Initial Study/Mitigated Negative Declaration

Plum Blossom Residential Development

Prepared for:

City of Farmersville
909 W. Visalia Road
Farmersville, California 93223
(559) 734-8737
Contact: Karl Schoettler

Prepared by:

Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 310
Visalia, CA 93291
(559) 840-4414
Contact: Emily Bowen, LEED AP

November 2025

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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) Plum Blossom Residential 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

Plum Blossom Residential 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 proposed Project site is located in the western portion of the City of Farmersville. The site is within the northern part of Tulare County, east of the City of Visalia (see Figure 1). The approximate 39.6-acre Project site is located west of N. Virginia Avenue and north of W. Visalia Avenue, with the Southern Pacific Railroad bordering the northern boundary and a Tulare Irrigation District Canal bordering the western boundary in the western portion of the City of Farmersville, California (see Figure 2). The site would occupy Assessor's Parcel Number (APN) 128-080-002. State Route 198 runs east-west through Farmersville, approximately 1.6 miles north of the Project site.

Figure 1 – Location

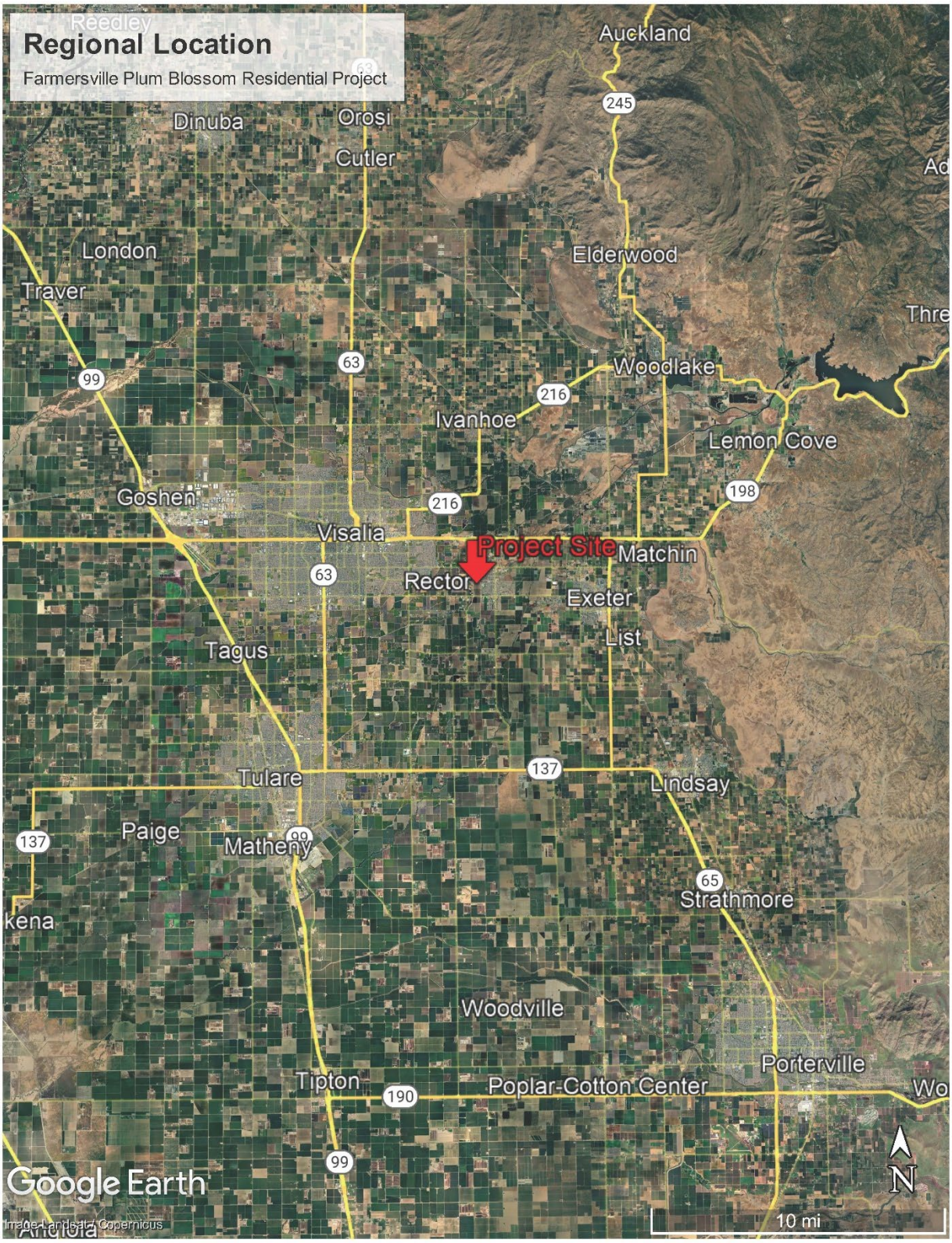


Figure 2 – Site Aerial



Project sponsor's name/address

Plum Blossom JV

157 S. K Street

Tulare, CA 93274

General plan designation

Medium Density Residential

Zoning

R-1 (Single Family Residential)

Project Description

The Plum Blossom Project (proposed Project) consists of a Tentative Subdivision Map to allow for a 187-unit residential development in the City of Farmersville. Specifically, the proposed Project includes:

- Development of 187 single-family residential units on a 39.6-acre site.
- Development of a 19,869 square foot (0.46 acre) park
- Construction of a 24,351 square foot (0.56 acre) ponding basin
- Internal access roads, streetlights, sidewalk, curb and gutter, per City Standards.
- Approve the Project's Tentative Subdivision Map

Phasing/Construction Schedule

The proposed Project construction will require site preparation activities such as site grading activities. The Project will be constructed in one phase and is anticipated to start in early 2025.

Site Circulation and Access

The site is located west of N. Virginia Avenue and north of W. Visalia Avenue, with the Southern Pacific Railroad bordering the northern boundary and a Tulare Irrigation District Canal bordering the western boundary. There is currently only dirt road access to the site on the east side, which will be developed as a continuation of W. Ash Street. The Project will be responsible for the construction of internal roadways as well as for improvements to surrounding roadways to accommodate the Project.

Surrounding Land Uses/Existing Conditions

The proposed Project site currently consists of agricultural row crops. A Tulare Irrigation District Canal borders western edge of the property and a Southern Pacific Railroad borders the north edge.

Lands surrounding the proposed Project are described as follows:

- North: Agricultural row crops.
- South: Agricultural row crops, rural residence.
- East: Single-family residences and Farmersville Junior High School.
- West: Agricultural row crops.

Approvals Needed

- The adoption of a Mitigated Negative Declaration by the City of Farmersville
- Approval of a Tentative Subdivision Map 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

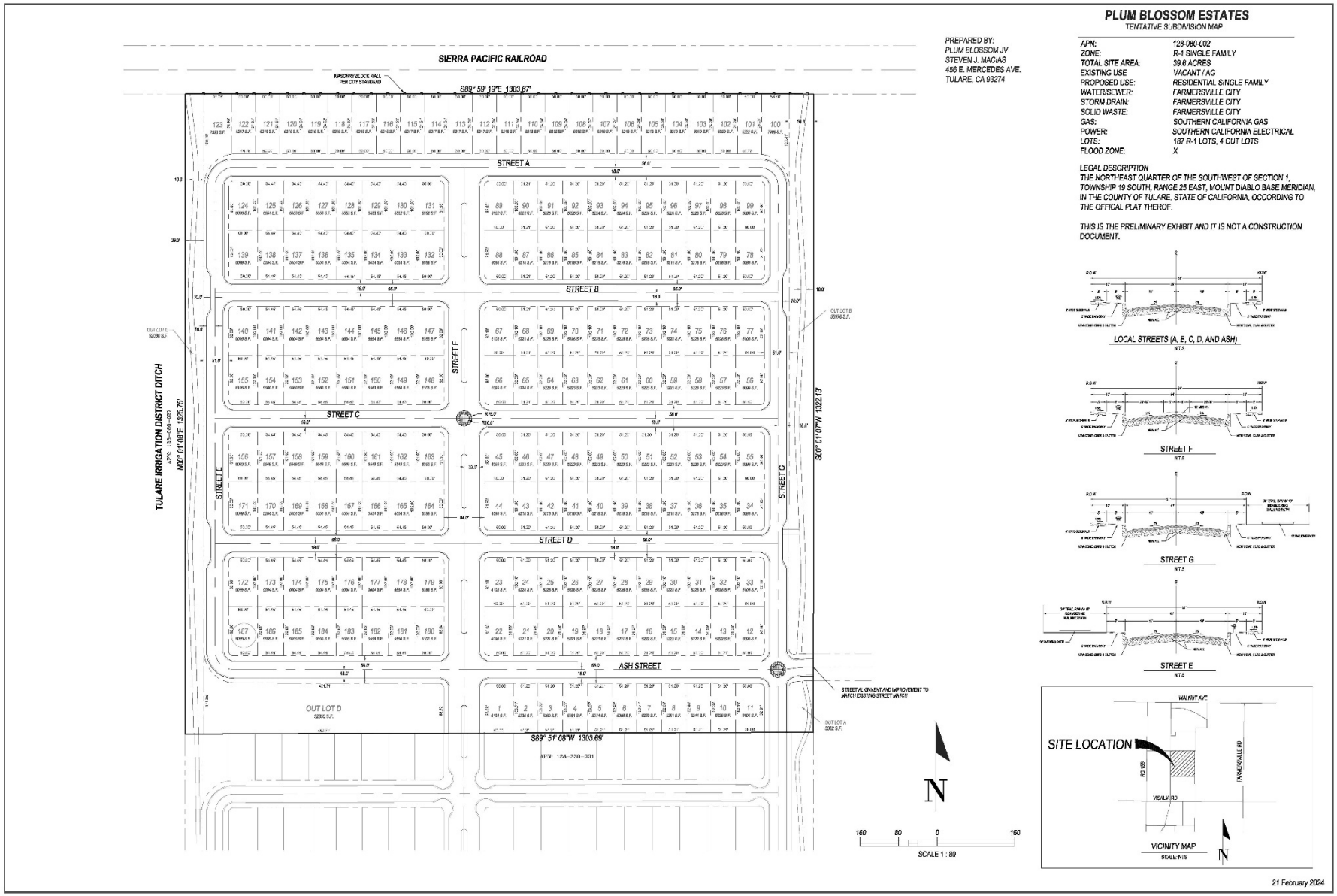
The California Native American Tribes were contacted pursuant to AB 52 (Public Resources Code

Section 21080.3.1, et seq.) on behalf of the City of Farmersville on September 18, 2024.

- Big Sandy Rancheria of Western Mono Indians
- Cold Springs Rancheria of Mono Indians
- Dumna Wo-Wah Tribal Government
- Kitanemuk & Yowlumne Tejon Indians
- Mono Lake Kutzadika
- North Fork Mono Tribe
- Santa Rosa Indian Community of the Santa Rosa Rancheria
- Table Mountain Rancheria
- Traditional Choinumni Tribe
- Tule River Indian Tribe
- Wuksache Indian Tribe/Eshom Valley band

Tribes were provided 30 days, to request consultation pursuant to those statutes. No comments were received.

Figure 3 – Site Plan



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

City Planner

City of Farmersville

Date

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. <u>Have a substantial adverse effect on a scenic vista?</u>

Less than Significant Impact. The Project site is currently located in Tulare County, within Farmersville City Limits. The proposed Project includes the development of 187 single family residential units along with improvements typically associated with a new residential development, including access roads, lighting and site landscaping, in addition to a ponding basin and park. The structures will conform to design standards set forth by the City's General Plan and Zoning Ordinance. The site is currently comprised of agricultural fields and contains no structures requiring demolition and removal.

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 1.6 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 residences, internal access roads, lighting, site landscaping and additional related improvements. The residences will be single-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 adjacent to established residential development and would serve as a natural extension of urban use. As such, Project implementation 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, potentially the vehicles traveling along W. Visalia Road and nearby residential streets, and nighttime lighting from adjacent residences. 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 *Prime Farmland* by the State Farmland Mapping and Monitoring Program.[1] The Project site is located within the Farmersville City limits, west of N. Virginia Avenue and north of W. Visalia Avenue, with the Southern Pacific Railroad bordering the northern boundary and a Tulare Irrigation District Canal bordering the western boundary. The site has been designated Medium Density Residential by the Farmersville General Plan and as such, potential farmland conversion impacts were accounted for in the General Plan Environmental Impact Report. No new farmland conversion impacts will occur with Project development. As such, there is ***no impact***.

Mitigation Measures: None are required.

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

No Impact. proposed Project 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 October 2024.

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

No Impact. There is no forestland on or adjacent to the proposed Project site and as such, 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. The site has been designated and zoned for residential development by the Farmersville General Plan. As such, the proposed Project does not have the potential to result in the new 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 analysis was provided by an Air Quality, Health Risk, 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 16, 2024. 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 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. An additional criterion regarding the project's implementation of control measures was assessed to provide further evidence of the project's consistency with current AQPs. This document proposes the following criteria for determining project consistency with the current AQPs:

1. Will the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQPs? This measure is determined by comparison to the regional and localized thresholds identified by the District for Regional and Local Air Pollutants.

2. Will the project comply with applicable control measures in the AQPs?

The use of the criteria listed above is a standard approach for CEQA analysis of projects in the SJVAPCD's jurisdiction, as well as within other air districts, for the following reasons:

- Significant contribution to existing or new exceedances of the air quality standards would be inconsistent with the goal of attaining the air quality standards.

- AQP emissions inventories and attainment modeling are based on growth assumptions for the area within the air district's jurisdiction.

- AQPs rely on a set of air district-initiated control measures as well as implementation of federal and state measures to reduce emissions within their jurisdictions, with the goal of attaining the air quality standards.

Contribution to Air Quality Violations

As discussed in Impact AIR-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). Therefore, regarding this criterion, the Project would be considered less than significant.

Air Quality Plan Control Measures

The AQP contains a number of control measures that 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.

The proposed 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 proposed Project's regional operational emissions would not exceed any applicable SJVAPCD prior to the incorporation of mitigation measures (see Impact III(b)). Therefore, the proposed 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 proposed 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[2]

Emissions Source	Emissions (Tons/Year)					
	ROG	NO_X	CO	SO_X	$PM_{10\ total}$	$PM_{2.5\ total}$
Project Construction (2025)	0.41	3.62	4.22	0.01	0.53	0.27
Project Construction (2026)	1.42	2.26	3.20	0.01	0.21	0.10
Total Construction Duration (2025-2026)						
Project Total	**1.83**	**5.88**	**7.42**	**0.02**	**0.74**	**0.37**
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 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. March 19. Website: https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf. Accessed July 2024.

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

[2] Plum Blossom Estates Project—City of Farmersville, Air Quality, Health Risk, Greenhouse Gas, and Energy Technical Memorandum. Johnson Johnson and Miller Air Quality Consulting Services. Prepared on September 16, 2024. Appendix A.

Summary of Operational Emissions of Criteria Air Pollutants – Unmitigated[3]

Source	Emissions (tons/year)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	1.63	0.07	0.98	< 0.01	0.01	0.01
Energy	0.02	0.31	0.13	< 0.01	0.03	0.03
Mobile (Automobiles)	1.14	1.28	10.63	0.02	2.28	0.59
Annual Total	**2.79**	**1.66**	**11.74**	**0.02**	**2.32**	**0.63**
Significance Thresholds	**10**	**10**	**100**	**27**	**15**	**15**
Exceed Significance Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**
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. Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. The

[3] Ibid.

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 38 feet east of the Project boundary. See Attachment B of Appendix A (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 proposed 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, and NO_X for Construction – Unmitigated[4]

Emission Source	On-site Emissions (pounds per day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Highest Daily Construction (2025)	3.58	31.95	37.41	0.06	9.42	5.24
Highest Daily Construction (2026)	44.54	21.22	28.61	0.05	1.57	0.80
Total Construction Duration (2025-2026)						
Highest Daily Maximum	**44.54**	**31.95**	**37.41**	**0.06**	**9.42**	**5.24**
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). 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. March 19. Website: https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf. Accessed July 2024.

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. 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.

[4] Ibid.

Table 4

Localized Concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_X for Operations[5]

Source	On-site Emissions (pounds per day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	9.47	1.55	11.26	0.01	0.13	0.13
Energy	0.10	1.72	0.73	0.01	0.14	0.14
Mobile (Automobiles)	6.31	2.27	15.69	0.01	0.65	0.17
Total	**15.88**	**5.54**	**27.68**	**0.03**	**0.92**	**0.44**
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. March 19. Website: https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf. Accessed July 2024.

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

[5] Ibid.

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 Attachment B of 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

Summary of the Health Impacts from Unmitigated Construction of the Project[6]

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)	20.97	0.01250	0.00000
Risks and Hazards at the MER (Construction Plus Operations)	27.75	0.01924	0.00000
Significance Threshold	**20**	**1**	**1**
Threshold Exceeded in Any Scenario?	**Yes**	**No**	**No**

MER = Maximally Exposed Receptor
Project MER: Receptor #785 (36°18'12.1"N 119°12'56.6"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

[6] Ibid.

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 use 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[7]

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)	4.83	0.00288	0.00000
Risks and Hazards at the MER (Construction Plus Operations)	11.61	0.00962	0.00000
Risks and Hazards at the MER—Level 3 Filters Scenario			
Risks and Hazards at the MER (Construction Only)	5.58	0.00333	0.00000
Risks and Hazards at the MER (Construction Plus Operations)	12.36	0.01007	0.00000
Highest Risks and Hazards at the MER after Incorporation of MM AIR-C1			
Risks and Hazards at the MER	12.36	0.01007	0.00000
Significance Threshold	**20**	**1**	**1**
Threshold Exceeded in Any Scenario?	**No**	**No**	**No**

MER = Maximally Exposed Receptor
Project MER: Receptor #785 (36°18'12.1"N 119°12'56.6"W)
Source: Construction Health Risk Assessment and Operational Health Risk Screening (Attachment B of Appendix A).

[7] Ibid.

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 Mitigation Measure 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 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 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 EMFAC 2021 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[8]

Impact Source	Cancer Risk Score	Chronic Risk Score	Acute Risk Score
Diesel Trucks	6.78	0.00674	0.00000
Total Risk from Project Operations	**6.78**	**0.00674**	**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 threshold levels. The primary source of the emissions responsible for chronic risk are from diesel trucks. DPM does not have

[8] Ibid.

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.[9] 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.[10]

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 soil
5. Areas adjacent to arroyos (where residual moisture may be available)

[9] 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 July 2024.

[10] 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 July 2024.

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 fields
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
6. Paved (asphalt or concrete) or oiled areas
7. Soils containing abundant microorganisms
8. Heavily urbanized areas where there is little undisturbed virgin soil.[11]

The proposed Project is situated on a site previously disturbed that does not provide a suitable habitat for spores. Specifically, the Project site had been previously cultivated and has vegetation cover in the form of agricultural uses. 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 proposed 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 subdivision and related homes, pavement, and internal streets. This condition 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

[11] 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 July 2024.

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. Impacts would be less than significant.

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

As a residential project, the proposed Project would locate sensitive receptors (future residents) to a site where future Project residents could be subject to existing sources of 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 construction or operation with the incorporation of Mitigation Measure AIR-1. The Project is not in an area with suitable habitat for Valley fever spores and is not in area known to have naturally occurring asbestos. Therefore, the Project would result in ***less than significant impacts*** to sensitive receptors, ***with mitigation incorporation.***

Mitigation Measures:

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 3 off-road emission standards except as otherwise specified herein. If engines that comply with Tier 3, 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 2) 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 3 engines or be equipped with Level 3 diesel particulate filters. Tier 3 engines shall, at a minimum, meet EPA or CARB particulate matter emissions standards for Tier 3 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 3 engines or in combination with Tier 3 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.

Table 8

Screening Levels for Potential Odor Sources[12]

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
Wastewater Treatment Facilities	2 miles
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 July 2024.	

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.

Operations

[12] Plum Blossom Estates Project—City of Farmersville, Air Quality, Health Risk, Greenhouse Gas, and Energy Technical Memorandum. Johnson Johnson and Miller Air Quality Consulting Services. Prepared on September 16, 2024. Appendix A.

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 Project would not engage in any of these activities. Minor sources of odors that would be associated with typical residential 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 residential in nature 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. Impacts would 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 federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐

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

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. Annual precipitation within the proposed Project site is about 10 inches, almost 85% of which falls between the months of October and March. Nearly all precipitation falls in the form of rain and storm-water readily infiltrates the soils of the surrounding the site.

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 Project site consists of agricultural row crops and non-native vegetation. A Tulare Irrigation District Canal borders the western boundary of the Project site.

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. According to the City of 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 were candidates for federal listing or listed species of special concern by the State of California as of the adoption of the General Plan. No special status plant species are likely to occur in the Farmersville planning area.

The proposed Project site is located in an area that is heavily disturbed. Agricultural lands lie to the north, west, and south of the site while single-family residential development is to the east. The site itself is occupied by agricultural row crops. The lack of natural vegetation on site and the active disturbance in the immediate surrounding areas indicates that the Project site is unlikely to support native wildlife.

The Project site consists of active agriculture and is not expected to provide habitat for special status species due to the high disturbance. Thus, the impact remains ***less than significant.***

Mitigation Measures: None are required.

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 as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less Than Significant Impact. There is no riparian habitat or other sensitive natural community on site or adjacent to the Project. According to the Department of Fish & Wildlife, an unnamed irrigation ditch borders the site to the west.[13] The National Wetlands Inventory considers the ditch to be Riverine habitat and classifies it as R4SBCx, which means riverine, intermittent, streambed, seasonally flooded, and excavated. [14] This classification indicates the ditch does not contain surface water year-round and is unlikely to be regulated by SWRCB. The proposed development will maintain an appropriate buffer with

[13] California Streams, California Department of Fish & Wildlife. https://data-cdfw.opendata.arcgis.com/datasets/92b18d9e091d469fa69d256fb395b946_0/explore?location=36.304138%2C-119.216023%2C15.54. Accessed October 2024.

[14] National Wetlands Inventory. U.S Fish & Wildlife Service. https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/ Accessed October 2024.

this ditch/canal and will not 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 (criterion g) as no impacts to wetlands occur.

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 Impact with Mitigation. Migratory birds could nest on or near the Project site. The Project has the potential to 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 effect. Implementation of Mitigation Measure BIO-1 will reduce the potential impact 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?

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. The proposed Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance as no trees or biologically sensitive areas will be impacted. The development will also not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan as no such plan has been adopted. As such, 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 resources records search (RS#24-426) was performed on behalf of the proposed Project on September 30, 2024.

According to the records search, there have been no previous cultural resource studies completed within the Project area. There have been five cultural resource studies conducted within the one-half mile radius: TU-00134, TU-00404, TU-01071, TU-01659, and TU-01968.

Additionally, there are no recorded cultural resources within the Project area, and it is not known if any exist there. There are four recorded cultural resources within the one-half mile radius: P-54-004626, P-54-005076, P-54-005296, and P-54-005667. These resources consist of an historic era railroad, a single-family residence, and two canals.

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, for the California State Historic Landmarks.

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?	☐	☐	☒	☐

The following analysis was provided by an Air Quality, Health Risk, 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 16, 2024. The report can be read in its entirety in Appendix A.

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.

RESPONSES

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. Short-term construction energy consumption is discussed below.

Short Term Energy Demand - 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[15]

Project Component	Construction Activity	Fuel Consumption (gallons)
Plum Blossom Estates Project (On-site, Off-road Equipment Use)	Site Preparation	2,736
	Grading	9,677
	Paving	1,395
	Building Construction	29,220
	Architectural Coating	161
Total Construction Off-Road Fuel Consumption		**43,189**
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 43,189 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 the state. 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.

[15] Plum Blossom Estates Project—City of Farmersville, Air Quality, Health Risk, Greenhouse Gas, and Energy Technical Memorandum. Johnson Johnson and Miller Air Quality Consulting Services. Prepared on September 16, 2024. Appendix A.

Table 10
Construction On-Road Fuel Consumption[16]

Project Component	Construction Activity	Total Annual Fuel Consumption (gallons)
Plum Blossom Estates Project (On-road Fuel Consumption)	Site Preparation	718
	Grading	6,004
	Paving	1,258
	Building Construction	16,696
	Architectural Coating	1,222
Total Construction On-Road Fuel Consumption		**25,898**
Source: Energy Consumption Calculations (Attachment C of Appendix A).		

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 – Operational

Transportation Energy Demand

Table 11 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.

[16] Ibid.

Table 11
Long-Term Operational Vehicle Fuel Consumption[17]

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)	52.15	3,409,333	31.38	297.7	108,648
Light Trucks (Pickups) and Medium Vehicles	43.96	2,873,907	23.18	339.7	123,978
Light-Heavy to Medium-Heavy Diesel Trucks	0.92	60,145	11.56	14.3	5,203
Heavy-heavy Trucks	2.03	132,712	6.15	59.1	21,570
Motorcycles	0.25	16,344	42.22	1.1	387
Other	0.69	45,109	7.72	16.0	5,844
Total	**100**	**6,537,550**	**—**	**727.9**	**265,630**

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).

As shown above, annual vehicular fuel consumption is estimated to be 265,630 gallons of gasoline and diesel fuel combined. Using rates calculated for the earliest operational year, daily consumption is estimated at approximately 728 gallons of fuel (see Attachment C of Appendix A).

Building Energy Demand

As shown in Table 12 and Table 13, the proposed Project is estimated to demand 1,661,768 kilowatt-hours (KWhr) of electricity and 6,827,557 1,000-British Thermal Units (kBTU) of natural gas, respectively, on an annual basis.

[17] Ibid.

Table 9
Long-Term Electricity Usage[18]

Land Use	Total Electricity Demand (KWhr/year)
Single Family Housing	1,661,768
Total Project Consumption	**1,661,768**
Source: Energy Consumption Calculations (Attachment C of Appendix A).	

Table 10
Long-Term Natural Gas Usage[19]

Land Use	Total Natural Gas Demand (kBTU/year)
Single Family Housing	6,827,557
Total Project Consumption	**6,827,557**
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 1,661,768 KWhr of electricity per year and 6,827,557 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 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

[18] Ibid.

[19] Ibid.

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.

The daily vehicular fuel consumption is estimated to be 728 gallons of combined gasoline and diesel fuel. Annual consumption is estimated at 265.630 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, or deliveries to the proposed single-family homes. The property is located near residential land uses, including adjacent single-family homes to the east border of the project site. There are also tracts of single-family homes to the northeast and southeast of the project site as well as a few scattered rural homes north, west and south of the project. The proposed Project would be well-positioned to accommodate an existing community and provide housing for planned growth. Vehicles accessing the site would be typical of vehicles accessing similar residential 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 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

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[20]. 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 Independence fault and 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

[20] California Earthquake Hazards Zone Application, California Department of Conservation. https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed October 2024.

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 California Building Code Zone II should be adequate for normal facilities."[21] 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?

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 moderately deep,

[21] City of Farmersville General Plan Update Community Profile. 2002. Page 2-4.

well-drained, and with low shrink/swell potential.[22] 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 moderately 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 septic tanks or alternate wastewater disposal system. There is ***no impact.***

Mitigation Measures: None are required.

[22] Ibid, page 2-2.

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

Less Than Significant Impact. 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. Therefore, there is a ***less than significant impact.***

Mitigation Measures: None are required.

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 analysis was provided by an Air Quality, Health Risk, 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 16, 2024. 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. The SJVAPCD's *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA* provides guidance for preparing a BAU analysis.[23] Under the SJVAPCD guidance, projects meeting one of the following would have a less than significant impact on climate change:

- Exempt from CEQA;
- Complies with an approved GHG emission reduction plan or GHG mitigation program;
- Project achieves 29 percent GHG reductions by using approved Best Performance Standards; and
- Project achieves AB 32 targeted 29 percent GHG reductions compared with "business as usual."

[23] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2009. "Final Staff Report, Addressing Greenhouse Gas Emissions Impacts under the California Environmental Quality Act." https://www.valleyair.org/Programs/CCAP/11-05-09/1_CCAP_FINAL_CEQA_GHG_Draft_Staff_Report_Nov_05_2009.pdf#:~:text=This%20Final%20Draft%20Staff%20Report%20provides. November 2009. Accessed October 2024.

The SJVAPCD has not yet adopted BPS for development projects that could be used to streamline the GHG analysis. For development projects, BPS means, "[a]ny combination of identified GHG emission reduction measures, including project design elements and land use decisions that reduce project-specific GHG emission reductions by at least 29 percent compared with business as usual."

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.[24] First occupancy at the Project site is expected to occur in 2024, 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.

Quantification of Greenhouse Gas Emissions for Informational Purposes

Construction

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

Table 14
Summary of Construction-Generated Greenhouse Gas Emissions[25]

Emissions Source	MT CO_{2e} per Year
Project Construction (2025)	838
Project Construction (2026)	586
Project Construction Total	**1,424**
Amortized over 30 Years	**47.5**
Notes: MT CO_2e = metric tons of carbon dioxide equivalent Source: Modeling Assumptions and CalEEMod Output Files (Attachment A of Appendix C).	

[24] 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 July 2024.

[25] Plum Blossom Estates Project—City of Farmersville, Air Quality, Health Risk, Greenhouse Gas, and Energy Technical Memorandum. Johnson Johnson and Miller Air Quality Consulting Services. Prepared on September 16, 2024. 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 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 GHG Emissions (Buildout Year Scenario)[26]

Emission Source	Unmitigated Buildout Year Total Emissions (MT CO_2e per year)
Area	76
Energy	706
Mobile (Automobiles)	2,257
Water	37
Waste	59
Refrigerants	0.4
Amortized Construction Emissions	47.5
Total (MT CO_2e per year)	**3,183**
Source of Emissions: Modeling Assumptions and CalEEMod Output Files (Attachment A of Appendix A).	

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 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.

[26] Ibid.

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 (single-family homes) constructed as part of the proposed project would comply with the applicable Title 24 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 will be 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

Scoping Plan Measure	Project Consistency
	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 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 single-family housing 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 in nature and would not be considered an industrial use or a large freight operator. However, home 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.	**Not Applicable**. The project is residential in nature and does not include the development of a Regional Transportation Plan/Sustainable Communities Strategy (SCS).
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 emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade

Scoping Plan Measure	Project Consistency
	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 residential 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 July 2024. [1] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. March 19. Website: https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf. Accessed July 2024.	

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 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." 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.

CARB's 2022 Scoping Plan for Achieving Carbon Neutrality was approved in December 2022 and expands on prior Scoping Plans and legislations-such as AB 1279-by outlining a technologically feasible, cost-effective, and equity-focused path to achieve the State's climate target of reducing anthropogenic GHG emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045 or earlier.[27] To achieve carbon neutrality by 2045, the 2022 Scoping Plan contains GHG reductions, technology, and clean energy mandated by statutes, reduction of short-lived climate pollutants, and mechanical carbon dioxide capture and sequestration actions. Table 17 contains a list of key GHG emission reduction actions and strategies from the 2022 Scoping Plan and assesses the Project's consistency with these actions and strategies.

[27] California Air Resources Board (ARB). 2022. Final 2022 Scoping Plan Update and Appendices. December. Website: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents. Accessed August 2024.

Table 17
Project Consistency with 2022 Scoping Plan

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Project Consistency
Transportation Technology • Achieve 100 percent ZEV sales of light duty vehicles by 2035 and medium heavy-duty vehicles by 2040. • Achieve 20 percent zero-emission target for the aviation sector. • Develop a rapid and robust network of ZEV refueling infrastructure to support needed transition to ZEVs. • Ensure that the transition of ZEV technology is affordable for low-income households and communities of color and meets the needs of communities and small business. • Prioritize incentive funding for heavy-duty ZEV technology deployment in regions of the state with the highest concentrations of harmful criteria and toxic air contaminant emissions. • Promote private investment in the transition to ZEV technology, undergirded by regulatory certainty such as infrastructure credits in the Low Carbon Fuel Standard for hydrogen and electricity and hydrogen station grants from the CEC's Clean Transportation Program pursuant to Executive Order B-48-18. • Evaluate and continue to offer incentives similar to those through FARMER, Carl Moyer, the Clean Fuel Reward Program, the Community Air Protection Program, the Low Carbon Transportation, including CORE. Where feasible, prioritize and increase funding for clean transportation equity programs. • Continue and accelerate funding support for zero emission vehicles and refueling infrastructure through 2030 to ensure the rapid transformation of the transportation sector.	State agencies and local agencies	**No Conflict**: Vehicles must transition to zero-emission technology to decarbonize the transportation sector. Executive Order N-79-20 reflects the urgency of transitioning to zero emission vehicles (ZEVs) by establishing target dates for reaching 100 percent ZEV sales or fleet transitions to ZEV technology. EO N-79-20 calls for 100 percent ZEV sales of new light-duty vehicles by 2035. The Advanced Clean Cars II regulation fulfills this goal and serves as the primary mechanism to help deploy ZEVs. A number of existing incentive programs also support this transition, including the Clean Cars 4 All Program. EO N-79-20 also sets targets for transitioning the medium- and heavy-duty fleet to zero emissions: by 2035 for drayage trucks and by 2045 for buses and heavy-duty long-haul trucks where feasible. Replacing heavy-duty vehicles with ZEV technology will substantially reduce GHG emissions and diesel PM emissions in communities adjacent to ports, distribution centers, and highways. EO N-79-20 sets an off-road equipment target of transitioning the entire fleet to ZEV technology by 2035, where feasible. There are a number of funding sources available to support this transition, including FARMER, Carl Moyer, and Community Air Protection Incentives; as well as Low Carbon Transportation Incentives, including the Clean Off-Road Equipment program. Refueling infrastructure is a crucial component of transforming transportation technology. Electric vehicle chargers and hydrogen refueling stations must become easily accessible for all drivers to support a wholesale transition to ZEV technology. Deployment of ZEV refueling infrastructure is currently supported by a number of existing State public funding mechanisms.

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Project Consistency
		Intrastate aviation relies on internal combustion engine technology today, but battery-electric and hydrogen fuel cell aviation applications are in development, along with sustainable aviation fuel. GHG emissions generated by project-related passenger and truck vehicle travel would benefit from the above regulations and programs, and mobile source emissions generated by the Plum Blossom Estates Project would be reduced as automobiles and truck fleets are transitioned to ZEV technology. Additionally, the project would include EV charging infrastructure in accordance with regulations which would support the transition to EV technology. Thus, the project would not conflict with actions under the transportation technology sector.
Transportation Fuels • Accelerate the reduction and replacement of fossil fuel production and consumption in California. • Incentivize private investment in new zero-carbon fuel production in California. • Incentivize the transition of existing fuel production and distribution assets to support deployment of low- and zero-carbon fuels while protecting public health and the environment. • Invest in the infrastructure to support reliable refueling for transportation such as electricity and hydrogen refueling. • Evaluate and propose, as needed, changes to strengthen the Cap-and-Trade Program. • Initiate a public process focused on options to increase the stringency and scope of the LCFS: - Evaluate and propose accelerated carbon intensity targets pre-2030 for LCFS. - Evaluate and propose further declines in LCFS post-2030 carbon intensity targets to align with this 2022 Scoping Plan. - Consider integrating opt-in sectors into the program. - Provide capacity credits for hydrogen and electricity for heavy-duty fueling. • Monitor for and ensure that raw materials used to produce low-carbon fuels or technologies do not result in unintended consequences.	State agencies and local agencies	**No Conflict:** Private investment in alternative fuels will play a key role in diversifying the transportation fuel supply away from fossil fuels. EO N-79-20 calls on state agencies to support the transition of existing fuel production facilities away from fossil fuels and directs that this transition also protects and supports workers, public health, safety, and the environment. In-line with this direction, existing refineries could be repurposed to produce sustainable aviation fuel, renewable diesel, and hydrogen. GHG emissions generated by project-related passenger and delivery trucks would benefit from the above regulations and programs, and mobile source emissions generated by the project would be reduced with implementation of the wider use of zero-carbon fuels consistent with reduction of GHG emissions under AB 1279. Additionally, the project would utilize energy efficiency appliances and equipment and will meet the applicable energy standards in the Title 24 Building Energy Efficiency Standards and CALGreen Code, which will limit the amount of fossil fuel use and GHG emissions. During operations the project will provide improvements to the pedestrian network. Considering the actions and strategies require action by the state and local agencies, project consistency is determined by assessing whether

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Project Consistency
		the project would conflict with the actions needed in the transportation fuels sector. As supported by the information provided above, the project would not conflict with actions in the transportation fuels sector.
Vehicles Miles Traveled • Achieve a per capita VMT reduction of at least 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045. • Reimagine new roadway projects that decrease VMT in a way that meets community needs and reduces the need to drive. • Invest in making public transit a viable alternative to driving by increasing affordability, reliability, coverage, service frequency, and consumer experience. • Implement equitable roadway pricing strategies based on local context and need, reallocating revenues to improve transit, bicycling, and other sustainable transportation choices. • Expand and complete planned networks of high-quality active transportation infrastructure. • Channel the deployment of autonomous vehicles, ride-hailing services, and other new mobility options toward high passenger-occupancy and low VMT-impact service models that complement transit and ensure equitable access or priority populations. • Streamline access to public transportation through programs such as the California Integrated Travel Project. • Ensure alignment of land use, housing, transportation, and conservation planning in adopted regional plans and local plans (e.g., general plans, zoning, and local transportation plans), and develop tools to support implementation of these plans. • Accelerate infill development and housing production at all affordability levels in transportation-efficient places, with a focus on housing for lower income residents.	State agencies and local agencies	**Potential Conflict (No Conflict After Incorporation of Mitigation)**: VMT reductions will play a crucial role in reducing overall transportation energy demand and achieving California's climate, air quality, and equity goals. CARB did not set regulatory limits on VMT in the 2022 Scoping Plan because the authority to reduce VMT largely lies with state, regional, and local transportation, land use, and housing agencies, along with the Legislature and its budgeting choices. A project-specific VMT analysis was prepared for the Plum Blossom Estates Project by Ruettgers & Schuler Civil Engineers. The VMT analysis shows that the project would result in a potentially significant VMT impact prior to the incorporation of mitigation. As such, the project could conflict with actions in the vehicle miles traveled sector. With mitigation incorporated, the project-specific VMT analysis found that the project would result in less than significant impacts. All mitigation measures related to the VMT impact are identified in the transportation impact analysis and would also be required to reduce the project's GHG impact. With VMT-related mitigation measures applied, the project would not conflict with actions in the vehicle miles traveled sector.
Clean Electricity Grid • Per SB 350, double statewide energy efficiency savings in electricity and fossil gas end uses by 2030, through a combination of energy efficiency and fuel substitution actions.	State agencies and local agencies	**No Conflict**: Decarbonizing the electricity sector depends on both using energy more efficiently and replacing fossil-fueled generation with renewable and zero carbon resources, including solar, wind, energy storage, geothermal, biomass, and hydroelectric power. The RPS Program and the

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Project Consistency
• Use long-term planning processes to support grid reliability and expansion of renewable and zero-carbon resource and infrastructure deployment. • Complete systemwide and local reliability assessments. Such assessments should be completed before state agencies update their electricity sector GHG targets. • Prioritize actions to mitigate impacts to electricity reliability and affordability and provide sufficient flexibility in the state's decarbonization roadmap for adjustments as may be needed. • Facilitate long lead-time resource development. • Continue coordination between energy agencies and energy proceedings to maximize opportunities for demand response. • Continue to explore the benefits of regional markets to enhance decarbonization, reliability, and affordability. • Address resource build-out challenges, including permitting, interconnection, and transmission network upgrades. • Explore new financing mechanisms and rate designs to address affordability. • Per SB 100 and SB 1020, achieve 90 percent, 95 percent, and 100 percent renewable and zero-carbon retail sales by 2035, 2040, and 2045, respectively. • Evaluate and propose, as needed, changes to strengthen the Cap-and-Trade Program. • Target programs and incentives to support and improve access to renewable and zero-carbon energy projects (e.g., rooftop solar, community owned or controlled solar or wind, battery storage, and microgrids) for communities most at need, including frontline, low-income, rural, and indigenous communities. • Prioritize public investments in zero-carbon energy projects to first benefit the most overly burdened communities affected by pollution, climate impacts, and poverty.		Cap-and-Trade Program continue to incentivize dispatch of renewables over fossil generation to serve state demand. SB 100 increased RPS stringency to require 60 percent renewables by 2030 and for California to provide 100 percent of its retail sales of electricity from renewable and zero-carbon resources by 2045. Furthermore, SB 1020 has added interim targets to SB 100's policy framework to require renewable and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent of all electricity retail sales by 2040; establish a planning goal of at least 20 GW of offshore wind by 2045; and that state agencies plan for an energy transition that avoids the need for new fossil gas capacity to meet California's long-term energy goals. California also continues to advance its appliance and building energy efficiency standards to reduce growth in electricity consumption and meet the SB 350 goal to double statewide energy efficiency savings in electricity and fossil gas end uses by 2030. Increased transportation and building electrification and continued policy commitment to behind-the-meter solar and storage will continue to drive growth of microgrids and other distributed energy resources. Continued transition to renewable and zero-carbon electricity resources will enable electricity to become a zero-carbon substitute for fossil fuels. This transformation will drive investments in a large fleet of generation and storage resources but will also require significant transmission to accommodate these new capacity additions. Resources such as storage and demand-side management are essential to maintain reliability with high concentrations of renewables. Hydrogen produced from renewable resources and renewable feedstocks can serve a dual role as a low-carbon fuel for existing combustion

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Project Consistency
		turbines or fuel cells, and as energy storage for later use. The Plum Blossom Estates Project would utilize energy efficiency appliances and equipment and will meet the applicable energy standards in the Title 24 Building Energy Efficiency Standards and CALGreen Code. As such, the project would not conflict with actions under the clean electricity grid sector.
Sustainable Manufacturing and Buildings • Maximize air quality benefits using the best available control technologies for stationary sources in communities most in need. • Implement SB 905, which requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon capture, utilization, and sequestration and carbon dioxide removal projects and technology. • End fossil gas infrastructure expansion for newly constructed buildings. • Develop a net-zero cement strategy to meet SB 956 targets for the GHG intensity of cement use. • Leverage energy efficiency and low carbon hydrogen programs. • Prioritize most vulnerable residents with the majority of funds in the new $922 million Equitable Building Decarbonization program. • Achieve three million all-electric and electric-ready homes by 2030 and seven million by 2035 with six million heat pumps installed by 2030. • Adopt a zero-emission standard for new space and water heaters sold in California beginning in 2030. • Implement biomethane procurement targets for investor-owned utilities as specified in SB 1440.	State agencies and local agencies	**No Conflict**: The 2022 Scoping Plan reduces dependence on fossil gas in the industrial and building sectors by transitioning substantial energy demand to alternative fuels. Combustion of fossil gas, other gaseous fossil fuels, and solid fossil fuels provide energy to meet three broad industry needs: electricity, steam, and process heat. Non-combustion emissions result from fugitive emissions and from the chemical transformations inherent to some manufacturing processes. Decarbonizing industrial facilities depends upon displacing fossil fuel use with a mix of electrification, solar thermal heat, biomethane, low- or zero-carbon hydrogen, and other low-carbon fuels to provide energy for heat and reduce combustion emissions. Emissions also can be reduced by implementing energy efficiency measures and using substitute raw materials that can reduce energy demand and some process emissions. Some remaining combustion emissions and some non-combustion CO_2 emissions can be captured and sequestered. This sector has a continuing demand for fossil gas due to lack of non-combustion technologically feasible or cost-effective alternatives for certain industrial sectors. Microgrids powered by renewable resources and with battery storage are emerging as a key enabler of electrification and decarbonization at industrial facilities. The Plum Blossom Estates Project is residential in nature and would not include manufacturing uses or other industrial uses targeted in the 2022 Scoping Plan. The project will utilize energy efficiency appliances and would meet the

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Project Consistency
		applicable energy standards in the Title 24 Building Energy Efficiency Standards and CALGreen Code. As such, the project would not conflict with sustainable manufacturing buildings industry sector.
Carbon Dioxide Removal and Capture Sector • Implement SB 905. • Achieve the 85 percent reduction in anthropogenic sources below 1990 levels per AB 1279 by incorporating Carbon Capture and Storage (CCS) into sectors and programs beyond transportation. • Evaluate and propose the role for CCS in cement decarbonization and as part of hydrogen peroxide pathways. • Explore carbon capture application for zero-carbon power for reliability needs per SB 100.	State agencies and local agencies	**No Conflict**: CARB has acknowledged that the deployment of carbon dioxide removal to counterbalance hard-to-abate residual emissions is needed to achieve net zero GHG emissions. Modeling shows that emissions from the AB 32 GHG Inventory sources will continue to persist even if all fossil related combustion emissions are phased out. Carbon dioxide removal includes both sequestration in natural and working lands and mechanical approaches such as: direct air capture, CCS (which is carbon capture from anthropogenic point sources involves capturing carbon from a smokestack of an emitting facility), or direct air capture (which captures carbon directly from the atmosphere). The project would not conflict with measures to increase carbon dioxide removal and capture. As such, the project would not conflict with action under the carbon dioxide removal and capture sector.
Short-Lived Climate Pollutants (Non- Combustion Gases) • Install anaerobic digesters to maximize air and water quality protection, maximize biomethane capture, and direct biomethane to specific sectors. • Increase alternative manure management projects. • Expand markets for products made from organic waste. • Pursuant to SB 1137, develop leak detection and repair plans for facilities in health protection zones, implement emission detection system standards, and provide public access to emissions data. • Convert large HFC emitters to the lowest practical global warming potential (GWP) technologies.	State agencies and local agencies	**No Conflict**: SLCPs include black carbon, methane, and fluorinated gases. Dairy and livestock are the largest source of methane emissions followed by landfills. Black Carbon (soot) comes primarily from transportation, specifically heavy-duty vehicles followed by fuel combustion for residential, commercial, and industrial uses. The Plum Blossom Estates Project does not include dairy or livestock. As such, the project would not conflict with SLCP dairy and livestock methane sector actions in the 2022 Scoping Plan.

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Project Consistency
Natural and Working Lands • Implement AB 1757 and SB 27. • Implement the Climate Smart Strategy. • Accelerate the pace and scale of climate smart forest management to at least 2.3 million acres annually by 2025. • Accelerate the pace and scale of healthy soils practices to 80,000 acres annually by 2025, conserve at least 8,000 acres of annual crops annually, and increase organic agriculture to 20 percent of all cultivated acres by 2045. • Restore 60,000 acres of Delta wetlands annually by 2045. • Increase urban forestry investment annually by 200 percent, relative to business as usual.	State agencies and local agencies	**No Conflict**: AB 1757 requires state agencies to set targets for natural carbon removal and emissions reductions on natural and working lands. AB 1757 is expected to catalyze natural carbon sequestration in California by: requiring California Natural Resources Agency and CARB to establish targets for sequestration on natural and working lands for 2030, 2038, and 2045; ensuring that natural sequestration projects have rigorous measurement and verification; and establishing an expert committee to advise state agencies on modeling and implementation. SB 27 is designed to accelerate the removal of carbon from the atmosphere by expanding California's carbon removal capability (i.e. sequestration) and improve the carbon retention of the state's natural and working lands. The Plum Blossom Estates Project would not include natural working lands. As such, the project would not conflict with natural and working strategies under the 2022 Scoping Plan.
Source: California Air Resources Board (CARB). 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. November 16. Website: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf. Accessed August 2024.		

As show above in Table 20, the Project could conflict with relevant 2022 Scoping Plan actions or strategies that aim to achieve the State's climate target of reducing anthropogenic emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045 prior to the incorporation of mitigation. Specifically, the project-specific VMT analysis found that the Project would result in a potentially significant impact related to VMT prior to the incorporation of mitigation. With mitigation incorporated, the project-specific VMT analysis found that the Project would result in less than significant impacts. All mitigation measures related to the VMT impact are identified in the transportation impact analysis and would also be required to reduce the project's GHG impact.

With all identified mitigation to reduce VMT-related impacts, the Project would not conflict with relevant 2022 Scoping Plan actions or strategies that aim to achieve the State's climate target of reducing anthropogenic emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045.

Impact Analysis 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 after incorporation of mitigation. The project-specific VMT analysis found that the project would result in less than significant impacts after incorporation of mitigation. All mitigation measures related to the VMT impact are identified in the transportation impact analysis and would also be required to reduce the Project's GHG impact. Therefore, the Project's generation of GHG emissions would not result in a significant impact on the environment with the incorporation of mitigation identified in the traffic analysis to reduce the Project's impacts related to VMT. Therefore, the Project's generation of GHG emissions would result in ***less than significant*** impacts.

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. The following analysis assesses the project's compliance with Consideration #3 regarding consistency with adopted plans to reduce GHG emissions. As discussed under Impact GHG-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 GHG-A above. As demonstrated in the analysis contained under Impact GHG-A, 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 includes the construction of up to 187 single-family residential homes, including a park, ponding basin and internal access roads, lighting, landscaping, and associated 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 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. 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 residential 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 Junior High School is approximately 500 ft. to the east of the proposed Project site, Snowden Elementary School is 0.7 miles southeast, and Freedom Elementary School and Farmersville High School are approximately one mile to the northeast. As the proposed Project includes the development of single-family residences, it is not reasonably foreseeable that the proposed Project will cause a significant impact by emitting hazardous waste or bringing hazardous materials within one-quarter mile of an existing or proposed school. 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 compiled pursuant to Government Code Section 65962.5 (Geotracker[28] and DTSC Envirostor[29] databases – accessed in October 2024). 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.

[28] GeoTracker, State Water Resources Control Board. https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=farmersville. Accessed October 2024.

[29] EnviroStor, Department of Toxic Substances Control. https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=farmersville. Accessed October 2024.

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?

Less Than Significant 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.

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 currently contains active agriculture and is surrounded by urban development and agricultural land. 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?	☐	☐	☒	☐

The City of Farmersville provides water services to all residential, commercial, and industrial customers, as well as to the unincorporated Cameron Creek Colony through the operation of eight City owned water wells that produce up to two million (2,000,000) gallons of water per day. The proposed Project site is within the Farmersville service area.

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?

Less than Significant Impact. The State Water Resources Control Board requires any new construction project over an acre to complete a Stormwater Pollution Prevention Plan (SWPPP). A SWPPP involves site planning and scheduling, limiting disturbed soil areas, and determining best management practices

to minimize the risk of pollution and sediments being discharged from construction sites. Implementation of the SWPPP will minimize the potential for impacts associated with erosion or siltation onsite or offsite.

The proposed Project will result in wastewater from residential units 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.

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 information below provides a comparison of existing (baseline) conditions versus potential water use based on full buildout of the proposed Project. Existing agricultural water use is based on crop information contained in Tulare County's *Phase I Water Supply Evaluation.*[30] The site is currently and has historically been farmed. Water usage for field crops in Tulare County is documented to 3.1 acre/feet per year[31], so it is estimated that the site currently uses 122.76 acre/ft per year (22 acres X 3.6 ac/ft).

According to the California Department of Water Resources, the current statewide median indoor residential water use is 48 gallons per capita per day (gpcpd); however, indoor water residential water use is expected to decline due to plumbing code requirements and more efficient appliances and fixtures being used in existing and new homes.[32] To determine the number of persons (water users) that would

[30] Tulare County General Plan 2030 Update. Recirculated Draft Environmental Impact Report. Appendix G - Phase I Water Supply Evaluation for Tulare County. Table 2.4, page 9. http://generalplan.co.tulare.ca.us/documents/GeneralPlan2010/Appendix%20G%20-%20Phase%20I%20Water%20Supply%20Evaluation.pdf. Accessed October 2024.

[31] Ibid.

[32] California Department of Water Resources. State Agencies Recommend Indoor Residential Water Use Standard to Legislature. November 30, 2021. https://water.ca.gov/News/News-Releases/2021/Nov-21/State-Agencies%20Recommend-Indoor-Residential-Water-Use-Standard/. Accessed October 2024.

result from the proposed Project, this analysis uses the City's General Plan Land Use Element, which shows an average household size of 3.66 persons per household in Farmersville.[33]

The proposed Project would include the construction of up to 187 single family residences. Applying the City's average of 3.66 persons per household, this equates to approximately 684 persons. At 48 gallons per day per capita, the Project would require approximately 11.98 MG per year of potable water, or 36.8 acre/feet per year (363 residents X 48 gpcpd X 365 days = 11,983,680 gallons of potable water per year). As discussed above, the existing agricultural operations on-site require approximately 122.76 acre/feet per year, which is far more than what the residential development will utilize. As such, the impact to water supply is determined to be less than significant. Additionally, the site is designated and zoned for residential development and as such, site development has been accounted for in the City's water infrastructure planning documents. The impact to water quality is determined to be ***less than significant.***

Water Availability

The Kaweah River Basin Groundwater Management Plan acknowledges a continuing decline in groundwater levels of the aquifer system below the Farmersville area. The City of Farmersville's water supply comes from groundwater extraction. To assist in mitigating this groundwater decline, the City of Farmersville has established fees that are charged to new developments, which will fund groundwater recharge and other water resource projects within the City. The City has also approved a five stage progressively restrictive water conservation ordinance that is applicable to all customers who receive water from the City of Farmersville.

Additionally, actual population growth within the City has not kept up with the population growth projections of the General Plan. Chart 2-2 of the Farmersville General Plan estimated the high population to be 20,155 in 2025 and the low population to be 17,854 in 2025; however, the 2024 population was estimated to be 10,327.[34] The 2024 population is approximately 58% of the General Plan low estimation and approximately 51% of the General Plan high estimation. Therefore, the actual water use in the City was less than what was projected under the City's General Plan. Additionally, as discussed above, the proposed Project will demand less water than what is currently being utilized to grow field crops. As such, there is a ***less than significant*** impact to this impact area.

Mitigation Measures: None are required.

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[33] Farmersville General Plan. 2002-2025. Chapter 2: Land Use Element. Page 2-5. https://www.cityoffarmersville-ca.gov/315/2025-General-Plan. Accessed October 2024.

[34] State of California. Department of Finance. https://dof.ca.gov/forecasting/demographics/estimates-e1/. Accessed August 2024.

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 Project site currently supports agricultural row crops. The Project design will include constructing a 19,869 sq. ft. park and 24,351 sq. ft. ponding basin. The proposed Project will change drainage patterns of the site through the installation of impervious surfaces and structures (houses, driveways, 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 proposed Project site is located adjacent to the Limit of Study line for the Special Flood Hazard Area (SFHA)-Zone AH lying to the east of the Project site.[35] A Limit of Study line is used to indicate the terminus of a 1-percent-annual-chance floodplain where the SFHA is abruptly truncated and no floodplain follows.[36] The eastern portion of the site is within the FIRM panel 06107C0962E, and the western portion is in 06107C0965E, effective 6/16/2009. The residential units will be built in accordance with the current California Building Code. 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.

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[35] National Flood Hazard Layer Viewer, Federal Emergency Management Agency. https://msc.fema.gov/portal/search?AddressQuery=farmersville%2C%20ca. Accessed October 2024.

[36] FEMA FIRM Graphics, Guidance Document. November 2019, page 14. https://www.fema.gov/sites/default/files/2020-02/FIRM_Graphics_Guidance_Nov_2019.pdf#:~:text=Requirements%20for%20the%20Federal%20Emergency%20Management. Accessed October 2024.

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. As discussed in Impact X(c), the proposed Project site is located in an area of minimal flood hazard. The site 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.

An unnamed ditch/canal borders the western of the Project site. Appropriate buffers will be maintained with this ditch. 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?	☐	☐	☐	☒

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 consists of development of 187 single-family residential units on an approximately 39.6-acre parcel. The Project site is located within the western portion of the City of Farmersville and is both designated and zoned for residential development. The proposed Project requires approval of a tentative subdivision map to allow for residential development. The surrounding land uses include residential and agriculture.

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[37].

The proposed Project area is not included in a State classified mineral resource zone[38], and the Kaweah River is approximately 2.3 miles northwest of the Project site. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

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

[38] Ibid. Page 3.7-10.

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. 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?

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 residences and roadways.

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 18 describes the typical construction equipment vibration levels.[39]

Table 18
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 Authority threshold for the nearest residences which are located adjacent to the Project site on the eastern and western boundaries. As such, any impacts resulting from an increase in ambient noise levels or excessive groundborne vibration will be ***less than significant.***

[39] Transit Noise and Vibration Impact Assessment Manual (Report 0123), U.S. Federal Transit Administration. September 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Table 7-4. Accessed October 2024.

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 construction of up to 187 single-family residences, one park, a ponding basin, internal access roads, and other associated improvements. Based on the per-unit average of 3.66 persons for the City of Farmersville[40], the site would provide housing for approximately 684 people. The site is designated for residential development by the Farmersville General Plan and the proposed Project requires the approval of a tentative subdivision map to allow for the residential development. As such, the site is planned for development and the associated increase in population has been accounted for. 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?

[40] Farmersville General Plan, 2025. Chapter 2: Land Use Element. Page 2-5. https://www.cityoffarmersville-ca.gov/315/2025-General-Plan. Accessed October 2024.

Less than Significant. There are no residential structures currently on-site. The site consists of active agricultural field crops. The Project will not displace any housing and therefore there is ***less than significant***.

Mitigation Measures: None are required.

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 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 Fire Department is located at 909 W. Visalia Road, approximately 0.4 miles southeast of the Project site.

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 site will continue to be served by the City of Farmersville Police Department, also located at 909 W. Visalia Road. 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 home 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. 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 Municipal Code states that parks must be constructed or expanded commensurate with growth of the City. A 19,869 sq. ft. park will be constructed within the bounds of the proposed Project site. To ensure sufficient recreational opportunities, the City has also established a Park Impact Fee, implemented by Chapter 4.01, Development Fees, of the Municipal Code. The City Council determined that a park impact fee is required to assist in the financing of 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. A 19,869 sq. ft. park is included in the development design; however, the Project applicant will also 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 includes the development of 187 single-family residences and the associated improvements. A 19,869 sq. ft. park is included in the development design, the environmental impacts of which are the subject of this environmental document. 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 City requires the

applicant to pay a Park Impact Fee, which will be paid as part of the development fees collected by the City. As such any impacts will be ***less than significant.***

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?	☐	☐	☒	☐

The impact analysis in this resource area is based off of the Traffic Study prepared by Ruettgers & Schuler Civil Engineering in November, 2024. The Traffic Study is provided in Appendix C of this document.

The traffic study methodology and vehicle miles traveled analysis is consistent with the California Department of Transportation (Caltrans) "Guide for the Preparation of Traffic Impact Studies," dated December 2002, County of Tulare "SB 743 Guidelines" dated June 8, 2020, and Section 15064.3(b) of the California Environmental Quality Act (CEQA), which became effective July 1, 2020. The scope of the study includes seven intersections (three signalized and four unsignalized, stop-controlled – one being a future intersection) and was developed in coordination with staff from the City of Farmersville.

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. There is currently no pedestrian access to the proposed Project site. Because the proposed Project includes new residential development, pedestrian access, per City standards, is included in the Project design. Sidewalks will connect the proposed Project to the existing

residential development to the east along Ash Street (see Figure 3). Project implementation would not impede or otherwise hinder pedestrian access but would instead improve connectivity.

The City of Farmersville does not have a single, comprehensive bike plan but is actively developing its bicycle network through projects like the Farmersville Boulevard improvement project, which includes a bike path. Its broader goals are supported by county and state plans, including Tulare County's 2010 Regional Bicycle Transportation Plan, and the city's own strategic goals to create safe streets for all users. While there are no existing bicycle facilities along the proposed Project's frontage, regional bicycle facilities are available within the broader transportation network. While the Project would not trigger the direct installation of bicycle parking or infrastructure, it would be designed to integrate with nearby pedestrian pathways, ensuring the future development is accessible for non-motorized transportation. The proposed Project would not conflict with adopted bicycle plans or policies.

The City of Farmersville is served with public transportation by the Tulare County Regional Transit Agency (TCRTA), which is a joint powers agency that provides local and commuter fixed route, ADA paratransit, and on-demand services to and for the cities of Dinuba, Exeter, Farmersville, Lindsay, Tulare, Woodlake, the Tule River Tribe of California and the unincorporated communities of Tulare County. The City of Farmersville is also served by Visalia Transit, which connects with Tulare InterModal Express, Tulare County Area Transit, Kings Area Regional Transit and Greyhound. The western extension of Route 9 travels along Walnut, Farmersville Blvd, and Visalia Road, and Route 12 travels along Visalia Road and Farmersville Blvd. The nearest bus stop is the Visalia Transit stop Route 12A approximately 0.25 miles to the south, at Farmersville City Hall, while the 9A stop at Road 156 and Walnut is approximately 0.5 miles to the northwest. The proposed Project would not conflict with the existing transit lines.

Impacts resulting from a conflict with the existing circulation system, including transit, roadway, bicycle and pedestrian facilities are ***less than significant***.

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

Less Than Significant with Mitigation. An evaluation of vehicle miles traveled (VMT) for project traffic was conducted in accordance with California Environmental Quality Act (CEQA) requirements. The City of Farmersville has adopted the "County of Tulare SB 743 Guidelines", dated June 8, 2020, which contains 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 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, ADA compliant wheelchair ramps are proposed to be constructed. The locations of the ADA compliant wheelchair ramps were chosen with careful consideration after reviewing the proposed VMT mitigation for the proposed residential development directly south of this Project.

The proposed addition of ADA compliant wheelchair ramps are located at the following locations:

- Ash Street & Kern Avenue (2 ramps)
- Ash Street & Linnell Avenue (4 ramps)
- Costner Street & Linnell Avenue (2 ramps)

The total project cost for addition of ADA compliant wheelchair ramps is estimated at approximately $38,400 with a 20% contingency. 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). The Project is anticipated to generate 1,795 daily trips, which equates to a target value of improvements of $35,900.

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. After mitigation, the Project will have a ***less than significant impact*** resulting from VMT.

Mitigation Measures:

TRA-1:

The applicant shall install ADA compliant wheelchair ramps at the following locations (as shown on Figure 4):

- Ash Street & Kern Avenue (2 ramps)
- Ash Street & Linnell Avenue (4 ramps)
- Costner Street & Linnell Avenue (2 ramps)

Figure 4
VMT Mitigation



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 points to the Project are along Visalia Road and the site will remain accessible to emergency vehicles of all sizes. As such, potential impacts are ***less than significant.***

Mitigation Measures: None are required.

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 with Mitigation. 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, criteria (b) and (d), no known archeological resources, ethnographic sites or Native American remains are located on the proposed Project site. As discussed under criterion (b) implementation of Mitigation Measure CUL-1 would reduce impacts to unknown archaeological deposits, including TCRs, to a less than significant level. As discussed under criterion (d), compliance with California Health and Safety Code Section 7050.5 would reduce the likelihood of disturbing or discovering human remains, including those of Native Americans.

The California Native American Tribes were contacted pursuant to AB 52 (Public Resources Code Section 21080.3.1, et seq.) on behalf of the City of Farmersville on September 18, 2024.

- Big Sandy Rancheria of Western Mono Indians
- Cold Springs Rancheria of Mono Indians
- Dumna Wo-Wah Tribal Government
- Kitanemuk & Yowlumne Tejon Indians
- Mono Lake Kutzadika
- North Fork Mono Tribe
- Santa Rosa Indian Community of the Santa Rosa Rancheria
- Table Mountain Rancheria
- Traditional Choinumni Tribe
- Tule River Indian Tribe
- Wuksache Indian Tribe/Eshom Valley band

Tribes were provided 90 days, to request consultation pursuant to those statutes. No comments were

received. Implementation of CUL-1 will ensure that impacts to potential tribal cultural resources will remain ***less than significant.***

Mitigation Measures:

See CUL-1.

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. 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. 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 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 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 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. 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 residential 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, commercial and agricultural 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

Crawford & Bowen Planning, Inc., *Initial Study/MND*

- Emily Bowen, LEED AP, Principal Environmental Planner
- Travis Crawford, AICP, Principal Environmental Planner

Technical Studies Prepared by:

- Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum - Johnson Johnson and Miller Air Quality Consulting Services
- California Historical Resources Information System (CHRIS) Cultural Resources Records Search
- 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 Resources Records Search

Appendix C

VMT Traffic Memo