

Initial Study/Mitigated Negative Declaration

Fagundes Residential Development

Prepared for:



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

Prepared by:



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

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TABLE OF CONTENTS

PROJECT INFORMATION.....4

 Project title4

 Lead agency name and address.....4

 Contact person and phone number4

 Project location4

 Project sponsor’s name/address8

 General plan designation.....8

 Zoning8

 Project Description8

 Surrounding Land Uses/Existing Conditions.....9

 Approvals Needed9

 Tribal Consultation.....10

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED11

DETERMINATION12

ENVIRONMENTAL CHECKLIST13

 I. AESTHETICS13

 II. AGRICULTURE AND FOREST RESOURCES17

 III. AIR QUALITY.....20

 IV. BIOLOGICAL RESOURCES31

 V. CULTURAL RESOURCES.....37

 VI. ENERGY40

 VII. GEOLOGY AND SOILS44

 VIII. GREENHOUSE GAS EMISSIONS49

IX. HAZARDS AND HAZARDOUS MATERIALS.....59

X. HYDROLOGY AND WATER QUALITY63

XI. LAND USE AND PLANNING.....69

XII. MINERAL RESOURCES70

XIII. NOISE71

XIV. POPULATION AND HOUSING74

XV. PUBLIC SERVICES76

XVI. RECREATION79

XVII. TRANSPORTATION/TRAFFIC80

XVIII. TRIBAL CULTURAL RESOURCES91

XX. WILDFIRE96

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.....98

LIST OF PREPARERS.....100

Persons and Agencies Consulted100

PROJECT INFORMATION

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

Project title

Fagundes Residential Project

Lead agency name and address

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

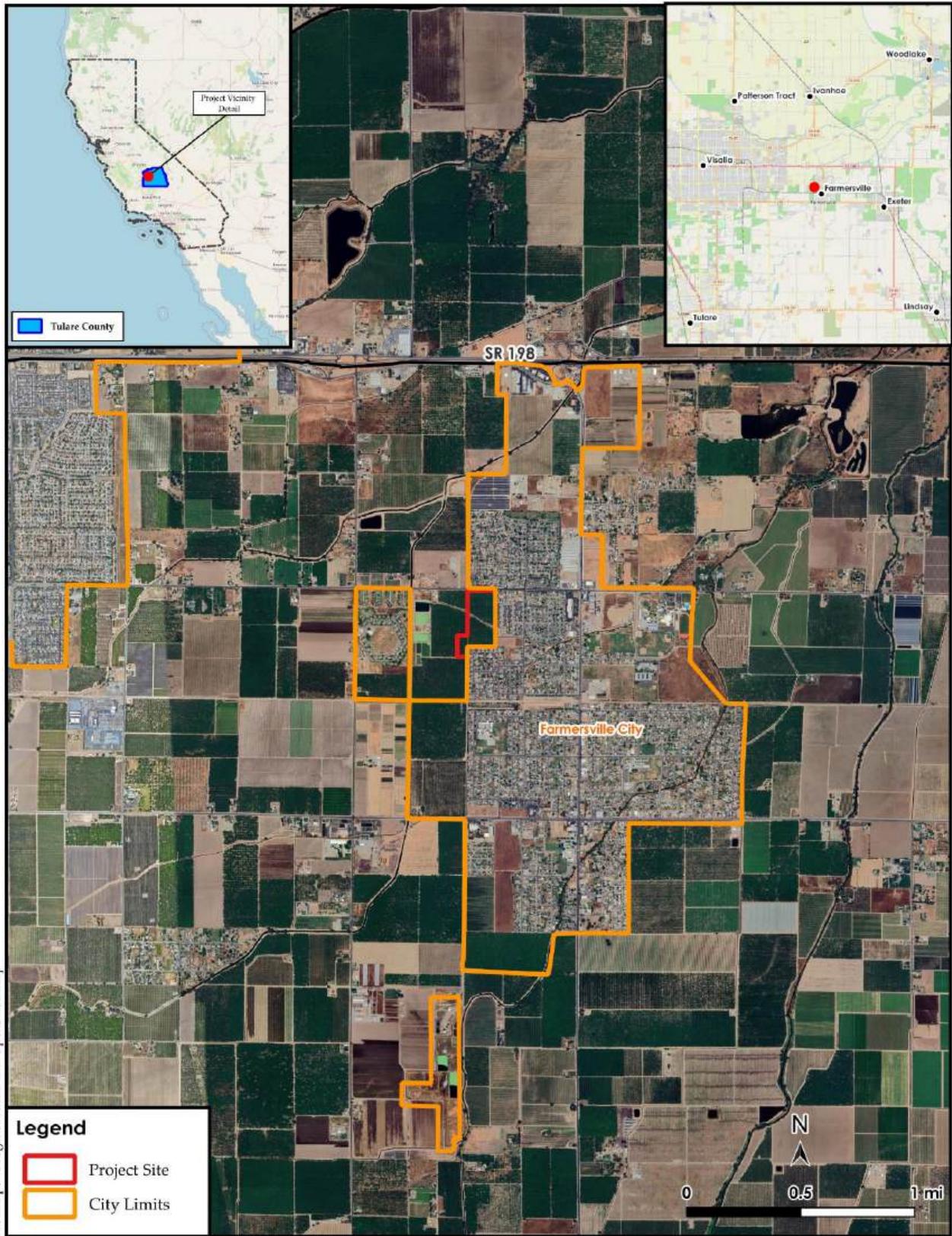
Contact person and phone number

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

Project location

The proposed Project site is currently located within the City of Farmersville Sphere of Influence (SOI), within the Farmersville Urban Area Boundary, and is adjacent to existing Farmersville City Limits on three sides. The site is within the northern portion of Tulare County (see Figure 1). The approximate 22-acre Project site is located south of W. Walnut Avenue, between Road 156 to the west and N. Ventura Road to the east (see Figure 2). The site would occupy Assessor's Parcel Numbers (APNs) 128-030-036 and a portion of 128-030-056. State Route 198 runs east-west through northern Farmersville, approximately 1.2 miles north of the Project site.

Figure 1 – Location



Basemaps: Google Satellite and OpenStreetMap

Figure 2 – Site Aerial

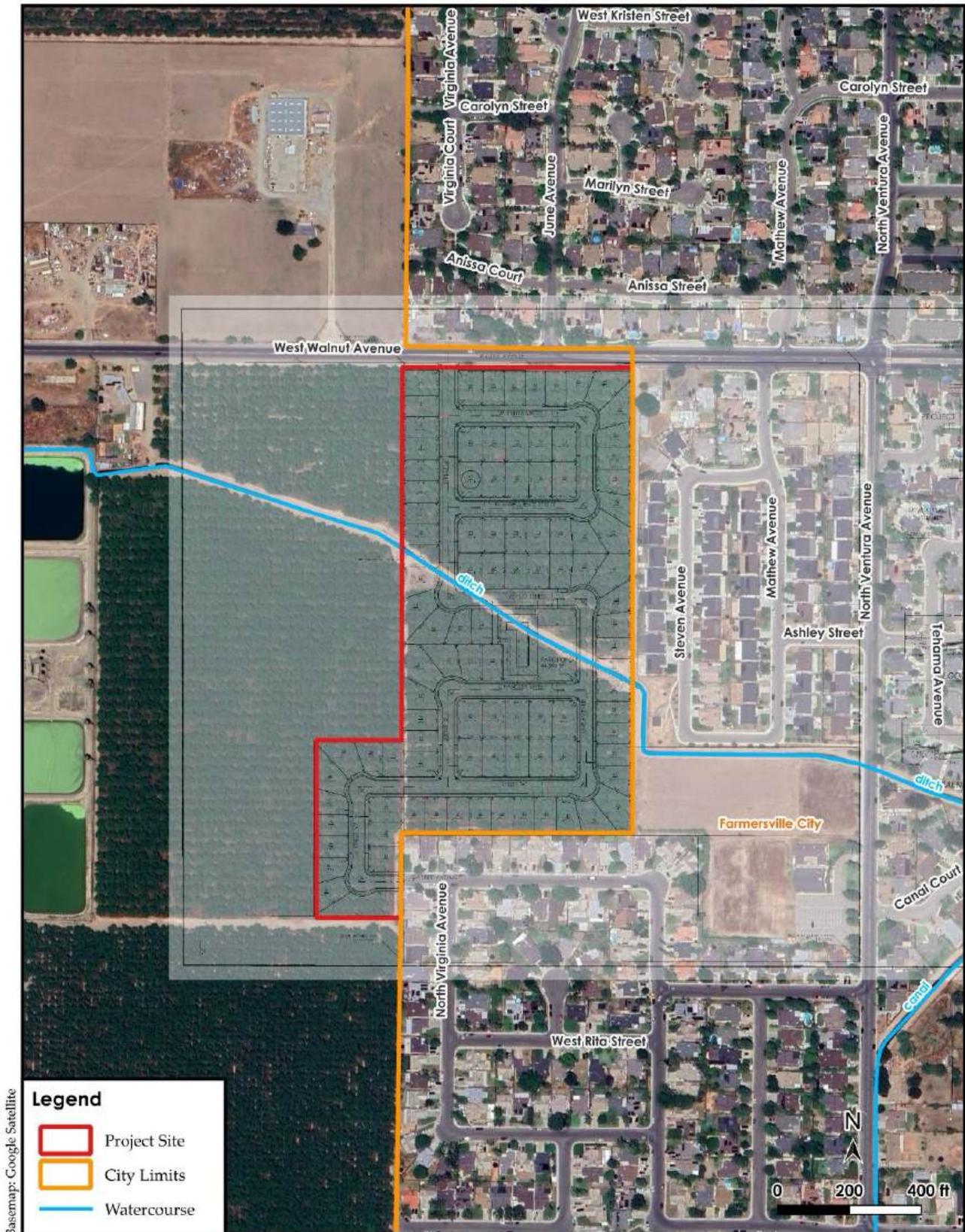
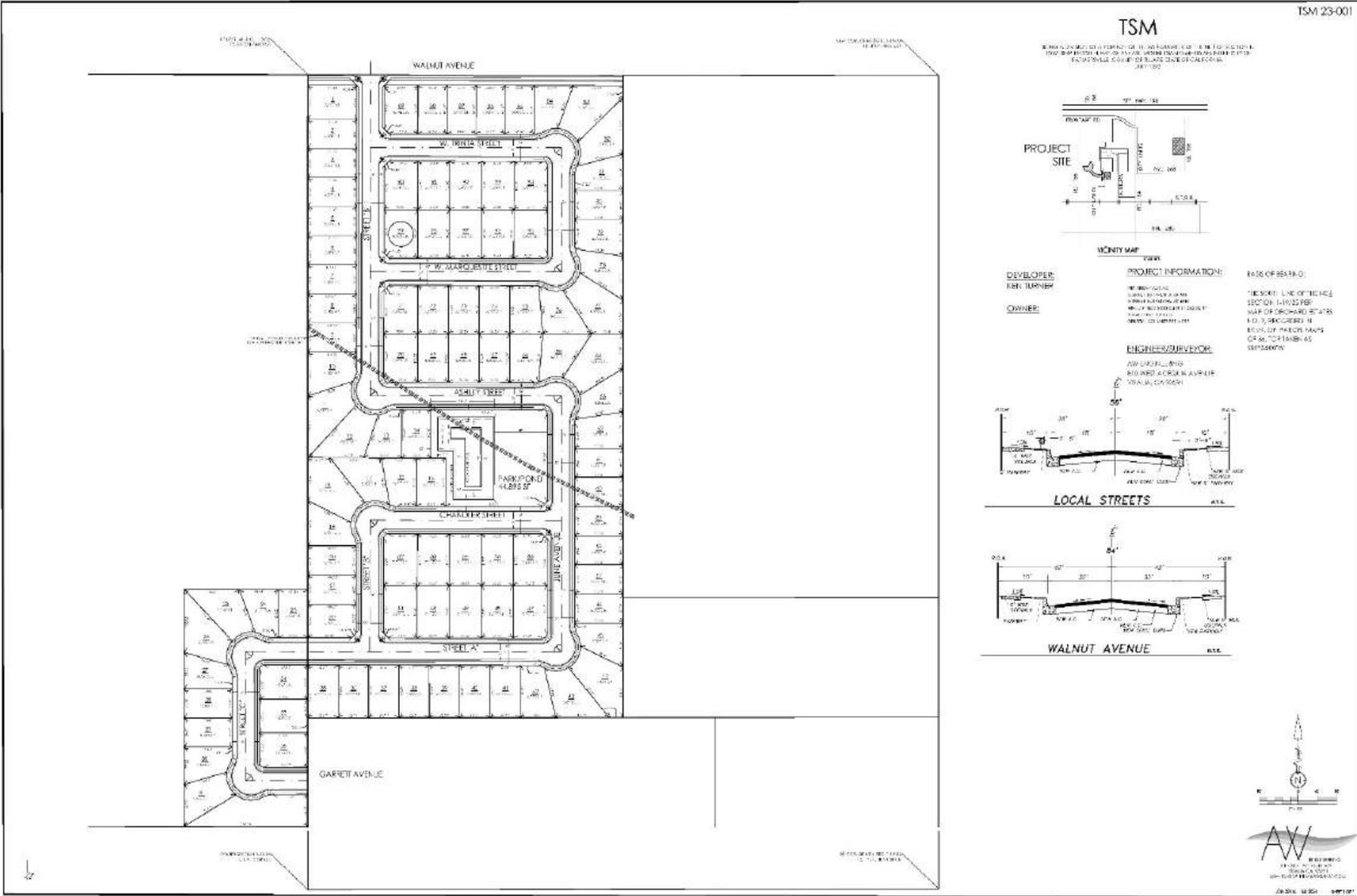


Figure 3 – Site Plan



Project sponsor's name/address

Ken Turner
P.O. Box 8053
Visalia, CA 93290

General plan designation

Medium Density Residential and Agriculture/Urban Reserve

Zoning

A-1 (Agricultural Zone, Tulare County Zoning)

Project Description

The Fagundes Residential Project (proposed Project) consists of an Annexation, General Plan Amendment, Rezone, and approval of a Tentative Subdivision Map to allow for the development of 99 single-family residential units in the City of Farmersville. The Project site is currently located outside of and adjacent to the western part of Farmersville, within the Urban Area Boundary (UAB) and Sphere of Influence (SOI). Specifically, the proposed Project includes:

- Approve the Annexation of the site into the City of Farmersville
- Approve a General Plan Amendment for the proposed land parcels from “Agricultural/Urban Reserve” to “Medium Density Residential” on the Farmersville General Plan land use map
- Approve a Zone Change to R-1, Single Family Residential
- Approve the Project’s Tentative Tract Map
- Construction of a 0.47-acre ponding basin/park
- Undergrounding of an unnamed canal

Phasing/Construction Schedule

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

Site Circulation and Access

The Project is located south of W. Walnut Avenue between Road 156 to the west and N. Ventura Road to the east. The site has been designed with points of ingress and egress at Garrett Avenue to the south and Walnut Avenue to the north. The Project will be responsible for the construction of internal roadways as well as for improvements to surrounding roadways to accommodate the Project.

Surrounding Land Uses/Existing Conditions

The site is currently developed with orchards. An unnamed canal bisects the site.

Lands surrounding the proposed Project are described as follows:

- North: W. Walnut Avenue, single-family residences, City of Farmersville.
- South: Single-family residences, W. Garrett Avenue, City of Farmersville.
- East: Single-family residences, irrigation canal, fallowed agricultural land, City of Farmersville.
- West: Orchards and irrigation canal, Tulare County.

Approvals Needed

- The adoption of a Mitigated Negative Declaration by the City of Farmersville
- Approval of Annexation 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 Tentative Subdivision Map by the City of Farmersville
- Approval of Building Permits by the City of Farmersville
- Approval of a Stormwater Pollution Prevention Plan by the Central Valley Regional Water Quality Control Board
- Dust Control Plan Approval letter from the San Joaquin Valley Air Pollution Control District

- Compliance with other federal, state and local requirements.

Tribal Consultation

The City of Farmersville notified the following California Native American Tribes pursuant to AB 52 (Public Resources Code Section 21080.3.1, et seq.) on behalf of the City of Farmersville on March 21, 2022. Because the Project involves an amendment to the General Plan, the City provided additional Tribal notification pursuant to Government Code Section 65352.3 (SB 18). Tribes identified by the Native American Heritage Commission, as identified below, were notified of the Project by Certified US Mail on May 20 2024. No comments were received as of this writing.

- Santa Rosa Rancheria Tachi Yokut Tribe
- Tule River Indian Tribe
- Wuksache Indian Tribe/Eshom Valley band

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

City Planner

City of Farmersville

Date

ENVIRONMENTAL CHECKLIST

I. AESTHETICS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<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 site is currently located in Tulare County, adjacent to existing Farmersville City Limits on three sides. The proposed Project includes the development of 99 single-family residential units within the Farmersville SOI and UAB. The proposed Project also includes developments and improvements typically associated with a new residential development, including access roads, lighting and site landscaping. The structures will conform to design standards set forth by

the City's General Plan and Zoning Ordinance. The site is currently comprised of orchards and contains no structures requiring demolition and removal.

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

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

Mitigation Measures: None are required.

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

Less Than Significant Impact. There are no state designated scenic highways within the immediate proximity to the Project site. California Department of Transportation Scenic Highway Mapping System identifies SR 198 east of SR 99 as an Eligible State Scenic Highway. This is the closest highway, located approximately 1.2 miles north of the Project site; however, the Project site is both physically and visually separated from SR 198 by intervening land uses. In addition, no scenic highways or roadways are listed within the Project area in the City of Farmersville's General Plan or Tulare County's General Plan. Based on the National Register of Historic Places (NRHP) and the City's General Plan, no historic buildings exist on the Project site. The proposed Project would not damage any trees, rock outcroppings or historic buildings within a State scenic highway corridor. Any impacts would be considered *less than significant*.

Mitigation Measures: None are required.

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

Less Than Significant Impact. Site construction will include residences, internal access roads, lighting, site landscaping and additional related improvements. The residences will be single-family and will conform to design standards set forth by the City's General Plan and Zoning Ordinance. The proposed Project site is located in an area that is substantially surrounded by urban uses, including residential and

agricultural, 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 W. Walnut Avenue and nearby residential streets, and nighttime lighting from adjacent residences. The

Project would necessitate street and residential nighttime lighting and such lighting that would be subject to City standards. Accordingly, potential impacts would be considered *less than significant*.

Mitigation Measures: None are required.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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?

Less Than Significant Impact. The Project site is located in an area of the County considered *Prime Farmland* by the State Farmland Mapping and Monitoring Program.¹ The Project site is located adjacent to and west of the Farmersville City limits, within the Farmersville UAB and SOI, approximately 0.6 miles east of Road 156, 0.2 miles west of N. Ventura Avenue, and south of West Walnut Avenue, in Tulare County. The majority of the site has been designated Medium Density Residential while the small southwestern portion of the site is designated Agriculture/Urban Reserve.

Agricultural conversion impacts resulting from the changing the land use designation from Agriculture/Urban Reserve were analyzed using the California Land Evaluation & Site Assessment (LESA) Model. The LESA model is a point-based approach for rating the relative importance of agricultural land resources based upon specific measurable features. The California LESA Model was developed to provide lead agencies with an optional methodology to ensure that potentially significant effects on the environment of agricultural land conversions are quantitatively and consistently considered in the environmental review process (Public Resources Code Section 21095), including in CEQA reviews.²

The LESA model consists of two Land Evaluation (LE) factors and four Site Assessment (SA) factors. The final LESA score was 67, with the LE subscore as 47.5 and the SA subscore as 19.5 and the model worksheets are provided in Appendix A. Per LESA scoring thresholds, the impacts are considered significant only if LE and SA subscores are each greater than or equal to 20 points.³ Therefore, impacts of conversion of Farmland to non-agricultural use are less than significant.

Mitigation Measures: None are required.

¹ Farmland Mapping and Monitoring Program, Division of Land Resource Protection, California Department of Conservation.. <https://maps.conservation.ca.gov/DLRP/CIFF>. Accessed June 2024.

² Land Evaluation & Site Assessment (LESA) Model. Department of Conservation. https://www.conservation.ca.gov/dlrp/Pages/qh_lesas.aspx. Accessed August 2022.

³ Table 9. California LESA Model Scoring Thresholds. California Agricultural Land Evaluation and Site Assessment Model, Instruction Manual.

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

No Impact. The proposed Project site is not under a Williamson Act Contract. There are *no impacts*.

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

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

Less Than Significant Impact. As described in Impact II(a), a LESA analysis was utilized to assess farmland conversion impacts. The LESA found that impacts resulting from farmland conversion would be less than significant. Additionally, the majority of the site has been designated for residential development by the Farmersville General Plan and is within the SOI and UAB. As such, the proposed Project does not have the potential to result in the new conversion of Farmland to non-agricultural uses or forestland uses to non-forestland. Potential impacts are *less than significant*.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

The following information was provided by an Air Quality, Energy and Greenhouse Gas Emissions Technical Memorandum that was performed on behalf of the proposed Project by LSA Consulting Services, report date June 12, 2023. The report can be read in its entirety in Appendix B.

Regional Emissions Thresholds

The SJVAPCD defines emissions thresholds in the GAMAQI, established based on the attainment status of the air basin in regards to air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety, these emission thresholds are regarded as conservative and would overstate an individual project’s contribution to health risks. The related impacts are discussed further in the Project Impacts section. The SJVAPCD regional emission thresholds for construction and operation are shown in Table 1.

Table 1
Regional Thresholds for Construction and Operational Emissions

Emissions Source	Pollutant Emissions Threshold (tons per year)					
	CO	NO _x	ROG	SO _x	PM ₁₀	PM _{2.5}
Construction	100	10	10	27	15	15
Operations	100	10	10	27	15	15

Source: *Guidance for Assessing and Mitigating Air Quality Impacts* (SJVAPCD 2015).

CO = carbon monoxide

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

ROG = reactive organic gas

SJVAPCD = San Joaquin Valley Air Pollution Control District

SO_x = sulfur oxides

Local Microscale Concentration Standards

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. Because ambient CO levels are below the standards throughout the Basin, a project would be considered to have a significant CO impact if project emissions result in an exceedance of one or more of the 1-hour or 8-hour standards. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20 ppm
- California State 8-hour CO standard of 9 ppm

Health Risk Thresholds

Both the State and federal governments have established health-based ambient air quality standards (AAQS) for seven air pollutants. For other air pollutants without defined significance standards, the definition of substantial pollutant concentrations varies. For TACs, “substantial” is taken to mean that the individual health risk exceeds a threshold considered to be a prudent risk management level.

The following limits for maximum individual cancer risk (MICR) and noncancer acute and chronic Hazard Index (HI) from project emissions of TACs are considered appropriate for use in determining the health risk for projects in the Basin:

- **MICR:** MICR is the estimated probability of a maximum exposed individual (MEI) contracting cancer as a result of exposure to TACs over a period of 30 years for adults and 9 years for children in residential locations, 350 days per year. The SJVAPCD’s Update to the District’s Risk Management Policy to Address the OEHHA Revised Risk Assessment Guidance Document states that emissions of TACs are considered significant if an HRA shows an increased risk of greater than 20 in 1 million.

- **Chronic HI:** Chronic HI is the ratio of the estimated long-term level of exposure to a TAC for a potential MEI to its chronic reference exposure level. The chronic HI calculations include multi pathway consideration when applicable. The project would be considered significant if the cumulative increase in total chronic HI for any target organ system would exceed 1.0 at any receptor location.
- **Acute HI:** Acute HI is the ratio of the estimated maximum 1-hour concentration of a TAC for a potential MEI to its acute reference exposure level. The project would be considered significant if the cumulative increase in total acute HI for any target organ system would exceed 1.0 at any receptor location.

RESPONSES

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

Less Than Significant Impact. The proposed project is in a region classified as a nonattainment area. The main purpose of the air quality plan is to bring the area into compliance with the requirements of the federal and State air quality standards. To bring the San Joaquin Valley into attainment, the SJVAPCD adopted the 2022 Plan for the 2015 8-Hour Ozone Standard in December 2022 to satisfy Clean Air Act requirements and ensure attainment of the 75 parts per billion (ppb) 8-hour ozone standard.

To ensure the SJVAB's continued attainment of the USEPA PM₁₀ standard, the SJVAPCD adopted the 2007 PM₁₀ Maintenance Plan in September 2007. The SJVAPCD adopted the 2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards in November 2018 to address the USEPA 1997 annual PM_{2.5} standard of 15 µg/m³ and 24-hour PM_{2.5} standard of 65 µg/m³, the 2006 24-hour PM_{2.5} standard of 35 µg/m³, and the 2012 annual PM_{2.5} standard of 12 µg/m³.

CEQA requires that certain proposed projects be analyzed for consistency with the applicable air quality plan. For a project to be consistent with SJVAPCD air quality plans, the pollutants emitted from a project should not exceed the SJVAPCD emission thresholds or cause a significant impact on air quality. In addition, emission reductions achieved through implementation of offset requirements are a major component of the SJVAPCD air quality plans. As discussed below, the proposed project would not result in the generation of criteria air pollutants that would exceed SJVAPCD thresholds of significance. Therefore, the proposed project would not conflict with or obstruct the implementation of SJVAPCD air quality plans. 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 with Mitigation Incorporation.

Criteria Pollutant Analysis

The Basin is currently designated nonattainment for the federal and State standards for O₃ and PM_{2.5}. In addition, the Basin is in nonattainment for the PM₁₀ standard. The Basin's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of an ambient air quality standard. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the SJVAPCD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. The following analysis assesses the potential construction- and operation-related air quality impacts.

Construction Emissions (Regional)

During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by grading and building activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, reactive organic gases (ROG), directly emitted PM_{2.5} or PM₁₀, and toxic air contaminants such as diesel exhaust particulate matter.

Project construction would include site preparation, grading, building construction, paving, and architectural coating activities. Construction-related effects on air quality from the proposed project would be greatest during the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM₁₀ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM₁₀ emissions would depend on soil moisture, silt content of soil, wind speed, and amount of operating equipment. Larger dust particles would settle near the source, whereas fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The SJVAPCD has established Regulation VIII measures for reducing fugitive dust emissions (PM10). With the implementation of Regulation VIII measures, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM10 emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, sulfur oxides (SOx), NOx, ROG, and some soot particulate (PM2.5 and PM10) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using CalEEMod and are summarized in Table 2. Appendix B provides CalEEMod output sheets.

Table 2
Short-term Regional Construction Emissions

Construction Year	Annual Pollutant Emissions (tons per year)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2025	<0.1	1.6	1.2	<0.1	0.2	0.1
2026	0.5	2.6	2.1	<0.1	0.1	0.1
2027	0.2	0.4	0.3	<0.1	<0.1	<0.1
Maximum Annual Emissions	0.5	2.6	2.1	<0.1	0.2	0.1
SJVAPCD Threshold	10.0	10.0	100.0	27.0	15.0	15.0
Significant?	No	No	No	No	No	No

Source: Compiled by LSA (June 2024).

CO = carbon monoxide

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

ROG = reactive organic gas

SJVAPCD = San Joaquin Valley Air Pollution Control District

SO_x = sulfur oxides

As shown in Table 2, construction emissions associated with the proposed Project would not exceed the SJVAPCD’s thresholds for ROG, NOx, CO, SOx, PM10, and PM2.5 emissions. In addition to the construction period thresholds of significance, the SJVAPCD has implemented Regulation VIII measures for dust control during construction. Construction emissions associated with the proposed project would be less than significant with implementation of Regulatory Compliance Measure **AIR-1** (See Mitigation Measures described below). Therefore, construction of the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.

Operational Emissions (Regional)

Long-term air pollutant emission impacts associated with the proposed project are those related to mobile sources (e.g., vehicle trips), energy sources (e.g., natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment).

Mobile source emissions include ROG and NOX emissions that contribute to the formation of ozone. Additionally, PM10 emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways.

Energy source emissions result from activities in buildings for which natural gas is used. The quantity of emissions is the product of usage intensity (i.e., the amount of natural gas) and the emission factor of the fuel source.

Typically, area source emissions consist of direct sources of air emissions located at the project site, including architectural coatings and the use of landscape maintenance equipment. Area source emissions associated with the project would include emissions from the use of landscaping equipment and the use of consumer products. Long-term operational emissions associated with the proposed project were calculated using CalEEMod. Table 3 provides the proposed project’s estimated operational emissions. Attachment B in the assessment provides CalEEMod output sheets.

**Table 3
Project Operational Emissions**

Emission Type	Pollutant Emissions (tons per year)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Mobile Sources	0.7	0.9	5.9	<0.1	1.4	0.4
Area Sources	0.9	<0.1	0.5	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.2	0.1	<0.1	<0.1	<0.1
Total Project Emissions	1.6	1.1	6.5	<0.1	1.4	0.4
SJVAPCD Threshold	10.0	10.0	100.0	27.0	15.0	15.0
Exceeds Threshold?	No	No	No	No	No	No

Source: Compiled by LSA (June 2024).

Note: Some values may not appear to add correctly due to rounding.

CO = carbon monoxide

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

ROG = reactive organic gas

SJVAPCD = San Joaquin Valley Air Pollution Control District

SO_x = sulfur oxides

The results shown in Table 3 indicate the proposed project would not exceed the significance criteria for annual ROG, NOX, CO, SOX, PM10, or PM2.5 emissions. Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State AAQS.

Long-Term Microscale (CO Hot Spot) Analysis.

Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the vicinity of the proposed project site. Localized air quality impacts would occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients).

Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in Tulare County are not available. The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis. Reduced speeds and vehicular congestion at intersections result in increased CO emissions.

As described in the Project Description section, the proposed Project is estimated to generate 1,000 average daily trips. Therefore, given the extremely low level of CO concentrations in the project area and the anticipated lack of traffic impacts at any intersections, project-related vehicles are not expected to result in CO concentrations exceeding the State or federal CO standards. No CO hot spots would occur, and the project would not result in any project-related impacts on CO concentrations.

Mitigation Measures:

- AIR-1** Consistent with San Joaquin Valley Air Pollution Control District (SJVAPCD) Regulation VIII (Fugitive PM₁₀ Prohibitions), the following controls are required to be included as specifications for the proposed project and implemented at the construction site:
- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water or

chemical stabilizer/suppressant or covered with a tarp or other suitable cover or vegetative ground cover.

- All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- When materials are transported off site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.)
- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/ suppressant.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. The project site is surrounded primarily by agricultural and residential uses. The closest sensitive receptors to the project site include single family homes located east of the project site at approximately 50 feet. The nearest worker receptor to the project is located west of the project site at approximately 100 feet and the nearest school receptor to the project site is located south of the project site at 1,800 feet.

A construction HRA, which evaluates construction-period health risk to off-site receptors, was performed for the proposed project. Table 4, below, identifies the results of the analysis assuming the use of Tier 2 construction equipment as proposed by the Project. Model snapshots of the sources are shown in Attachment C of Appendix B.

Table 4
Health Risks from Project Construction to Off-Site Receptors

Location	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Residential Receptor Risk	19.27	0.017	0.000
Worker Receptor Risk	0.17	0.008	0.000
School Receptor	0.10	<0.001	0.000
SCAQMD Significance Threshold	20.0 in one million	1.0	1.0
Significant?	No	No	No

Source: LSA (June 2024).

SCAQMD = South Coast Air Quality Management District

As shown in Table 4, the maximum cancer risk for the residential receptor MEI would be 19.27 in one million, which would not exceed the SJVAPCD cancer risk threshold of 20 in one million. The worker receptor risk would be lower at 0.17 in one million and the school receptor risk would be 0.10 in one million, which would also not exceed the SJVAPCD cancer risk thresholds. The total chronic hazard index would be 0.017 for the residential receptor MEI, 0.008 for the worker receptor MEI, and less than 0.001 for the school receptor MEI, which is below the threshold of 1.0. In addition, the total acute hazard index would be nominal (0.000), which would also not exceed the threshold of 1.0. Therefore, construction of the proposed project would not exceed SJVAPCD thresholds and would not expose nearby sensitive receptors to substantial pollutant concentrations. No significant health risk would occur from project construction emissions.

The proposed Project would include the construction of a 99-unit single-family residential development. As identified in Table 3, project operational emissions of criteria pollutants would be below SJVAPCD significance thresholds; thus, they are not likely to have a significant impact on sensitive receptors. In addition, the proposed project would be required to implement District Rule 9510, Indirect Source Review (ISR). Implementation of Rule 9510 would reduce operational emissions of NOX and PM10 by 33.3 percent and 50 percent, respectively. Compliance with SJVAPCD rules would further limit doses and exposures, reducing potential health risk related to vehicle and equipment emissions to a level that is not significant. Once the proposed project is constructed, the proposed project would not be a source of substantial emissions. Therefore, implementation of the proposed project would not result in new sources of TACs. Therefore, the project would not expose sensitive receptors to substantial levels of TACs.

Valley Fever

The closest sensitive receptors to the Project site include single-family homes located approximately 50 feet east of the site. Except under high wind conditions, this distance is sufficient that particulate matter would settle prior to reaching the nearest sensitive receptor. In addition, crosswinds influenced by the adjacent roadways would help dissipate any particulate matter associated with the construction phase of the project. Therefore, any Valley fever spores suspended with the dust would not be anticipated to reach the sensitive receptors. However, during project construction, it is possible that workers could be exposed to Valley fever through fugitive dust. Dust control measures, consistent with SJVAPCD Regulation VIII, would reduce the exposure to the workers and sensitive receptors. Therefore, dust from the construction of the project is not anticipated to significantly add to the existing exposure of people to Valley fever.

Naturally Occurring Asbestos

The project is in Tulare County, which is among the counties found to have serpentine and ultramafic rock in their soils. However, according to the California Geological Survey, no such rock has been identified in the project vicinity. When demolition is proposed during construction, the demolition of existing buildings may expose asbestos used in building materials. However, the proposed Project would not involve any demolition or renovation as no current development exists on the Project site. Therefore, the potential risk for naturally occurring asbestos during Project construction is small and would not be significant.

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

Mitigation Measures: None are required.

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

Less Than Significant Impact. The SJVAPCD addresses odor criteria within the GAMAQI. The district has not established a rule or standard regarding odor emissions, rather, the district has a nuisance rule: “Any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact.”

During project construction, some odors may be present due to diesel exhaust. However, these odors would be temporary and limited to the construction period. The proposed uses are not anticipated to emit any objectionable odors. Any odors in general would be confined mainly to the project site and would readily dissipate. Therefore, the proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Thus, impacts would be *less than significant*.

Mitigation Measures: None are required.

IV. BIOLOGICAL RESOURCES

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 walnut orchards and row crops.

Like most of California, the Central San Joaquin Valley experiences a Mediterranean climate. Warm dry summers are followed by cool moist winters. Summer temperatures usually exceed 90 degrees Fahrenheit, and the relative humidity is generally very low. Winter temperatures rarely raise much above 70 degrees Fahrenheit, with daytime highs often below 60 degrees Fahrenheit. Annual precipitation within the proposed Project site is about 10 inches, almost 85% of which falls between the months of October and March. Nearly all precipitation falls in the form of rain and storm-water readily infiltrates the soils of the surrounding the site.

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

A Biological Resource Evaluation (BRE) was performed on behalf of the Project by Colibri Ecological Consulting in July 2024 and is the basis of the impact analysis. The BRE report can be found in its entirety in Appendix C.

A search of the California Natural Diversity Database (CNDDDB) and a field reconnaissance survey of the Project site was conducted as part of the BRE. The Project site and a 50-foot buffer surrounding the Project site were walked and thoroughly inspected to evaluate and document the potential for the area to support state- or federally protected resources. All plants except those under cultivation or planted in residential areas and all vertebrate wildlife species observed within the survey area were identified and documented. The survey area was evaluated for the presence of regulated habitats, including lakes,

streams, and other waters as defined by the USACE, CDFW and under the Porter-Cologne Water Quality Act. An additional buffer of 0.5 miles around the Project site was inspected for potential nesting sites for special-status raptors. The 0.5-mile buffer was surveyed by driving public roads and identifying the presence of large trees or other potentially suitable substrates for nesting raptors as well as open areas that could provide foraging habitat.

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. A CNDDDB search for records of special-status species from the Exeter 7.5-minute USGS topographic quadrangle and the eight surrounding quadrangles (Cairns Corner, Ivanhoe, Lindsay, Monson, Rocky Hill, Tulare, Visalia, and Woodlake) produced 214 records of 49 species (see Table 1 of Appendix B in the BRE). Of those 49 species, nine were not considered further because they are not CEQA-recognized as special-status species by state or federal regulatory agencies or public interest groups or are considered extirpated in California. Of the remaining 40 species, 11 are known from within 5 miles of the Project site. Of those 11 species, none is those species are expected to occur on or near the Project site.

Searching the CNPS inventory of rare and endangered plants of California yielded 27 species (CNPS 2024, Appendix C of the BRE), 21 of which have a CRPR of 1 or 2 and seven of which are also state or federally listed. Of those 21 plant species, none could occur on or near the Project site due to the lack of habitat. Thus, the impact remains *less than significant*.

Mitigation Measures: None are required.

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less Than Significant Impact. The Project site consists of an irrigated, maintained walnut orchard. Ruderal herbaceous vegetation is distributed throughout the Project site. The site is bordered by residential development to the north, south, and east and a walnut orchard to the west. Aerial imagery indicates the Project site has been used for agricultural production since at least 1994.

An irrigation ditch, a distributary of Extension Ditch, bisects the Project site, with flows entering the east side of the Project site and exiting on its west side. The ditch is listed in the National Wetlands Inventory as riverine with a classification of R5UBFx, which means unknown perennial, unconsolidated bottom, semipermanently flooded, and excavated. The ditch contained flowing water during the 8 May 2024 reconnaissance survey. As the feature contains surface water, it is likely regulated by the SWRCB. Since the ditch is classified as a stream, it would be regulated by the CDFW under California Fish and Game Code Section 1600 et sec. As this ditch appears to be hydrologically connected to the Tule River and Tulare Lake, it would likely also fall under the regulatory jurisdiction of the USACE.

The Project design will include measures for properly undergrounding the portion of irrigation ditch and also constructing a 0.47-acre ponding basin/park. Thus, the proposed Project will not 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 CDFW or USFWS. Additionally, the proposed Project will not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means as no impacts to wetlands will occur. As such, there will be *less than significant impacts*.

Mitigation Measures: None are required.

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

Less Than Significant Impact with Mitigation. Migratory birds could nest on or near the Project site. Bird species that may nest on or near the property include, but are not limited to, California scrub-jay (*Aphelocoma californica*) and house finch (*Haemorhous mexicanus*). Large trees within 0.5 miles of the Project site could provide nesting substrates for raptors.

The Project has the potential to impede the use of nursery sites for native birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. Migratory birds are expected to nest on and near the Project site. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment. Disturbance that causes

nest abandonment or loss of reproductive effort can be considered take under the MBTA and CFGC. Loss of fertile eggs or nesting birds, or any activities resulting in nest abandonment, could constitute a significant effect if the species is particularly rare in the region. Construction activities such as excavating, trenching, and grading that disturb a nesting bird on the Project site or immediately adjacent to the construction zone could constitute a significant effect. We recommend that the mitigation measure BIO-1 (below) be included in the conditions of approval to 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?

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. According to the BRE, the proposed Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance as no trees or biologically sensitive areas will be impacted. The development will also not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved

local, regional, or state habitat conservation plan as no such plan has been adopted. As such, there is *no impact*.

Mitigation Measures: None are required.

V. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<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) on June 3, 2024 (RS 24-233, Appendix B).

The records search conducted at the SSJVIC indicated that 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 seven cultural resource studies completed within the one-half mile radius: TU-00121, 00134, 01144, 01171, 01718, 01944, & 01968. According to the information in our files, there are no recorded resources within the project area, and it is not known if any exist there. There are 5 recorded resources within the one-half mile radius: P-54-003229, 004626, 004877, 005296, & 005667.

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; and
- 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 inadvertent 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"/>

The following information was provided by an Air Quality, Energy and Greenhouse Gas Emissions Technical Memorandum that was performed on behalf of the proposed Project by LSA Consulting Services, report date June 12, 2023. The report can be read in its entirety in Appendix B.

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 B for related CalEEMod output files). The calculation worksheets for diesel fuel consumption rates for off-road construction equipment and on-road vehicles are provided in Attachment C (Energy Consumption Calculations) of Appendix B.

RESPONSES

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

Less Than Significant Impact. This impact addresses energy consumption from the short-term construction and long-term operations, discussed separately below.

Short-Term Energy Demand - Construction

The anticipated construction schedule assumes that the proposed project would be built in approximately 18 months. Construction-specific phases were assessed for their energy consumption

under each construction sub-phase: grading, site preparation, building construction, paving, and architectural coating activities.

Construction would require energy for the manufacture and transportation of construction materials, preparation of the site for grading and building activities, and construction of the building. All or most of this energy would be derived from nonrenewable resources. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. However, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy (i.e., fuel) usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State’s available energy sources. Therefore, it is expected that construction fuel consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region, and as such, impacts would be *less than significant*.

Long-Term Operations

Energy use associated with the proposed project would consist of natural gas, electricity, and vehicle fuel use associated with project operations.

Table 5 shows the estimated potential increased natural gas, electricity, gasoline, and diesel demand associated with the proposed project. The electricity and natural gas rates are from the CalEEMod analysis, while the gasoline and diesel rates are based on the traffic analysis in conjunction with USDOT fuel efficiency data and using the USEPA’s fuel economy estimates for 2020 and the California diesel fuel economy estimates for 2021.

Table 5
Estimated Annual Energy Use of Proposed Project

	Electricity Use (kWh) per year	Natural Gas Use (kBTU per year)	Gasoline (gallons per year)	Diesel (gallons per year)
Proposed Project	879,760	36,146	133,066	106,284
Source: Compiled by LSA (June 2024) kBTU=thousand British thermal units kWh=kilowatt hours				

As shown in Table 5, the estimated increase in electricity demand associated with the operation of the proposed project would be 879,760 kWh per year. Total electricity consumption in Tulare County in 2022 was 4,957,696,254 kWh;²⁷ therefore, operation of the proposed project would negligibly increase the annual electricity consumption in Tulare County by approximately less than 0.1 percent.

Also shown in Table 5, the estimated increase in natural gas demand associated with the operation of the proposed project would be 36,146 therms per year. Total natural gas consumption in Tulare County in 2022 was 164,629,109 therms; therefore, operation of the proposed project would negligibly increase the annual natural gas consumption in Tulare County by approximately less than 0.1 percent.

In addition, the Project would result in energy usage associated with motor vehicle gasoline to fuel project-related trips. As shown above in Table 5, the proposed Project would result in the consumption of 133,066 gallons of gasoline and 106,284 gallons of diesel per year. Based on fuel consumption obtained from EMFAC2021, approximately 184.4 million gallons of gasoline and approximately 63 million gallons of diesel will be consumed from vehicle trips in Tulare County in 2027. Therefore, vehicle trips associated with the proposed project would increase the annual fuel use in Tulare County by approximately 0.1 percent for gasoline fuel usage and approximately 0.2 percent for diesel fuel usage. The proposed project would result in fuel usage that is a small fraction of current annual fuel use in Tulare County, and fuel consumption associated with vehicle trips generated by project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Therefore, gasoline demand generated by vehicle trips associated with the proposed project would be a minimal fraction of gasoline and diesel fuel consumption in California.

Electrical and natural gas demand associated with Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Furthermore, the proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The Project would be required to adhere to all federal, State, and local requirements for energy efficiency, including the Title 24 standards. Furthermore, the proposed Project would be constructed using energy efficient modern building materials and construction practices, and the proposed Project also would use new modern appliances and equipment, in accordance with the Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608). The expected energy consumption during construction and operation of the proposed Project would be consistent with typical usage rates for residential uses; however, energy consumption is largely a function of personal choice and the physical structure and layout of buildings. As such, the proposed Project would not result in a potential significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation. 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 CEC recently adopted the 2023 Integrated Energy Policy Report. The 2023 Integrated Energy Policy Report provides the results of the CEC’s assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2023 Integrated Energy Policy Report covers a broad range of topics, including decarbonizing buildings, integrating renewables, energy efficiency, energy equity, integrating renewable energy, updates on Southern California electricity reliability, climate adaptation activities for the energy sector, natural gas assessment, transportation energy demand forecasts, and the California Energy Demand Forecast.

As indicated above, energy usage on the Project site during construction would be temporary in nature and would be relatively small in comparison to the State’s available energy sources. In addition, energy usage associated with operation of the proposed Project would be relatively small in comparison to the region’s available energy sources, and energy impacts would be negligible at the regional level. Because California’s energy conservation planning actions are conducted at a regional level, and because the project’s total impact on regional energy supplies would be minor, the proposed project would not conflict with or obstruct California’s energy conservation plans as described in the CEC’s 2023 Integrated Energy Policy Report. Therefore, the proposed Project would not lead to new or substantially more severe energy impacts and impacts would be *less than significant*.

Mitigation Measures: None are required.

VII. GEOLOGY AND SOILS

Would the project:

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

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

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

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

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

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

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative 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.⁴ Since no known surface expression of active faults are believed to cross the site, fault rupture through the site is not anticipated. *No impacts* would occur.

Mitigation Measures: None are required.

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

Less Than Significant Impact. There are no known active earthquake faults in the City of Farmersville. The proposed Project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known faults cut through the local soil at the site. The closest known faults likely to affect the community are the Independence fault and Owens Valley fault, located about 65 miles to the east along the base of the Sierra Nevada in the Owens Valley, and the San Andreas fault located approximately 71 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

⁴ California Earthquake Hazards Zone Application, California Department of Conservation. <https://maps.conservation.ca.gov/cgs/EOZApp/app/>. Accessed June 2024.

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”.⁵

Therefore, the impact is *less than significant*.

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

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

Less Than Significant Impact. The City of Farmersville sits on top of the alluvial fans of the Kaweah River and its distributaries. The soil in the proposed Project area is characterized as moderately deep,

⁵ City of Farmersville General Plan Update Community Profile. 2002. Page 2-4.

well-drained, and with low shrink/swell potential.⁶ 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 moderately deep, well-drained with a low shrink/swell potential. See also Response a-ii. Any impacts would be *less than significant*.

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

⁶ 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. As identified in the cultural evaluation performed for the Project site, there are no known paleontological resources on or near the site (See Section V. for more details). Mitigation measures have been added that will protect unknown (buried) resources during construction, including paleontological resources. There are no unique geological features on site or in the area. Therefore, there is a *less than significant impact*.

Mitigation Measures: None are required.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following information was provided by an Air Quality, Energy and Greenhouse Gas Emissions Technical Memorandum that was performed on behalf of the proposed Project by LSA Consulting Services, report date June 12, 2023. The report can be read in its entirety in Appendix B.

RESPONSES

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

Less Than Significant with Mitigation Incorporation. Construction activities associated with the proposed Project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. Furthermore, CH₄ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The SJVAPCD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions that would occur during construction. Using CalEEMod, it is estimated that the annual emissions associated with construction of the proposed project would be approximately 589.1 metric tons of CO₂e per year. Construction GHG emissions were amortized over the life of the project (assumed to be 30 years) and added to the operational emissions. When annualized over the life of the project, amortized construction emissions would be approximately 19.6 MT CO₂e per year.

Operational Greenhouse Gas Emissions.

Long-term GHG emissions are typically generated from mobile sources (e.g., vehicle and truck trips), area sources (e.g., maintenance activities and landscaping), indirect emissions from sources associated with energy consumption, waste sources (land filling and waste disposal), and water sources (water supply and conveyance, treatment, and distribution). Mobile-source GHG emissions would include project-generated vehicle trips to and from the project. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Energy source emissions would be generated at off-site utility providers as a result of increased electricity demand generated by the project. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project generated waste. In addition, water source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

Following guidance from the SJVAPCD, GHG emissions for operation of the project were calculated using CalEEMod. Based on the analysis results, summarized in Table 6, the proposed project would result in emissions of approximately 1,878.4 MT CO₂e per year. These estimated emissions are provided for informational purposes, and the significance of the proposed project is further analyzed below. CalEEMod output sheets are provided in Attachment B of the memorandum.

**Table 6
Greenhouse Gas Emissions**

Emission Type	Operational Emissions (metric tons per year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Mobile Sources	1,417.7	0.1	0.1	1,442.9
Area Sources	1.2	<0.1	<0.1	1.2
Energy Sources	372.6	<0.1	<0.1	374.0
Water Sources	5.1	0.1	<0.1	9.5
Waste Sources	8.9	0.9	0.0	31.2
Amortized Construction Emissions				19.6
Total Operational Emissions				1,878.4

Source: Compiled by LSA (June 2024).

CH₄ = methane

CO₂ = carbon dioxide

CO₂e = carbon dioxide equivalent

N₂O = nitrous oxide

As discussed, the SJVAPCD has not established a numeric threshold for GHG emissions. The significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds or consistency with a regional GHG reduction plan (such as a Climate Action Plan [CAP]). Neither the City nor the SJVAPCD has developed or adopted numeric GHG significance thresholds. Therefore, the proposed Project was analyzed for consistency with the 2022 Scoping Plan.

The 2022 Scoping Plan includes key project attributes that reduce operational GHG emissions in Appendix D, Local Actions of the 2022 Scoping Plan. As discussed in Appendix D of the 2022 Scoping Plan, absent consistency with an adequate, geographically specific GHG reduction plan such as a CEQA-qualified CAP, the first approach the State recommends for determining whether a proposed residential or mixed-use residential development would align with the State’s climate goals is to examine whether the project includes key project attributes that reduce operational GHG emissions.

The project’s consistency with key project attributes from the 2022 Scoping Plan that would be applicable to residential and mixed-use development is shown in Table 7.

Table 7
Project Consistency with the 2022 Scoping Plan Key Residential and Mixed-Use Project Attributes that Reduce GHGs

Priority Areas	Key Project Attribute	Project Consistency
Transportation Electrification	Provides EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval.	Consistent. CALGreen Code requires provision of infrastructure to accommodate EV chargers. The proposed project would provide EV charging to comply with the CALGreen Code, which requires 10 percent of the total parking spaces to be equipped with Level 2 EV chargers and that at least half of the required EV chargers be equipped with J1772 connectors. Therefore, the proposed project would be consistent with this key project attribute.
VMT Reduction	Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).	Consistent. The project site is located in an area with other residential uses that are presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer). Therefore, the proposed project would be consistent with this key project attribute.

	<p>Does not result in the loss or conversion of natural and working lands.</p>	<p>Consistent. The project site would require a GPA, a change in land use designation of from Agricultural/ Urban Reserve to Medium Density Residential, and pre-zoning of the site to Single Family Residential (R 1). However, the State Department of Conservation classifies the project site as Non-Enrolled Land. The project site is not located on land that is designated as Prime Farmland or Farmland of State Importance. As such, the proposed project would be consistent with this key project attribute.</p>
	<p>Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre) or is in proximity to existing transit stops (within a half mile) or satisfies more detailed and stringent criteria specified in the region’s SCS.</p>	<p>Consistent. The proposed project would include the construction of 99 single-family units on a 19.55-acre project site. Therefore, the proposed project would result in less than 20 residential dwelling units per acre. However, the project site is located within 0.5 mile of a transit stop. The proposed project would also provide pedestrian infrastructure connecting to neighboring uses. As such, the project would promote initiatives to reduce vehicle trips and VMT and would increase the use of alternate means of transportation. As such, the proposed project would be consistent with this key project attribute.</p>
	<p>Reduces parking requirements by: eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units</p>	<p>Consistent. The proposed project would consist of 99 single-family units and would be consistent with the City’s parking requirements for single homes. The proposed</p>

	<p>or square feet); or providing residential parking supply at a ratio of less than one parking space per dwelling unit; or for multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.</p>	<p>project would not provide additional on-site street parking space. In addition, the project site is located within 0.5 mile of a transit stop. The proposed project would also provide pedestrian infrastructure connecting to neighboring uses. As such, the project would promote initiatives to reduce vehicle trips and VMT and would increase the use of alternate means of transportation. Thus, the project would be consistent with the intent of this measure for reducing VMT.</p>
	<p>At least 20 percent of units included are affordable to lower-income residents.</p>	<p>Consistent. The proposed project would not include affordable residential units. However, the proposed project would include residential units that would be in close proximity to other residential uses and would allow residents to live within walking distance to other neighborhoods. Although the proposed project would not include affordable housing, the proposed project would provide needed single-family housing. Therefore, the proposed project would be consistent with this key project attribute.</p>
	<p>Results in no net loss of existing affordable units.</p>	<p>Consistent. The proposed project would not result in the removal of any existing residential units. As such, the proposed project would be consistent with this key project attribute.</p>
<p>Building Decarbonization</p>	<p>Uses all-electric appliances without any natural gas connections and does not use propane or other</p>	<p>Consistent with Mitigation Measure GHG-1. The proposed project would include natural gas;</p>

	<p>fossil fuels for space heating, water heating, or indoor cooking.</p>	<p>therefore, implementation of Mitigation Measure GHG-1 would be required to ensure that the proposed project would prohibit the use of natural gas connections and appliances. With implementation of Mitigation Measure GHG-1, the proposed project would be consistent with this key Scoping Plan Consistency project attribute.</p>
<p>CALGreen Code = California Green Building Standards Code EV = electric vehicle GHG = greenhouse gas GPA = General Plan Amendment SCS = Sustainable Communities Strategy VMT = vehicle miles traveled.</p>		

As a residential project that has all of the key project attributes as outlined in Table 7, the Project would be considered to accommodate growth in a manner consistent with State GHG reduction and equity prioritization goals as outlined in the 2022 Scoping Plan. The Proposed project includes natural gas connections and would not be consistent with the building decarbonization goal from the 2022 Scoping Plan key residential and mixed-use project attributes. Mitigation Measure (MM) GHG-1 would be required to prohibit the use of natural gas as part of the proposed Project.

With implementation of Mitigation Measure GHG-1, the proposed Project would be consistent with the 2022 Scoping Plan key residential and mixed-use project attributes related to building decarbonization. Therefore, with implementation of Mitigation Measure GHG-1, the proposed project would be consistent with all project attributes in the 2022 Scoping Plan GHG emission thresholds. As such, the proposed Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment with mitigation. See Mitigation Measures below.

Consistency with Greenhouse Gas Reduction Plans

As demonstrated in the preceding section, with the implementation of Mitigation Measure GHG-1, the proposed Project would be consistent with the 2022 Scoping Plan key project attributes for residential and mixed-use projects. The proposed Project is further analyzed for consistency with the goals of the 2022 Scoping Plan and Tulare County’s Regional Transportation Plan (RTP).

2022 Scoping Plan

The following discussion evaluates the proposed project according to the goals of the 2022 Scoping Plan, EO B-30-15, SB 32, and AB 197.

EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. CARB released a second update to the Scoping Plan, the 2017 Scoping Plan,³¹ to reflect the 2030 target set by EO B-30-15 and codified by SB 32. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. SB 32 builds on AB 32 and keeps California on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels. The companion bill to SB 32, AB 197, provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

In addition, the 2022 Scoping Plan assesses progress toward the statutory 2030 target, while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan states that in almost all sectors, electrification will play an important role. The 2022 Scoping Plan evaluates clean energy and technology options and the transition away from fossil fuels, including adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply. As discussed in the 2022 Scoping Plan, EO N-79-20 requires that all new passenger vehicles sold in California will be zero-emission by 2035, and all other fleets will have transitioned to zero-emission as fully possible by 2045, which will reduce the percentage of fossil fuel combustion vehicles.

Energy efficient measures are intended to maximize energy efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building

practices to reduce the carbon footprint of California's new and existing inventory of buildings. The elimination of natural gas in new development would help projects implement their "fair share" of achieving long-term 2045 carbon neutrality consistent with State goals. As such, if a project does not utilize natural gas, a lead agency can conclude that it would be consistent with achieving the 2045 neutrality goal and will not have a cumulative considerable impact on climate change. With implementation of Mitigation Measure GHG-1, the proposed project would be implementing its "fair share" of achieving long-term 2045 carbon neutrality consistent with State goals. In addition, the proposed project would be required to comply with the latest Title 24 standards of the CCR, established by the CEC, regarding energy conservation and green building standards. Therefore, the proposed project would comply with applicable energy measures, with mitigation.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. The project would comply with the CALGreen Code, which includes a variety of different measures, including the reduction of wastewater and water use. In addition, the proposed project would be required to comply with the California Model Water Efficient Landscape Ordinance. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. Specific regional emission targets for transportation emissions would not directly apply to the proposed project. The second phase of Pavley standards will reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025, resulting in a 3 percent decrease in average vehicle emissions for all vehicles by 2020. Vehicles traveling to the project site would comply with the Pavley II (LEV III) Advanced Clean Cars Program. Therefore, the proposed project would not conflict with the identified transportation and motor vehicle measures.

Tulare 2022 RTP/SCS.

The TCAG RTP/SCS reflects transportation planning for Tulare County through 2046. The vision, goals, and policies in the 2022 RTP are intended to serve as the foundation for both short- and long-term planning and guide implementation activities. The core vision in the 2022 RTP is to create a region of diverse, safe, resilient, and accessible transportation options that improve the quality of life for all residents by fostering sustainability, equity, a vibrant economy, clean air, and healthy communities. The 2022 RTP contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecast development that is generally consistent with regional-level general plan data. The actions in the 2022 RTP address all transportation modes (highways, local streets and roads, mass transportation, rail, bicycle, aviation facilities and services) and consists of short- and

long-term activities that address regional transportation needs. While the actions are organized by the five key policy areas, many of them support multiple goals and policies. Some actions are intended to support the Sustainable Communities Strategy and reduce GHG emissions directly, while others are focused on the RTP's broader goals. The 2022 RTP does not require that local General Plans, Specific Plans, or zoning be consistent with the 2022 RTP, but provides incentives for consistency for governments and developers.

The proposed project would not interfere with the TCAG's ability to achieve the region's GHG reductions. Furthermore, the proposed project is not regionally significant per State CEQA Guidelines Section 15206 and as such, it would not conflict with the 2022 RTP targets since those targets were established and are applicable on a regional level. The proposed project would include the construction of 99 single-family residential units and associated site improvements. As such, the proposed project land uses would be consistent with the growth assumptions used in the 2022 RTP. Therefore, it is anticipated that implementation of the proposed project would not interfere with the TCAG's ability to implement the regional strategies outlined in the 2022 RTP. The proposed project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals and would be consistent with applicable plans and programs designed to reduce GHG emissions. Therefore, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Conclusion

Based on the analysis presented above, with implementation of Regulatory Compliance Measure AIR-1, construction and operational activities associated with the proposed Project would not result in the generation of criteria air pollutants that would exceed SJVAPCD thresholds of significance. In addition, the proposed project is not expected to produce significant emissions that would affect nearby sensitive receptors. The proposed project would also not result in objectionable odors affecting a substantial number of people. With implementation of Mitigation Measure GHG-1, the project would also not result in the emission of substantial GHG emissions. Additionally, the project would not conflict with the State's GHG emissions reductions objectives embodied in the 2022 Scoping Plan, EO B-30-15, SB 32, and AB 197. Therefore, the proposed Project's incremental contribution to cumulative GHG emissions would not be cumulatively considerable with mitigation. The impact is *less than significant*.

Mitigation Measures:

GHG-1 In order to meet the consistency requirements of the 2022 Scoping Plan for greenhouse gas (GHG) reduction and equity prioritization goals, the proposed project shall prohibit the use of natural gas connections and appliances as part of the proposed project.

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

Less Than Significant Impact with Mitigation Incorporation. As discussed under Impact VIII(a), neither the City of Farmersville nor the County of Tulare have adopted a GHG reduction plan that would be applicable to the proposed Project. In addition, the City of Farmersville has not completed the GHG inventory, benchmarking, or goal-setting process required to identify a reduction target and take advantage of the streamlining provisions contained in the CEQA Guidelines. The SJVAPCD has adopted a Climate Action Plan, but it does not contain measures that are applicable to the Project. Therefore, the SJVAPCD Climate Action Plan cannot be applied to the Project. The County of Tulare has adopted a Climate Action Plan; however, the County of Tulare's Climate Action Plan is only applicable to unincorporated areas of Tulare County and would not be applicable to the proposed Project because the Project includes an annexation into the City of Farmersville. Since no other local or regional Climate Action Plan is in place, the Project is assessed for its consistency with CARB's adopted Scoping Plans. This assessment is included under Impact VIII(a) above. As demonstrated in the analysis contained under Impact VIII (a), the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce the emissions of greenhouse gases with the incorporation of Mitigation Measure GHG-1, described above. This impact would be *less than significant with mitigation incorporation*.

Mitigation Measures: See above.

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 type="checkbox"/>	<input checked="" 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 response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- 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?

The proposed Project includes the construction of up to 99 single-family residential homes, including internal access roads, lighting, landscaping, and associated improvements. Proposed Project construction activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. In addition, the Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit program through the submission and implementation of a Stormwater Pollution Prevention Plan during construction activities to prevent contaminated runoff from leaving the project site. Therefore, no significant impacts would occur during construction activities.

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

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

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

Less Than Significant Impact. Farmersville Junior High School is approximately 0.4 miles to the south, and Freedom Elementary School and Farmersville High School are approximately 0.7 miles southeast of the proposed Project site. As the proposed Project includes the development of single-family residences, it is not reasonably foreseeable that the proposed Project will cause a significant impact by emitting hazardous waste or bringing hazardous materials within one-quarter mile of an existing or proposed school. Residential land uses do not generate, store, or dispose of significant quantities of hazardous materials. Such uses also do not normally involve dangerous activities that could expose persons onsite or in the surrounding areas to large quantities of hazardous materials. See also Responses (a) and (b) regarding hazardous material handling. The impact is *less than significant*.

Mitigation Measures: None are required.

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

No Impact. The proposed Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Geotracker⁷ and Envirostor⁸ databases – accessed in June 2024). There are no hazardous materials sites that impact the Project. As such, *no impacts* would occur that would create a significant hazard to the public or the environment.

Mitigation Measures: None are required.

⁷ GeoTracker, State Water Resources Control Board. <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=farmersville>. Accessed June 2024.

⁸ EnviroStor, Department of Toxic Substances Control. <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=farmersville>. Accessed June 2024.

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

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

Mitigation Measures: None are required.

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

Less Than Significant Impact. The Project will not interfere with any adopted emergency response or evacuation plan. Construction activities will take place within right-of-ways of existing roadways. Construction activities will be temporary in nature and will not cause any road closures that could interfere with any adopted emergency response or evacuation plan. The construction contractor will be required to work with the City and County (public works, police/fire, etc.) if and when roadway diversions are required to ensure that adequate access is maintained for residents and emergency vehicles. There is *less than significant impact*.

Mitigation Measures: None are required.

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

No Impact. The site currently contains an active orchard and is surrounded by urban development and agricultural land. There are no wildlands on or near the Project site. There is *no impact*.

Mitigation Measures: None are required.

X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<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. On average, the wells can each produce around 700 gallons per minute (gpm), and are considered fairly shallow, with groundwater depths encountered approximately 60 feet below ground surface.⁹ The proposed Project site is within the Farmersville Urban Area Boundary.

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?

⁹ Chapter 4 Water System, City of Farmersville Comprehensive Infrastructure Master Plan. Page 4-2. Accessed July, 2023.

Less than Significant Impact. The State Water Resources Control Board requires any new construction project over an acre to complete a Stormwater Pollution Prevention Plan (SWPPP). A SWPPP involves site planning and scheduling, limiting disturbed soil areas, and determining best management practices to minimize the risk of pollution and sediments being discharged from construction sites. Implementation of the SWPPP will minimize the potential for impacts associated with erosion or siltation onsite or offsite.

The proposed Project will result in wastewater from residential units that will be discharged into the City's existing wastewater treatment system. The wastewater will be typical of other urban/residential developments consisting of bathrooms, kitchen drains and other similar features. The Project will not discharge any unusual or atypical wastewater.

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

Mitigation Measures: None are required.

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

Less Than Significant Impact. The information below provides a comparison of existing (baseline) conditions versus potential water use based on full buildout of the proposed Project. Existing agricultural water use is based on crop information contained in Tulare County's *Phase I Water Supply Evaluation*.¹⁰ The site is currently and has historically been farmed with 22 acres of walnuts. Water usage for orchards in Tulare County is documented to 3.6 acre/feet per year¹¹, so it is estimated that the site currently uses 79.2 acre/ft per year (22 acres X 3.6 ac/ft).

According to the California Department of Water Resources, the current statewide median indoor residential water use is 48 gallons per capita per day (gpcpd); however, indoor water residential water use is expected to decline due to plumbing code requirements and more efficient appliances and fixtures

¹⁰ Tulare County General Plan 2030 Update. Recirculated Draft Environmental Impact Report. Appendix G - Phase I Water Supply Evaluation for Tulare County. chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://generalplan.co.tulare.ca.us/documents/GP/002Board%20of%20Supervisors%20Materials/001BOS%20Agenda%20Items%20-%20Public%20Hearing%20August,%2028%202012/002Attachment%20A.%20FEIR/001Exhibit%201.%20FEIR%20Exec%20Summary%20&%20Chap%201-6/Appendix%20G%20-%20Phase%20I%20Water%20Supply%20Evaluation.pdf. Accessed August 2024.

¹¹ Ibid.

being used in existing and new homes.¹² To determine the number of persons (water users) that would result from the proposed Project, this analysis uses the City's General Plan Land Use Element, which shows an average household size of 3.66 persons per household in Farmersville.¹³

The proposed Project would include the construction of up to 99 single family residences. Applying the City's average of 3.66 persons per household, this equates to approximately 363 persons. At 48 gallons per day per capita, the Project would require approximately 6.36 MG per year of potable water, or 19.52 acre/feet per year (363 residents X 48 gpcpd X 365 days = 6,359,760 gallons of potable water per year). As discussed above, the existing agricultural operations on-site require approximately 79.2 acre/feet per year, which is more than what the residential development will utilize.

As such, the impact to water supply is determined to be *less than significant*.

Water Availability

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

Additionally, actual population growth within the City has not kept up with the population growth projections of the General Plan. Chart 2-2 of the Farmersville General Plan estimated the high population to be 20,155 in 2025 and the low population to be 17,854 in 2025; however, the 2024 population was estimated to be 10,327.¹⁴ The 2024 population is approximately 58% of the General Plan low estimation and approximately 51% of the General Plan high estimation. Therefore, the actual water use in the City was less than what was projected under the City's General Plan. Additionally, as discussed above, the

¹² California Department of Water Resources. State Agencies Recommend Indoor Residential Water Use Standard to Legislature. November 30, 2021. <https://water.ca.gov/News/News-Releases/2021/Nov-21/State-Agencies-Recommend-Indoor-Residential-Water-Use-Standard>. Accessed September 2024.

¹³ Farmersville General Plan. 2002-2025. Chapter 2: Land Use Element. Page 2-5. chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.cityoffarmersville-ca.gov/DocumentCenter/View/387/Part-I-The-General-Plan. Accessed August 2024.

¹⁴ State of California. Department of Finance. <https://dof.ca.gov/forecasting/demographics/estimates-e1/>. Accessed August 2024.

proposed Project will demand less water than what is currently being utilized to grow orchards. As such, there is *a less than significant impact* to this impact area.

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 proposed Project site consists of active orchards, bisected by an irrigation canal. The Project design will include measures for undergrounding the canal and constructing a 0.47-acre ponding basin/park. The proposed Project will change drainage patterns of the site through the installation of impervious surfaces and structures (houses, driveways, streets, etc.) and will be required by the City to be graded to facilitate proper stormwater drainage into the previously mentioned ponding basin included with the Project. Storm water during construction will be managed as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the SWPPP will be retained on-site during construction.

The proposed Project site is located within Flood Zone "X" as indicated by FEMA flood hazard map 06107C0962E, effective 6/16/2009. Flood Zone "X" is defined as defined as having a 0.2% Annual Chance Flood Hazard. The residential units will be built in accordance with the current California Building Code. Accordingly, the chance of flooding (and therefore the release of pollutants due to flooding) at the site is remote. Impacts are *less than significant*.

Mitigation Measures: None are required.

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

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

Less Than Significant Impact. As discussed in Impact X(c), the proposed Project site is located within Flood Zone “X” which has a 0.2% chance of annual flood hazard. The site will be designed for adequate storm drainage and will be required to prepare and submit a water quality control plan to be implemented during construction, as required by the National Pollutant Discharge Elimination System. This plan must be reviewed and approved by the City Engineer prior to the start of construction.

An unnamed manmade irrigation canal bisects the Project site, which will be properly undergrounded during site 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.

XI. 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 consists of development of 99 single-family residential units on an approximately 22-acre parcel. The Project site is currently located outside of and adjacent to the western part of City of Farmersville, within the UAB and SOI. Specifically, the proposed Project includes an annexation, General Plan Amendment (GPA), rezone, and approval of a tentative subdivision map to allow for the residential development. A majority of the site is designated Medium Density Residential in the General Plan; a small section is currently designated as Agricultural/Urban Reserve and will be converted to Medium Density Residential, upon approval of the GPA. Upon approval of the zone change, the site will be zoned R-1, Single Family Residential. Surrounding land uses include residential and agriculture.

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

Mitigation Measures: None are required.

XII. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<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 River¹⁵.

The proposed Project area is not included in a State classified mineral resource zone¹⁶, and the Kaweah River is approximately 1.7 miles north-northwest of the Project site. Therefore, there is *no impact*.

Mitigation Measures: None are required.

¹⁵ Tulare County General Plan 2030 Update Recirculated Draft EIR. February 2010. Page 3.7-9.

¹⁶ 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 residences and roadways.

The approximate threshold of vibration perception is 65 VdB, while 85 VdB is the vibration acceptable only if there are an infrequent number of events per day. Table 8 describes the typical construction equipment vibration levels.¹⁷

Table 8
Typical Construction Vibration Levels

Equipment	VdB at 25 ft
Small Bulldozer	58
Jackhammer	79

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

¹⁷ Transit Noise and Vibration Impact Assessment Manual (Report 0123), U.S. Federal Transit Administration. September 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Table 7-4. Accessed July 2024.

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

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

Mitigation Measures: None are required.

XIV. POPULATION AND HOUSING

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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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 up to 99 single-family residences, internal access roads, and other associated improvements. Based on the per-unit average of 3.66 persons for the City of Farmersville¹⁸, the site would provide housing for approximately 363 people. The proposed Project includes an annexation, General Plan Amendment (GPA), rezone, and approval of a tentative subdivision map to allow for the residential development. As such, the site is planned for development and the associated increase in population has been accounted for. As such, any impacts are *less than significant*.

Mitigation Measures: None are required.

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

¹⁸ Farmersville General Plan. 2002-2025. Chapter 2: Land Use Element. Page 2-5. chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.cityoffarmersville-ca.gov/DocumentCenter/View/387/Part-I-The-General-Plan. Accessed August 2024.

Less Than Significant. There are no residential structures currently on-site. The site consists of active orchards and an unnamed canal. 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 maintains a fleet of specialized fire apparatus including a 4-wheel drive Brush Fire Patrol Unit, a Quick Attack Squad Unit (250 GPM Pumper), an Engine (1,500 GPM Pumper), a 55 Ft. Ladder Truck (1,500 GPM Pumper), and several Command/Utility Vehicles. The Fire Department is located at 909 W. Visalia Road, approximately 0.8 miles south of the Project site.

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

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

Police Protection?

Less Than Significant Impact. The proposed Project site will continue to be served by the City of Farmersville Police Department., also located at 909 W. Visalia Road. Implementation of the proposed Project would result in an increase in demand for police services; however, this increase would be minimal compared to the number of officers currently employed by the Farmersville Police Department and would not trigger the need for new or physically altered police facilities. No additional police personnel or equipment is anticipated. In addition, each home will be assessed a public safety impact fee by the City that is used to make capital improvements for the Police Department. The impact is *less than significant*.

Schools?

Less Than Significant Impact. The proposed Project site is located within the Farmersville Unified School District. Pursuant to California Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of school facilities. The Project applicant would be required to pay such fees to reduce any impacts of new residential development of school services. Payment of the developer fees will offset the addition of school-age children within the district. As such, any impacts would be *less than significant*.

Parks?

Less than Significant Impact. The City Municipal Code states that parks must be constructed or expanded commensurate with growth of the City. To ensure sufficient recreational opportunities, the City has established a Park Impact Fee, implemented by Chapter 4.01, Development Fees, of the Municipal Code. The City Council determined that a park impact fee is required to assist in the financing of 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. As applicable, a development impact fee may be required to assist in the financing of public service facilities improvements and to pay for new development's fair share of the acquisition and development costs of these improvements. Any impacts would be *less than significant*.

Mitigation Measures: None are required.

XVI. RECREATION

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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. As such, any impacts will be *less than significant*.

Mitigation Measures: None are required.

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

Less Than Significant Impact. The proposed Project includes development of 99 single-family residences and the associated improvements. As described in Impact XIV(a), the City has established a Park Impact Fee through the Municipal Code, which states that parks must be constructed or expanded commensurate with growth of the City. The City requires the applicant to pay a Park Impact Fee, which will be paid as part of the development fees collected by the City. As such, any impacts will be *less than significant*.

Mitigation Measures: None are required.

XVII. TRANSPORTATION/TRAFFIC

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<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 checked="" type="checkbox"/>	<input 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"/>

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

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. 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 intersections will operate.

*Trip Generation*¹⁹

¹⁹ Traffic Study for the Single Family Residential Located South of Walnut Ave, West of Ventura Ave. in the City of Farmersville. Prepared in August 2024. Appendix C, Page 6.

The project trip generation volumes shown in Table 9 were estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. Trip rates, equations, and directional splits for ITE Land Use Code 210 (Single Family Detached Housing) were used to estimate project trips for weekday peak hour of adjacent street traffic. The AM and PM peak hours of adjacent street traffic were determined to be between 7:00 AM and 8:00 AM, and between 4:30 PM and 5:30 PM, based on a review of two-hour AM & PM peak hour vehicle turn movement counts taken June 2024.

**Table 9
Project Trip Generation**

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
210	Single-Family detached Housing	99 Dwelling Units	eq	1000	eq	25% 18	75% 56	eq	63% 62	37% 36

Trip Distribution and Assignment

The distribution of Project peak hour trips is shown in Table 10 and represents the movement of traffic accessing the Project site by direction. The Project trip distribution was developed based on site location and travel patterns anticipated for the proposed land uses.

**Table 10
Project Trip Distribution**

Direction	Percent
North	5
East	25
South	65
West	5

Existing and Future Traffic

Existing peak hour turning movement counts were obtained in June 2024. Average annual growth rates ranging between 0.5 and 2.38 percent were applied to the 2024 peak hour volumes to estimate peak hour volumes for the years 2028 and 2044. These growth rates were developed based on a review of historical

count data and output from TCAG’s regional travel demand model as well as a discussion with the City of Farmersville Planning Consultant. Cumulative volumes were estimated based on information provided by the City of Farmersville regarding build year, land use, size, and location for each pending development. See Appendix C for figures.

Intersection Analysis

A capacity analysis of the study intersections was conducted using Synchro software from Trafficware. This software utilizes the capacity analysis methodology in the Transportation Research Board’s Highway Capacity Manual (HCM 7th Edition). The analysis was performed for each of the following traffic scenarios.

- Existing (2024)
- Existing (2024) + Project
- Near Term (2028)
- Near Term (2028) + Project
- Future Cumulative (2044)
- Future Cumulative (2044) + Project

Level of service (LOS) criteria for unsignalized and signalized intersections, as defined in HCM 7th Edition are presented in the tables below. The City of Farmersville’s Circulation Element designates LOS C as the minimum acceptable intersection peak hour level of service.

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

Peak hour level of service for the study intersections is presented in Tables 11 and 12. Intersection delay in seconds per vehicle is shown within parentheses for intersections operating below LOS C.

**Table 11
Intersection Level of Service Weekday PM Peak Hour**

#	Intersection	Control Type	2024	2024+ Project	2028	2028+ Project	2044	2044+ Project	2044+ Project w/Mitigation ¹
1	Ventura Ave & Walnut Ave	NB SB	C B	C C	C C	C C	D (27.5) C	D (33.4) D (25.7)	A
2	Farmersville Blvd & Walnut Ave	Signal	C	C	C	C	C	C	-
3	Farmersville Blvd & Front St	AWSC	B	C	C	C	F (52.0)	F (63.6)	B
4	Farmersville Blvd & Visalia Rd	Signal	C	C	C	C	C	C	-
5	Street B & Walnut Ave	NB	-	B	-	B	-	B	-

¹ See Table 17 for mitigation measures.

**Table 12
Intersection Level of Service Weekday AM Peak Hour**

#	Intersection	Control Type	2024	2024+ Project	2028	2028+ Project	2044	2044+ Project	2044+ Project w/Mitigation ¹
1	Ventura Ave & Walnut Ave	NB SB	B B	B B	B B	B B	C B	C B	A ²
2	Farmersville Blvd & Walnut Ave	Signal	C	C	C	C	C	C	-
3	Farmersville Blvd & Front St	AWSC	B	B	B	B	B	C	A ²
4	Farmersville Blvd & Visalia Rd	Signal	C	C	C	C	C	C	-
5	Street B & Walnut Ave	NB	-	A	-	A	-	B	-

¹ See Table 17 for mitigation measures, ²Mitigation required due to PM Peak Hour.

Traffic Signal Warrant Analysis

Peak hour signal warrants were evaluated for the unsignalized intersections within the study based on the 2014 California Manual on Uniform Traffic Control Devices. Peak hour signal warrants assess delay to traffic on minor street approaches when entering or crossing a major street. Signal warrant analysis results are shown in Tables 13 and 14.

Table 13
Traffic Signal Warrants Weekday PM Peak Hour

#	Intersection	2024			2028			2044		
		Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	Ventura Ave at Walnut Ave	638	60	NO	738	62	NO	1015	66	NO
3	Farmersville Blvd at Front St	959	119	YES	1154	130	YES	1518	167	YES
5	Street "B" at Walnut Ave	-	-	-	-	-	-	-	-	-

#	Intersection	2024+Project			2028+Project			2044+Project		
		Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	Ventura Ave at Walnut Ave	731	60	NO	831	62	NO	1108	66	NO
3	Farmersville Blvd at Front St	1005	119	YES	1200	130	YES	1564	167	YES
5	Street "B" at Walnut Ave	691	36	NO	753	36	NO	1069	36	NO

Table 14
Traffic Signal Warrants Weekday AM Peak Hour

#	Intersection	2024			2028			2044		
		Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	Ventura Ave at Walnut Ave	342	83	NO	404	85	NO	563	92	NO
3	Farmersville Blvd at Front St	544	103	NO	662	112	NO	868	142	YES
5	Street "B" at Walnut Ave	-	-	-	-	-	-	-	-	-

#	Intersection	2024+Project			2028+Project			2044+Project		
		Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	Ventura Ave at Walnut Ave	411	83	NO	473	85	NO	632	92	NO
3	Farmersville Blvd at Front St	580	103	NO	698	112	NO	904	142	YES
5	Street "B" at Walnut Ave	411	56	NO	450	56	NO	648	56	NO

It is important to note that a signal warrant defines the minimum condition under which signalization of an intersection might be warranted. Meeting this threshold does not suggest traffic signals are required, but rather, that other traffic factors and conditions be considered in order to determine whether signals are truly justified.

It is also noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above an acceptable level of service or operate below an acceptable level of service and not meet signal warrant criteria.

Roadway Analysis

A capacity analysis of the study roadways was conducted using Table 4 in the State of Florida Department of Transportation *Quality/Level of Service Handbook* dated June 2020. The City of Farmersville Circulation Element states that the peak hour level of service for roadways shall be no lower than LOS “C” for urban areas. The analysis was performed for the following AM and PM traffic scenarios:

- Existing (2024)
- Existing (2024) + Project
- Near Term (2028)
- Near Term (2028) + Project
- Future Cumulative (2044)
- Future Cumulative (2044) + Project

**Table 15
PM Roadway Level of Service**

Roadway Segment	2024 Two-Way LOS		2028 Two-Way LOS		2044 Two-Way LOS	
	VOL	LOS	VOL	LOS	VOL	LOS
Walnut Ave: Street B - Ventura Ave	629	C	727	C	1007	C
Walnut Ave: Ventura Ave - Farmersville Blvd	634	C	725	C	959	C
Farmersville Blvd: Walnut Ave - Front St	1105	C	1306	C	1710	C
Farmersville Blvd: Front St - Visalia Rd	787	C	973	C	1273	C

Roadway Segment	2024+Project Two-Way LOS		2028+Project Two-Way LOS		2044+Project Two-Way LOS	
	VOL	LOS	VOL	LOS	VOL	LOS
Walnut Ave: Street B - Ventura Ave	722	C	820	C	1100	C
Walnut Ave: Ventura Ave - Farmersville Blvd	727	C	818	C	1052	C
Farmersville Blvd: Walnut Ave - Front St	1168	C	1369	C	1773	C
Farmersville Blvd: Front St - Visalia Rd	831	C	1017	C	1317	C

Table 16
AM Roadway Level of Service

Roadway Segment	2024 Two-Way LOS		2028 Two-Way LOS		2044 Two-Way LOS	
	VOL	LOS	VOL	LOS	VOL	LOS
Walnut Ave: Street B - Ventura Ave	394	C	456	C	631	C
Walnut Ave: Ventura Ave - Farmersville Blvd	383	C	442	C	587	C
Farmersville Blvd: Walnut Ave - Front St	792	C	832	C	1084	C
Farmersville Blvd: Front St - Visalia Rd	439	C	551	C	718	C

Roadway Segment	2024+Project Two-Way LOS		2028+Project Two-Way LOS		2044+Project Two-Way LOS	
	VOL	LOS	VOL	LOS	VOL	LOS
Walnut Ave: Street B - Ventura Ave	463	C	525	C	700	C
Walnut Ave: Ventura Ave - Farmersville Blvd	453	C	512	C	657	C
Farmersville Blvd: Walnut Ave - Front St	839	C	879	C	1131	C
Farmersville Blvd: Front St - Visalia Rd	472	C	584	C	751	C

Intersection Improvements

Intersection improvements needed by the year 2044 to maintain or improve the operational level of service of the street system in the Project vicinity are presented in Table 17.

**Table 17
Future Intersection Improvements**

#	Intersection	Total Improvements Required by 2044	Project Percent Share
1	Ventura Ave & Walnut Ave	Signal	47.45%
3	Farmersville Blvd & Front St	Signal	18.85%

Project percent share is calculated using the following formula:

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

The four existing intersections and one project intersection currently operate at or above LOS C during peak hours prior to and with the addition of project traffic and are expected to do so through the year 2028. In 2044, the intersections of Ventura Avenue & Walnut Avenue and Farmersville Boulevard & Front Street are anticipated to operate below an acceptable level of service prior to the addition of project traffic. The three remaining intersections are expected to continue to operate at an acceptable level of service prior to, and with the addition of project traffic. All roadway segments within the scope of the study currently operate above LOS C during peak hours prior to, and with the addition of project traffic in 2024, 2028, and 2044. As such, potential impacts will be *less than significant with mitigation incorporation*.

Mitigation Measures:

TRA-1

The Applicant shall pay the City of Farmersville for their Fair Share Portion of the intersection improvements described in Table 17, in order to maintain or improve the operational level of service of the street system in the Project vicinity.

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

Less Than Significant with Mitigation Incorporation. An evaluation of vehicle miles traveled (VMT) for project traffic was conducted in accordance with California Environmental Quality Act (CEQA) requirements. The City of Farmersville has adopted the “County of Tulare SB 743 Guidelines”, dated June 8, 2020, which contains recommendations regarding VMT assessment, significance thresholds and mitigation measures.

Baseline VMT was determined utilizing data from the California Statewide Travel Demand Model (CSTDm). The proposed residential project is located in Traffic Analysis Zone (TAZ) 2757, which has an average VMT/capita of 11.27 miles. The proposed residential project is considered a typical project within the TAZ and therefore the project would be expected to have the same VMT per capita. There are no special considerations with the project to assume the project would produce a VMT/capita lower than the average for the TAZ. The threshold of significance for residential project VMT/capita is if the project VMT is below the average in the TAZ where the project is located. Since VMT/capita is assumed to be equal to the average for the aforementioned zone, it is anticipated that the proposed project will have a significant transportation impact prior to mitigation.

The Tulare County guidelines include detailed instructions for mitigation if a project has significant impacts. The guidelines state “The preferred method of VMT mitigation in Tulare County is for project applicants to provide transportation improvements that facilitate travel by walking, bicycling, or transit.” In accordance with these guidelines, a survey was conducted within a half mile of the project to determine any pedestrian, bicycle or transit facilities deficiencies exist. After review, it is proposed that sidewalks be constructed on the south side of Walnut Avenue from the east boundary of the tract, approximately 215 feet east and connecting to existing sidewalk. Two ADA compliant driveways are proposed to be constructed along the stretch of sidewalk. Additionally, two ADA accessible curb ramps are proposed to be constructed at Garrett Avenue and Virginia Avenue. These proposed improvements are proposed to be constructed as provided in Figure 4 and included as Mitigation Measure TRA-2. The total project cost is estimated at approximately \$20,670 with a 20% contingency. The guidelines include a minimum cost for mitigation of \$20 per daily trip generated by the project or 0.5% of the total construction cost of the project (not including land acquisition). As shown in Table 9, the project is anticipated to generate 1,000 daily trips, which equates to a target value of improvements of \$20,000.

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

Mitigation Measures:

TRA-2: The applicant shall install: 1) Sidewalk on the south side of Walnut Avenue from the east boundary of the tract, approximately 215 feet east and connect to existing sidewalk. Construct two ADA compliant driveways along the stretch of sidewalk. 2) Two ADA accessible curb ramps at Garrett Avenue and Virginia Avenue.

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. The site will remain accessible to emergency vehicles of all sizes. As such, potential impacts are *less than significant*.

Mitigation Measures: None are required.

Figure 4 – VMT Mitigation



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 with Mitigation. A Tribal Cultural Resource (TCR) is defined under Public Resources Code section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of size and scope, sacred place, and object with cultural value to a California Native American tribe that are either included and that is listed or eligible for inclusion in the California Register of Historic Resources or in a local register of historical resources, or if the City of Farmersville, acting as the Lead Agency, supported by substantial evidence, chooses at its discretion to treat the resource as a TCR. As discussed above, under Section V, Cultural Resources, criteria (b) and (d), no known archeological resources, ethnographic sites or Native American remains are located on the proposed Project site. As discussed under criterion (b) implementation of Mitigation Measure CUL-1 would reduce impacts to unknown archaeological deposits, including TCRs, to a less than significant level. As discussed under criterion (d), compliance with California Health and Safety Code Section 7050.5 would reduce the likelihood of disturbing or discovering human remains, including those of Native Americans.

The City of Farmersville notified the following California Native American Tribes pursuant to AB 52 (Public Resources Code Section 21080.3.1, et seq.) on behalf of the City of Farmersville on March 21, 2022. Because the Project involves an amendment to the General Plan, the City provided additional Tribal notification pursuant to Government Code Section 65352.3 (SB 18). Tribes identified by the Native American Heritage Commission, as identified below, were notified of the Project by Certified US Mail on May 20 2024. No comments were received as of this writing.

- Santa Rosa Rancheria Tachi Yokut Tribe
- Tule River Indian Tribe
- Wuksache Indian Tribe/Eshom Valley band

Tribes were provided 90 days, to request consultation pursuant to those statutes. No comments have been received to date. As such,, impacts relating to Tribal Resources are *less than significant*.

Mitigation Measures:

None 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. Wastewater service, water, electric power, natural gas and telecommunications facilities would all provide service to the proposed Project from their respective existing facilities and as such, would not be required to construct new or expanded facilities. The Project will have a *less than significant impact* to this analysis area.

Mitigation Measures: None are required.

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

Less than Significant Impact. As discussed in Impact X(b), the proposed Project will increase demands on the Farmersville water production and distribution area. The City's water system consists of a series of wells, pump stations, treatment facilities and distribution lines. The system draws from the groundwater system underlying Farmersville and the Central Valley. While groundwater supplies can accommodate multiple dry years, the City of Farmersville, Tulare County, and nearby cities are engaging in groundwater management activities to monitor and enhance recharge capabilities to accommodate future demands. The City will have sufficient supply to serve the proposed Project. As such, the proposed Project will have a *less than significant impact* to this impact area.

Mitigation Measures: None are required.

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

Less Than Significant Impact. The Project will result in wastewater from residential units that will be discharged into the City's existing wastewater treatment system. The wastewater will be typical of other urban/residential developments consisting of bathrooms, kitchen drains and other similar features. The Project will not discharge any unusual or atypical wastewater that would violate the City's waste discharge requirements. The City of Farmersville Public Works Department has reviewed the Project and

determined that it can accommodate the wastewater generated from the Project. Therefore, the impact of the Project on wastewater treatment is *less than significant*.

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

XX. WILDFIRE

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

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<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 agricultural uses, which precludes the risk of wildfire. The area is flat in nature which would limit the risk of downslope flooding and landslides, and limit any wildfire spread.

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

Mitigation Measures: None are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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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"/>
--------------------------	-------------------------------------	--------------------------	--------------------------

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"/>
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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

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

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

Technical Studies Prepared by:

- Air Quality, Energy and Greenhouse Gas Emissions Technical Memorandum - LSA Consulting Services
- Traffic Study – Ruettggers & Schuler Civil Engineers
- Biological Resource Evaluation – Colibri Ecological Consulting
- Land Evaluation and Site Assessment – Crawford & Bowen Planning, Inc.

Persons and Agencies Consulted

City of Farmersville

- Karl Schoettler, Contract City Planner

California Historic Resources Information System

- Jeremy David, Assistant Coordinator

Appendix A

Land Evaluation Site Assessment

Appendix B

Air Quality, Health Risk, GHG & Energy Technical
Memo

Appendix C
CHRIS Results

Appendix D

Traffic Study