

Initial Study/Mitigated Negative Declaration

Camino Mixed Use Development Project

Prepared for:



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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) Camino Mixed Use Development Project (Project). The City of Farmersville will act as the Lead Agency for this project pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines. Copies of all materials referenced in this report are available for review in the project file during regular business hours at 909 W. Visalia Road, Farmersville, CA 93223.

Project title

Camino Mixed Use Development Project

Lead agency name and address

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

Contact person and phone number

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

Project location

The City of Farmersville is located in Tulare County in the northern part of the San Joaquin Valley, east of the City of Visalia (see Figure 1). The 7.38-acre Project site is located north of W Walnut Ave and east of Farmersville Road (see Figure 2) and the site would occupy Assessor's Parcel Numbers (APNs) 111-290-016 and -002. State Route 198 runs east-west through Farmersville, approximately one mile north of the Project site.

Figure 1 – Location Map – Camino Mixed Use Development Project

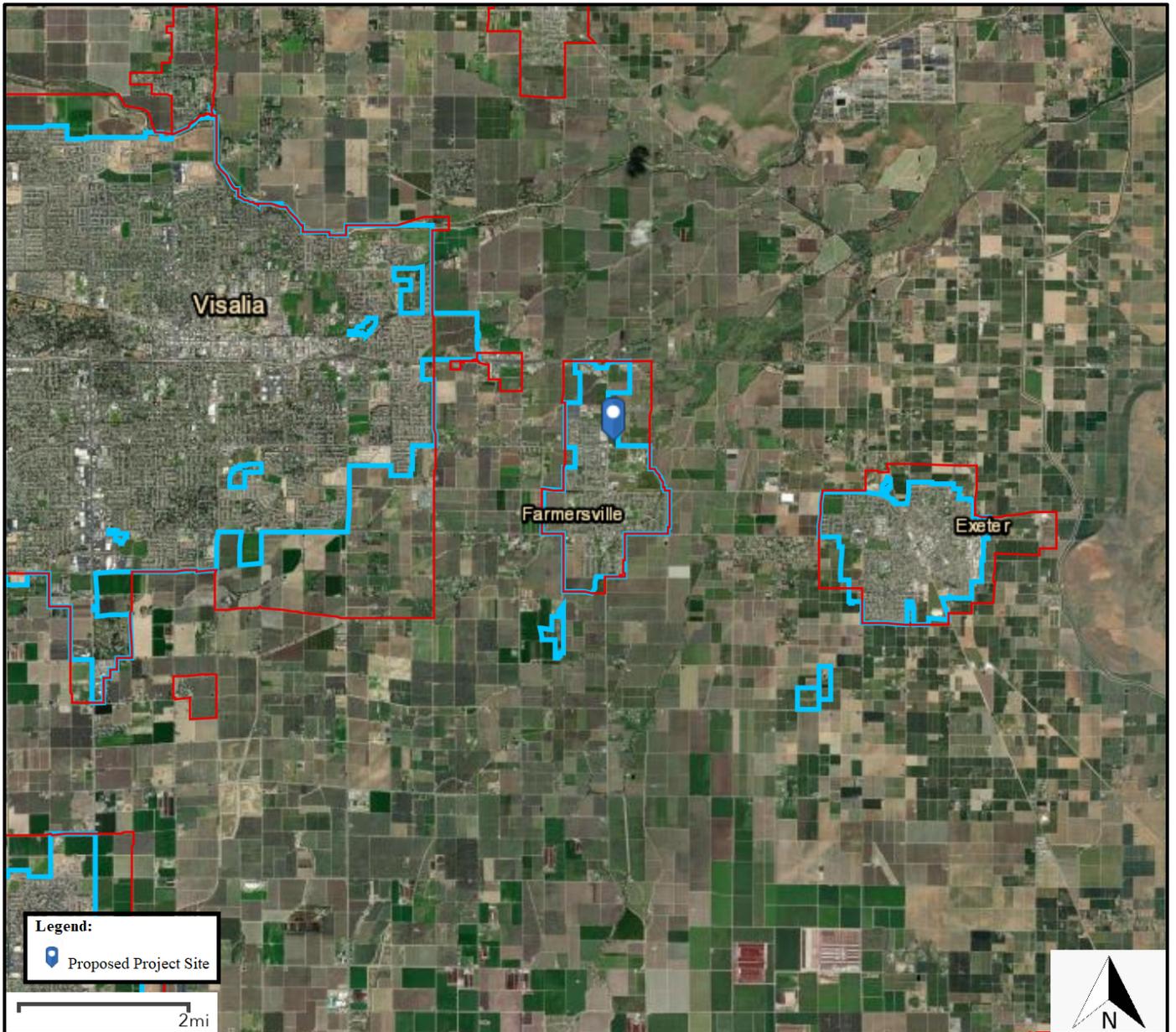
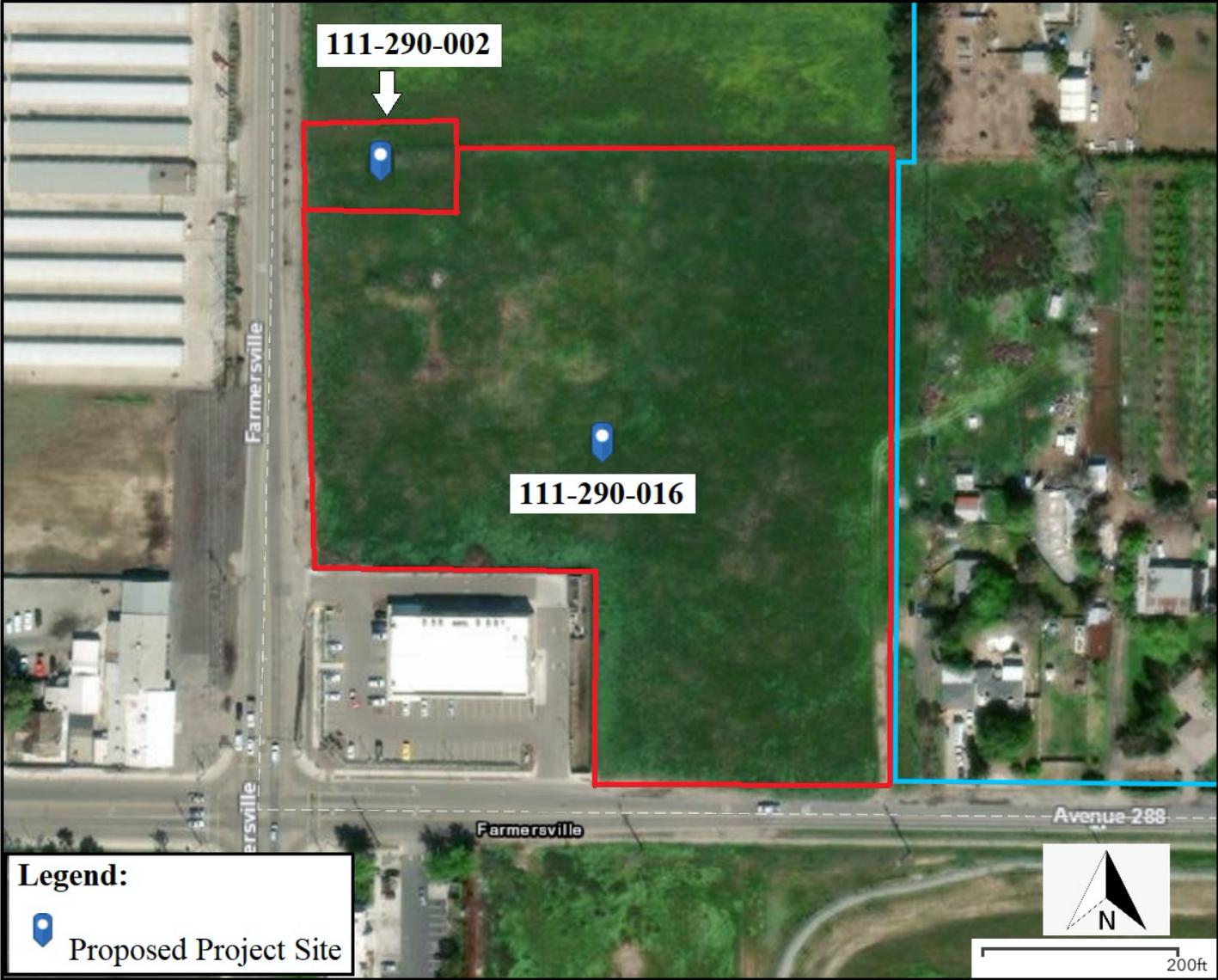


Figure 2 – Site Aerial – Camino Mixed Use Development Project



Project sponsor's name/address

ECP, LP
PO Box 1109
Visalia, CA 93279

General plan designation

General Commercial

Zoning

C-G

Project Description

The Camino Mixed Use Development Project (proposed Project) consists of a commercial development and a 48-unit multi-family complex. The Project includes a change of land use and zone designation to allow for the development a 48-unit multi-family residential housing in the City of Farmersville. Specifically, the proposed Project includes:

- General Commercial:
 - Grocery – 23,000 sq. ft.
 - Oil Change/Car Wash – 2,400 sq. ft.
 - Fueling Station – 5,580 sq. ft.
 - Convenience Store w/ Drive Thru – 3,000 sq. ft.
 - General Commercial – 2,700 sq. ft.
 - Total – 37,290 sq. ft.
 - **C-G Gross Acres – 4.68 acres**
- Multi-family Residential:
 - Multi-family – 48 units
 - Total – 39,060 sq. ft.
 - **R-M Gross Acres – 2.70 acres**
- Parking Stalls
 - General Commercial – 183
 - Multi-family Residential – 93
- Approve a General Plan Amendment for the General Commercial portions of the site to “Multi-Family Residential” on the Farmersville General Plan land use map.

- Approve a Zone Change from the General Commercial (C-G) portions of the site to “Multi-Family Residential (R-M)”.

Surrounding Land Uses/Existing Conditions

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

Lands surrounding the proposed Project are described as follows:

- North: Vacant land zoned as C-G (General Commercial).
- South: Existing Rite Aid store, and general commercial and vacant land further south.
- East: Rural residences.
- West: Existing general commercial.

Other Public Agencies Involved

- The adoption of a Mitigated Negative Declaration by the City of Farmersville
- Approval of a General Plan Amendment by the City of Farmersville
- Approval of a Zone Change by the City of Farmersville
- Approval of a Site Plan Review by the City of Farmersville
- Approval of 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

See Section XVIII – Tribal Cultural Resources.

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.

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

DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION 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

9/28/22

Karl Schoettler

Date

City Planner

City of Farmersville

ENVIRONMENTAL CHECKLIST

I. AESTHETICS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES

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

Less than Significant Impact. The Project applicant is proposing to develop approximately 7.38 acres of land into a mixed-use development consisting of approximately 4.68 acres of general commercial uses and approximately 2.7 acres for 48 units of multifamily residential housing. The proposed Project also includes the development parking spaces and the improvements associated with a new residential development, including lighting and site landscaping. The structures will conform to design standards

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

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

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

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

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

Less than Significant Impact. Site construction will include multifamily housing consisting of 48 units along with grocery store, oil change/car wash, fueling station, convenience store with drive-thru, and general commercial. The site construction will also include internal access roads, lighting, site

landscaping and additional related improvements. The residences will be multi-family and will conform to design standards set forth by the City's General Plan and Zoning Ordinance. The proposed Project site is located in an area that is substantially surrounded by urban uses, including commercial and residential, and as such, will not result in a use that is visually incompatible with the surrounding area. The proposed Project will not substantially degrade the existing visual character or quality of the area or its surroundings.

The impact will be *less than significant*.

Mitigation Measures: None are required.

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

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

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

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

travel long distances. Cutoff-type light fixtures minimize glare because they emit relatively low-intensity light at these angles.

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

Mitigation Measures: None are required.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

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

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 *Vacant or Disturbed Land* by the State Farmland Mapping and Monitoring Program.¹ The Project site is entirely within the Farmersville City limits and is designated General Commercial by the General Plan. Therefore, the proposed Project does not have the potential to result in the conversion of Farmland to non-agricultural uses or forestland uses to non-forestland. There is *no impact*.

Mitigation Measures: None are required.

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

No Impact. The 7.38-acre Project site is currently zoned General Commercial, of which approximately 2.7 acres will be zoned Multifamily Residential, upon zone change approval. The site is not under a Williamson Act Contract. There are *no impacts*.

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

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

¹ California Department of Conservation Division of Land Resource Protection. Farmland Mapping and Monitoring Program. <https://maps.conservation.ca.gov/DLRP/CIFF>. Accessed May 2022.

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

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

III. AIR QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors or adversely affecting a substantial number of people)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES

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

The following information was provided by an Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum that was performed on behalf of the proposed project by Johnson, Johnson & Miller Air Quality Consulting Services, report date June 7, 2022. The report can be read in its entirety in Appendix A.

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

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

Compliance with Applicable Control Measures

SJVAPCD's AQPs contain a number of control measures, which are enforceable requirements through the adoption of rules and regulations. A description of rules and regulations that apply to this project is provided in Appendix A.

The City of Farmersville has not established specific CEQA significance thresholds. Where available guidance provided by the applicable air district can be used to make significance determinations for the CEQA questions listed above. While the final determination of whether a project is significant is within the purview of the Lead Agency pursuant to Section 15064(b) of the CEQA Guidelines, the SJVAPCD recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions in accordance with the Appendix G requirements. If a Lead Agency finds that a project has the potential to exceed these air pollution thresholds, according to the SJVAPCD, the project should be considered to have significant air quality impacts.

As shown in Table 1 and Table 2 under Response b) below, the project's construction and operational regional emissions would not exceed SJVAPCD's regional criteria pollutant emissions quantitative thresholds. Therefore, the proposed project would not be considered in conflict with or obstruct implementation of the applicable air quality plan based on this criterion. 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, the following criteria must be true:

1. Regional analysis: emissions of nonattainment pollutants must be below the SJVAPCD's regional significance thresholds. This is an approach recommended by the District in its GAMAQI.

2. Summary of projections: the project must be consistent with current air quality attainment plans including control measures and regulations. This is an approach consistent with Section 15130(b) of the CEQA Guidelines.

3. Cumulative health impacts: the project must result in less than significant cumulative health effects from the nonattainment pollutants. This approach correlates the significance of the regional analysis with health effects, consistent with the court decision, *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1219-20.

Regional Emissions

Air pollutant emissions have both regional and localized effects. This analysis assesses the regional effects of the project's criteria pollutant emissions in comparison to SJVAPCD thresholds of significance for short-term construction activities and long-term operation of the project. Localized emissions from project construction and operation are assessed under Impact AIR-3—Sensitive Receptors using concentration-based thresholds that determine if the project would result in a localized exceedance of any ambient air quality standards or would make a cumulatively considerable contribution to an existing exceedance.

The primary pollutants of concern during project construction and operation are ROG, NO_x, PM₁₀, and PM_{2.5}. The SJVAPCD GAMAQI adopted in 2015 contains thresholds for CO, NO_x, ROG, SO_x, PM₁₀, 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. The Air Basin often exceeds the state and national ozone standards. Therefore, if the project emits a substantial quantity of ozone precursors, the project may contribute to an exceedance of the ozone standard. The Air Basin also exceeds air quality standards for PM₁₀, and PM_{2.5}; therefore, substantial project emissions may contribute to an exceedance for these pollutants. The SJVAPCD's annual emission significance thresholds used for the project define the substantial contribution for both operational and construction emissions as follows:

- 100 tons per year CO
- 10 tons per year NO_x
- 10 tons per year ROG
- 27 tons per year SO_x
- 15 tons per year PM₁₀
- 15 tons per year PM_{2.5}

The project does not contain sources that would produce substantial quantities of SO₂ emissions during construction and operation. Modeling conducted for the project show that SO₂ emissions are well below the SJVAPCD GAMAQI thresholds, as shown in the modeling results contained in Attachment A. No further discussion of SO₂ is required.

Construction Emissions

Construction activities associated with development of the proposed project would include site preparation, grading, building construction, paving, and architectural coatings. Emissions from construction-related activities are generally short-term in duration but may still cause adverse air quality impacts. During construction, fugitive dust would be generated from earth-moving activities. Exhaust emissions would also be generated from off-road construction equipment and construction-related vehicle trips. Emissions associated with construction of the proposed project are discussed below.

Table 1 provides the construction emissions estimate for the proposed project. Please refer to the Modeling Parameters and Assumptions section of Appendix A for details regarding assumptions used to estimate construction emissions. The duration of construction activity and associated equipment represent a reasonable approximation of the expected construction fleet as required pursuant to CEQA guidelines.

Table 1
Construction Annual and Daily Average Emissions (Unmitigated Average Daily Rate)

Parameter	Air Pollutants				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Residential Development					
Site Preparation and Grading	0.01	0.08	0.04	0.01	0.01
Building Construction	0.22	1.61	1.78	0.14	0.09
Paving	<0.01	0.04	0.06	<0.01	<0.01
Architectural Coating	0.32	0.01	0.01	<0.01	<0.01
<i>Residential Development Subtotal</i>	<i>0.55</i>	<i>1.74</i>	<i>1.90</i>	<i>0.16</i>	<i>0.10</i>
Commercial Development					
Site Preparation and Grading	0.02	0.22	0.12	0.05	0.03
Building Construction	0.24	1.93	2.32	0.23	0.12
Paving	0.01	0.08	0.12	0.01	< 0.01
Architectural Coating	0.11	0.01	0.02	<0.01	<0.01
<i>Commercial Development Subtotal</i>	<i>0.38</i>	<i>2.24</i>	<i>2.58</i>	<i>0.29</i>	<i>0.15</i>

Parameter	Air Pollutants				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Entire Project (Residential and Commercial Development)					
Total Emissions from All Construction Activities (2022-2023)					
<i>Total Project Construction Emissions (tons/year)</i>	0.98	3.97	4.48	0.44	0.25
Average Annual Construction Emissions (tons/year)¹	0.87	3.75	4.22	0.42	0.24
Significance Threshold (tons/year)	10	10	100	15	15
Exceeds Significance Threshold?	No	No	No	No	No
<p>Notes:</p> <p>Calculations (including totals) use unrounded results; totals in the summary table may not appear to sum exactly due to rounding.</p> <p>PM₁₀ and PM_{2.5} emissions are from the mitigated output to reflect compliance with Regulation VIII—Fugitive PM₁₀ Prohibitions.</p> <p>¹ Average annual construction emissions were calculated by dividing the total construction emissions by the entire construction duration in years (1.06 years for the proposed project).</p> <p>NO_x = oxides of nitrogen PM₁₀ = particulate matter 10 microns in diameter PM_{2.5} = particulate matter 2.5 microns in diameter ROG = reactive organic gases</p> <p>Source: CalEEMod Output (Attachment A of Appendix A).</p>					

As shown in Table 1, estimated emissions from construction of project are below the SJVAPCD significance thresholds. Therefore, the regional construction emissions would be less than significant on a project basis.

Operational Emissions

As previously discussed, the pollutants of concern include ROG, NO_x, CO, PM₁₀, and PM_{2.5}. Emissions were assessed for full buildout operations in the 2023 operational year. The 2023 operational year was chosen as it would be the best representation of the project as it is year earliest year the project could become fully operational, thus generating the full amount of expected operational activity. The SJVAPCD Criteria Air Pollutant Significance thresholds were used to determine impacts. Operational annual emissions are shown in Table 2 below.

Table 2
Operational Annual Emissions for Full Buildout (Unmitigated)

Emissions Source	Tons per Year				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Residential Development					
Area	0.46	0.02	0.36	<0.01	<0.01
Energy Consumption	0.01	0.05	0.03	<0.01	<0.01
Mobile (On-road Vehicles)	0.11	0.23	1.39	0.39	0.11
<i>Residential Development Subtotal</i>	<i>0.57</i>	<i>0.30</i>	<i>1.78</i>	<i>0.40</i>	<i>0.11</i>
Commercial Development					
Area	0.16	0.00	0.00	0.00	0.00
Energy Consumption	0.00	0.04	0.04	0.00	0.00
Mobile (On-road Vehicles)	2.19	2.23	12.93	1.86	0.51
<i>Commercial Development Subtotal</i>	<i>2.35</i>	<i>2.27</i>	<i>12.97</i>	<i>1.86</i>	<i>0.51</i>
Total Emissions from all Operational Activities from the Proposed Project (Residential + Commercial)					
Total Project Annual Emissions	2.92	2.57	14.74	2.26	0.63
Thresholds of Significance	10	10	100	15	15
Exceeds Significance Threshold?	No	No	No	No	No

Notes:

Calculations (including totals) use unrounded results; totals in the summary table may not appear to sum exactly due to rounding.

NO_x = oxides of nitrogen

PM_{2.5} = particulate matter 2.5 microns or less in diameter

PM₁₀ = particulate matter 10 microns or less in diameter

ROG = reactive organic gases

Source: CalEEMod Output (Attachment A of Appendix A).

As shown in Table 2, the proposed project would not result in net operational-related air pollutants or precursors that would exceed the applicable thresholds of significance. Therefore, project operations would not be considered to have the potential to generate a significant quantity of air pollutants; long-

term operational impacts associated with the project's criteria pollutant emissions would be *less than significant*.

Mitigation Measures: None are required.

c. Expose sensitive receptors to substantial pollutant concentrations?

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

The closest existing sensitive receptors (to the site area) are residences located approximately 45 feet east of the project site, near the southeast corner of the project. In addition, the area bordering the project site to the east is zoned for residential uses in the Farmersville General Plan.² There are existing residences within 1,000 feet of the project site to the north (approximately 660 feet north of the project site), northeast (directly adjacent to the northeast corner of the project site), southeast (approximately 530 feet southwest of the project site), and west (approximately 570 feet west of the project site). Another notable sensitive receptor land use is an existing school located approximately 680 feet southeast of the project site. In addition, the multi-family residences included as part of the proposed project would be considered sensitive receptors once occupied.

Localized Impacts

Emissions occurring at or near the project have the potential to create a localized impact also referred to as an air pollutant hotspot. Localized emissions are considered significant if when combined with background emissions, they would result in exceedance of any health-based air quality standard. In locations that already exceed standards for these pollutants, significance is based on a significant impact level (SIL) that represents the amount that is considered a cumulatively considerable contribution to an existing violation of an air quality standard. The pollutants of concern for localized impact in the SJVAB are NO₂, SO_x, and CO.

² City of Farmersville. 2002. Farmersville General Plan Update – Part 1. Website: <https://www.cityoffarmersville-ca.gov/DocumentCenter/View/387/Part-I-The-General-Plan>. Accessed May 27, 2022.

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 PM₁₀, PM_{2.5}, CO, 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 PM₁₀, PM_{2.5}, CO, and NO_x for Construction**

Source	On-site Emissions (pounds per day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Project Construction—2022					
Residential—2022	1.96	17.02	14.75	3.93	2.22
Commercial—2022	3.22	33.16	19.88	10.46	6.03
<i>2022 Subtotal</i>	<i>5.18</i>	<i>50.18</i>	<i>34.63</i>	<i>14.39</i>	<i>8.26</i>
Project Construction—2023					
Residential—2023	62.98	13.77	14.60	0.62	0.59
Commercial—2023	12.39	14.90	17.16	0.73	0.67
<i>2023 Subtotal</i>	<i>75.37</i>	<i>28.67</i>	<i>31.76</i>	<i>1.35</i>	<i>1.26</i>
Entire Project Construction Duration (2022-2023)					
Maximum Daily On-site Emissions	75.37	50.18	34.63	14.39	8.26
Significance Thresholds	—	100	100	100	100
Exceed Significance Thresholds?	—	No	No	No	No

Source	On-site Emissions (pounds per day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
<p>Note: Overlap of construction activities is based on the construction schedule shown in Error! Reference source not found. and Attachment A of Appendix A.</p> <p>Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A). Maximum daily emissions of NO_x, CO, PM₁₀, and PM_{2.5} were highest in the Winter scenario, while maximum daily emissions of ROG were highest in the Summer scenario.</p> <p>Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19.</p> <p>Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed May 20, 2022.</p>					

Operation: Localized Concentrations of PM₁₀, PM_{2.5}, CO, and NO_x

Localized impacts could occur in areas with a single large source of emissions, such as a power plant, or at locations with multiple sources concentrated in a small area, such as a distribution center. Although mixed-use projects consisting of residential and neighborhood commercial development are typically less likely to cause a localized air quality impact compared to land uses with large sources of emissions or multiple concentrated sources of emissions, the proposed project would emit air pollutants that have the potential to create a localized impact. The maximum daily operational emissions would occur at project buildout, which was assumed to occur in 2023. 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. To assess localized air impacts, motor vehicle emissions were estimated for on-site operations using trip lengths for on-site travel. The trip lengths used to analyze on-site emissions was selected by measuring possible on-site paths using Google Earth; the length for the longest measured route for the appropriate vehicle type was selected to present a conservative estimate of on-site emissions.

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

Table 4

Localized Concentrations of PM₁₀, PM_{2.5}, CO, and NO_x for Operations

Source	On-site Emissions (pounds per day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Residential Development	3.33	1.13	6.56	0.13	0.10

Source	On-site Emissions (pounds per day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Commercial Development	16.54	7.42	49.71	1.10	0.33
Total	19.87	8.56	56.27	1.23	0.43
Significance Thresholds	—	100	100	100	100
Exceed Significance Thresholds?	—	No	No	No	No
<p>Source of Emissions: CalEEMod Output and Additional Supporting Information (Attachment A). Maximum daily emissions of ROG were highest in the Summer scenario, while maximum daily emissions of NO_x, CO, PM₁₀, and PM_{2.5} were highest in the Winter scenario.</p> <p>Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19.</p> <p>Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed May 20, 2022.</p>					

Toxic Air Contaminants

TACs of concern assessed in the technical memo include asbestos, DPM, and benzene.

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). A project-level assessment was conducted of the potential community health risk and health hazard impacts on surrounding sensitive receptors resulting from the emissions of TACs during construction. A summary of the assessment is provided below, while the detailed assessment is provided in Attachment B.

Construction activity using diesel-powered equipment emits DPM, a known carcinogen. Diesel particulate matter includes exhaust PM₁₀ and exhaust PM_{2.5}. A 10-year research program demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk.³ Health risks from TACs are a function of both

³ California Air Resources Board (CARB). 2015. The Report on Diesel Exhaust. Website: <https://ww2.arb.ca.gov/sites/default/files/classic/toxics/dieseltac/de-fnds.htm>. Accessed July 2022.

concentration and duration of exposure. Construction diesel emissions are temporary, affecting an area for a period of weeks or months. Additionally, construction-related sources are mobile and transient in nature.

The health risk assessment evaluated DPM (represented as exhaust PM₁₀) emissions generated during construction of the proposed project and the related health risk impacts for sensitive receptors located within 1,000 feet of the project boundary.

The project site is located within 1,000 feet of existing and planned sensitive receptors that could be exposed to diesel emission exhaust during the construction period. To estimate the potential cancer risk associated with construction of the proposed project from equipment exhaust (including DPM), a dispersion model was used to translate an emission rate from the source location to concentrations at the receptor locations of interest (i.e., receptors at nearby residences). A maximally exposed receptor (MER) was determined for construction of the project for off-site receptors and future residential receptors through the use of the dispersion modeling. Risks from all phases of construction were calculated for the MER location identified in each scenario.

Because construction of the proposed project and occupancy of the residential portion of the project could overlap, risks from construction of the commercial development were assessed at the proposed residents located on-site and are included as part of Attachment B of Appendix A.

Table 5 presents a summary of the proposed project’s construction cancer risk and chronic non-cancer hazard impacts at the MER from project construction prior to the application of any equipment mitigation.

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

Scenario	Health Impact Metric	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index ²
Risks and Hazards from Project Construction to the Off-site MER¹			
Total project construction	Risks and Hazards at the MER: Infants	58.28	0.079
	Risks and Hazards at the MER: Child	16.39	0.079
	Risks and Hazards at the MER: Adult	1.84	0.079
Highest From Any Scenario			

Scenario	Health Impact Metric	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index ²
Total project construction	Risks and Hazards at the MER (Infant Scenario)	58.28	0.079
Applicable Threshold of Significance		20	1
Exceeds Individual Source Threshold?		Yes	No
Notes: MER = Maximally Exposed Receptor ¹ UTM for Off-site MER: 302083.25, 4020914.24 ² Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM ₁₀ exhaust) by the REL of 5 µg/m ³ . Source: Attachment B of Appendix A.			

As shown in Table 5, estimated health risks from elevated DPM concentrations during construction of the proposed project would exceed the applicable cancer risk significance threshold in at least one scenario. This represents a potentially significant construction TAC exposure impact. Therefore, mitigation is required to reduce the impact during the construction period to below a level of significance.

MM AIR-1 requires the project applicant, project sponsor, or construction contractor to provide documentation to the City of Farmersville that all off-road diesel-powered construction equipment greater than 50 horsepower meet EPA or CARB Tier 4 off-road emissions standards. Table 6 shows the health risks and non-cancer hazard index for construction with implementation of Tier 4 mitigation, as required by MM AIR-1.

Table 6
Mitigated Health Risks from Project Construction to Off-Site Receptors

Scenario	Health Impact Metric	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index ²
Risks and Hazards from Project Construction to the Off-site MER¹			
Total project construction	Risks and Hazards at the MER: Infants	14.40	0.020
	Risks and Hazards at the MER: Child	4.05	0.020
	Risks and Hazards at the MER: Adult	0.45	0.020
Highest From Any Scenario			
Total project construction	Risks and Hazards at the MEI (Infant Scenario)	14.40	0.020

Applicable Threshold of Significance	20	1
Exceeds Individual Source Threshold?	No	No
Notes: MER = Maximally Exposed Receptor ¹ UTM for Off-site MER: 302083.25, 4020914.24 ² Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM ₁₀ exhaust) by the REL of 5 µg/m ³ . Source: Attachment B of Appendix A.		

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

Operations

The proposed project would develop approximately 7.38 acres of mixed-use development consisting of neighborhood commercial uses and multi-family residential uses and would not generate substantial on-site TAC emissions during operation. The types of commercial development that would be developed by the project are not operational uses that are typically associated with TAC emissions with the exception of the gasoline station consisting of 12 vehicle fueling positions that is included as part of the project. This proposed gas station, as well as the TACs associated it, are discussed separately further below.

Operation DPM

As described in the traffic study prepared for the proposed project, the project is expected to generate a net 5,764 average daily weekday trips before reductions for internal capture.⁴ The proposed project would primarily generate trips associated with residents and visitors traveling to and from the project site. The daily travel trips to and from the project site would primarily be generated by passenger vehicles. Because nearly all passenger vehicles are gasoline-combusted, the proposed project would not generate significant amount of DPM emissions during operation. Therefore, the proposed project would not result in significant health impacts to nearby sensitive receptors from emissions project-generated trips during operation.

⁴ Peters Engineering Group. 2022. Scope of Traffic Study: Proposed Camino Castaneda Commercial and Residential Development Northeast of the Intersection of Farmersville Boulevard and Walnut Avenue Farmersville, California. March 14.

Unlike warehouses or distribution centers, the daily vehicle trips generated by the proposed 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 has relatively low emissions of TACs. Thus, residential projects produce limited amounts of TAC emissions during operation.

Operational DPM emissions from diesel trucks were estimated using EMFAC 2017 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 A of Appendix A. The results of the screening analysis are provided in Table 7.

Table 7

Prioritization Tool Health Risk Screening Results (Operational DPM Emissions)

Impact Source	Cancer Risk Score	Chronic Risk Score	Acute Risk Score
On-site Diesel Trucks during Project Operations	11.70	0.006	0.000
Total Risk from Project Operations	11.70	0.006	0.000
Screening Risk Score Threshold	10	1	1
Screening Thresholds Exceeded?	Yes	No	No
Source: Attachment A – Modeling Assumptions, CalEEMod Output files, and Operational Screening Results			

As shown in Table 7, the project would not exceed chronic hazard threshold levels; however, the project would exceed the screening cancer risk score. The primary source of the emissions responsible for chronic risk are from diesel trucks. DPM does not have an acute risk factor. Since the project exceeds the applicable SJVAPCD screening thresholds for cancer risk, dispersion modeling was performed to estimate health risks from DPM emissions during project operations. DPM emissions estimated for the screening analysis were used in the AERMOD model to estimate risks. The results of the operational HRA from project-generated sources of DPM during operations are summarized below, while the complete assessment is included as part of Attachment B of Appendix A.

Table 8
Summary of the Health Impacts Risk Impacts (Operational DPM Emissions)

Exposure Scenario	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Hazard Index
70-Year Exposure at the MER	11.57	0.0023
Applicable Threshold of Significance	20	1
Exceeds Individual Source Threshold in Any Scenario?	No	No
Notes: MER = Maximally Exposed Receptor MER UTM: (302004.18, 4020905.47) Source: Attachment B of Appendix A.		

As shown in

Table 8, the project would not exceed the applicable cancer risk or chronic risk threshold levels. The primary source of the DPM emissions responsible for chronic risk are from diesel trucks. DPM does not have an acute risk factor. Since the project does not exceed the applicable SJVAPCD thresholds for cancer risk, acute risk, or chronic risk, the impact related to the project’s potential to expose sensitive receptors to substantial pollutant concentrations from non-permitted sources would be less than significant.

Gasoline Station (Benzene)

Out of the toxic compounds emitted from gasoline stations, benzene, ethylbenzene, and naphthalene have cancer toxicity values. However, benzene is the TAC which drives the risk, accounting for 85 percent of cancer risk from gasoline vapors. Furthermore, benzene constitutes more than three to four times the weight of gasoline than ethylbenzene and naphthalene, respectively.⁵ Therefore, ethylbenzene

⁵ South Coast Air Quality Management District (SCAQMD). 2015. Risk Assessment Procedures for Rules 1401, 1401.1, and 212. Website: http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/appx_1401riskassessproc_071517nw.pdf. Accessed May 20, 2022.

and naphthalene have not been modeled and are instead considered significant in the case that benzene emissions are significant. Additionally, there are substances emitted from gasoline stations, such as toluene and xylene which possess acute adverse health effects (though not cancer risk). However, it is not until the benzene concentrations are more than two orders of magnitude above 10 in one million that the emissions of toluene and xylene begin to cause adverse health effects.⁶ Therefore, toluene and xylene emissions have not been modeled and are instead considered significant in the case that benzene concentrations are identified at two orders of magnitude above 10 in one million cancer risk.

Emissions sources in the model include proposed on-site fuel storage tanks and fuel dispensers. The proposed project contemplates underground fuel storage tanks and six fuel pumps (12 vehicle fueling positions). The specific processes associated with fuel storage tanks and fuel dispensers that emit air toxics include loading, breathing, refueling, and spillage, as described below:

- Loading – Emissions occur when a fuel tanker truck unloads gasoline into the storage tanks. The storage tank vapors, displaced during loading, are emitted through its vent pipe. (A required pressure/vacuum valve installed on the tank vent pipe significantly reduces these emissions)
- Breathing – Emissions occur through the storage tank vent pipe as a result of temperature and pressure changes in the tank vapor space.
- Refueling – Emissions occur during motor vehicle refueling when gasoline vapors escape through the vehicle/nozzle interface.
- Spillage – Emissions occur from evaporating gasoline that spills during vehicle refueling.

Loading and breathing emissions exit the underground storage tank vent pipe and are thus treated as a point source. The height and diameter of the vent are assumed to be 3.66 meters and 0.05 meters, respectively. Refueling and spillage emissions are modeled as volume sources with a vertical dimension of 5 meters to correspond to the height of the canopy. For refueling, the release height is assumed to be 1 meter to approximate the height of a vehicle fuel tank inlet, whereas spillage emissions are assumed to be released at ground level since nearly all the gasoline from spillage reaches the ground.

The model was run to obtain the peak 24-hour and annual average concentration in micrograms per cubic meter [$\mu\text{g}/\text{m}^3$] at nearby sensitive receptors.

⁶ California Air Pollution Control Officers Association (CAPCOA). 1997. Gasoline Service Station Industrywide Risk Assessment Guidelines. Website: <https://www.co.monterey.ca.us/home/showdocument?id=22409>. Accessed May 20, 2022.

The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the U.S. EPA Human Health Evaluation Manual⁷ and the Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual.⁸

Results of the health risk analysis from operations of the proposed gasoline station are summarized in Table 9. Health risk metrics are shown for the MER for on-site sensitive receptors (in the form of future on-site residents) and off-site sensitive receptors. The complete HRA prepared for the proposed project, including calculations and AERMOD output data used in the HRA, are included in Attachment B of Appendix A.

Table 9
Summary of the Health Impacts from Operations of the Proposed Gasoline Station
(70-year Exposure Scenario)

Exposure Scenario	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Hazard Index	Acute Non-Cancer Hazard from Maximum Hourly Benzene
70-Year Exposure at the On-site MER	1.29	0.005	0.302
70-Year Exposure at the Offsite MER	0.65	0.003	0.008
Applicable Threshold of Significance	20	1	1
Exceeds Individual Source Threshold in Any Scenario?	No	No	No
Notes: MER = Maximally Exposed Receptor Source: Attachment B of Appendix A.			

As shown above in Table 9, the project calculated health metrics from the proposed project's operational emissions would not exceed the cancer risk significance threshold, non-cancer hazard index significance threshold, or acute non-cancer hazard at either the on-site or of fist MER. Therefore, the proposed project

⁷ United States Environmental Protection Agency (U.S. EPA). 1991. Human Health Evaluation Manual. Website: <https://www.epa.gov/sites/default/files/2015-11/documents/defaultExposureParams.pdf>. Accessed May 20, 2022.

⁸ Office of Environmental Health Hazard Assessment (OEHHA). 2015. Risk Assessment Guidelines. Website: <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf>. Accessed May 20, 2022.

would not result in a significant impact on nearby sensitive receptors from project-generated TACs during operations.

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

The proposed project would develop approximately 7.38 acres of mixed-use development consisting of neighborhood commercial uses and multi-family residential uses. As the proposed project includes the development of residential uses, the project would locate new sensitive receptors that could be subject to existing sources of TACs at the project site. However, the California Supreme Court concluded in *California Building Industry Association v. 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. This impact will not be further addressed in this document.

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 7,392 new probable or confirmed cases of Valley fever in 2020. A total of 311 Valley fever cases were reported in Tulare County in 2020.¹⁰

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.*

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 April 20, 2022.

¹⁰ California Department of Public Health (CDPH). 2021. Coccidioidomycosis in California Provisional Monthly Report January 2021. Website: <https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciinCAProvisionalMonthlyReport.pdf>. Accessed April 20, 2022.

immitis growth. Avoidance, when possible, of sites favorable for the occurrence of *C. immitis* is a prudent risk management strategy. Listed below are ecologic factors and sites favorable for the occurrence of *C. immitis*:

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

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

- 1) Cultivated field
- 2) Heavily vegetated areas (e.g., grassy lawns)
- 3) Higher elevations (above 7,000 feet)
- 4) Areas where commercial fertilizers (e.g., ammonium sulfate) have been applied
- 5) Areas that are continually wet
- 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 project is situated on a site previously disturbed that does not provide a suitable habitat for spores. Specifically, the project site is primarily covered with existing grassland. 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.

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 April 20, 2022.

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

During operations, dust emissions are anticipated to be relatively small, because most of the project area where operational activities would occur would be occupied by the proposed buildings and pavement associated with the proposed commercial and residential development. This condition would lessen the possibility of the project from providing habitat suitable for *C. immitis* spores and for generating fugitive dust that may contribute to Valley fever exposure. Impacts would be less than significant.

Naturally Occurring Asbestos

Review of the map of areas where naturally occurring asbestos in California are likely to occur found no such areas in the project area. Therefore, development of the project is not anticipated to expose receptors to naturally occurring asbestos.¹² Impacts would be less than significant.

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 operation from non-permitted or permitted sources. The project would be significant source of TAC emissions during construction after incorporation of MM AIR-1. The project is not in an area with suitable habitat for Valley fever spores and is not in area known to have naturally occurring asbestos. Therefore, with the implantation of Mitigation Measure AIR-1, impacts to sensitive receptors would be *less than significant*.

Mitigation Measures:

MM AIR-1:

Before a construction permit is issued for the proposed Project, the project applicant, project sponsor, or construction contractor shall submit construction emissions minimization plans to the City of Farmersville for review and approval. The construction

¹² U.S. Geological Survey. 2011. Van Gosen, B.S., and Clinkenbeard, J.P. California Geological Survey Map Sheet 59. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California. Open-File Report 2011-1188 Website: <https://pubs.usgs.gov/of/2011/1188/>. Accessed May 20, 2022.

emissions minimization plans shall provide reasonably detailed compliance with the following requirements:

(1) Where portable diesel engines are used during construction, all off-road equipment with engines greater than 50 horsepower shall have engines that meet either EPA or CARB Tier 4 Final off-road emission standards except as otherwise specified herein. If engines that comply with 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 4 Interim) 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.

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. According to the *CBIA v. BAAQMD* ruling, impacts of existing sources of odors on the project are not subject to CEQA review. Therefore, the analysis to determine if the project would locate new sensitive receptors near an existing source of odor is not used to determine significance for this impact.

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 .

Table 10
Screening Levels for Potential Odor Sources¹³

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 May 20, 2022.	

Construction

Project Construction and Project Operation

The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Although offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies. Project operations would not be anticipated to produce odorous emissions, as the project would not be considered an odor generator based on the land uses shown in Table . Construction activities associated with the proposed project could result in short-term odorous emissions from diesel exhaust

¹³ Johnson Johnson and Miller Qir Quality Consulting Services. Proposed Camino Castaneda Commercial and Residential Development Project—Farmersville, Tulare County Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum prepared on June 7, 2022. Appendix A.

associated with construction equipment. However, these emissions would be intermittent and would dissipate rapidly from the source. In addition, this diesel-powered equipment would only be present onsite temporarily during construction activities. The temporary and intermittent nature of construction activities 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. Therefore, construction would not create objectionable odors affecting a substantial number of people from use of diesel-powered equipment. As there would not be conditions under which the project would have the potential to expose a substantial number of people to odors emitted from construction or operations of the project, and the impact would be less than significant.

Mitigation Measures: None are required.

IV. BIOLOGICAL RESOURCES

Would the project:

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

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

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

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

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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- 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 stormwater readily infiltrates the soils of the surrounding the sites.

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

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

RESPONSES

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

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

According to the Farmersville General Plan, a total of eight special status animal species could potentially occur in the Farmersville area. Two of the eight species are listed as threatened or endangered by the U.S. Fish and Wildlife Service or the California Department of Fish and Game. The remaining six species are candidates for federal listing or listed species of special concern by the State of California. No special status plant species are likely to occur in the planning area.¹⁴ The two species listed as Endangered or Threatened are the San Joaquin Kit Fox and the Valley Elderberry Longhorn Beetle. A biotic survey prepared for the General Plan update indicated that the overwhelming bulk of the planning area has been severely disturbed from its natural state by urbanization and agricultural activities.

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

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 (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

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

¹⁴ Farmersville General Plan Part II – Community Profile. <https://www.cityoffarmersville-ca.gov/DocumentCenter/View/388/Part-II-Community-Profile>. Accessed August 2022.

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. The Project could impede the use of nursery sites for native birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGF). 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 CFGF. Loss of fertile eggs or nesting birds, or any activities resulting in nest abandonment, could constitute a significant effect if the species is particularly rare in the region.

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

Mitigation Measures:

BIO-1: Protect nesting birds.

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

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

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

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

V. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RESPONSES

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

Less than Significant Impact with Mitigation. A cultural records search was conducted by the Southern San Joaquin Valley Information Center (SSJVIC). The records search conducted at the SSJVIC (Appendix B) indicated that there are no recorded cultural resources within the project area. There is one recorded resource within the one-half mile radius, P-54-004626, an historic era railroad. There are no recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

There have been no previous cultural resource studies conducted within the project area. There have been eight additional cultural resource studies conducted within the one-half mile radius: TU-00121, 01033, 01144, 01171, 01179, 01499, 01718, and 01783.

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. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES

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

The following information was provided by an Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum that was performed on behalf of the proposed project by Johnson, Johnson & Miller Air Quality Consulting Services, report date June 7, 2022. The report can be read in its entirety in Appendix A.

Less Than Significant Impact.

Methodology

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

Short-Term Construction

Off-Road Equipment

The proposed project is anticipated to begin construction as early as August 1, 2022 and last approximately 13 months (assuming overlap of the residential and commercial development). For modeling purposes, construction was assumed to last through August 2023. Table provides estimates of the project's construction fuel consumption from off-road construction equipment for the entire project, categorized by construction activity.

Table 11
Construction Off-Road Fuel Consumption¹⁵

Project Component	Construction Activity	Fuel Consumption (gallons)
Residential Development	Site Preparation	158.6
	Grading	236.0
	Building Construction	11,255.8
	Paving	325.6
	Architectural Coating	61.9
	Residential Development Subtotal	12,037.9
Commercial Development	Site Preparation	360.8
	Grading	445.3
	Building Construction	12,776.9
	Paving	617.8
	Architectural Coating	111.4
	Commercial Development Subtotal	14,312.2
Project Grand Total (Residential + Commercial Development)		26,350.1
<i>Note:</i> Totals may not appear to sum correctly due to rounding. Source: Energy Consumption Calculations (Attachment C of Appendix A).		

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 12 provides an estimate of the total on-road vehicle fuel usage during construction.

¹⁵ Johnson Johnson and Miller Qir Quality Consulting Services. Proposed Camino Castaneda Commercial and Residential Development Project—Farmersville, Tulare County Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum prepared on June 7, 2022. Appendix C of Appendix A.

Table 12
Construction On-Road Fuel Consumption¹⁶

Project Component	Construction Activity	Total Annual Fuel Consumption (gallons)
Residential Development	Site Preparation	32.39
	Grading	60.10
	Building Construction	6,994.29
	Paving	154.41
	Architectural Coating	60.32
	Residential Development Subtotal	7,301.51
Commercial Development	Site Preparation	96.11
	Grading	1,972.41
	Building Construction	16,763.30
	Paving	315.59
	Architectural Coating	179.89
	Commercial Development Subtotal	19,327.30
Project Grand Total (Residential + Commercial Development)		26,629
<p><u>Notes:</u> Totals may not appear to sum exactly due to rounding. Several assumptions related to the construction trips were selected to provide a conservative estimate of emissions that would also result in a conservative estimate of annual fuel consumption (see Attachments A and C of Appendix A). Source: Energy Consumption Calculations (Attachment C of Appendix A).</p>		

As summarized in Table and Table 12, the proposed project would require 26,350 gallons of diesel fuel for construction off-road equipment and 26,629 gallons of gasoline and diesel for on-road vehicles during construction. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction fuel consumption associated with the proposed project

¹⁶ Johnson Johnson and Miller Qir Quality Consulting Services. Proposed Camino Castaneda Commercial and Residential Development Project—Farmersville, Tulare County Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum prepared on June 7, 2022. Attachment C of Appendix A.

would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region, and as such, impacts would be less than significant.

Long-Term Energy Demand

Building Energy Demand

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 1,377,936 kWh of electricity per year and 1,963,761 kBtu of natural gas per year (see **Error! Reference source not found.** and **Error! Reference source not found.**). This would represent an increase in demand for electricity and natural gas. It should be noted that these estimates were prepared assuming compliance with existing rules and regulations and may not reflect Project design features that could further reduce the proposed Project energy demand.

Table 13
Long Term Electricity Usage

Land Use	Total Electricity Demand (kWh/year)
Residential Development	244,266
Commercial Development	1,133,670
Total Project	1,377,936
<p><u>Notes:</u> DU = Dwelling Units kWh = kilowatt hour The estimates above represent total estimated electricity consumption on an annual basis from operations of the proposed project. Source: Energy Consumption Calculations (Attachment C of Appendix A).</p>	

Table 14
Long Term Natural Gas Usage

Land Use	Total Natural Gas Demand (kBTU/year)
Residential Development	1,106,377
Commercial Development	857,384
Total Project	1,963,761
<u>Notes:</u> DU = Dwelling Units kBTU = 1,000 British Thermal Units Source: Energy Consumption Calculations (Attachment C of Appendix A).	

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 region. Current state regulatory requirements for new building construction contained in the 2019 CALGreen and Title 24 standards would increase energy efficiency and reduce energy demand in comparison to existing commercial structures, 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 proposed Project would be built in accordance with regulations in effect at the time building permits are issued and would generate on-site renewable energy from inclusion of solar panels.

Therefore, while the proposed project would result in increased electricity and natural gas demand, the electricity and natural gas would be consumed more efficiently and would be typical of residential development. If buildout of the project is delayed, compliance with future building code standards would result in increased energy efficiency.

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

Transportation Energy Demands

The daily vehicular fuel consumption is estimated to be 667.4 gallons of both gasoline and diesel fuel. Annual consumption is estimated at 243,592 gallons. The residential development is responsible for 40,541 gallons of the total annual fuel consumption, while the commercial development would account for the remaining 203,051 gallons (see Attachment C of Appendix A). The proposed Project would constitute development within an established community and would not be opening a new geographical

area for development such that it would draw mostly new trips or substantially lengthen existing trips. The proposed Project would be well positioned to accommodate an existing population and anticipated growth in the City of Farmersville.

As a mixed-use Project located in a developing area of a built-up city, the proposed project would create a considerable amount of internal capture among its components to reduce VMT compared to the same level of development built with land uses geographically separated from each other. In addition, vehicles accessing the project site would be typical of other mixed-use, commercial, and residential uses in the region. For these reasons, it would be expected that 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 multifamily housing consisting of 48 units, along with a grocery store, oil change/car wash, fueling station, convenience store with drive-thru, and general commercial that would be built in accordance with all applicable rules and regulations. The City’s General Plan¹⁷ includes strategies to promote energy efficiency in development in Farmersville. Strategies for Farmersville, as presented in the City’s General Plan, are outlined below.

- Consider energy conservation in the planning and design of new and existing development in Farmersville.
 - Development in the planning area shall be designed in a fashion that maximizes energy efficiency.
 - Street standards shall be revised to increase shading along all future streets.
 - Residential street widths for future streets shall be narrowed, thereby reducing the amount of pavement area - reducing heat buildup. Shade trees will also help to reduce heat buildup. For more information, see the Circulation Element.

¹⁷ City of Farmersville. 2002. Farmersville General Plan Update – Part 1.

Website: <https://www.cityoffarmersville-ca.gov/DocumentCenter/View/387/Part-I-The-General-Plan> Accessed May 27, 2022.

- The City shall work with subdividers to design subdivisions so that a majority of dwelling units are properly oriented with respect to the sun, to take advantage of passive solar heating and cooling opportunities.
- The City shall work with developers to maximize the planting of deciduous shade trees around buildings and in paved areas.

These policies and objectives require City action and are not applicable at the individual project level. However, the proposed project would not impede or conflict with any of the energy strategies outlined in the General Plan. In addition, the project would comply with all local rules and regulations.

The proposed Project would comply with the versions of CCR Titles 20 and 24, including CALGreen, that are applicable at the time that building permits are issued and with all applicable City measures. Part 11, Chapter 4 and 5, of the State's Title 24 energy efficiency standards establishes mandatory measures for residential and nonresidential buildings. Examples of these mandatory measure include solar, electric vehicle (EV) charging infrastructure, bicycle parking, energy efficiency, water efficiency and conservation, and material conservation and resource efficiency.

The proposed Project would be required to comply with mandatory measures; the residential portion would comply with measures for new residential development and the commercial portion would comply with mandatory measures for non-residential development. The proposed Project would constitute development within an established community and would not be opening a new geographical area for development such that it would draw mostly new trips, or substantially lengthen existing trips.

The proposed Project would be well positioned to accommodate existing population. The project would locate housing near convenient access to jobs and would locate commercial uses that would serve nearby residents in existing and planned residential areas. In addition, the Project would provide connectivity within the project site and to adjacent uses. Compliance with these aforementioned mandatory measures and project design features would ensure that the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, operational energy efficiency and renewable energy standards consistency impacts would be less than significant.

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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- d. Be located on expansive soil, as defined in Table 18-1-B of the 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. 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 Owens Valley fault, located about 65 miles to the east along the base of the Sierra Nevada in the Owens

Valley, and the San Andreas fault located about 70 miles to the southwest in the coastal range. According to the Five County Seismic Safety Element (FCSSE), Farmersville is located in the V-1 zone, defined as an area “of hard rock alluvium on valley floors”. The FCSSE further states that, “the distance to either of the faults expected to be a source of shaking is sufficiently great that shaking should be minimal and the requirements of the Uniform Building Code Zone II should be adequate for normal facilities.”¹⁸

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?

¹⁸ City of Farmersville General Plan Update Community Profile. 2002. Page 2-4.

Less than Significant Impact. The City of Farmersville sits on top of the alluvial fans of the Kaweah River and its distributaries. The soil in the proposed Project area is characterized as very deep, well-drained, and with low shrink/swell potential.¹⁹ 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 soil erosion or loss of topsoil. Therefore, the impact is *less than significant*.

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

¹⁹ City of Farmersville General Plan Update Community Profile. 2002. Page 2-2.

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

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

Mitigation Measures: CUL-1 and CUL-2.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

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

RESPONSES

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

The following information was provided by an Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum that was performed on behalf of the proposed project by Johnson, Johnson & Miller Air Quality Consulting Services, report date June 7, 2022. The report can be read in its entirety in Appendix A.

Less Than Significant. The proposed project may contribute to climate change impacts through its contribution of GHGs. The proposed project would generate a variety of GHGs during construction and operations, including several defined by AB 32, such as CO₂, CH₄, and N₂O from the exhaust of equipment during construction and on-road vehicle trips during construction and operations.

In the absence of an adopted numeric GHG emissions threshold consistent with the State’s 2030 target, the project’s GHG emissions impact determination is based on the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The project’s GHG emissions are provided for informational purposes only.

Quantification of Greenhouse Gas Emissions for Informational Purposes

Construction Emissions

Construction emissions would be generated from the exhaust of construction equipment, material delivery trips, haul truck trips, and worker commuter trips. Detailed construction assumptions are

provided in Modeling Parameters and Assumptions section of this technical memorandum. Construction-generated GHGs were quantified and are disclosed in Attachment A. MTCO_{2e} emissions during construction of the project are summarized below in **Error! Reference source not found.**

Table 15
Construction Greenhouse Gas Emissions²⁰

Project Construction (2022-2023)	MT CO_{2e} per Year
Residential Development	315
Commercial Development	496
Total Construction MTCO_{2e}	811
Emissions Amortized Over 30 Years¹	27
<u>Notes:</u> MTCO _{2e} = metric tons of carbon dioxide equivalent ¹ Construction GHG emissions are amortized over the 30-year lifetime of the project.	

During the construction of the proposed project, approximately 881 MTCO_{2e} would be emitted. Neither the City of Farmersville nor the SJVAPCD have an adopted threshold of significance for construction related GHG emissions. Because impacts from construction activities occur over a relatively short-term period, they contribute a relatively small portion of the overall lifetime project GHG emissions. In addition, GHG emission reduction measures for construction equipment are relatively limited. Therefore, a standard practice is to amortize construction emissions over the anticipated lifetime of a project so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies. However, emissions were quantified for informational purposes only. The total emissions generated during construction were amortized based on the life of the development (30 years) and added to the operational emissions to determine the total emissions from the project, as shown below.

Operational Emissions

²⁰ Johnson Johnson and Miller Qir Quality Consulting Services. Proposed Camino Castaneda Commercial and Residential Development Project—Farmersville, Tulare County Air Quality, Health Risk Analysis, Greenhouse Gas, and Energy Technical Memorandum prepared on June 7, 2022. Appendix A.

Operational or long-term emissions occur over the life of the project. The operational emissions for the proposed project are shown in **Error! Reference source not found.**. Sources for operational emissions include the following:

- **Motor Vehicles:** These emissions refer to GHG emissions contained in the exhaust from the cars and trucks that would travel to and from the project site.
- **Natural Gas:** These emissions refer to the GHG emissions that occur when natural gas is burned on the project site. Natural gas uses include heating water, space heating, dryers, stoves, or other uses.
- **Indirect Electricity:** These emissions refer to those generated by offsite power plants to supply electricity required for the project.
- **Water Transport:** These emissions refer to those generated by the electricity required to transport and treat the water to be used on the project site.
- **Waste:** These emissions refer to the GHG emissions produced by decomposing waste generated by the project.

Detailed modeling results and more information regarding assumptions used to estimate emissions are provided in Attachment A of Appendix A. Operational emissions are shown in **Error! Reference source not found.**

Table 16
Operational Greenhouse Gas Emissions at Project Buildout

Source Category	Residential Development (MTCO₂e/year)	Commercial Development (MTCO₂e/year)	Project Total (MTCO₂e/year)
Area	22	0	22
Energy Consumption	103	248	351
Mobile (On-road Vehicles)	353	1,946	2,299
Solid Waste Generation	68	110	178
Water Usage	9	10	19
Amortized Construction Emissions ¹	10.5	16.5	27
Total	565.5	2,330.5	2,896

Notes:
 MTCO₂e = metric tons of carbon dioxide equivalent
¹ Construction GHG emissions are amortized over the 30-year lifetime of the project.

Source Category	Residential Development (MTCO _{2e} /year)	Commercial Development (MTCO _{2e} /year)	Project Total (MTCO _{2e} /year)
Source: CalEEMod Output (Attachment A of Appendix A).			

As previously noted, the Project’s estimated emissions were estimated for disclosure purposes. However, significance for GHG emissions is analyzed by assessing the Project’s compliance with Consideration No. 3 regarding consistency with adopted plans to reduce GHG emissions. As discussed in detail below, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of GHGs. As such, the Project’s generation of GHG emissions would not result in a significant impact on the environment.

Greenhouse Gas Impact Analysis

The following analysis assesses the proposed Project’s compliance with Consideration No. 3 regarding consistency with adopted plans to reduce GHG emissions. The proposed Project is assessed for its consistency with CARB’s adopted Scoping Plans. This would be achieved with an assessment of the proposed Project’s compliance with Scoping Plan measures contained in the 2017 Scoping Plan Update.

Error! Reference source not found. provides an analysis of the Project’s consistency with the 2017 Scoping Plan Update measures.

Table 17
Consistency with SB 32 2017 Scoping Plan Update²¹

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.	Consistent: The project will purchase electricity from a utility subject to the SB 350 Renewable Mandate SB 100 Renewable Mandate. SB 100 revised the Renewable Portfolio Standard goals to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. The specific provider for the City of

²¹ 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 May 1, 2022.

Scoping Plan Measure	Project Consistency
	Farmersville and the proposed project is Southern California Edison (SCE).
<p>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.</p>	<p>Not Applicable. This measure applies to existing buildings. Renovations to existing buildings are not proposed as part of the proposed project, which includes the development of new residential uses. New structures are required to comply with Title 24 Energy Efficiency Standards that are expected to increase in stringency until residential housing achieves zero net energy.</p>
<p>Low Carbon Fuel Standard. This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030.</p>	<p>Consistent. Vehicles accessing the project site will use fuel containing lower carbon content as the fuel standard is implemented.</p>
<p>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.</p>	<p>Consistent. The project is mixed-use consisting of commercial and residential development and would not engage in vehicle manufacturing; however, vehicles would access the project site during project operations. Future project residents, occupants, and visitors can be expected to purchase increasing numbers of more fuel efficient and zero emission cars and trucks each year. The 2016 CALGreen Code requires electrical service in new single-family housing to be EV charger-ready. Home and business deliveries will be made by increasing numbers of ZEV delivery trucks.</p>
<p>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</p>	<p>Not Applicable. The measure applies to owners and operators of trucks and freight operations. However, deliveries that would be made to the future businesses and residences are expected to be made by increasing number of ZEV delivery trucks.</p>

Scoping Plan Measure	Project Consistency
<p>operation and maximize near-zero emission freight vehicles and equipment powered by renewable energy by 2030.</p>	
<p>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.</p>	<p>Consistent. Sources of black carbon are already regulated by the CARB and air district criteria pollutant and toxic regulations that control fine particulate emissions from diesel engines and other combustion source. The project residences would not include hearths or would include only electric or natural gas hearths; natural gas hearths produce very little black carbon compared to woodburning fireplaces and heaters.</p>
<p>SB 375 Sustainable Communities Strategies. Requires Regional Transportation Plans to include a sustainable communities strategy for reduction of per capita vehicle miles traveled.</p>	<p>Not Applicable. The project does not consist of a proposed regional transportation plan; therefore, this measure is not applicable to the proposed project.</p>
<p>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.</p>	<p>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 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.</p>

Scoping Plan Measure	Project Consistency
<p>Natural and Working Lands Action Plan. The 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.</p>	<p>Not Applicable. The project consists of commercial and residential development and will not be considered natural or working lands.</p>

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 with any level of certainty, as they have not yet been developed; nevertheless, it can be anticipated that operation of the 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 targets 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.

Accordingly, taking into account the proposed Project’s emissions, project design features, and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the Project would be consistent with State GHG Plans and would further the State’s goals of reducing GHG emissions to 1990 levels by 2020, 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050, and does not obstruct their attainment. Impacts would be less than significant.

Conclusion

Taking into account the proposed Project’s design features and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the proposed

Project would be consistent with State and local GHG Plans would not obstruct their attainment. The proposed Project's GHG impacts would be *less than significant*.

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 analysis contained above under Response a. evaluates whether the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce the emissions of GHGs. As discussed under Response a. above, the Project would not conflict with any applicable plan, policy, or regulation of agency to reduce. As such, Project impacts in this regard 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

response plan or emergency evacuation plan?

- g. Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?

RESPONSES

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

Less Than Significant Impact. The proposed Project would include the construction of multifamily housing consisting of 48 units, along with a grocery store, oil change/car wash, fueling station, convenience store with drive-thru, and general commercial. The site construction will also include internal access roads, lighting, site landscaping and additional related improvements. Proposed Project construction activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. In addition, the Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit program through the submission and implementation of a Stormwater Pollution Prevention Plan during construction activities to prevent contaminated runoff from leaving the project site. Therefore, no significant impacts would occur during construction activities.

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

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

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

Less Than Significant Impact. Farmersville High School is approximately 0.2 miles southeast of the proposed Project site. Construction-related activities will be intermittent, temporary, and short-term, and are not anticipated to result in the release of hazardous emissions, involve hazardous materials, or create a hazard to the school. As noted earlier, the proposed Project includes the development of general commercial and multi-family residences, hence it is not reasonably foreseeable that the Project will cause a significant impact by emitting hazardous waste or bringing hazardous materials. General commercial and residential land uses do not generate, store, or dispose of significant quantities of hazardous materials. Such uses also do not normally involve dangerous activities that could expose persons onsite or in the surrounding areas to large quantities of hazardous materials. See also Responses a. and b. regarding hazardous material handling. The impact is *less than significant*.

Mitigation Measures: None are required.

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

No Impact. The proposed Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Geotracker and DTSC Envirostor databases – accessed in May 2022). There are no hazardous materials sites that impact the Project. As such, *no impacts* would occur that would create a significant hazard to the public or the environment.

Mitigation Measures: None are required.

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

No Impact. The proposed Project site is approximately 5.6 miles northwest of the Exeter Airport and the airport's safety zones do not extend into the City of Farmersville. There is *no impact*.

Mitigation Measures: None are required.

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

No Impact. The Project will not interfere with any adopted emergency response or evacuation plan. There is *no 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 is surrounded by urban uses and as such, there are no wildlands on or near the Project site. There is *no impact*.

Mitigation Measures: None are required.

X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on- or off- site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 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.

Construction

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

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

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

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

Operation

The proposed Project includes the construction and operation of a multifamily housing consisting of 48 units, along with a grocery store, oil change/car wash, fueling station, convenience store with drive-thru, and general commercial. The Project will tie into the existing City water and wastewater systems.

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

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

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

Mitigation Measures: None are required.

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

Less Than Significant Impact. The Kaweah River Basin Groundwater Management Plan acknowledges a continuing decline in groundwater levels of the aquifer system below the Farmersville area. To assist in mitigating this groundwater decline, the City of Farmersville has established fees that are charged to new development, which will fund groundwater recharge and other water resource projects within the City.

The City of Farmersville will provide water services upon development. The City of Farmersville's water supply comes from groundwater extraction. The city has eight wells, but two of them are out of service or under repair. The six active wells can produce 4,200 GPM. The current system has been assessed and is capable of handling 3,900 GMP, which could total up to 6,291 AF per year. The supply would be able to support expected demand through 2045. In addition, the City is planning a new well that can produce 800 GMP, and a 500,000-gallon storage tank is planned to help with peak water usage hours. This would bring the total water supply to 5,000 GPM, or 8,065 AF per year. The most recently recorded yearly water usage was in 2014, where Farmersville pumped 1919 AF of water.

Using average per-person water use in Tulare County (160 gallons per day)²² and the average household size in Farmersville (3.78 persons)²³, water demand for the proposed 48-unit multi-family residential development is estimated to be approximately 10,596,096 gallons per year, or 36 AF per year, upon full buildout.

With an available capacity of approximately 4,372 AF per year, there will be enough water supply for the proposed Project. The Project site is designated by the General Plan as General Commercial, and with the GPA, a portion of the site will also be designated as Multifamily Residential. As such, the Project would not affect groundwater supplies beyond what has already been accounted for. Impacts would be *less than significant*.

Mitigation Measures: None are required.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i. result in substantial erosion or siltation on- or offsite;
 - ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
 - iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
 - iv. impede or redirect flood flows?

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

²² Ch. 11 Water Resources. Tulare County General Plan. Pg 11-1.

²³ Population and Housing Estimates for Cities, Counties, and the State, 2020-2022. California Department of Finance. <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/>. Accessed August 2022.

The commercial buildings and residential dwellings will be built in accordance with the current California Building Code and the on-site storm basin has been appropriately sized to accommodate potential flood waters. Accordingly, the chance of flooding (and therefore the release of pollutants due to flooding) at the site is remote.

Impacts are *less than significant*.

Mitigation Measures: None are required.

- d. In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?
- e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. The proposed Project site is located within Zone X, which experiences minimal flood hazards, as indicated by FEMA flood hazard map 06107C0954E, effective 6/15/2009. 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.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 is located within the central portion of the City of Farmersville, in an area of suburban residential and commercial land uses. The proposed Project site covers approximately 7.38 acres and consists of vacant land with minimal vegetation. The site is zoned General Commercial (C-G) and is also considered General Commercial by the Farmersville General Plan. The proposed Project includes a General Plan Amendment for the land use change of approximately 2.7 acres of the General Commercial portions of the site to “Multi-Family Residential”, and a Zone Change from the General Commercial (C-G) portions of the site to “Multi-Family Residential (R-M)”. Upon approval the Project will be in compliance with the General Plan and zoning ordinance.

The Project will include multifamily housing consisting of 48 units along with grocery store, oil change/car wash, fueling station, convenience store with drive-thru, and general commercial. The site construction will also include internal access roads, lighting, site landscaping and additional related improvements. The proposed Project will extend an existing community in the region. The Project has no characteristics that would physically divide the City of Farmersville. Access to the existing surrounding areas will be improved. *No impacts* would occur as a result of this Project.

Mitigation Measures: None are required.

XII. MINERAL RESOURCES

Would the project:

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

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 River²⁴.

The proposed Project area is not included in a State classified mineral resource zone²⁵, and the Kaweah River is approximately three miles northwest of the Project site. Therefore, there is *no impact*.

Mitigation Measures: None are required.

²⁴ Tulare County General Plan 2030 Update Recirculated Draft EIR. February 2010. Page 3.7-9.

²⁵ 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 multifamily housing consisting of 48 units along with grocery store, oil change/car wash, fueling station, convenience store with drive-thru, and general commercial. The site construction will also include internal access roads, lighting, site landscaping and additional related improvements.

The approximate threshold of vibration perception is 65 VdB, while 85 VdB is the vibration acceptable only if there are an infrequent number of events per day. Table 18 describes the typical construction equipment vibration levels.

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 Administration (FTA) threshold for the nearest residences which are located adjacent to the project site on the eastern boundary. As such, any impacts resulting from an increase in ambient noise levels or excessive groundborne vibration will be *less than significant*.

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

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

Mitigation Measures: None are required.

XIV. POPULATION AND HOUSING

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 multifamily housing consisting of 48 units along with grocery store, oil change/car wash, fueling station, convenience store with drive-thru, and general commercial. The site construction will also include internal access roads, lighting, site landscaping and additional related improvements. Based on the per-unit average of 3.78 persons for the City of Farmersville²⁶, the site would provide housing for approximately 182 people. The 7.38-acre site is currently designated and zoned for general commercial, of which approximately 2.7 acres is proposed for the General Plan Amendment and Zone Change to Multi-family Residential.

According to the Tulare County Regional Housing Needs Assessment (RHNA), the City of Farmersville needs a total 466 net new housing units between 1/1/2014 and 9/30/23.²⁷ The proposed Project includes construction of up to 48 multi-family residential units. Estimates for 2022 shows the City has 2,783

²⁶ State of California Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2022, with 2020 Benchmark. <https://dof.ca.gov/forecasting/demographics/estimates/estimates-e5-2010-2021/>. Accessed May 2022.

²⁷ Tulare County Associated of Governments. Final Regional Housing Needs Plan for Tulare County 2014-2023. June 2014. <https://tularecog.org/tcag/studies/regional-housing-needs-assessment-rhna/>. Accessed May 2022.

housing units with an average of 3.78 people per household. The City of Farmersville has sufficient labor force in the area to support many other types of industries.

The proposed Project would also assist the City in reaching its RHNA goal, and 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?

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

Mitigation Measures: None are required.

XV. PUBLIC SERVICES

Would the project:

		Less than Significant		
Potentially Significant Impact	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES

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

Fire protection?

Less than Significant Impact. The Farmersville Fire Department is located at 909 W Visalia Road Farmersville, CA 93223, approximately 1.2 miles southwest of the Project site. The Department maintains a fleet of specialized fire apparatus including a 4-wheel drive Brush Fire Patrol Unit, a Quick Attack

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

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

As such, any impacts would be less *than significant*.

Police Protection?

Less than Significant Impact. The proposed Project includes the construction of 48 multi-family residential units, which will accommodate approximately 182 persons, and approximately 37,290 sf of general commercial space. The proposed Project site will continue to be served by the City of Farmersville Police Department, located at 909 W Visalia Road, Farmersville, CA 93223. Implementation of the proposed Project would result in an increase in demand for police services; however, this increase would be minimal compared to the number of officers currently employed by the Farmersville Police Department and would not trigger the need for new or physically altered police facilities. No additional police personnel or equipment is anticipated. In addition, each residential unit will be assessed a public safety impact fee by the City that is used to make capital improvements for the Police Department. The impact is *less than significant*.

Schools?

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

Parks?

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

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

Other public facilities?

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

Mitigation Measures: None are required.

XVI. RECREATION

Would the project:

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?

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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RESPONSES

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

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

Mitigation Measures: None are required.

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

Less than Significant Impact. The proposed Project does not include the construction of recreation facilities. As determined by the analysis contained within this document, *less than significant impacts* would occur.

Mitigation Measures: None are required.

XVII. TRANSPORTATION/TRAFFIC

Would the project:

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

A Traffic Analysis was performed on behalf of the proposed Project by Peters Engineering Group (Appendix C). The following discussion and impact analysis are directly referencing this technical report.

RESPONSES

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

Less than Significant Impact with Mitigation. The City of Farmersville General Plan Circulation Element contains Goals, Objectives and Action Plans to Ensure that streets in Farmersville are not congested and that the traffic on Farmersville’s streets operates in an efficient and safe manner. Objective 1 states that “A level of service C will be the desirable minimum service level in Farmersville at which arterial and collector segments will operate. A level of service of C will be the desirable minimum service level on Farmersville at which intersections will operate.”

*Trip Generation*²⁸

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, are typically used to estimate the number of trips anticipated to be generated by proposed projects. For purposes of the trip generation estimates it was assumed that the 3,000-square-foot convenience market with a drive through would consist of a 1,000-square-foot fast-food restaurant and a 2,000-square-foot convenience store. The shops buildings were assumed to be high-turnover sit-down restaurants. Information presented in the ITE *Trip Generation Handbook, 3rd Edition* dated September 2017 (TGH) suggests that captured-trip reductions are applicable to the Project. Captured trips occur as a result of interaction between the various individual land uses assumed for the trip generation calculations.

A common example of a captured trip occurs in a multi-use development containing both offices and shops. Trips made by office workers to shops within the site are defined as internal to (i.e., “captured within”) the multi-use site. A more complete description of captured trips is presented in the TGH. An example of a captured trip for the proposed Project is a person who lives in the apartments and fuels a vehicle without exiting the site between. The NCHRP 684 Trip Capture Estimation Tool was utilized to calculate the peak-hour internal (captured) trips expected to be generated by the Project and the resulting external trips. The tool does not calculate captured daily trips, so the daily captured trips were estimated to be approximately 20 percent of the total based on peak-hour correlations. Table 19 presents the trip generation estimates for the Project. The trip capture calculation is attached.

**Table 19
Project Weekday Trip Generation²⁹**

Land Use	Units	Weekday		A.M. Peak Hour				P.M. Peak Hour					
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Supermarket (850)	23,000sq. ft	93.84	2,158	2.86	59:41	39	27	66	8.95	50:50	103	103	206
High Turnover (Sit-Down) Restaurant (932)	2,700sq. ft.	107.2	290	9.57	55:45	14	12	26	9.05	61:39	14	10	24
Fast Food Restaurant with Drive Through (934)	3,400sq. ft.	467.48	1,590	44.61	51:49	77	75	152	33.03	52:48	58	54	112
Convenience Store/Gas Station – VFP (9-15) (945)	2,000sq. ft.	700.43	1,402	56.52	50:50	56	57	113	54.52	50:50	54	55	109
Multifamily Housing (Low-	48	6.74	324	0.4	24:76	4	15	19	0.51	63:37	15	9	24
SUBTOTAL:			5,764			190	186	376			244	231	475
Internal Trips			1,152			19	21	40			70	68	138
TOTAL:			4,612			171	165	336			174	163	337

Reference: Trip Generation Manual, 11th Edition, Institute of Transportation Engineers 2021.
 vfp: vehicle fueling positions.
 Rates are reported in trips per 1,000 square feet of building area for Land Uses 820, 850, 934, and 945. Rates are in trips per dwelling unit for Land Use 220.

²⁸ Traffic Study- Proposed Camino Castaneda Commercial and Residential Development. Northeast of the Intersection of Farmersville Boulevard and Walnut Avenue, Farmersville, California. Report Date August 8, 2022. Appendix C, Page 4

²⁹ Ibid.

Project Pass-By-Trips

The ITE *Trip Generation Handbook, 3rd Edition* dated September 2017 (TGH) presents information suggesting that pass-by reductions are applicable to the Project. The TGH states: “There are instances, however, when the total number of trips generated by a site is different from the amount of new traffic added to the street system by the generator.”

Available data in the TGH indicate that an average of 62 percent of the weekday a.m. peak hour trips and 56 percent of the weekday p.m. peak hour trips generated by Gasoline / Service Station with Convenience Market (Land Use 945) are pass-by trips. The TGH also indicates that that an average of 49 percent of the weekday a.m. peak hour trips and 50 percent of the weekday p.m. peak hour trips generated by Fast-Food Restaurant with Drive Through (Land Use 934) are pass-by trips. Finally, the TGH indicates that 36 percent of the weekday p.m. peak hour trips generated by Supermarket (Land Use 850) are pass-by trips.

For purposes of this study, a pass-by percentage of 40 percent is proposed to be applied to the non-residential external trips expected to be generated by the Project. Table 20 presents a breakdown of Project pass-by trips and primary trips.

Table 20
Pass-By Trips and Primary Project Trips

Time Period	Project Trips Entering Site	Project Trips Exiting Site	Total Project Trips
Weekday A.M. Peak Hour Pass-By Trips	-66	-61	-127
Weekday A.M. Peak Hour Primary Trips	105	104	209
Weekday P.M. Peak Hour Pass-By Trips	-67	-64	-131
Weekday P.M. Peak Hour Primary Trips	107	99	206

Project Vehicle Trip Distribution and Assignment³⁰

³⁰ Ibid.

The distribution of Project trips to the adjacent streets was estimated based on engineering judgment considering major routes and complementary land uses. The estimated distribution Project trips is presented in Figure 4. The peak-hour Project traffic volumes are presented in Figure 5.

Figure 4 - Project Traffic Distribution Percentages

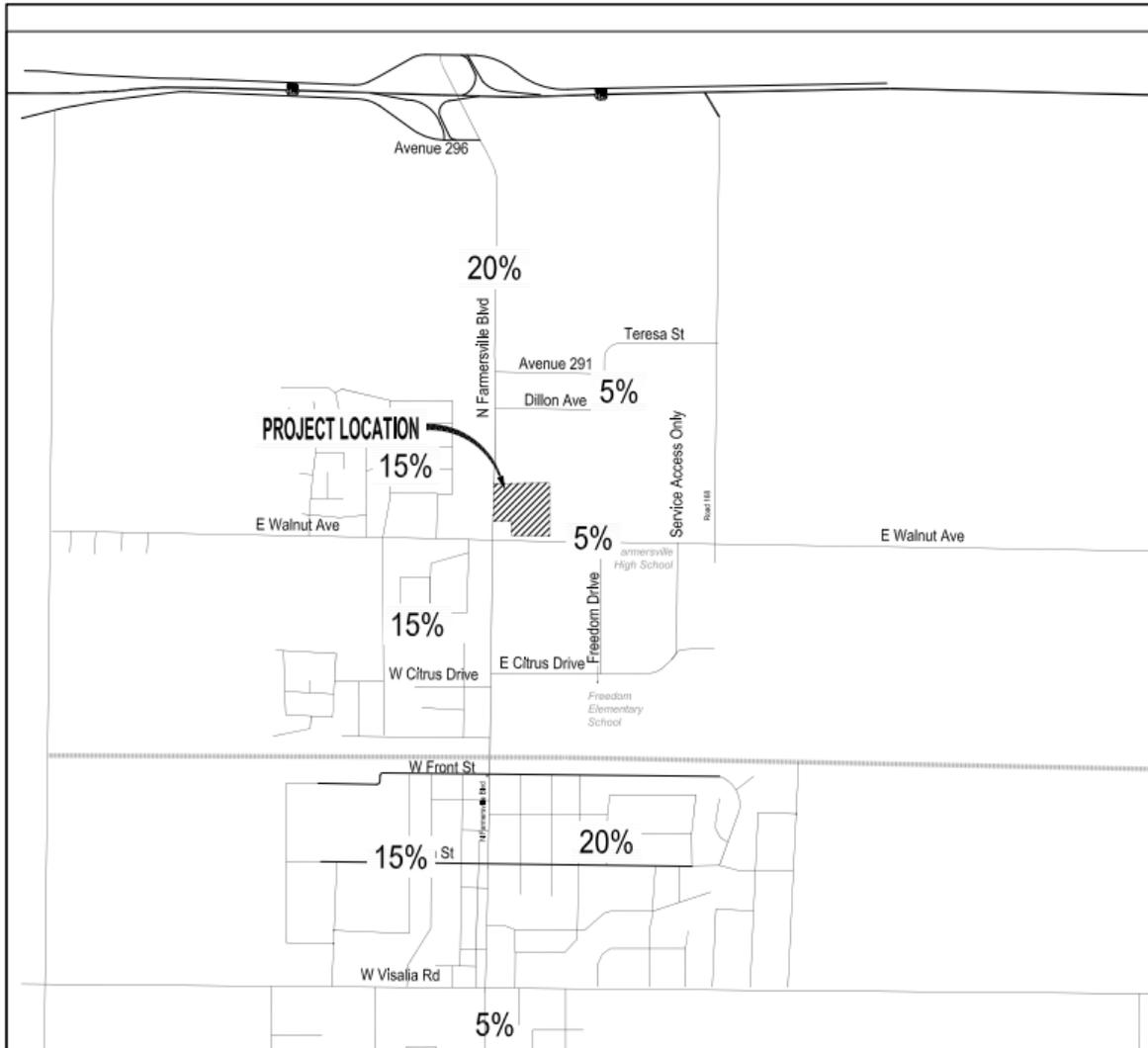
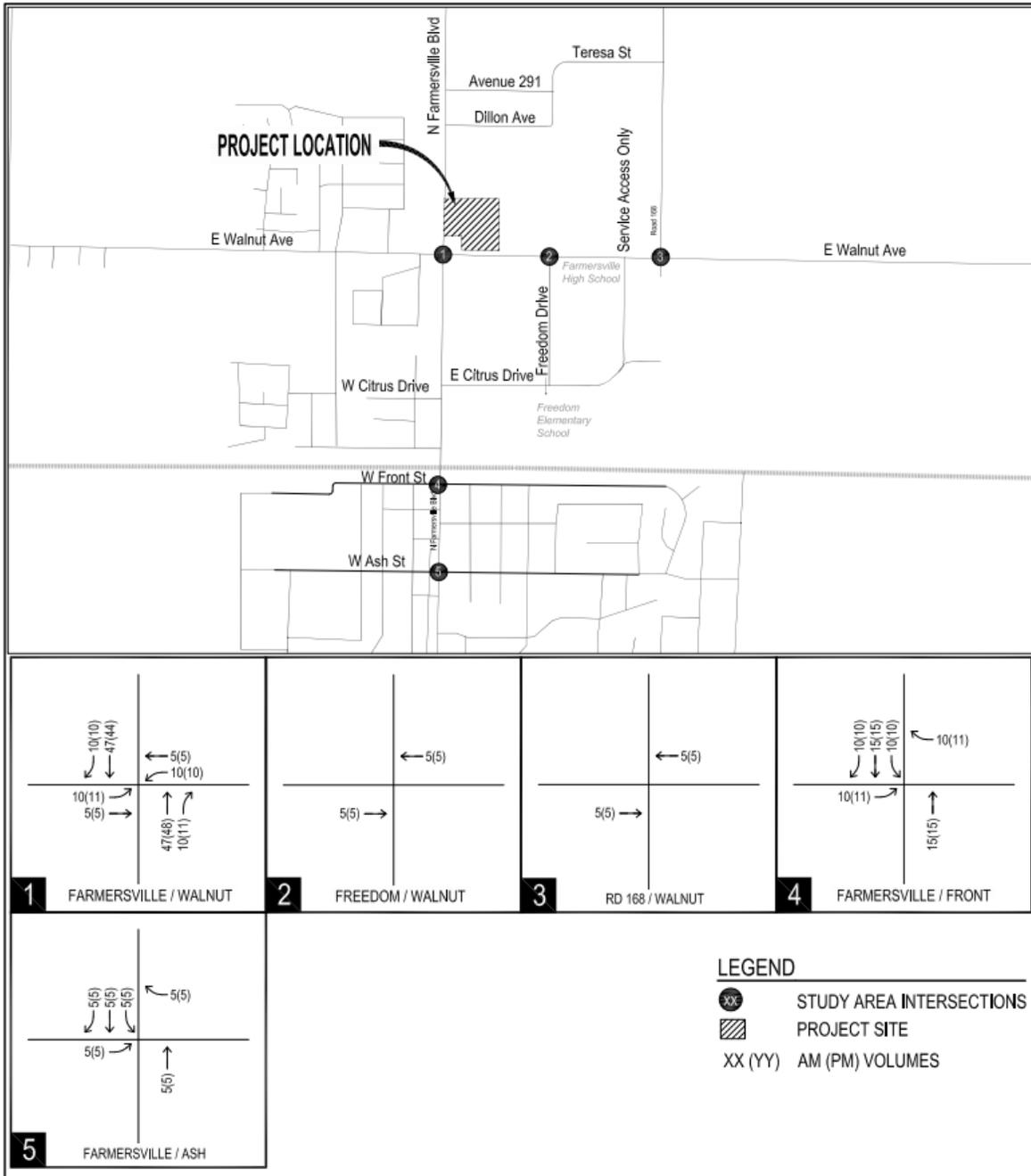


Figure 5 – Peak-Hour Project Traffic Volumes

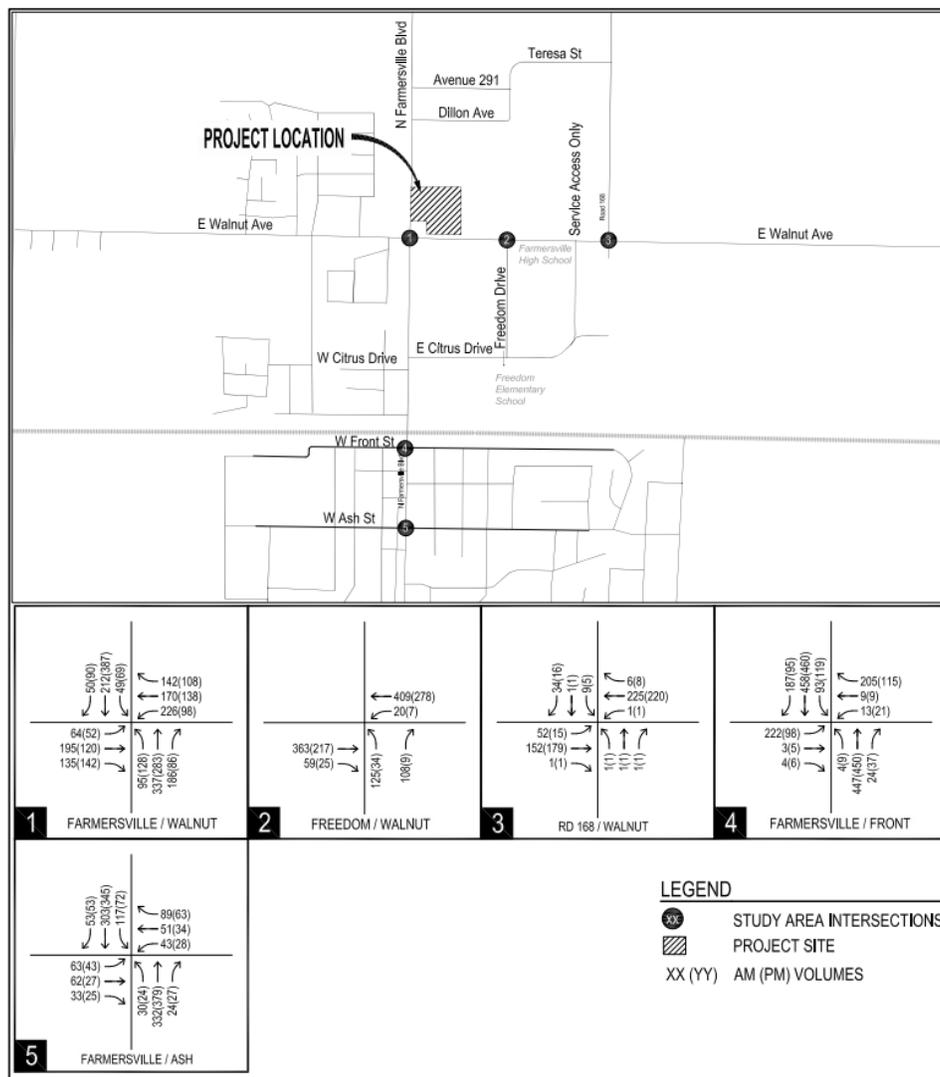


Existing and Future Traffic³¹

Existing peak-hour traffic volumes at the study intersections were determined by performing manual turning-movement counts between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. on a weekday. The counts included pedestrians, bicycles, heavy vehicles, and right turns on red where applicable. The existing peak-hour turning movement volumes are presented in Appendix C (Figure 5). The traffic count data sheets are presented in Appendix C and include the date the counts were performed.

The existing-plus-Project peak-hour turning movement volumes are presented in Figure 6.

Figure 6 – Existing-Plus-Project Peak-Hour Traffic Volumes



³¹ Traffic Study- Proposed Camino Castaneda Commercial and Residential Development. Northeast of the Intersection of Farmersville Boulevard and Walnut Avenue, Farmersville, California. Report Date August 8, 2022. Appendix C, Page 7

*Intersection Analysis*³²

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

Level of Service Criteria - Unsignalized Intersection

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

Level of Service Criteria - Signalized Intersections

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

The analysis was performed for each of the following traffic scenarios.

- Existing (2022)
- Existing (2022) + Project (in absence of other pending local projects)
- Near Term Future (proposed Project buildout + other pending local projects)
- Future (2043) + Project

The levels of service at the study intersections were determined using the computer program Synchro 11, which is based on the *Highway Capacity Manual* procedures for calculating levels of service. The California State Transportation Agency and California Department of Transportation *California Manual on Uniform Traffic Control Devices, 2014 Edition (Revision 6 dated March 30, 2021)* (CMUTCD) presents

³² Ibid. Page 30.

various criteria (warrants) for determining the need for traffic signals. Warrant 3, Peak Hour, was analyzed for each of the unsignalized study intersections.

Tables 21 and 22 present the results of the intersection analyses for Existing-plus-Project and Cumulative 2043 with-Project Conditions. Delays and LOS worse than the City's desirable minimum are indicated in bold font and are underlined. Intersection analyses for Existing Conditions and Near-Term-With-Project Conditions are included in Appendix C. The intersection analysis sheets are included in the attached in Appendix C.

Table 21
Intersection LOS Summary – Existing-Plus-Project Conditions

Intersection	Control	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Warrant	Delay (sec)	LOS	Warrant
Farmersville / Walnut	Signals	27.5	C		16.8	B	
Freedom / Walnut	One-way stop	>300	F	Not met	13	B	Not met
Road 168 / Walnut	Two-way stop	13.1	B	Not met	12.1	B	Not met
Farmersville / Front	All-way stop	70.4	F	Not met	16.7	C	Not met
Farmersville / Ash	All-way stop	17.1	C	Not met	12.8	B	Not met

Table 22
Intersection LOS Summary – Cumulative 2043 With-Project Conditions

Intersection	Control	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Warrant	Delay (sec)	LOS	Warrant
Farmersville / Walnut	Signals	43.5	D		20.8	C	
Freedom / Walnut	One-way stop	>300	F	Met	14.9	B	Not met
Road 168 / Walnut	Two-way stop	15	C	Not met	13.3	B	Not met
Farmersville / Front	All-way stop	165.9	F	Met	39.4	E	Not met
Farmersville / Ash	All-way stop	38.9	E	Not met	23.2	C	Not met

*Near-Term With-Project Conditions Summary*³³

The analyses indicate that the following study intersections are expected to operate worse than the City's target LOS C:

³³ Ibid. Page 17

- The intersection of Farmersville Boulevard and Walnut Street is expected to operate at LOS D during the a.m. peak hour. The intersection will operate at LOS B during the p.m. peak hour, which suggests that a major intersection upgrade is not warranted in the near-term condition.
- The intersection of Freedom Drive and Walnut Street will continue to operate at LOS F during the a.m. peak hour. The intersection will operate at LOS B during the p.m. peak hour and peak-hour traffic signal warrants are not expected to be satisfied during either peak hour, which suggests that a major intersection upgrade is not warranted in the near-term condition.
- The intersection of Farmersville Boulevard and Front Street is expected to operate at LOS F during the a.m. peak hour and LOS D during the p.m. peak hour. Peak-hour traffic signal warrants are expected to be satisfied during the a.m. peak hour. The analyses indicate that the pending projects will have a much greater impact on the intersection than the Camino Castaneda project. Signalization or a roundabout should be considered to improve traffic conditions. The proximity of the railroad must be considered in the selection of the preferred alternative.
- The intersection of Farmersville Boulevard and Ash Street is expected to operate at LOS D during the a.m. peak hour and LOS C during the p.m. peak hour. Peak-hour traffic signal warrants are not expected to be satisfied during either peak hour, which suggests that a major intersection upgrade is not warranted in the near-term condition.
- The intersection of Road 168 and Walnut Street is expected to continue to operate at acceptable levels of service.

*Cumulative 2043 With-Project Conditions Summary*³⁴

The year 2043 With-Project conditions analyses are based on the assumption that regional growth has occurred and that the Project has been developed. The analyses indicate that the following study intersections are expected to operate worse than the City's target LOS C:

- The intersection of Farmersville Boulevard and Walnut Street is expected to operate at LOS D during the a.m. peak hour. The intersection will operate at LOS C during the p.m. peak hour, which suggests that a major intersection upgrade is not warranted in the year 2043 condition.
- The intersection of Freedom Drive and Walnut Street will continue to operate at LOS F during the a.m. peak hour, and the a.m. peak-hour traffic signal warrant is expected to be satisfied. The intersection will operate at LOS B during the p.m. peak hour, and the p.m. peak-hour traffic signal warrant is not expected to be satisfied, which suggests that a major intersection upgrade may not be warranted in the year 2043 condition.

³⁴ Ibid. Page 17

- The intersection of Farmersville Boulevard and Front Street is expected to operate at LOS F during the a.m. peak hour and LOS E during the p.m. peak hour. Peak-hour traffic signal warrants are expected to be satisfied during the a.m. peak hour. The analyses indicate that the pending projects will have a much greater impact on the intersection than the Camino Castaneda project. Signalization or a roundabout should be considered to improve traffic conditions. The proximity of the railroad must be considered in the selection of the preferred alternative.
- The intersection of Farmersville Boulevard and Ash Street is expected to operate at LOS E during the a.m. peak hour and LOS C during the p.m. peak hour. Peak-hour traffic signal warrants are not expected to be satisfied during either peak hour, which suggests that a major intersection upgrade is not warranted in the 2043 condition.
- The intersection of Road 168 and Walnut Street is expected to continue to operate at acceptable levels of service.

To improve LOS at these intersections, it is recommended that the following improvements be implemented:

- At the intersection of Farmersville Boulevard and Walnut Street, the westbound approach should be restriped to provide a left-turn lane that is 300 feet long.
- At the intersection of Farmersville Boulevard and Front street:
 - A signal should be installed with the following lane configurations:
 - Eastbound: one shared left-turn/through/right-turn lane with permissive left turns.
 - Westbound: one shared left-turn/through lane with permissive left turns and one right-turn lane.
 - Northbound: one left-turn lane with a protected left-turn signal and two through lanes with a shared right turn.
 - Southbound: one left-turn lane with a protected left-turn signal and two through lanes with a shared right turn.
 - Alternatively, the intersection could be converted to a roundabout with two lanes in the northbound and southbound directions and one lane in the eastbound and westbound directions.
- The intersection of Freedom Drive and Walnut Street will need signalization by the year 2043 to operate at acceptable levels of service.

Equitable share calculations

Where required future improvements are not included in established development fees and are not the sole responsibility of a particular project, but rather a cumulative result of regional growth, the responsibility for the improvement may be determined based on equitable share calculations as presented in the Caltrans *Guide for the Preparation of Traffic Impact Studies* dated December 2002. The following equation was used to determine the project’s equitable share of the cost of improvements:

$$P = \frac{T}{T_B - T_E}$$

where:

- P = The equitable share of the project’s traffic responsibility;
- T = The project trips generated during the peak hour of the adjacent State Highway facility;
- T_B = The forecasted (future with project) traffic volume on the affected State highway facility;
- T_E = The existing traffic on the State Highway facility.

Table 23 presents equitable share responsibility calculations.

Table 23
Equitable Share Responsibility Calculations – A.M. Peak Hour

Location	Project Trips	Existing Traffic	Future Traffic	Equitable Share
Freedom / Walnut	10	1,074	1,332	3.9%
Farmersville / Front	70	1,599	2,126	13.3%

Mitigation measure TRA-1 will require the developer to pay a per rata share for the improvements needed at the intersections described above. With implementation of TRA-1, the level of service and traffic flow in the Project area will remain acceptable and impacts would be *less than significant*.

Mitigation Measures:

TRA-1

Prior to issuance of building permit, the Project shall pay its fair share cost percentages and/or construct the recommended improvements to the intersections at Farmersville Boulevard and Front Street and Farmersville Boulevard and Walnut Avenue as determined by the City.

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

Less Than Significant Impact. An evaluation of vehicles miles traveled (VMT) was performed on behalf of the proposed Project by Peters Engineering Group (Appendix C). The following discussion and impact analysis are directly referencing this technical report.³⁵

The State of California Governor’s Office of Planning and Research document entitled *Technical Advisory on Evaluating Transportation Impacts in CEQA* dated December 2018 (Technical Advisory) provides guidance for determining a project’s transportation impacts. Transportation impacts are identified based on vehicle miles traveled (VMT).

Building upon the guidance in the Technical Advisory, the County of Tulare developed local VMT Guidelines that are described in detail in a report entitled *County of Tulare SB 743 Guidelines* dated June 8, 2020 (County Guidelines). Section 13, Transportation & Circulation, of the County of Tulare Goals and Policies Report dated February 2010 and amended in 2020 presents the County’s adopted VMT Guidelines. The County Guidelines are typically utilized in the City of Farmersville.

For small projects, the County Guidelines state: *“Some projects are small enough that they can be presumed to have a less than significant transportation impact without doing a detailed VMT analysis. For Tulare County, projects that generate less than 500 trips per day can be presumed to have a less than significant impact...”*

Regarding local-serving retail uses, the Technical Advisory states: *“By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact. Regional-serving retail development, on the other hand, which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact. Where such development decreases VMT, lead agencies should consider the impact to be less-than-significant.”*

³⁵ Traffic Study- Proposed Camino Castaneda Commercial and Residential Development. Northeast of the Intersection of Farmersville Boulevard and Walnut Avenue, Farmersville, California. Report Date August 8, 2022. Appendix C, Page 5

Also regarding local-serving retail uses, the County Guidelines state: “Consistent with OPR’s Technical Advisory, local-serving retail uses are presumed to have a less than significant impact on VMT since they tend to attract vehicle trips from adjacent areas that would have otherwise been made to more distant retail locations. This presumption also applies in Tulare County.” The County Guidelines also state: “Other developments that are not technically retail may fall under this category such as medical offices, insurance agents, and other offices that are intended to serve the general public.”

With respect to mixed-use projects, the Technical Advisory states: “Lead agencies can evaluate each component of a mixed-use project independently and apply the significance threshold for each project type included (e.g., residential and retail). Alternatively, a lead agency may consider only the project’s dominant use. In the analysis of each use, a project should take credit for internal capture. Combining different land uses and applying one threshold to those land uses may result in an inaccurate impact assessment.”

The dominant local-serving retail use of the Camino Castaneda project will add retail opportunities into the urban fabric, improve retail destination proximity, shorten trips, and reduce VMT. Furthermore, the residential portion of the Project will generate fewer than 500 trips per day, which is the stated significance threshold for small projects. Therefore, it is suggested that the lead agency may presume that the Camino Castaneda project will cause a *less than significant* transportation impact.

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

- d. Result in inadequate emergency access?

Less Than Significant Impact. The proposed Project does not involve a change to any emergency response plan. Access to the site is proposed via two driveways connecting to Farmersville Boulevard

and two driveways connecting to Walnut Avenue. It is also anticipated that there will be reciprocal access to the Rite Aid store near the existing driveway on Farmersville Boulevard. The site will remain accessible to emergency vehicles of all sizes. As such, potential impacts are *less than significant*.

Mitigation Measures: None are required.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

	Less than Significant		
Potentially Significant Impact	With Mitigation Incorporation	Less than Significant Impact	No Impact

a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

RESPONSES

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

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

Tribes were provided 30 days, to request consultation pursuant to AB 52 (Public Resources Code Section 21080.3.1, et seq.), which concluded on **May 16, 2022**. **The Santa Rosa Rancheria – Tachi Yokuts responded on March 8, 2022 and requested to be retained for consultation and monitoring.** No other comments were received. Potential impacts to tribal cultural resources will be *less than significant*.

Mitigation Measures: None are required.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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. Implementation of the proposed Project would include a multifamily housing consisting of 48 units, along with a grocery store, oil change/car wash, fueling station, convenience store with drive-thru, and general commercial. The site construction will also include internal access roads, lighting, site landscaping and additional related improvements. Wastewater service, water, electric power, natural gas and telecommunications facilities would all provide service to the proposed Project from their respective existing facilities and as such, would not be required to construct new or expanded facilities.

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

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

Mitigation Measures: None are required.

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

Less than Significant Impact. As discussed in Impact X(b), the proposed Project will increase demands on the Farmersville water production and distribution area. The City's water system consists of a series of wells, pump stations, treatment facilities and distribution lines. The system draws from the groundwater system underlying Farmersville and the Central Valley. While groundwater supplies can accommodate multiple dry years, the City of Farmersville, Tulare County, and nearby cities are engaging in groundwater management activities to monitor and enhance recharge capabilities to accommodate future demands. The 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. Additionally, the proposed Project applicant would be required to comply with any applicable City and WWTF regulations and would be subject to applicable development impact fees and wastewater connection charges. With compliance to applicable standards and payment of required fees and connection charges, the Project would not result in a significant impact related to construction or expansions of existing wastewater treatment facilities.

Therefore, the impact of the Project on wastewater treatment is *less than significant*.

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES

- a. Substantially impair an adopted emergency response plan or emergency evacuation plan?
- b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

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

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

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

Mitigation Measures: None are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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RESPONSES

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

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

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

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

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

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

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

LIST OF PREPARERS

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Appendix A

Air Quality, GHG & Energy Technical Memo

Appendix B

CHRIS Results Letter

Appendix C

Traffic Study