared as part of this analysis. In addition, the analysis includes an evaluation of potential health impacts from construction and operations of the Project considered together, over a 70-year exposure scenario.

The results of the HRA prepared for Project construction for cancer risk and long-term chronic cancer risk are summarized below. Construction emissions were estimated assuming adherence to all applicable rules, regulations, and Project design features. The construction emissions were assumed to be distributed over the Project area with a working schedule of eight hours per day and five days per week. Emissions were adjusted by a factor of 4.2 to convert for use with a 24-hour-per-day, 365 day-per-year averaging period. Health risk calculations were completed using HARP2. Detailed parameters and complete calculations are included in Appendix A. The estimated health and hazard impacts at the Maximally Exposed Receptor (MER) from the Project's construction emissions are provided in Table 5.

Table 5
Unmitigated Health Risks from Project Construction to Off-Site Receptors

Exposure Scenario	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Hazard Index	Acute Non-Cancer Hazard Index
Risks and Hazards at the MER			
Risks and Hazards at the MER (Construction Only)	19.47	0.02005	0.00000
Risks and Hazards at the MER (Construction Plus Operations)	29.19	0.02015	0.00000
Significance Threshold	**20**	**1**	**1**
Threshold Exceeded in Any Scenario?	**Yes**	**No**	**No**

MER = Maximally Exposed Receptor
Project MER: Receptor #509 (36°18'52.8"N 119°12'16.4"W)
Source: Construction Health Risk Assessment and Operational Health Risk Screening (Attachment B of Appendix A).

As shown in Table 5, estimated health risks from elevated DPM concentrations during construction of the proposed Project would not exceed the applicable health risk significance thresholds when construction is considered alone; however, construction plus operational emissions would exceed the applicable cancer risk threshold. This represents a potentially significant construction TAC exposure impact. Therefore, mitigation is required to reduce the impact during the construction period to below a level of significance.

Mitigation measure AIR-1 requires the Project applicant, project sponsor, or construction contractor to provide documentation to the City of Farmerville that all off-road diesel-powered construction equipment greater than 50 horsepower meet EPA or CARB Tier 4 Interim off-road emissions standards or will utilize Level 3 filters. Table 6 shows the health risks and non-cancer hazard index for construction with implementation of mitigation measure AIR-1.

Table 6
Summary of the Health Impacts from Mitigated Construction of the Project

Exposure Scenario	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Hazard Index	Acute Non-Cancer Hazard Index
Risks and Hazards at the MER—Tier 4 Equipment Scenario			
Risks and Hazards at the MER (Construction Only)	4.52	0.00466	0.00000
Risks and Hazards at the MER (Construction Plus Operations)	14.24	0.00476	0.00000
Risks and Hazards at the MER—Level 3 Filters Scenario			
Risks and Hazards at the MER (Construction Only)	5.32	0.00547	0.00000
Risks and Hazards at the MER (Construction Plus Operations)	15.04	0.00557	0.00000
Highest Risks and Hazards at the MER after Incorporation of MM AIR-C1			
Risks and Hazards at the MER	15.04	0.00557	0.00000
Significance Threshold	**20**	**1**	**1**
Threshold Exceeded in Any Scenario?	**No**	**No**	**No**

MER = Maximally Exposed Receptor
Project MER: Receptor #509 (36°18'52.8"N 119°12'16.4"W)
Source: Construction Health Risk Assessment and Operational Health Risk Screening (Attachment B of Appendix A).

As noted in Table 6, calculated health metrics from the proposed Project's construction DPM emissions would not exceed the cancer risk significance threshold or non-cancer hazard index significance threshold at the MER with incorporation of AIR-1. Therefore, the proposed Project would not result in a significant impact on nearby sensitive receptors from TACs during construction.

Operations

Unlike warehouses or distribution centers, the daily vehicle trips generated by the proposed residential and commercial mixed-use Project would be primarily generated by passenger vehicles. Passenger vehicles typically use gasoline engines rather than the diesel engines that are found in heavy-duty trucks. Gasoline-powered vehicles do emit TACs in the form of toxic organic gases, some of which are carcinogenic. Compared to the combustion of diesel, the combustion of gasoline had relatively low emissions of TACs. Thus, residential and commercial mixed-use development Projects typically produce limited amounts of TAC emissions during operation. Nonetheless, it is anticipated that there would be some heavy-duty trucks visiting the Project site during operations. Consistent with SJVAPCD guidance, an operational prioritization screening analysis was completed for the proposed Project.

Operational DPM emissions from diesel trucks were estimated using EMFAC2021 emission factors and estimated truck travel and idling at the Project site. The emissions were entered into the SJVAPCD Prioritization Screening Tool to determine the risk scores, with complete calculations and assumptions included as part of Attachment B of Appendix A. The results of the screening analysis are provided in Table 7.

Table 7
Prioritization Tool Health Risk Screening Results

Impact Source	Cancer Risk Score	Chronic Risk Score	Acute Risk Score
Diesel Trucks	9.72	0.00010	0.00000
Total Risk from Project Operations	**9.72**	**0.00010**	**0.00000**
Screening Risk Score Threshold	**10**	**1**	**1**
Screening Thresholds Exceeded?	**No**	**No**	**No**
Source: Construction Health Risk Assessment and Operational Health Risk Screening (Attachment B of Appendix A)			

As shown in Table 7, the Project would not exceed the cancer risk or chronic hazard screening threshold levels during Project operations. The primary source of the emissions responsible for chronic risk are from diesel trucks. DPM does not have an acute risk factor. Since the Project does not exceed the applicable SJVAPCD screening thresholds for cancer risk, acute risk, or chronic risk, this impact would be less than significant.

Valley Fever

Valley fever, or coccidioidomycosis, is an infection caused by inhalation of the spores of the fungus, *Coccidioides immitis* (*C. immitis*). The spores live in soil and can live for an extended time in harsh environmental conditions. Activities or conditions that increase the amount of fugitive dust contribute to greater exposure, and they include dust storms, grading, and recreational off-road activities.

The San Joaquin Valley is considered an endemic area for Valley fever. The San Joaquin Valley is considered an endemic area for Valley fever. During 2000–2018, a total of 65,438 coccidioidomycosis cases were reported in California; median statewide annual incidence was 7.9 per 100,000 population and varied by region from 1.1 in Northern and Eastern California to 90.6 in the Southern San Joaquin Valley, with the largest increase (15-fold) occurring in the Northern San Joaquin Valley. Incidence has been consistently high in six counties in the Southern San Joaquin Valley (Fresno, Kern, Kings, Madera, Tulare,

and Merced counties) and Central Coast (San Luis Obispo County) regions.[2] California experienced 7,517 new probable or confirmed cases of Valley fever in 2022. A total of 319 suspect, probable, and confirmed Valley fever cases were reported in Tulare County in 2022.[3]

The distribution of *C. immitis* within endemic areas is not uniform and growth sites are commonly small (a few tens of meters) and widely scattered. Known sites appear to have some ecological factors in common suggesting that certain physical, chemical, and biological conditions are more favorable for *C. immitis* growth. Avoidance, when possible, of sites favorable for the occurrence of *C. immitis* is a prudent risk management strategy. Listed below are ecologic factors and sites favorable for the occurrence of *C. immitis*:

1) Rodent burrows (often a favorable site for *C. immitis*, perhaps because temperatures are more moderate and humidity higher than on the ground surface)
2) Old (prehistoric) Indian campsites near fire pits
3) Areas with sparse vegetation and alkaline soils
4) Areas with high salinity soils
5) Areas adjacent to arroyos (where residual moisture may be available)
6) Packrat middens
7) Upper 30 centimeters of the soil horizon, especially in virgin undisturbed soils
8) Sandy, well-aerated soil with relatively high water-holding capacities

Sites within endemic areas less favorable for the occurrence of *C. immitis* include:

1) Cultivated field
2) Heavily vegetated areas (e.g., grassy lawns)
3) Higher elevations (above 7,000 feet)
4) Areas where commercial fertilizers (e.g., ammonium sulfate) have been applied
5) Areas that are continually wet

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[2] Centers for Disease Control and Prevention (CDC). 2020. Regional Analysis of Coccidioidomycosis Incidence—California, 2000–2018. Website: https://www.cdc.gov/mmwr/volumes/69/wr/mm6948a4.htm?s_cid=mm6948a4_e. Accessed June 16, 2023.

[3] California Department of Public Health (CDPH). 2021. Coccidioidomycosis in California Provisional Monthly Report January – April 2023 (as of April 30, 2023). Website: https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciinCA ProvisionalMonthlyReport.pdf. Accessed June 16, 2023.

6) Paved (asphalt or concrete) or oiled areas

7) Soils containing abundant microorganisms

8) Heavily urbanized areas where there is little undisturbed virgin soil.[4]

The Project is situated on a site previously disturbed that does not provide a suitable habitat for spores. Specifically, the Project site had been previously disturbed and has some vegetation cover in the form of shrubbery. Therefore, implementation of the proposed Project would have a low probability of the site having *C. immitis* growth sites and exposure to the spores from disturbed soil.

Although conditions are not favorable, construction activities could generate fugitive dust that contains *C. immitis* spores. The Project will minimize the generation of fugitive dust during construction activities by complying with SJVAPCD's Regulation VIII. Therefore, this regulation, combined with the relatively low probability of the presence of *C. immitis* spores would reduce Valley fever impacts to less than significant.

During operations, dust emissions are anticipated to be relatively small because most of the Project area where operational activities would occur would be occupied by the proposed residential buildings, commercial buildings, landscaping, pavement, and internal streets. This condition of the Project being built-up would lessen the possibility of the Project site providing habitat suitable for *C. immitis* spores and for generating fugitive dust that may contribute to Valley fever exposure. Impacts would be less than significant.

Naturally Occurring Asbestos

Review of the map of areas where naturally occurring asbestos in California are likely to occur found no such areas in the immediate Project area. Therefore, development of the Project is not anticipated to expose receptors to naturally occurring asbestos.[5] Impacts would be less than significant.

Operations—The Project's Potential to Locate Sensitive Receptor Near Existing Sources of TACs

As a residential and commercial mixed-use development Project, the Project would locate sensitive receptors (future residents) to a site where future Project residents could be subject to existing sources of

[4] United States Geological Survey (USGS). 2000. Operational Guidelines (Version 1.0) for Geological Fieldwork in Areas Endemic for Coccidioidomycosis (Valley Fever), 2000, Open-File Report 2000-348. Website: https://pubs.usgs.gov/of/2000/0348/pdf/of00-348.pdf. Accessed September, 2023.

[5] U.S. Geological Survey. 2011. Van Gosen, B.S., and Clinkenbeard, J.P. California Geological Survey Map Sheet 59. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California. Open-File Report 2011-1188 Website: https://pubs.usgs.gov/of/2011/1188/. Accessed May 20, 2023.

TACs at the project site. However, the California Supreme Court concluded in *California Building Industry Association (CBIA) v. Bay Area Air Quality Management District (BAAQMD)* that agencies subject to CEQA are not required to analyze the impact of existing environmental conditions on a project's future users or residents. Therefore, this impact will not be further addressed in this document.

Impact Analysis Summary

In summary, the Project would not exceed SJVAPCD localized emission daily screening levels for any criteria pollutant. The Project is not a significant source of TAC emissions during operations and would not be a significant source of TAC emissions during construction after incorporation of MM AIR-1. The Project is not in an area with suitable habitat for Valley fever spores and is not in an area known to have naturally occurring asbestos. Therefore, the Project would result in ***less than significant*** to sensitive receptors after incorporation of mitigation.

Mitigation Measures:

MM AIR-1:

Before a construction permit is issued for the proposed Project, the Project applicant, Project sponsor, or construction contractor shall submit documentation demonstrating reasonably detailed compliance with one of the following requirements to the City of Farmersville:

Option 1) Where portable diesel engines are used during construction, all off-road equipment with engines greater than 50 horsepower shall have engines that meet or exceed either United States Environmental Protection Agency (EPA) or California Air Resources Board (CARB) Tier 4 Interim off-road emission standards except as otherwise specified herein. If engines that comply with Tier 4 Interim or Tier 4 Final off-road emission standards are not commercially available, then the construction contractor shall use the next cleanest piece of off-road equipment (e.g., Tier 3) that is commercially available. For purposes of this Project design feature, "commercially available" shall mean the equipment at issue is available taking into consideration factors such as (i) critical-path timing of construction; and (ii) geographic proximity to the Project site of equipment. If the relevant equipment is determined by the Project applicant to not be commercially available, the contractor can confirm this conclusion by providing letters from at least two rental companies for each piece of off-road equipment that is at issue.

Option 2) Prior to the issuance of any demolition, grading, or building permits (whichever occurs earliest), the project applicant and/or construction contractor shall prepare a construction operations plan that, during construction activities, requires all off-road

equipment with engines greater than 50 horsepower to meet either the particulate matter emissions standards for Tier 4 Interim engines or be equipped with Level 3 diesel particulate filters. Tier 4 Interim engines shall, at a minimum, meet EPA or CARB particulate matter emissions standards for Tier 4 Interim engines. Alternatively, use of CARB-certified Level 3 diesel particulate filters on off-road equipment with engines greater than 50 horsepower can be used in lieu of Tier 4 Interim engines or in combination with Tier 4 Interim or better engines. The construction contractor shall maintain records documenting its efforts to comply with this requirement, including equipment lists. Off-road equipment descriptions and information shall include, but are not limited to, equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number. The Project applicant and/or construction contractor shall submit the construction operations plan and records of compliance to the City of Farmersville.

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

Less Than Significant Impact. Two situations create a potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing source of odor. Odor impacts on residential areas and other sensitive receptors, such as hospitals, day-care centers, schools, etc. warrant the closest scrutiny, but consideration should also be given to other land uses where people may congregate, such as recreational facilities, worksites, and commercial areas.

Although the Project is less than one mile from the nearest sensitive receptor, the Project is not expected to be a significant source of odors. The screening levels for these land use types are shown in Table 8.

Construction

During construction, various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and intermittent, which would decrease the likelihood of the odors concentrating in a single area or lingering for any notable period of time. As such, these odors would likely not be noticeable for extended periods of time beyond the Project's site boundaries. The potential for odor impacts from construction of the proposed Project would, therefore, be less than significant.

Table 8
Screening Levels for Potential Odor Sources

Odor Generator	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed September 2023.	

Operations

Project as a Potential Odor Generator

The development of the proposed Project would not substantially increase objectionable odors in the area. Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, asphalt batch plants, rendering plants, and other land uses outlined in Table 8. The proposed residential and commercial mixed-use Project would not engage in any of these activities. Minor sources of odors that would be associated with typical residential and commercial mixed-use development Projects, such as exhaust from mobile sources (including diesel-fueled vehicles), are known to have temporary and less concentrated odors. Considering the low intensity of potential odor emissions, the proposed Project's operational activities would not expose receptors to objectionable odor emissions. Therefore, the proposed Project would not be considered to be a generator of objectionable odors during operations. As such, impacts would be less than significant.

Project as a Receptor

With the *CBIA v. BAAQMD* ruling, analysis of odor impacts on receivers is not required for CEQA compliance unless the project would exacerbate the impact. As discussed above, the Project is a residential and commercial mixed-use Project and would not be considered a major source of odors during construction or operation. Therefore, the Project would not exacerbate an existing odor impact and no further analysis is required. The impacts will be ***less than significant.***

Mitigation Measures: None are required.

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐

e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

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

Like most of California, the Central San Joaquin Valley experiences a Mediterranean climate. Warm dry summers are followed by cool moist winters. Summer temperatures usually exceed 90 degrees Fahrenheit, and the relative humidity is generally very low. Winter temperatures rarely raise much above 70 degrees Fahrenheit, with daytime highs often below 60 degrees Fahrenheit. According to the Farmersville General Plan Community Profile, approximately 90 percent of all rainfall in Farmersville occurs between November and April. Average rainfall measured in Visalia is 10.15 inches.[6] Nearly all precipitation falls in the form of rain and stormwater readily infiltrates the soils of the surrounding the sites.

Native plant and animal species once abundant in the region have become locally extirpated or have experienced large reductions in their populations due to conversion of upland, riparian, and aquatic habitats to agricultural and urban uses. Remaining native habitats are particularly valuable to native wildlife species including special status species that still persist in the region.

The proposed Project site is currently vacant with minimal vegetation and located in an area surrounded with urban uses including residential and commercial.

[6] Ch. 2 Physical Environmental, Farmersville General Plan Part II Community Profile, November 2002. pg 2-1. Accessed June 2023.

RESPONSES

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

Less Than Significant Impact. The proposed Project would include the development of a 9.4-acre parcel for two fully affordable multi-family projects for a total of 82 units, three commercial pads, a community building, and community areas. The site construction will also include parking spaces, internal access roads, lighting, site landscaping and additional related improvements.

The site is currently vacant and in an area that is highly disturbed and lacking in substantial vegetation, such as trees, brush or shrubs. This factor suggests that the Project site is extremely unlikely to serve as nesting habitat for bird species or any animal or plant species. No wetlands or waters of the U.S. or water of the State were found within the Project area.

According to the Farmersville General Plan, a total of eight special status animal species could potentially occur in the Farmersville area. Two of the eight species are listed as threatened or endangered by the U.S. Fish and Wildlife Service or the California Department of Fish and Game. The remaining six species are candidates for federal listing or listed species of special concern by the State of California. No special status plant species are likely to occur in the Farmersville planning area. The two species listed as Endangered or Threatened are the San Joaquin Kit Fox and the Valley Elderberry Longhorn Beetle. A biotic survey prepared for the General Plan update indicated that the overwhelming bulk of the planning area has been severely disturbed from its natural state by urbanization and agricultural activities.[7]

Tulare County is considered to be a portion of the larger regional habitat of the San Joaquin Kit Fox, a species whose habitat extends along the Sierra Nevada foothills and down to the Coast. According to the Tulare County Planning Department, kit foxes have been observed foraging in orange groves west of Lindsay City Limits many years previous. However, it is not known if any recent sightings have been documented. The potential for San Joaquin Kit Fox occurrence in the proposed Project area is considered to be quite low given the highly disturbed and barren nature of the site and precludes the ability of the San Joaquin Kit Fox to be on-site. Impacts are ***less than significant***.

Mitigation Measures: None are required.

[7] Ch. 4 Conservation, Open Space, Parks and Recreation Element, Farmersville General Plan Part I General Plan, November 2002. Accessed June 2023.

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

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

Less Than Significant Impact. There are no natural waterways, sensitive natural communities, riparian habitat or protected wetlands on the Project site. As such, any impacts would be ***less than significant.***

Mitigation Measures: None are required.

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

Less than Significant Impacts with Mitigation. The Project could impede the use of nursery sites for native birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC). Migratory birds are expected to nest on and near the Project site. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment. Disturbance that causes nest abandonment or loss of reproductive effort can be considered take under the MBTA and CFGC. Loss of fertile eggs or nesting birds, or any activities resulting in nest abandonment, could constitute a significant effect if the species is particularly rare in the region.

Construction activities such as excavating, trenching, and grading that disturb a nesting bird on the Project site or immediately adjacent to the construction zone could constitute a significant impact. Mitigation Measure BIO-1 (below) will reduce the potential effect to a ***less than significant*** level.

Mitigation Measures:

BIO-1: Protect nesting birds.

1. To the extent practicable, construction shall be scheduled to avoid the nesting season, which extends from February through August.

2. If it is not possible to schedule construction between September and January, pre-construction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no active nests will be disturbed during the implementation of the Project. A pre-construction survey shall be conducted no more than 14 days prior to the initiation of construction activities. During this survey, the qualified biologist shall inspect all potential nest substrates in and immediately adjacent to the impact areas. If an active nest is found close enough to the construction area to be disturbed by these activities, the qualified biologist shall determine the extent of a construction-free buffer to be established around the nest. If work cannot proceed without disturbing the nesting birds, work may need to be halted or redirected to other areas until nesting and fledging are completed or the nest has otherwise failed for non-construction related reasons.

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

Less Than Significant Impact. The City of Farmersville's General Plan includes various policies for the protection of biological resources. The proposed Project would not conflict with any of the adopted policies and any impacts would be considered ***less than significant***.

Mitigation Measures: None are required.

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

No Impact. There are no adopted habitat conservation plans that apply to the Project site. There is no impact.

Mitigation Measures: None are required.

V. CULTURAL RESOURCES

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a.	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

RESPONSES

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less Than Significant Impact with Mitigation. A cultural records search was conducted by the Southern San Joaquin Valley Information Center (SSJVIC) on May 30, 2023 (RS 23-182, Appendix B). The records search conducted at the SSJVIC indicated that there are no recorded cultural resources within the Project area. There are three recorded resources within the one-half mile radius: P-54-003229, 004885, & 005296. These resources consist primarily of a historic era ranch, single family property, industrial building, and a canal. There are no recorded cultural resources within the Project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

There have been no previous cultural resource studies completed within the project area. There have been ten studies completed within the one-half mile radius: TU- 00121, 00134, 01033, 01144, 01171, 01179, 01499, 01718, 01783, & 01944.

While no archaeological or built environment resources were identified within the area, subsurface construction activities associated with the proposed Project could potentially damage or destroy previously undiscovered historic resources. This is considered a potentially significant impact; however,

implementation of Mitigation Measure CUL-1 will ensure that significant impacts remain ***less than significant with mitigation incorporation.***

Mitigation Measures:

CUL-1: The following measures shall be implemented:

- Before initiation of construction or ground-disturbing activities associated with the Project, the City shall require all construction personnel to be alerted to the possibility of buried cultural resources, including historic, archeological and paleontological resources;
- The general contractor and its supervisory staff shall be responsible for monitoring the construction Project for disturbance of cultural resources; and
- If a potentially significant historical, archaeological, or paleontological resource, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains or trash deposits are encountered during subsurface construction activities (i.e., trenching, grading), all construction activities within a 100-foot radius of the identified potential resource shall cease until a qualified archaeologist evaluates the item for its significance and records the item on the appropriate State Department of Parks and Recreation (DPR) forms. The archaeologist shall determine whether the item requires further study. If, after the qualified archaeologist conducts appropriate technical analyses, the item is determined to be significant under California Environmental Quality Act, the archaeologist shall recommend feasible mitigation measures, which may include avoidance, preservation in place or other appropriate measure, as outlined in Public Resources Code section 21083.2. The City of Farmersville shall implement said measures.

b. <u>Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?</u>

Less Than Significant Impact with Mitigation. The possibility exists that subsurface construction activities may encounter undiscovered archaeological resources. This would be a potentially significant impact. Implementation of Mitigation Measure CUL-1 would require inadvertently discovery practices to be implemented should previously undiscovered archeological resources be located. As such, impacts to undiscovered archeological resources would be ***less than significant with mitigation incorporation.***

c. Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact with Mitigation. There are no unique geological features or known fossil-bearing sediments in the vicinity of the proposed Project site. However, there remains the possibility for previously unknown, buried paleontological resources or unique geological sites to be uncovered during subsurface construction activities. Therefore, this would be a potentially significant impact. Mitigation is proposed requiring standard inadvertent discovery procedures to be implemented to reduce this impact to a level of ***less than significant with mitigation incorporation***.

Mitigation Measures:

CUL-2: The Project applicant shall incorporate into the construction contract(s) a provision that in the event a fossil or fossil formations are discovered during any subsurface construction activities for the proposed Project (i.e., trenching, grading), all excavations within 100 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the Project applicant, who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures, which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code section 21083.2.

VI. ENERGY

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

RESPONSES

The following information was provided by an Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum that was performed on behalf of the proposed Project by Johnson, Johnson & Miller Air Quality Consulting Services, report date September, 2023. The report can be read in its entirety in Appendix A.

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

Less Than Significant Impact. The proposed Project would be served with electricity provided by Eastside Power Authority or Southern California Edison (SCE).

Methodology

The energy requirements for the proposed Project were determined using the construction and operational estimates generated from the Air Quality Analysis (refer to Attachment A of Appendix A for related CalEEMod output files). The calculation worksheets for diesel fuel consumption rates for off-road construction equipment and on-road vehicles are provided in Attachment C (Energy Consumption Calculations) of Appendix A. Short-term construction energy consumption is discussed below.

Short-Term Construction

Off-Road Equipment

Table 9 provides estimates of the Project's construction fuel consumption from off-road construction equipment for the entire Project, categorized by construction activity.

Table 9
Construction Off-Road Fuel Consumption

Project Component	Construction Activity	Fuel Consumption (gallons)
Gardenia Gardens Project (On-site, Off-road Equipment Use)	Site Preparation	912
	Grading	1,015
	Building Construction	9,082
	Paving	507
	Architectural Coating	59
Total Construction Off-Road Fuel Consumption		**11,575**
Source: Energy Consumption Calculations (Attachment C of Appendix A).		

As shown in Table 9, use of off-road equipment associated with construction of the proposed Project is estimated to consume approximately 11,575 gallons of diesel fuel over the entire construction duration. There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the City of Farmersville, the larger Tulare County region, or other parts of California. Therefore, it is expected that construction fuel consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

On-Road Vehicles

On-road vehicles for construction workers, vendors, and haulers would require fuel for travel to and from the site during construction. Table 10 provides an estimate of the total on-road vehicle fuel usage during construction. There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in other parts of Farmersville or the Tulare County region. Therefore, it is expected that construction fuel consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Table 10
Construction On-Road Fuel Consumption

	Project Component	Total Annual Fuel Consumption (gallons)
Gardenia Gardens Project (On-road Fuel Consumption)	Site Preparation	107
	Grading	4,323
	Building Construction	8,510

	Project Component	Total Annual Fuel Consumption (gallons)
	Paving	194
	Architectural Coating	177
Total Construction On-Road Fuel Consumption		**13,311**
Source: Energy Consumption Calculations (Attachment C of Appendix A).		

As summarized in Table 9 and Table 10, the proposed Project would require 11,575 gallons of diesel fuel for construction off-road equipment and 13,311 gallons of gasoline and diesel for on-road vehicles during construction. There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or other parts of the state. In addition, the overall construction schedule and process is already designed to be efficient in order to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the added expense associated with renting the equipment, maintaining it, and fueling it. Therefore, it is expected that construction fuel consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region, and as such, impacts would be less than significant.

Other Energy Consumption Anticipated During Project Construction

Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools. The Project site is located in the City of Farmersville. As construction activities would occur primarily during daylight hours, it is anticipated that the use of construction lighting would be minimal. Singlewide mobile office trailers, which are commonly used in construction staging areas, generally range in size from 160 square feet to 720 square feet. A typical 720-square-foot office trailer would consume approximately 14,885 kWh during the approximate 1.07-year construction phase (Attachment C of Appendix A).

Long-Term Energy Demand

Building Energy Demand

As shown in Table 11 and Table 12, the proposed Project is estimated to demand 902,208 kilowatt-hours (KWhr) of electricity and 2,434,546 1,000-British Thermal Units (kBTU) of natural gas, respectively, on an annual basis.

Table 3
Long-Term Electricity Usage

Land Use	Total Electricity Demand (KWhr/year)
Apartments Low Rise (Multifamily Resisential)	184,398
Health Club (Multifamily Community Center)	18,646
Retirement Community (Senior Living Housing)	193,617
Strip Mall	71,687
Fast Food Restaurant with Drive Thru	260,706
Parking Lot	173,154
Total Project Consumption	**902,208**
Source: Energy Consumption Calculations (Attachment C of Appendix A).	

Table 4
Long-Term Natural Gas Usage

Land Use	Total Natural Gas Demand (kBTU/year)
Apartments Low Rise (Multifamily Resisential)	720,004
Health Club (Multifamily Community Center)	82,265
Retirement Community (Senior Living Housing)	756,004
Strip Mall	42,055
Fast Food Restaurant with Drive Thru	834,218
Parking Lot	0
Total Project Consumption	**2,434,546**
Source: Energy Consumption Calculations (Attachment C of Appendix A).	

Buildings and infrastructure constructed pursuant to the proposed Project would comply with the versions of CCR Titles 20 and 24, including California Green Building Standards (CALGreen), that are applicable at the time that building permits are issued. The proposed Project is estimated to demand 902,208 KWhr of electricity per year and 2,434,546 kBTU of natural gas per year. As the Project site is currently undeveloped, this would represent an increase in demand for electricity and natural gas.

It would be expected that building energy consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than for any other similar buildings in the City of Farmersville or the larger Tulare County region. Current state regulatory requirements for new building construction contained in the 2022 CALGreen and Title 24 standards apply to both residential and non-residential buildings and would increase energy efficiency and reduce energy demand in comparison to most existing development, and therefore would reduce actual environmental effects associated with energy use from the proposed Project. Additionally, the CALGreen and Title 24 standards have increased

efficiency standards through each update. The most recent 2022 standards became effective January 1, 2023 and will be updated in the next cycle that will become effective at the start of 2026. Therefore, while the proposed Project would result in increased electricity and natural gas demand, electricity and natural gas would be consumed more efficiently than most existing development due to compliance with the latest building standards.

Based on the above information, the proposed Project would not result in the inefficient or wasteful consumption of electricity or natural gas, and impacts would be ***less than significant***.

Transportation Energy Demands

Table 13 provides an estimate of the daily and annual fuel consumed by vehicles traveling to and from the proposed Project. These estimates were derived using the same assumptions used in the operational air quality analysis for the proposed Project.

Table 5
Long-Term Operational Vehicle Fuel Consumption

Vehicle Type	Percent of Vehicle Trips	Annual VMT	Average Fuel Economy (miles/ gallon)	Total Daily Fuel Consumption (gallons)	Total Annual Fuel Consumption (gallons)
Passenger Cars (LDA)	46.04	5,421,903	30.14	492.8	179,875
Light Trucks (Pickups) and Medium Vehicles	43.52	5,125,467	22.05	636.8	232,446
Light-Heavy to Medium-Heavy Diesel Trucks	6.04	711,656	11.56	168.7	61,585
Heavy-heavy Trucks	1.57	184,751	5.96	84.9	30,998
Motorcycles	2.17	255,223	41.76	16.7	6,111
Other	0.66	78,207	7.56	28.4	10,348
Total	**100**	**11,777,207**	**—**	**1,428**	**521,363**

Notes:
VMT = vehicle miles traveled
Percent of Vehicle Trips and VMT provided by CalEEMod.
"Other" consists of buses and motor homes.
Source: Energy Consumption Calculations (Attachment C of Appendix A).

The daily vehicular fuel consumption is estimated to be 1,428 gallons of combined gasoline and diesel fuel. Annual consumption is estimated at 521,363 gallons. In addition, the proposed Project would constitute development within an established community and would not be opening a new geographical area for development. As such, the proposed Project would not result in unusually long trip lengths for

future residents, visitors, customers, employees, or deliveries to the proposed residential and commercial mixed-use development.

The property is located near residential land uses, including adjacent single-family homes to the east of the Project site and to the west of the north half of the project site. The proposed Project would be well-positioned to accommodate an existing community and provide housing and commercial uses for planned growth. Vehicles accessing the site would be typical of vehicles accessing similar residential and commercial mixed-use development uses in the City of Farmersville, Tulare County, and surrounding areas. For these reasons, vehicular fuel consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than for any other similar land use activities in the region, and impacts would be ***less than significant***.

Mitigation Measures: None are required.

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

Less Than Significant Impact. The Project proposes the construction of new residential and commercial mixed-use development that would be built in accordance with all applicable rules and regulations. Compliance with established and applicable regulations would ensure that the project would not conflict with or obstruct any state or local plan for renewable energy or energy efficiency. Moreover, compliance with Title 24 standards would ensure that the proposed Project would not conflict with any energy conservation policies related to the proposed Project's building envelope, mechanical systems, and indoor and outdoor lighting. Notably, the applicable Title 24 standards require the Project to include on-site renewable energy to serve the future Project occupants and residents.

In addition, the proposed Project would constitute development within an established community. Specifically, the Project site is adjacent to built-up areas of the City of Farmersville. As such, the Project would not be opening a new geographical area for development such that it would not result in unusually long trip lengths for future project residents or visitors. In addition, the proposed residential and commercial mixed-use development is specifically designed for increased walkability, facilitated by the proposed pedestrian connectivity throughout the Project site. For the above reasons, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be ***less than significant***.

Mitigation Measures: None are required.

VII. GEOLOGY AND SOILS

Would the project:

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

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

RESPONSES

a-i. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The proposed Project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone.[8] Since no known surface expression of active faults are believed to cross the site, fault rupture through the site is not anticipated. ***No impacts*** would occur.

Mitigation Measures: None are required.

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

Less Than Significant Impact. There are no known active earthquake faults in the City of Farmersville. The proposed Project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known faults cut through the local soil at the site. The closest known faults likely to affect the community are the

[8] California Earthquake Hazards Zone Application, California Department of Conservation. https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed June 2023.

Owens Valley fault, located about 65 miles to the east along the base of the Sierra Nevada in the Owens Valley, and the San Andreas fault located about 70 miles to the southwest in the coastal range. According to the Five County Seismic Safety Element (FCSSE), Farmersville is located in the V-1 zone, defined as an area "of hard rock alluvium on valley floors". The FCSSE further states that, "the distance to either of the faults expected to be a source of shaking is sufficiently great that shaking should be minimal and the requirements of the Uniform Building Code Zone II should be adequate for normal facilities."[9] Therefore, the impact is ***less than significant***.

Mitigation Measures: None are required.

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

Less Than Significant Impact. Tulare County has extremely low seismic activity levels, although shaking may be felt from earthquakes whose epicenter lie to the south and west. The proposed Project would comply with existing building code standards or design and construction, which would minimize any impacts resulting from ground shaking or liquefaction. Due to the relatively flat topography of the proposed Project area, impacts associated with landslides are not anticipated. Impacts would be ***less than significant.***

Mitigation Measures: None are required.

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

Less Than Significant Impact. The City of Farmersville sits on the floor of the San Joaquin Valley. The City is nearly flat which precludes the occurrence of landslides. Any potential impact is ***less than significant***.

Mitigation Measures: None are required.

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

[9] City of Farmersville General Plan Part II Community Profile. 2002. Page 2-4.

Less Than Significant Impact. The City of Farmersville sits on top of the alluvial fans of the Kaweah River and its distributaries. The soil in the proposed Project area is characterized as very deep, well-drained, and with low shrink/swell potential.[10] The proposed Project site has a generally flat topography, is in an established urban area and does not include any Project features that would result in substantial soil erosion or loss of topsoil. Therefore, the impact is ***less than significant***.

Mitigation Measures: None are required.

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

Less Than Significant Impact. The City of Farmersville is nearly flat and soils in the area are very deep, well drained with a low shrink/swell potential. See also Response a-ii. Any impacts would be ***less than significant.***

Mitigation Measures: None are required.

d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial risks to life or property?

Less Than Significant Impact. See Responses (c) and (a-ii). The impact is ***less than significant***.

Mitigation Measures: None are required.

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

No Impact. The Project will tie into the City's existing wastewater system and will not require the installation of a septic tanks or alternate wastewater disposal system. There is ***no impact.***

Mitigation Measures: None are required.

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[10] City of Farmersville General Plan Update Community Profile. November 2002. Page 2-2.

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

Less Than Significant Impact With Mitigation Incorporation. As identified in the cultural evaluation performed for the Project site, there are no known paleontological resources on or near the site (See Section V. for more details). Mitigation measures have been added that will protect unknown (buried) resources during construction, including paleontological resources. There are no unique geological features on site or in the area. Mitigation measures CUL-1 and CUL-2 shall be implemented to reduce potential impacts and as such, impacts are considered ***less than significant***.

Mitigation Measures: CUL-1 and CUL-2.

VIII. GREENHOUSE GAS EMISSIONS

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

The following information was provided by an Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum that was performed on behalf of the proposed Project by Johnson, Johnson & Miller Air Quality Consulting Services, report date September, 2023. The report can be read in its entirety in Appendix A.

RESPONSES

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

Less Than Significant.

Quantification of Greenhouse Gas Emissions for Informational Purposes

Construction Emissions

GHG emissions generated during all construction activities were combined and are shown in Table 14.

Table 14
Summary of Construction-Generated Greenhouse Gas Emissions

Emissions Source	MT CO_{2e} per Year
Project Construction (2025)	280
Project Construction (2026)	48
Project Construction Total	**328**
Amortized over 30 Years	**10.9**

Notes:
MTCO2e = metric tons of carbon dioxide equivalent
Source: Modeling Assumptions and CalEEMod Output Files (Attachment A of Appendix A).

Operations

Operational or long-term emissions occur over the life of the Project. Sources of emissions may include motor vehicles and trucks, energy usage, water usage, waste generation, and area sources, such as landscaping activities. Operational GHG emissions associated with the proposed Project were estimated using CalEEMod 2022.1. Please see the "Assumptions" sections of the Technical Memorandum for details regarding assumptions and methodology used to estimate emissions. Operational GHG emissions for a full buildout scenario in the earliest operation year (2026) are shown in Table 15. Complete CalEEMod output files and additional supporting information are also included in Attachment A of Appendix A.

Table 15
Project Operational Greenhouse Gas Emissions (Buildout Year Scenario)

Emission Source	Unmitigated Buildout Year Total Emissions (MT CO_2e per year)
Area	33
Energy	316
Mobile (Automobiles)	446
Refrigerants	2
Water	14
Waste	80
Amortized Construction Emissions	11
Total (MT CO_2e per year)	**902**
Source of Emissions: Modeling Assumptions and CalEEMod Output Files (Attachment A of Appendix A).	

The SJVAPCD has not yet adopted BPS for development projects that could be used to streamline the GHG analysis. The 29 percent GHG reduction level is based on the target established by CARB's AB 32 Scoping Plan, approved in 2008. The GHG reduction level for the State to reach 1990 emission levels by 2020 was reduced to 21.7 percent from BAU in 2020 in the 2014 First Update to the Scoping Plan to account for slower than projected growth after the 2008 recession.[11] First occupancy at the project site is expected to occur in 2026, which is after the AB 32 target year. The SJVAPCD has not updated its guidance to address SB 32 2030 targets or AB 1279 2045 targets. Therefore, whether the Project's GHG emissions would result in a significant impact on the environment is determined by assessing consistency with relevant GHG reduction plans.

[11] California Air Resources Board (CARB). 2014. First Update to the Climate Change Scoping Plan. Website: http://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm. Accessed May 24, 2023.

The City of Farmerville has not adopted a GHG reduction plan. In addition, the City has not completed the GHG inventory, benchmarking, or goal-setting process required to identify a reduction target and take advantage of the streamlining provisions contained in the CEQA Guidelines. The County of Tulare has adopted a Climate Action Plan; however, the County of Tulare's Climate Action Plan is only applicable to unincorporated areas of Tulare County. The SJVAPCD has adopted a Climate Action Plan, but it does not contain measures that are applicable to the project. Therefore, the SJVAPCD Climate Action Plan cannot be applied to the Project. Since no other local or regional Climate Action Plan is in place, the Project is assessed for its consistency with CARB's adopted Scoping Plans.

Consistency with CARB's Adopted Scoping Plans

Consistency with AB 32 and CARB's 2008 Scoping Plan

The State's regulatory program implementing the 2008 Scoping Plan is now fully mature. All regulations envisioned in the Scoping Plan have been adopted, and the effectiveness of those regulations has been estimated by the agencies during the adoption process and then tracked to verify their effectiveness after implementation. The combined effect of this successful effort is that the State now projects that it will meet the 2020 target and achieve continued progress toward meeting post-2020 targets. Former Governor Brown, in the introduction to Executive Order B-30-15, stated "California is on track to meet or exceed the current target of reducing greenhouse gas emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32)."

Consistency with SB 32 and CARB's 2017 Scoping Plan

The 2017 Climate Change Scoping Plan Update (2017 Scoping Plan) includes the strategy that the State intends to pursue to achieve the 2030 targets of Executive Order S-3-05 and SB 32. Table 16 provides an analysis of the Project's consistency with the 2017 Scoping Plan Update measures.

Table 16
Consistency with SB 32 Scoping Plan

Scoping Plan Measure	Project Consistency
SB 350 50% Renewable Mandate. Utilities subject to the legislation will be required to increase their renewable energy mix from 33% in 2020 to 50% in 2030. *(The requirement is now 60% in 2030 per SB 100.)*	**Consistent**: The project will purchase electricity from a utility subject to the SB 350 Renewable Mandate.
SB 350 Double Building Energy Efficiency by 2030. This is equivalent to a 20 percent reduction from 2014 building energy usage compared to current projected 2030 levels.	**Not Applicable**. This measure applies to existing buildings. New structures are required to comply with Title 24 Energy Efficiency Standards that are expected to increase in stringency over time. New buildings (both residential and non-residential buildings) constructed as part of the proposed project would comply with the applicable Title 24

Scoping Plan Measure	Project Consistency
	Energy Efficiency Standards in effect at the time building permits are received. The current Title 24 regulations are the 2022 Title 24 standards, which become effective January 1, 2023. The next update would become effective January 1, 2026.
Low Carbon Fuel Standard. This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	**Consistent**. This is a Statewide measure that cannot be implemented by a project applicant or lead agency. However, vehicles accessing the project site would be subject to the standards. Vehicles accessing the project site will use fuel containing lower carbon content as the fuel standard is implemented.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario). Vehicle manufacturers will be required to meet existing regulations mandated by the LEV III and Heavy-Duty Vehicle programs. The strategy includes a goal of having 4.2 million ZEVs on the road by 2030 and increasing numbers of ZEV trucks and buses.	**Consistent**. Future project residents, visitors, customers, and employees can be expected to purchase increasing numbers of more fuel efficient and zero emission cars and trucks each year. The CALGreen Code requires electrical service in new development to be EV charger-ready. In addition, home deliveries will be made by increasing numbers of ZEV delivery trucks as the statewide fleet is expected to get cleaner over time.
Sustainable Freight Action Plan. The plan's target is to improve freight system efficiency 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030. This would be achieved by deploying over 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero emission freight vehicles and equipment powered by renewable energy by 2030.	**Not Applicable.** The measure applies to owners and operators of trucks and freight operations. The project is residential and commercial mixed-use development and would not be considered an industrial land use or a large freight operator. However, home and business deliveries are expected to be made by increasing numbers of ZEV delivery trucks as technology continues to improve accessibility to ZEV vehicles and as regulations are phased in over time.
Short-Lived Climate Pollutant (SLCP) Reduction Strategy. The strategy requires the reduction of SLCPs by 40 percent from 2013 levels by 2030 and the reduction of black carbon by 50 percent from 2013 levels by 2030.	**Consistent**. The project is not expected to include fireplaces. However, any hearths that would be installed will only include natural gas hearths that produce very little black carbon compared with wood burning fireplaces and heaters in line with the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts mitigation measures.[1]
SB 375 Sustainable Communities Strategies. Requires Regional Transportation Plans to include a sustainable communities strategy for reduction of per capita vehicle miles traveled.	**Consistent**. The project will provide residential and commercial mixed-use development in the region that is consistent with the Regional Transportation Plan/Sustainable Communities Strategy (SCS) strategy to increase development densities to reduce VMT.
Post-2020 Cap-and-Trade Program. The Post 2020 Cap-and-Trade Program continues the existing program for another 10 years. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers.	**Consistent.** The post-2020 Cap-and-Trade Program indirectly affects people who use the products and services produced by the regulated industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG

Scoping Plan Measure	Project Consistency
	emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the program's first compliance period.
Natural and Working Lands Action Plan. CARB is working in coordination with several other agencies at the federal, state, and local levels, stakeholders, and with the public, to develop measures as outlined in the Scoping Plan Update and the governor's Executive Order B-30-15 to reduce GHG emissions and to cultivate net carbon sequestration potential for California's natural and working land.	**Not Applicable**. The project is a residential and commercial mixed-use development and will not be considered natural or working lands.
Source: California Air Resources Board (CARB). 2017. The 2017 Climate Change Scoping Plan Update. January 20. Website: https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf. Accessed September 2023. [1] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMA. Accessed September 2023.	

As described in Table 16, the proposed Project would be consistent with applicable 2017 Scoping Plan Update measures and would not obstruct the implementation of others that are not applicable. The State's regulatory program is able to target both new and existing development because the two most important strategies, motor vehicle fuel efficiency and emissions from electricity generation, obtain reductions equally from existing sources and new sources. This is because all vehicle operators use cleaner low carbon fuels and buy vehicles subject to the fuel efficiency regulations and all building owners or operators purchase cleaner energy from the grid that is produced by increasing percentages of renewable fuels. This includes regulations on mobile sources such as the Pavley standards that apply to all vehicles purchased in California, the LCFS (Low Carbon Fuel Standard) that applies to all fuel sold in California, and the Renewable Portfolio Standard and Renewable Energy Standard under SB 100 that apply to utilities providing electricity to all California end users.

Moreover, the Scoping Plan strategy will achieve more than average reductions from energy and mobile source sectors that are the primary sources related to development projects and lower than average reductions from other sources such as agriculture. The proposed residential and commercial mixed-use development Project's operational GHG emissions would principally be generated from electricity consumption and vehicle use, which are directly under the purview of the Scoping Plan strategy and have experienced reductions above the State average reduction. Considering the information summarized above, the proposed Project would be consistent with the State's AB 32 and SB 32 GHG reduction goals.

Consistency Regarding GHG Reduction Goals for 2050 under Executive Order S-3-05 and GHG Reduction Goals for 2045 under CARB's 2022 Scoping Plan

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed Project would comply with whatever measures are enacted that State lawmakers decide would lead to an 80 percent reduction below 1990 levels by 2050. In its 2008 Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 are too far in the future to define in detail." In the First Scoping Plan Update; however, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately."

CARB recognized that AB 32 established an emissions reduction trajectory that will allow California to achieve the more stringent 2050 target: "These [greenhouse gas emission reduction] measures also put the State on a path to meet the long-term 2050 goal of reducing California's GHG emissions to 80 percent below 1990 levels. This trajectory is consistent with the reductions that are needed globally to stabilize the climate." In addition, CARB's First Update "lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," and many of the emission reduction strategies recommended by CARB would serve to reduce the proposed Project's post-2020 emissions level to the extent applicable by law:

- **Energy Sector:** Continued improvements in California's appliance and building energy efficiency programs and initiatives, such as the State's zero net energy building goals, would serve to reduce the proposed project's emissions level. Additionally, further additions to California's renewable resource portfolio would favorably influence the project's emissions level.

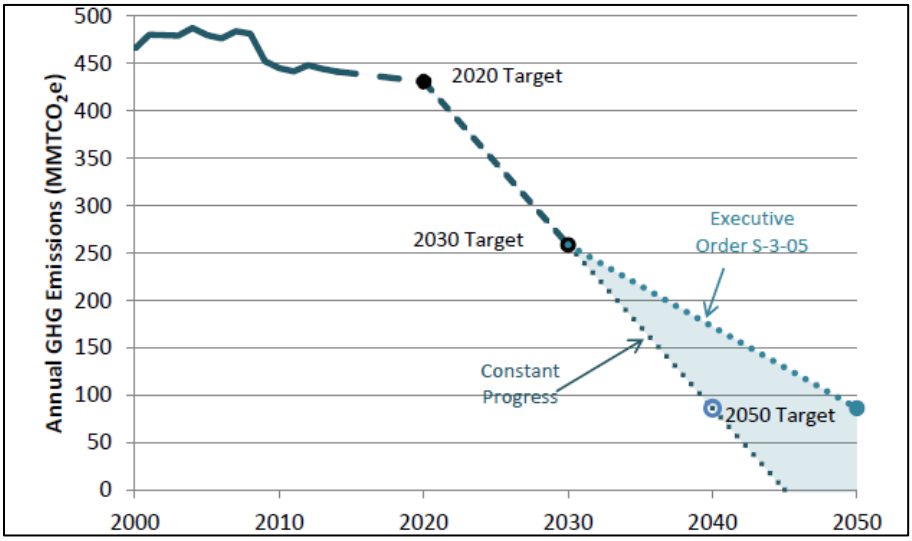
- **Transportation Sector:** Anticipated deployment of improved vehicle efficiency, zero emission technologies, lower carbon fuels, and improvement of existing transportation systems all will serve to reduce the project's emissions level.

- **Water Sector:** The project's emissions level will be reduced as a result of further desired enhancements to water conservation technologies.

- **Waste Management Sector:** Plans to further improve recycling, reuse and reduction of solid waste will beneficially reduce the project's emissions level.

For the reasons described above, the Project's post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets. The trajectory required to achieve the post-2020 targets is shown in Figure 4.

Figure 4
California's Path to Achieving the 2050 Target



Source: CARB 2017 Scoping Plan Update

In his January 2015 inaugural address, former Governor Brown expressed a commitment to achieve "three ambitious goals" that he would like to see accomplished by 2030 to reduce the State's GHG emissions:

- Increasing the State's Renewable Portfolio Standard from 33 percent in 2020 to 50 percent in 2030;
- Cutting the petroleum use in cars and trucks in half; and
- Doubling the efficiency of existing buildings and making heating fuels cleaner.

These expressions of executive branch policy may be manifested in adopted legislative or regulatory action through the state agencies and departments responsible for achieving the State's environmental policy objectives, particularly those relating to global climate change. Studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050. Even though these studies did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies could allow the State to meet the 2050 target.

Given the proportional contribution of mobile source-related GHG emissions to the State's inventory, recent studies also show that relatively new trends—such as the increasing importance of web-based shopping, the emergence of different driving patterns, and the increasing effect of web-based applications on transportation choices—are beginning to substantially influence transportation choices and the energy used by transportation modes. These factors have changed the direction of transportation trends in recent years and will require the creation of new models to effectively analyze future transportation patterns and the corresponding effect on GHG emissions. For the reasons described above, the proposed Project's future emissions trajectory is expected to follow a declining trend, consistent with the 2030, 2045, and 2050 targets.

The 2017 Scoping Plan provides an intermediate target that is intended to achieve reasonable progress toward the 2050 target. In addition, the 2022 Scoping Plan outlines objectives, regulations, planning efforts, and investments in clean technologies and infrastructure that outlines how the State can achieve carbon-neutrality by 2045. Accordingly, taking into account the proposed Project's design features and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the proposed Project would be consistent with State GHG Plans and would further the State's goals of reducing GHG emissions 40 percent below 1990 levels by 2030, carbon neutral by 2045, and 80 percent below 1990 levels by 2050, and does not obstruct their attainment.

Summary

As described above, the proposed Project would be consistent with State GHG Plans and would not obstruct the State's ability to meet its goals of reducing GHG emissions 40 percent below 1990 levels by 2030, carbon neutral by 2045, and 80 percent below 1990 levels by 2050. Therefore, the Project's generation of GHG emissions would result in a ***less than significant impact*** on the environment.

Mitigation Measures: None are required.

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

Less Than Significant. As discussed under Impact VIII(a), neither the City of Farmersville nor the County of Tulare have adopted a GHG reduction plan that would be applicable to the proposed Project. In addition, the City of Farmersville has not completed the GHG inventory, benchmarking, or goal-setting process required to identify a reduction target and take advantage of the streamlining provisions contained in the CEQA Guidelines. The SJVAPCD has adopted a Climate Action Plan, but it does not contain measures that are applicable to the Project. Therefore, the SJVAPCD Climate Action Plan cannot

be applied to the Project. The County of Tulare has adopted a Climate Action Plan; however, the County of Tulare's Climate Action Plan is only applicable to unincorporated areas of Tulare County and would not be appliable to the proposed Project. Since no other local or regional Climate Action Plan is in place, the Project is assessed for its consistency with CARB's adopted Scoping Plans. This assessment is included under Impact VIII(a) above. As demonstrated above, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce the emissions of greenhouse gases. This impact would be ***less than significant***.

Mitigation Measures: None required.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

	response plan or emergency evacuation plan?				
g.	Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

RESPONSES

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

Less Than Significant Impact. The proposed Project would include the development of two fully affordable multi-family projects for a total of 82 units and three commercial pads. The development also includes a community building, basketball court, bocce ball court, dog parks, retention basins, and parking spaces. The site construction will also include internal access roads, lighting, site landscaping and additional related improvements.

Proposed Project construction activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. In addition, the Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit program through the submission and implementation of a Stormwater Pollution Prevention Plan during construction activities to prevent contaminated runoff from leaving the project site. Therefore, no significant impacts would occur during construction activities.

The operational phase of the proposed Project would occur after construction is completed and employees and residents move in to occupy the structures on a day-to-day basis. The proposed Project includes land uses that are considered compatible with the surrounding uses upon approval of the General Plan Amendment and Zone Change Approval. None of these land uses routinely transport, use, or dispose of hazardous materials, or present a reasonably foreseeable release of hazardous materials, with the exception of common commercial grade hazardous materials such as household and commercial cleaners, paint, etc. The proposed Project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials, nor would a significant hazard to the public or to the environment through the reasonably foreseeable upset and accidental conditions involving the

likely release of hazardous materials into the environment occur. Therefore, the proposed Project will not create a significant hazard to the public or the environment and any impacts would be ***less than significant***.

Mitigation Measures: None are required.

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

Less Than Significant Impact. See Response a. above. Any accumulated hazardous construction or operational wastes will be collected and transported away from the site in compliance with all federal, state and local regulations. Any impacts would be ***less than significant***.

Mitigation Measures: None are required.

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

Less Than Significant Impact. Farmersville High School is approximately 0.3 miles southeast of the proposed Project site. Construction-related activities will be intermittent, temporary, and short-term, and are not anticipated to result in the release of hazardous emissions, involve hazardous materials, or create a hazard to the school. As noted earlier, the proposed Project includes the development of general commercial and multi-family residences, hence it is not reasonably foreseeable that the Project will cause a significant impact by emitting hazardous waste or bringing hazardous materials. General commercial and residential land uses do not generate, store, or dispose of significant quantities of hazardous materials. Such uses also do not normally involve dangerous activities that could expose persons onsite or in the surrounding areas to large quantities of hazardous materials. See also Responses a. and b. regarding hazardous material handling. The impact is ***less than significant.***

Mitigation Measures: None are required.

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

No Impact. The proposed Project site is not located on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 (Geotracker[12] and DTSC Envirostor[13] databases – accessed in July 2023). There are no hazardous materials sites that impact the Project. As such, ***no impacts*** would occur that would create a significant hazard to the public or the environment.

Mitigation Measures: None are required.

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

No Impact. The proposed Project site is approximately 5.7 miles northwest of the Exeter Airport and the airport's safety zones do not extend into the City of Farmersville. There is ***no impact***.

Mitigation Measures: None are required.

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

No Impact. The Project will not interfere with any adopted emergency response or evacuation plan. Construction activities will take place within right-of-ways of existing roadways. Construction activities will be temporary in nature and will not cause any road closures that could interfere with any adopted emergency response or evacuation plan. The construction contractor will be required to work with the City and County (public works, police/fire, etc.) if and when roadway diversions are required to ensure that adequate access is maintained for residents and emergency vehicles. There is ***less than significant impact.***

Mitigation Measures: None are required.

[12] GeoTracker, State Water Resources Control Board. https://geotracker.waterboards.ca.gov/. Accessed July 2023.

[13] EnviroStor, Department of Toxic Substances Control. https://www.envirostor.dtsc.ca.gov/public/. Accessed July 2023.

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

No Impact. The site is surrounded by urban uses and as such, there are no wildlands on or near the Project site. There is ***no impact***.

Mitigation Measures: None are required.

X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i. Result in substantial erosion or siltation on- or off- site;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐

X. HYDROLOGY AND WATER QUALITY

Would the project:

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

According to the City's Comprehensive Infrastructure Management Plan (CIMP), eight well sites are located in the City's water distribution system. On average, the wells can each produce around 700 gallons per minute (gpm), and are considered fairly shallow, with groundwater depths encountered approximately 60 feet below ground surface. [14]

The Kaweah Basin is the source of all drinking water supply for the City of Farmersville and surrounding communities. The Kaweah Delta Water Conservation District (KDWCD) manages the Basin. KDWCD and other irrigation districts and companies have historically managed groundwater through the conjunctive use of surface water. KDWCD regularly provides programs that benefit local agricultural customers by making available additional surface water supplies for irrigation. These programs effectively reduce the withdrawals of groundwater resulting in in-lieu recharge of the aquifer. Groundwater is normally used by agriculture as an alternate source when surface supplies are not available and is the sole source in areas within KDWCD jurisdiction that do not have access to surface water.

RESPONSES

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

[14] Comprehensive Infrastructure Management Plan, City of Farmersville. November 2012. Pg 4-2

Less Than Significant Impact.

Construction

Grading, excavation and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas.

Three general sources of potential short-term construction-related stormwater pollution associated with the proposed project are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment. Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. These same types of common sense, "good housekeeping" procedures can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

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

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

Operation

The proposed Project includes the construction and operation of a multifamily housing consisting of 82 units, community areas and three commercial/retail pads including parking spaces, internal access roads,

lighting, site landscaping, and other improvements. The Project will tie into the existing City water and wastewater systems.

The proposed Project will result in wastewater from residential units and commercial structures that will be discharged into the City's existing wastewater treatment system. The wastewater will be typical of other urban/residential developments consisting of bathrooms, kitchen drains and other similar features. The Project will not discharge any unusual or atypical wastewater. Site buildout has been planned for and anticipated in the City's planning documents. Therefore, the proposed Project will not result in additional production of wastewater that was not already accounted for in the City's infrastructure planning documents.

The Project will comply with all City ordinances and standards to assure proper grading and drainage. Compliance with all local, state, and federal regulations will prevent violation of water quality standards or waste discharge requirements. The proposed Project will be required to prepare a grading and drainage plan for review and approval by the City Engineer, prior to issuance of building permits.

Additionally, there will be no discharge to any surface or groundwater source. As such, the proposed Project will not violate any water quality standards and will not impact waste discharge requirements. The impact will be ***less than significant***.

Mitigation Measures: None are required.

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

Less Than Significant Impact. The City of Farmersville will provide water services upon development. The City of Farmersville's water supply comes from groundwater extraction. The City of Farmersville is located in the Kaweah Subbasin area and falls under the Greater Kaweah Groundwater Sustainability Agency (GKGSA). The Kaweah Subbasin is classified as high-priority, according to California Water Code § 10933 (b) and has been designated a critically overdrafted by the California Department of Water Resources (DWR).[15] GKGSA acknowledges a continuing decline in groundwater levels of the aquifer system below the Farmersville area.

[15] Executive Summary, Greater Kaweah Groundwater Sustainability Agency Groundwater Sustainability Plan. January 2020. https://greaterkaweahgsa.org/resources/.

The City of Farmersville General Plan has designated the site for urban development as an such, site development has been included and planned for in the City's infrastructure planning documentation. To assist in mitigating the groundwater decline, the City of Farmersville has established fees that are charged to new development, which will fund groundwater recharge and other water resource projects within the City. Project implementation would not affect groundwater supplies beyond what has already been accounted for. Impacts would be ***less than significant.***

Mitigation Measures: None are required.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

   i. result in substantial erosion or siltation on- or offsite;

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

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

   iv. impede or redirect flood flows?

Less Than Significant Impact. The site is currently vacant with minimal vegetation. The proposed Project will change drainage patterns of the site through the installation of impervious surfaces and structures (apartment complex, commercial pads, driveways, parking areas, streets, etc.) and will be required by the City to be graded to facilitate proper stormwater drainage into the stormwater basin included with the Project. Storm water during construction will be managed as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the SWPPP will be retained on-site during construction.

The commercial buildings and residential dwellings will be built in accordance with the current California Building Code and the on-site retention basins have been appropriately sized to accommodate potential flood waters. Accordingly, the chance of flooding (and therefore the release of pollutants due to flooding) at the site is remote. Impacts are ***less than significant.***

Mitigation Measures: None are required.

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

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

Less Than Significant Impact. The proposed Project site is located within Zone X, which experiences minimal flood hazards, as indicated by FEMA flood hazard map 06107C0954E, effective 6/15/2009.[16] The site development includes retention basins and will be designed for adequate storm drainage and will be required to prepare and submit a water quality control plan to be implemented during construction, as required by the National Pollutant Discharge Elimination System. This plan must be reviewed and approved by the City Engineer prior to the start of construction.

There are no inland water bodies that could be potentially susceptible to a seiche in the Project vicinity. This precludes the possibility of a seiche inundating the Project site. The Project site is more than 100 miles from the Pacific Ocean, a condition that precludes the possibility of inundation by tsunami. There are no steep slopes that would be susceptible to a mudflow in the Project vicinity, nor are there any volcanically active features that could produce a mudflow in the City of Farmersville. This precludes the possibility of a mudflow inundating the Project site. Any impacts are ***less than significant***.

Mitigation Measures: None are required.

LAND USE AND PLANNING

Would the project:

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

[16] National Flood Hazard Layer (NFHL) Viewer, FEMA. https://www.fema.gov/flood-maps/national-flood-hazard-layer. Accessed August 2023.

RESPONSES

a. Physically divide an established community?

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

No Impact. The proposed Project would include the development of two fully affordable multi-family projects for a total of 82 residential units and up to 13,950 square feet of commercial space. The northern portion of the Project site would consist of four buildings of senior housing developments with a total of 42 units, a commercial pad, community area, fenced dog park, bocce ball court, community garden, retention basins, and 97 parking spaces. The southern portion of the Project site would consist of an apartment complex with five residential buildings consisting of a total of 40 units, a community building, two commercial/retail pads, dog park, basketball court, retention basins, and 92 parking spaces. This apartment complex would include residential units, tot lot, half-basketball court, fenced dog park, on-site laundry facility, and outdoor picnic-barbeque area. The site construction will also include internal access roads, lighting, site landscaping and additional related improvements.

The proposed Project is located in the northeastern portion of the City of Farmersville within city limits, in an area of suburban residential and commercial land uses. The proposed Project site covers approximately 9.4 acres and consists of vacant land with minimal vegetation. The site is zoned General Commercial (C-G) and is also designated General Commercial by the Farmersville General Plan. The proposed Project includes a General Plan Amendment for the land use change of the eastern portion of the site to "Multi-Family Residential", and a Zone Change to "Multi-Family Residential (R-M)". Upon approval the Project will be in compliance with the General Plan and zoning ordinance.

The proposed Project will extend an existing community in the region. The Project has no characteristics that would physically divide the City of Farmersville. Access to the existing surrounding areas will be improved. ***No impacts*** would occur as a result of this Project.

Mitigation Measures: None are required.

XII. MINERAL RESOURCES

Would the project:

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

RESPONSES

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

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

No Impact. The most economically important minerals that are extracted in Tulare County are sand, gravel, crushed rock, and natural gas. The four streams that have provided the main source of high-quality sand and gravel in Tulare County to make Portland cement concrete and asphaltic concrete are the Kaweah River, Lewis Creek, Deer Creek and the Tule River[17].

[17] Tulare County General Plan 2030 Update Recirculated Draft EIR. February 2010. Page 3.7-9.

The proposed Project area is not included in a State classified mineral resource zone[18], and the Kaweah River is approximately 1.7 miles northwest of the Project site. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XIII. NOISE

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

RESPONSES

a. <u>Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</u>

[18] Ibid. Page 3.7-10.

b. Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. The City of Farmersville General Plan does not include a noise element, but rather states that the City has adopted Tulare County's Noise Element. The County of Tulare Noise Element of the General Plan (August 2012) establishes noise level criteria in terms of the Day-Night Average Level (Ldn) metric. The Ldn is the time-weighted energy average noise level for a 24-hour day, with a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The Ldn represents cumulative exposure to noise over an extended period of time and is therefore calculated based upon *annual average* conditions.

Site development may increase ambient noise levels in the Project vicinity beyond those already present on the site from the residential activity. In the short term, noise levels would be raised during construction of the Project phases by the operation of heavy equipment and other associated activities. Because construction noise would generally occur intermittently on Monday through Saturdays during daylight hours, per the Farmersville Noise Ordinance, the impact of noise in surrounding land uses is not expected to be significant.

In the long term, any development would add traffic and other sources of noise that will somewhat increase the ambient noise levels in the vicinity. However, these noise levels should be relatively consistent with those experienced in the area and other existing developed areas of Farmersville.

Typical outdoor sources of perceptible ground borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Construction vibrations can be transient, random, or continuous. Construction associated with the proposed Project includes the construction of multifamily housing consisting of 48 units along with grocery store, oil change/car wash, fueling station, convenience store with drive-thru, and general commercial. The site construction will also include internal access roads, lighting, site landscaping and additional related improvements.

The approximate threshold of vibration perception is 65 VdB, while 85 VdB is the vibration acceptable only if there are an infrequent number of events per day. Table 17 describes the typical construction equipment vibration levels.

Table 17
Typical Construction Vibration Levels

Equipment	VdB at 25 ft
Small Bulldozer	58
Jackhammer	79

Vibration from construction activities will be temporary and not exceed the Federal Transit Administration (FTA) threshold for the nearest residences which are located adjacent to the project site on the eastern boundary. As such, any impacts resulting from an increase in ambient noise levels or excessive groundborne vibration will be ***less than significant.***

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

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

Mitigation Measures: None are required.

XIV. POPULATION AND HOUSING

Would the project:

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

RESPONSES

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)?

Less Than Significant Impact. The proposed Project would include the development of a 9.4-acre parcel for two fully affordable multi-family projects for a total of 82 units, three commercial/retail pads and community areas. The site construction will also include parking spaces, internal access roads, lighting, site landscaping and additional related improvements. The 9.4-acre site is currently designated and zoned for general commercial. The eastern portion of the site is proposed for the General Plan Amendment and Zone Change to Multi-family Residential to accommodate the Project.

According to the current Tulare County Regional Housing Needs Assessment (RHNA), the City of Farmersville needs a total of 654 net new housing units between the 8.5-year projection period (June 30, 2023 – December 31, 2031).[19] As part of the total RHNA Allocation, 218 units will be needed as part of

[19] Final Regional Housing Needs Plan, Cycle 6. August 2022. Tulare County Associated of Governments. https://tularecog.org/sites/tcag/assets/FINAL%20RHNP%20-%20COMBINED.pdf. Accessed June 2023.

Affordable Allocation (Combined Very Low + Low Income groups). Estimates as of 1/1/2023 shows the City has 2,783 housing units with an average of 3.75 people per household.[20]

The proposed Project includes construction of up to 82 fully affordable multi-family residential units. Based on the per-unit average of 3.75 persons for the City, the proposed Project would provide housing for approximately 308 people. The proposed Project would assist the City in reaching its RHNA goal, and as such, the site is planned for development. The City of Farmersville has sufficient labor force in the area to support many other types of industries. As such, any impacts are ***less than significant***.

Mitigation Measures: None are required.

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

Less Than Significant. There are no residential structures currently on-site. As noted earlier, the Project intends to add multi-family housing to the community. The Project will not displace any housing and therefore there is ***less than significant***.

Mitigation Measures: None are required.

[20] E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023. May 2023. State of California Department of Finance. https://dof.ca.gov/Forecasting/Demographics/Estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/. Accessed June 2023.

XV. PUBLIC SERVICES

Would the project:

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

RESPONSES

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

Fire protection?

Less Than Significant Impact. The Farmersville Fire Department is located at 909 W Visalia Road Farmersville, CA 93223, approximately 1.3 miles southwest of the Project site. The Department maintains a fleet of specialized fire apparatus including a 4-wheel drive Brush Fire Patrol Unit, a Quick Attack

Squad Unit (250 GPM Pumper), an Engine (1,500 GPM Pumper), a 55 Ft. Ladder Truck (1,500 GPM Pumper), and several Command/Utility Vehicles.

The Project site is already serviced by the Fire Department. The proposed Project at full buildout will add to the number of "customers" served, however, the Fire Department has capacity for the additional service need. No additional fire equipment, personnel, or services will be required by Project implementation. In addition, the Project applicant will be required to pay all associated impact fees related to public services. As such, any impacts would be less ***than significant***.

Police Protection?

Less Than Significant Impact. The proposed Project includes the construction of 82 multi-family residential units, which will accommodate approximately 308 persons, and up to 13,950 sq.ft. of commercial/retail space. The proposed Project site will continue to be served by the City of Farmersville Police Department, located at 909 W Visalia Road, Farmersville, CA 93223. Implementation of the proposed Project would result in an increase in demand for police services; however, this increase would be minimal compared to the number of officers currently employed by the Farmersville Police Department and would not trigger the need for new or physically altered police facilities. No additional police personnel or equipment is anticipated. In addition, each residential unit will be assessed a public safety impact fee by the City that is used to make capital improvements for the Police Department. The impact is ***less than significant.***

Schools?

Less Than Significant Impact. The proposed Project site is located within the Farmersville Unified School District. Farmerville High School and Freedom Elementary School are both located approximately 0.3 miles and 0.4 miles southeast of the Project site respectively. Other schools in the District include Deep Creek Academy, Farmersville Jr. High School, Hester Elementary School, Snowden Elementary School, and Farmersville Adult School. Pursuant to California Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of school facilities. The Project applicant would be required to pay such fees to reduce any impacts of new residential development of school services. Payment of the developer fees will offset the addition of school-age children within the district. As such, any impacts would be ***less than significant.***

Parks?

Less Than Significant Impact. The City of Farmersville has six developed park sites, including Armstrong Park (4 acres), Jennings Park (2.1 acres), Liberty Park (6 acres), Riverbank Park (0.5 acres), Roy's Park (4.5 acres), Veterans Memorial Park (4.33 acres), Veterans Memorial Sports Park (11.82 acres).

To ensure sufficient recreational opportunities, the City has established a Park Impact Fee, implemented by Chapter 4, Development Fees, of the Municipal Code. Municipal Code states that parks must be constructed or expanded commensurate with growth of the City. The City Council determined that a park impact fee is required to assist in the financing of these public park improvements and to pay for new development's fair share of the acquisition and development costs of these improvements. The Project applicant would be required to comply with the Municipal Code. As such, any impacts would remain ***less than significant.***

Other public facilities?

Less Than Significant Impact. The proposed Project is within growth projections identified in the City's General Plan and other infrastructure studies. As such, the Project would not result in increased demand on other public facilities such as library services that has not already been planned for. Any impacts would be ***less than significant***.

Mitigation Measures: None are required.

XVI. RECREATION

Would the project:

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

RESPONSES

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. As described in Impact XIV(a), the City has established a Park Impact Fee through the Municipal Code, which states that parks must be constructed or expanded commensurate with growth of the City. The Project applicant will be required to comply with that Municipal Code, as well as any fees that apply, and as such, any impacts will be ***less than significant***.

Mitigation Measures: None are required.

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

Less Than Significant Impact. The proposed Project does includes the construction of community areas with recreation facilities. The Project development consists of a community area, a community building, fenced dog parks, bocce ball court, community garden, tot lot, half-basketball court, and outdoor picnic-barbeque area. As determined by the analysis contained within this document, ***less than significant impacts*** would occur.

Mitigation Measures: None are required.

XVII. TRANSPORTATION/TRAFFIC

Would the project:

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

A Traffic Analysis was performed on behalf of the proposed Project by Ruettgers & Schuler Civil Engineers (Appendix C). The following discussion and impact analysis are directly referencing this technical report.

RESPONSES

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

Less Than Significant Impact with Mitigation. The City of Farmersville General Plan Circulation Element contains Goals, Objectives and Action Plans to Ensure that streets in Farmersville are not congested and that the traffic on Farmersville's streets operates in an efficient and safe manner.

The Project site is situated on approximately 9.4 gross acres of undeveloped vacant land. The property is zoned Central Commercial. The proposed development would include 40 multi-family dwelling units, 42 multi-family senior adult housing, and up to 13,950 square feet of commercial development. Access to the site will be along Farmersville Boulevard.

Trip Generation

The Project trip generation volumes shown in Table 18 were estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.[21] Trip rates, equations, and directional splits for ITE Land Use Codes 220 (Multifamily Housing-Low Rise), 252, (Senior Adult Housing-Multifamily), 822 (Strip Retail <40k), and 934 (Fast-Food Restaurant with Drive-Through) were used to estimate Project trips for weekday peak hour of adjacent street traffic.

Table 18
Project Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
220	Multifamily Housing (Low Rise)	40 Dwelling Units	eq	332	eq	24% 8	76% 27	eq	63% 24	37% 14
252	Senior Adult Housing - Multifamily	42 Dwelling Units	eq	146	eq	34% 3	66% 6	eq	56% 6	44% 5
822	Strip Retail (<40k)	6.96 1000 sq.ft. GLA	eq	523	eq	60% 14	40% 9	eq	50% 30	50% 30
934	Fast-Food Restaurant with Drive-Through	4.19 1000 sq.ft. GLA	467.48	1959	44.61	51% 95	49% 92	33.03	52% 72	48% 66
934	Fast-Food Restaurant with Drive-Through	2.8 1000 sq.ft. GLA	467.48	1309	44.61	51% 64	49% 61	33.03	52% 48	48% 44
Sub-total				4269		184	195		180	159
Adjustments										
Capture		5%		213		9	8		8	7
Pass-by		15%		640		26	24		23	21
Total				**3416**		**149**	**163**		**150**	**131**

Trip Distribution and Assignment

[21] Traffic Study- Gardenia Courtyard, City of Farmersville. Ruettgers & Schuler Civil Engineers. September 2023. Appendix C.

The distribution of Project peak hour trips is shown in Table 19 and represents the movement of traffic accessing the project site by direction. The Project trip distribution was developed based on site location and travel patterns anticipated for the proposed land uses.

Table 19
Project Trip Distribution

Direction	Percent
North	10
East	35
South	10
West	45

Project peak hour trips were assigned to the study intersections as shown in Figure 4 of Appendix C. Project trip assignment was developed based on trip generation, trip distribution and likely travel routes for traffic accessing the Project site.

Existing and Future Traffic

Existing peak hour turning movement counts were obtained in March and July 2022. Average annual growth rates ranging between 0.5 and 2.53 percent were applied to the 2023 peak hour volumes to estimate peak hour volumes for the year 2043. These growth rates were developed based on a review of historical count data and output from TCAG's regional travel demand model as well as a discussion with the City of Farmersville Planning Consultant. Cumulative volumes were estimated based on information provided by the City of Farmersville regarding build year, land use, size and location for each pending development. See Appendix C for figures.[22]

Intersection Analysis

A capacity analysis of the study intersections was conducted using Synchro software from Trafficware, as detailed in Appendix C. The analysis was performed for each of the following traffic scenarios.

- Existing (2023)
- Existing (2023) + Project
- Future Cumulative (2043)

[22] Ibid, pg 7.

- Future Cumulative (2043) + Project

Level of service (LOS) criteria for unsignalized and signalized intersections, as defined in HCM 2010, are presented in the tables below. The City of Farmersville's Circulation Element designates LOS C as the minimum acceptable intersection peak hour level of service.

Table 20
Level of Service Criteria - Unsignalized Intersection

Level of Service	Average Control Delay (sec/veh)	Expected Delay to Minor Street Traffic
A	≤ 10	Little or no delay
B	> 10 and ≤ 15	Short delays
C	> 15 and ≤ 25	Average delays
D	> 25 and ≤ 35	Long delays
E	> 35 and ≤ 50	Very long delays
F	> 50	Extreme delays

Table 21
Level of Service Criteria - Signalized Intersections

Level of Service	Average Control Delay (sec/veh)	Volume-to-Capacity Ratio
A	≤ 10	< 0.60
B	> 10 and ≤ 20	0.61 - 0.70
C	> 20 and ≤ 35	0.71 - 0.80
D	> 35 and ≤ 55	0.81 - 0.90
E	> 55 and ≤ 80	0.91 - 1.00
F	> 80	> 1.00

Peak hour level of service for the study intersections is presented in Tables 22 and 23.[23] Intersection delay in seconds per vehicle is shown within parentheses for intersections operating below LOS C.

[23] Ibid, page 14.

Table 22
Intersection Level of Service - Weekday PM Peak Hour

#	Intersection	Control Type	2023	2023+ Project	2043	2043+ Project	2043+ Project w/Mitigation[1]
1	Farmersville Blvd & Ave 296	AWSC	B	B	C	C	-
2	SR 198 EB Ramps & Ave 296	NB	B	B	C	C	-
3	SR 198 EB Ramps & Ave 295	Roundabout	A	A	B	B	-
4	Farmersville Blvd & Ave 295	Roundabout	A	A	C	C	-
5	Farmersville Blvd & Walnut Ave/W Walnut Ave	Signal	C	C	C	C	-
6	Farmersville Blvd & Front St	AWSC	C	C	E (49.2)	E (49.5)	A

Note:
[1] See Table 28 for mitigation measures.

Table 23
Intersection Level of Service - Weekday AM Peak Hour

#	Intersection	Control Type	2023	2023+ Project	2043	2043+ Project	2043+ Project w/Mitigation[1]
1	Farmersville Blvd & Ave 296	AWSC	B	B	C	C	-
2	SR 198 EB Ramps & Ave 296	NB	B	C	C	C	-
3	SR 198 EB Ramps & Ave 295	Roundabout	A	A	A	A	-
4	Farmersville Blvd & Ave 295	Roundabout	A	A	C	C	-
5	Farmersville Blvd & Walnut Ave/W Walnut Ave	Signal	C	C	C	C	-
6	Farmersville Blvd & Front St	AWSC	C	C	F (50.5)	F (51.0)	B

Note:
[1] See Table 28 for mitigation measures.

Traffic Signal Warrant Analysis

Peak hour signal warrants were evaluated for the unsignalized intersections within the study based on the 2014 California Manual on Uniform Traffic Control Devices (2014 CA MUTCD). Peak hour signal

warrants assess delay to traffic on minor street approaches when entering or crossing a major street. Signal warrant analysis results are shown in Tables 24 and 25.[24]

Table 24
Traffic Signal Warrants - Weekday PM Peak Hour

		2023			2023+Project			2043			2043+Project		
#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	Farmersville Blvd at Ave 296	397	173	NO	409	173	NO	595	253	YES	607	253	YES
2	SR 198 EB Ramps at Ave 296	539	54	NO	551	74	NO	754	91	NO	766	111	NO
3	SR 198 EB Ramps at Ave 295	399	213	NO	418	213	NO	587	286	YES	606	297	YES
4	Farmersville Blvd at Ave 295	556	475	YES	599	494	YES	962	724	YES	1005	743	YES
6	Farmersville Blvd at Front St	1105	131	YES	1113	131	YES	1730	182	YES	1738	182	YES

Table 25
Traffic Signal Warrants - Weekday PM Peak Hour

		2023			2023+Project			2043			2043+Project		
#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	Farmersville Blvd at Ave 296	439	141	NO	459	147	NO	620	197	NO	640	203	NO
2	SR 198 EB Ramps at Ave 296	592	61	NO	612	67	NO	788	90	NO	808	96	NO
3	SR 198 EB Ramps at Ave 295	344	193	NO	363	199	NO	495	349	YES	514	355	YES
4	Farmersville Blvd at Ave 295	607	235	YES	652	241	YES	993	375	YES	1038	381	YES
6	Farmersville Blvd at Front St	954	210	YES	961	210	YES	1470	289	YES	1477	289	YES

It is important to note that a signal warrant defines the minimum condition under which signalization of an intersection might be warranted. Meeting this threshold does not suggest traffic signals are required, but rather, that other traffic factors and conditions be considered in order to determine whether signals are truly justified. It is also noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above an acceptable level of service or operate below an acceptable level of service and not meet signal warrant criteria.

Roadway Analysis

A capacity analysis of the study roadways was conducted using Table 4 in the State of Florida Department of Transportation *Quality/Level of Service Handbook* dated June 2020 (see Appendix). The City of Farmersville Circulation Element states that the peak hour level of service for roadways shall be no

[24] Ibid, page 15.

lower than LOS "C" for urban areas. The analysis was performed for the following AM and PM traffic scenarios:

- Existing (2023)
- Existing (2023) + Project
- Future Cumulative (2043)
- Future Cumulative (2043) + Project

Table 26
PM Roadway Level of Service

Street	2023 Two-Way LOS		2023+Project Two-Way LOS		2043 Two-Way LOS		2043+Project Two-Way LOS	
	VOL	LOS	VOL	LOS	VOL	LOS	VOL	LOS
Farmersville Blvd to SR 198 WB Ramps	518	C	550	C	782	C	814	C
Ave 295: SR 198 EB Ramps to Farmersville Rd	648	C	678	C	1009	C	1039	C
Farmersville Blvd: Font St to Walnut St	955	C	1003	C	1394	C	1402	C
Farmersville Blvd: Walnut St to Ave 295	821	C	877	C	1412	C	1468	C
Farmersville Blvd: Ave 295 to Ave 296	609	C	641	C	951	C	983	C

Table 27
AM Roadway Level of Service

Street	2022 Two-Way LOS		2022+Project Two-Way LOS		2042 Two-Way LOS		2042+Project Two-Way LOS	
	VOL	LOS	VOL	LOS	VOL	LOS	VOL	LOS
Farmersville Blvd to SR 198 WB Ramps	544	C	570	C	772	C	798	C
Ave 295: SR 198 EB Ramps to Farmersville Rd	428	C	453	C	704	C	729	C
Farmersville Blvd: Font St to Walnut St	954	C	961	C	1318	C	1325	C
Farmersville Blvd: Walnut St to Ave 295	663	C	714	C	1138	C	1189	C
Farmersville Blvd: Ave 295 to Ave 296	602	C	628	C	922	C	948	C

Intersection Improvements

Intersection improvements needed by the year 2043 to maintain or improve the operational level of service of the street system in the vicinity of the Project are presented in Table 28.[25]

Table 28
Future Intersection Improvements

#	Intersection	Total Improvements Required by 2043	Project Share
6	Farmersville Rd & Front St	Signal	1.1%

Project percent share is calculated using the following formula:

$$\% \text{ Share} = \frac{\text{Project Traffic}}{\text{(Future+Project Traffic) - Existing Traffic}} \times 100\%$$

In summary, all six study intersections currently operate at or above LOS C during peak hours prior to and with the addition of Project traffic. In 2043, it is anticipated that Farmersville Boulevard & Front Street will operate below an acceptable level of service prior to the addition of Project traffic. All roadway segments within the scope of the study currently operate above LOS C during peak hours prior to, and with the addition of Project traffic in both 2023 and 2043. With the addition of the mitigation measure identified in Table 28, all intersections will operate at acceptable levels.

As such, potential impacts will be ***less than significant with mitigation incorporation.***

Mitigation Measures:

TRA-1

> The Applicant shall pay the City of Farmersville for their Fair Share Portion of the intersection improvements described in Table 28, in order to maintain or improve the operational level of service of the street system in the Project vicinity.

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

Less Than Significant Impact with Mitigation. An evaluation of vehicle miles traveled (VMT) for project traffic was conducted in accordance with California Environmental Quality Act (CEQA) requirements.

[25] Ibid, pg 17.

The City of Farmersville has adopted the "County of Tulare SB 743 Guidelines", dated June 8, 2020, which contain recommendations regarding VMT assessment, significance thresholds and mitigation measures.

Baseline VMT was determined utilizing data from the California Statewide Travel Demand Model (CSTDM). The proposed residential Project is located in Traffic Analysis Zone (TAZ) 2757, which has an average VMT/capita of 11.27 miles. The proposed residential Project is considered a typical Project within the TAZ and therefore the Project would be expected to have the same VMT per capita. There are no special considerations with the Project to assume the Project would produce a VMT/capita lower than the average for the TAZ. The threshold of significance for residential Project VMT/capita is if the Project VMT is below the average in the TAZ where the Project is located. Since VMT/capita is assumed to be equal to the average for the aforementioned zone, it is anticipated that the proposed Project will have a significant transportation impact prior to mitigation. The proposed Project includes locally-serving retail as well as residential dwelling units. Locally-serving retail is defined by a retail development that is less than 50,000 square feet. The locally-serving retail "screens out" of VMT analysis and therefore, only the vehicle trips generated by the residential dwelling units is used in the VMT mitigation.

The Tulare County guidelines include detailed instructions for mitigation if a project has significant impacts. The guidelines state "The preferred method of VMT mitigation in Tulare County is for project applicants to provide transportation improvements that facilitate travel by walking, bicycling, or transit." In accordance with these guidelines, a survey was conducted within a half mile of the Project to determine any pedestrian, bicycle or transit facilities deficiencies exist. After review, three ADA compliant wheelchair ramps are proposed to be constructed at the following location: Farmersville Boulevard & Walnut Avenue. The proposed mitigation measures are shown in Figure 5.

The guidelines include a minimum cost for mitigation of $20 per daily trip generated by the Project or 0.5% of the total construction cost of the Project (not including land acquisition). As shown in Table 1, the Project excluding the locally-serving retail is anticipated to generate 478 daily trips, which equates to a target value of improvements of $9,560. The total mitigation cost is estimated at approximately $10,800 with a 20% contingency.

Pursuant to the guidelines, if a project provides mitigation which meets the minimum threshold listed above, the project can presume a 1% reduction in VMT. The assumed VMT/capita reduction is 1% of 11.27 or 0.11. The resulting VMT/capita after mitigation is 11.16 which is below the average VMT/capita in the TAZ which the Project is located.

Project VMT analysis showed a VMT which was equal to the existing local VMT in the area, which indicates a transportation impact under CEQA. With implementation of the mitigation measure TRA-2

identified above for reduction of VMT, the Project will have a ***less than significant transportation impact***.

Mitigation Measures:

TRA-2

The applicant shall install ADA compliant wheelchair ramps at the following locations:

- Farmersville Road & Walnut Avenue (3 ramps)

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

Less Than Significant Impact. The proposed Project has been designed for ease of access, adequate circulation/movement, and is typical of residential developments in the City of Farmersville. On-site circulation patterns do not involve high speeds, sharp curves or dangerous intersections. Although there will be an increase in the volume of vehicles accessing the site and surrounding areas, the proposed Project will not present a substantial increase in hazards. Any impacts are considered ***less than significant.***

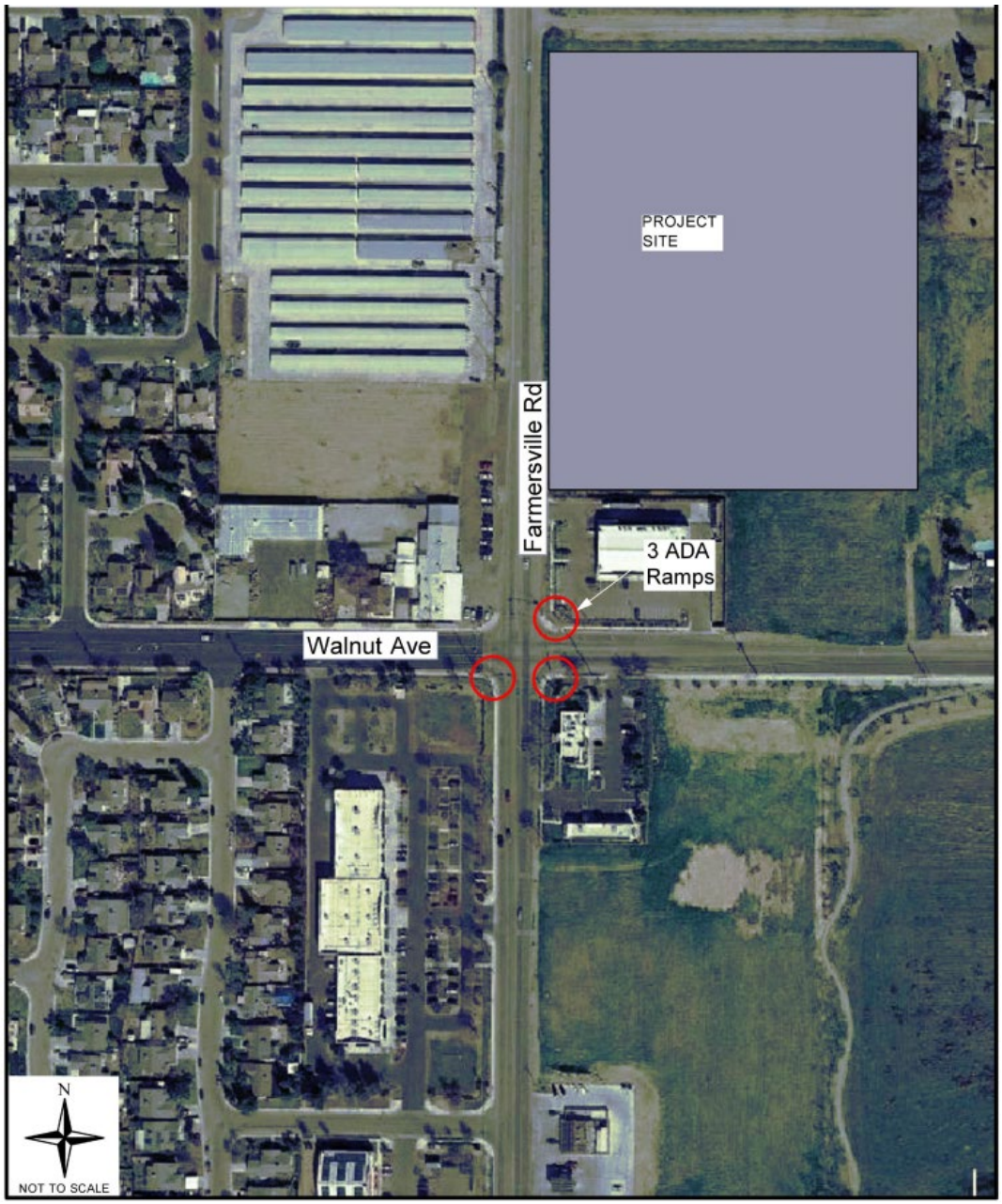
Mitigation Measures: None are required.

d. Result in inadequate emergency access?

Less Than Significant Impact. The proposed Project does not involve a change to any emergency response plan. Access to the site is proposed via Farmersville Boulevard. The site will remain accessible to emergency vehicles of all sizes. As such, potential impacts are ***less than significant.***

Mitigation Measures: None are required.

Figure 5
VMT Mitigation



XVIII. TRIBAL 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 tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

RESPONSES

a-i, a-ii. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact. A Tribal Cultural Resource (TCR) is defined under Public Resources Code section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of size and scope, sacred place, and object with cultural value to a California Native American tribe that are either included and that is listed or eligible for inclusion in the California Register of Historic Resources or in a local register of historical resources, or if the City of Farmersville, acting as the Lead Agency, supported by substantial evidence, chooses at its discretion to treat the resource as a TCR. As discussed above, under Section V, Cultural Resources, no subsurface construction is anticipated to occur as a result of Project implementation as the site is currently built out.

The California Native American Tribes were contacted pursuant to AB 52 (Public Resources Code Section 21080.3.1, et seq.) and SB 18 on behalf of the City of Farmersville on May 30, 2023.

- Big Sandy Rancheria of Western Mono Indians
- Santa Rosa Indian Community of the Santa Rosa Rancheria
- Tule River Indian Tribe
- Wuksache Indian Tribe/Eshom Valley band
- Tubatulabals of Kern Valley
- North Fork Mono Tribe
- Big Sandy Rancheria of Western Mono Indians
- Kern Valley Indian Community

Tribes were provided 90 days, to request consultation pursuant to those statutes. The Santa Rosa Rancheria – Tachi Yokuts responded on July 3, 2023 and requested to be retained for consultation and monitoring, and to conduct a cultural presentation for construction staff. They also requested copies of the archaeological survey and record search as well as the Sacred Lands File search, which were provided via email. No other comments were received. Potential impacts to tribal cultural resources will be ***less than significant.***

Mitigation Measures: None are required.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

RESPONSES

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

Less Than Significant Impact. The proposed Project would include the development of two fully affordable multi-family projects for a total of 82 units and three commercial pads. The development also includes a community area, fenced dog park, bocce ball court, community garden, on-site laundry facility, and outdoor picnic-barbeque area. The site construction will also include internal access roads, parking spaces, lighting, site landscaping and additional related improvements.

Wastewater service, water, electric power, natural gas and telecommunications facilities would all provide service to the proposed Project from their respective existing facilities and as such, would not be required to construct new or expanded facilities.

As discussed in Section X, Hydrology and Water Quality, with an increase in the area of impervious surfaces on the Project site, an increase in the amount of storm water runoff is anticipated. The site will be designed so that storm water is collected and deposited in the City's existing storm drain system. The storm water collection system design will be subject to review and approval by the City Public Works Department. Storm water during construction will be managed as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the SWPPP is retained on-site during construction. Thus, the proposed Project would have a ***less than significant impact.***

The Project will have a ***less than significant impact*** to this analysis area.

Mitigation Measures: None are required.

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

Less Than Significant Impact. As discussed in Impact X(b), the proposed Project will increase demands on the Farmersville water production and distribution area. The City's water system consists of a series of wells, pump stations, treatment facilities and distribution lines. The system draws from the groundwater system underlying Farmersville and the Central Valley. While groundwater supplies can accommodate multiple dry years, the City of Farmersville, Tulare County, and nearby cities are engaging in groundwater management activities to monitor and enhance recharge capabilities to accommodate future demands. The Project site has been designated for urban development and as such, has been

accounted for in the City's infrastructure planning documents and projections. The City will have sufficient supply to serve the proposed Project. As such, the proposed Project will have a ***less than significant impact*** to this impact area.

Mitigation Measures: None are required.

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

Less Than Significant Impact. The Project will result in wastewater from residential units and commercial buildings that will be discharged into the City's existing wastewater treatment system. The wastewater will be typical of other urban/residential and general commercial/retail developments consisting of bathrooms, kitchen drains and other similar features. The Project will not discharge any unusual or atypical wastewater that would violate the City's waste discharge requirements. The City of Farmersville Public Works Department has reviewed the Project and determined that it can accommodate the wastewater generated from the project. Additionally, the proposed Project applicant would be required to comply with any applicable City and WWTF regulations and would be subject to applicable development impact fees and wastewater connection charges. With compliance to applicable standards and payment of required fees and connection charges, the Project would not result in a significant impact related to construction or expansions of existing wastewater treatment facilities. Therefore, the impact of the Project on wastewater treatment is ***less than significant***.

Mitigation Measures: None are required.

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

Less Than Significant Impact. Disposal services in the City are provided by a private contractor, Mid Valley Disposal. Solid waste is usually hauled to the Visalia Landfill, north of Visalia on Road 80. The State of California requires that all cities and counties reduce the amount of waste going to landfills and the City is meeting its recycling requirements. Mid Valley Disposal has a program of recycling pick-ups in Farmersville; materials separated for recycling include paper, glass, metals and plastics to provide a diversion of portions of the waste stream resulting in a reduction of the solid waste stream going to landfills and similar disposal locations. The site has been designated for urban uses by the General Plan

and as such, the demand for City infrastructure, such as disposal services, has been accounted for in City planning documents. Impacts to this resource area are ***less than significant.***

Mitigation Measures: None are required.

e. Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. See Response d, above. The proposed Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed Project would be required to comply with all standards related to solid waste diversion, reduction, and recycling during project construction and operation. As such, any impacts would be ***less than significant.***

Mitigation Measures: None are required.

XX. WILDFIRE

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

RESPONSES

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

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

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

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

Mitigation Measures: None are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

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

RESPONSES

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

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

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

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

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

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

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

LIST OF PREPARERS

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- Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum - Johnson Johnson and Miller Air Quality Consulting Services
- Phase I Cultural Resource Survey for Gardenia Courtyards Project – Hudlow Cultural Resource Associates
- Traffic Study – Ruettgers & Schuler Civil Engineers

Persons and Agencies Consulted

City of Farmersville

- Karl Schoettler, Contract City Planner

California Historic Resources Information System

- Celeste Thomson, Coordinator

Appendix A

Air Quality, GHG & Energy Technical Memo

Appendix B

Cultural Resource Study

Appendix C

Traffic Study