



**+U.S. Department of Housing and Urban
Development**
San Francisco Regional Office
1 Sansome Street, Suite 1200
San Francisco, California 94104

Environmental Assessment
for HUD-Funded Proposals
Recommended format per 24 CFR 58.36, revised July 2023



Project Identification: Gardenia Courtyards Senior Apartments Project

Preparer: Raney Planning & Management, Inc.
Rod Stinson, Vice President/Air Quality Specialist

Responsible Entity: City of Farmersville
909 West Visalia Road
Farmersville, CA 93223

Month/Year: February 2026

**Environmental Assessment
Determinations and Compliance Findings for HUD-assisted Projects
24 CFR Part 58**

Project Information

Project Name: Gardenia Courtyards Senior Apartments Project

Responsible Entity: City of Farmersville
Planning and Development Department
909 West Visalia Road
Farmersville, CA 93223
Phone: (559) 747-0458

Grant Recipient
(if different than the Responsible Entity): N/A

State/Local Identifier: M-23-SG-06-0100

Preparer: Raney Planning & Management, Inc.
Rod Stinson, Vice President/Air Quality Specialist
rods@raneymanagement.com
Phone: (916) 372-6100
Fax: (916) 419-6108

Certifying Officer Name and Title: Daymon Qualls, City Manager
City of Farmersville, Planning Division

Consultant (if applicable): Raney Planning & Management, Inc.

Project Location: Northeast of Farmersville Road/East Walnut Street/West Walnut Avenue intersection
Farmersville, CA 93223
Assessor's Parcel Number (APN): 111-290-015

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The following sections describe the project site location, existing setting, and surrounding uses, as well as the components included as part of Gardenia Courtyards Senior Apartments Project (proposed project).

Project Site Location, Existing Setting, and Surrounding Uses

The project site is located northeast of the intersection of Farmersville Road and East Walnut Street/West Walnut Avenue, in the City of Farmersville, California. The 2.39-acre project site is in the northern portion of the approximately 9.4-acre parcel identified by APN 111-290-015 (see Figure 1 and Figure 2). While the 9.4-acre parcel was previously analyzed under the California Environmental Quality Act (CEQA), as described further below, the proposed project only includes use of federal funds for the development of the 2.39-acre project site. The 2.39-acre project site is currently undeveloped with a private, dirt stubbed street on the project site's southern frontage.

Surrounding existing land uses include single-family residences to the north and east; the approved, but not yet constructed, Camino Castaneda Mixed-Use Project and a Rite Aid to the south; and an auto repair shop and self-storage facility to the west, across Farmersville Road. The City of Farmersville General Plan designates the project site as Medium High Density Residential and the site is zoned as Medium High Density Residential (RM-2.5).

Proposed Project

The proposed project would include the development of an affordable senior housing community (see Figure 3). The project site would be developed with 42-unit senior housing units within one two-story residential building. The senior housing development would include 34 one-bedroom units at 607 square feet (sf) each and eight two-bedroom units at 804 sf each (see Figure 4 and Figure 5). Of the 42 senior housing units, the proposed project would include 16 adaptable units, 21 mobility units, and five sensory impaired units. The proposed project would be restricted for seniors aged 62 or above earning between 30 and 60 percent of the Area Median Income (AMI) of Tulare County, and would include 41 low-income units for seniors earning between 30 and 60 percent of the AMI and one two-bedroom manager's unit.

In addition to the proposed residential units, the project would consist of various amenities. Amenities would include a 3,469-sf community center, community garden, fenced dog park, bocce ball court, and a picnic table area with a BBQ. The 3,469-sf two-story community center would include an elevator, a 877-sf kitchen and community space, 444-sf flex space, 599-sf exercise room, 374-sf laundry room, 129-sf office, 194-sf office lobby, 56-sf unisex restroom, and an 85-sf unisex restroom (see Figure 6 and Figure 7).

Primary site access would be provided from Farmersville Road to the west through the existing stubbed street on the project site's southern frontage, which would be paved into a private drive. A drive aisle would extend north from the private drive into the site, providing vehicular access to the proposed senior housing development. With respect to site security, the project would include a continuous six-foot Concrete Masonry Unit (CMU) screen wall at the north, east, and west property lines.

Figure 1
Regional Vicinity Location



**Figure 2
Project Site Boundaries**



**Figure 3
Preliminary Site Plan**

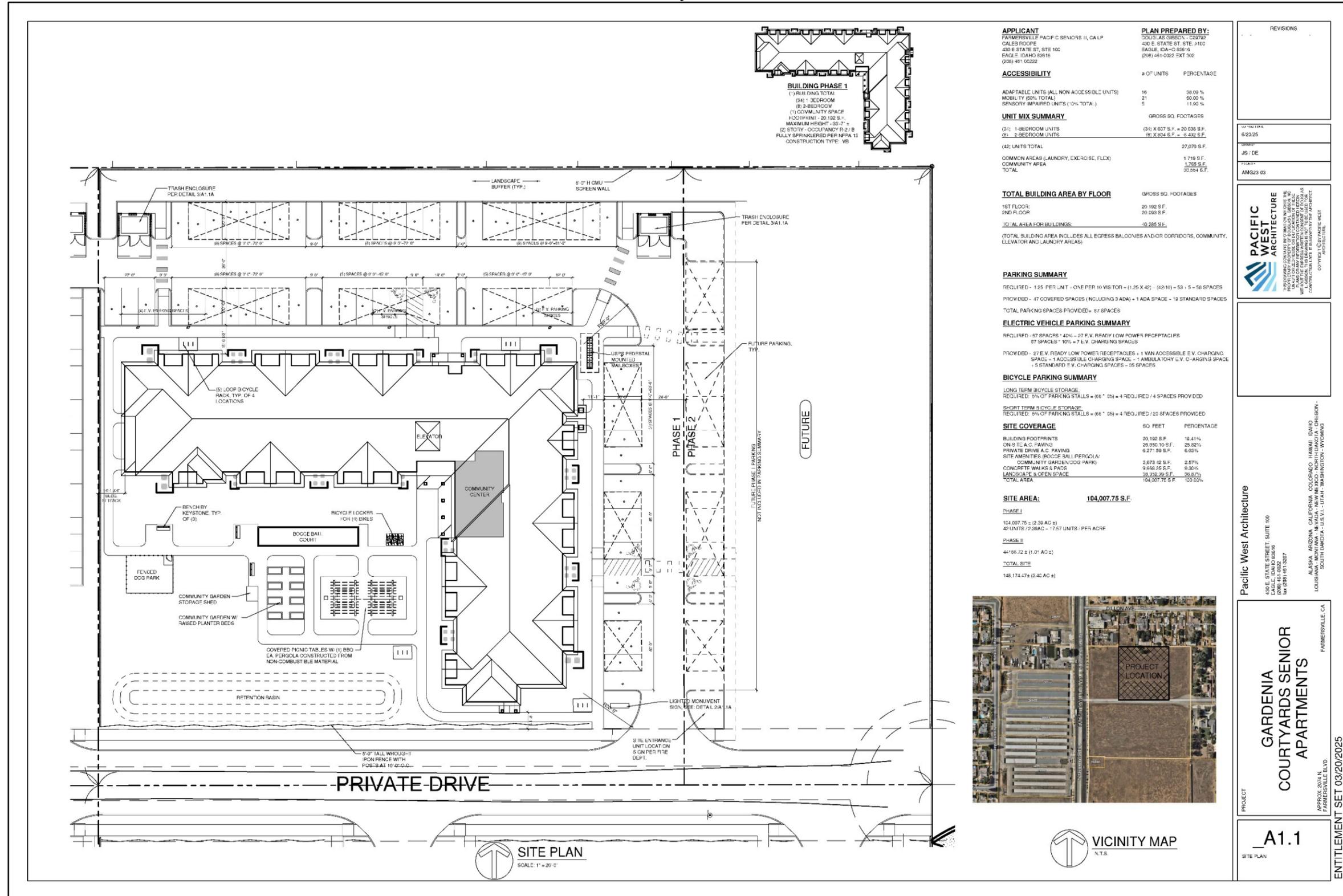
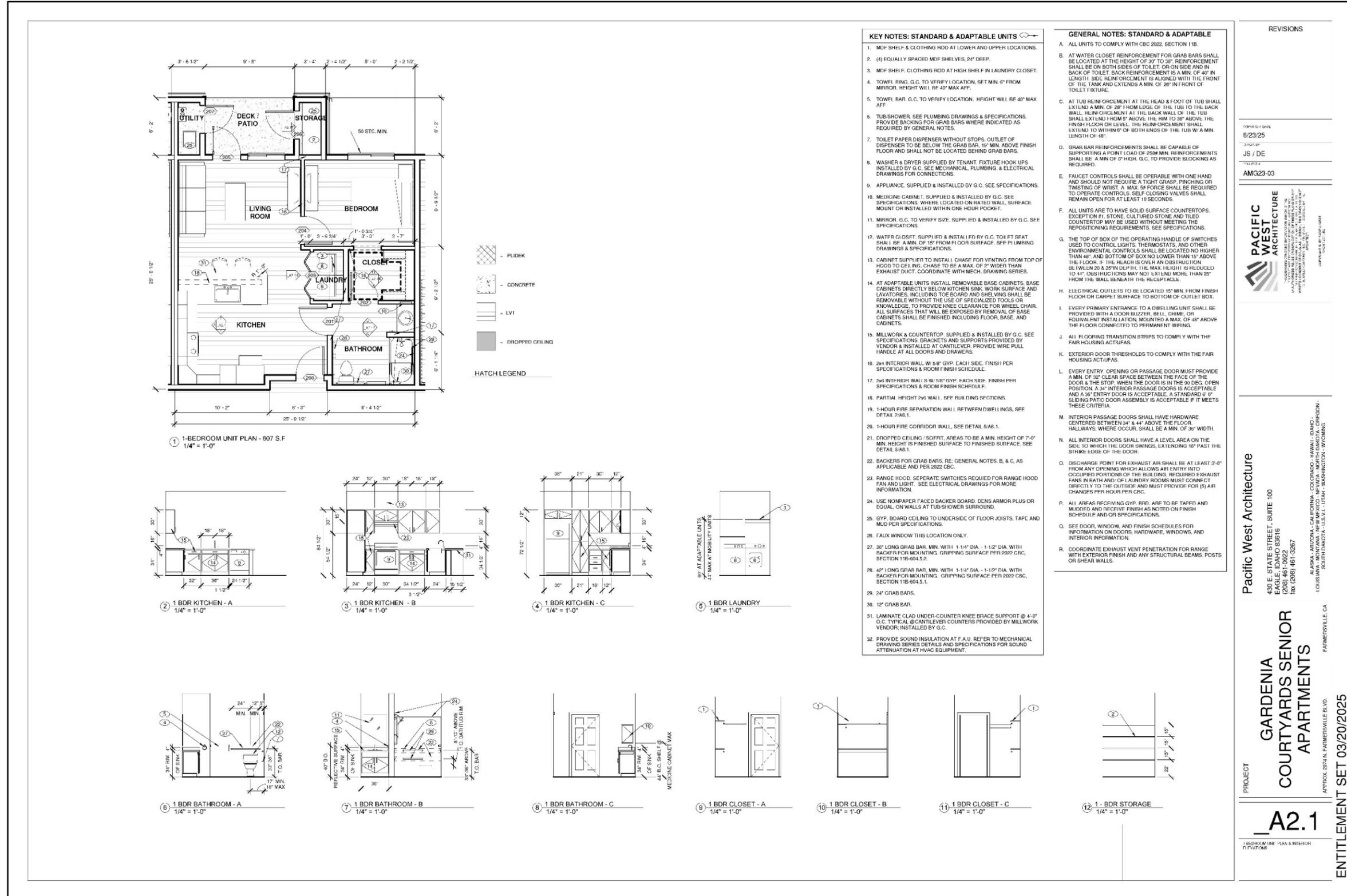


Figure 4
One-Bedroom Unit Plans



REVISIONS

NO.	DATE	DESCRIPTION
01	6/23/25	ISSUED FOR PERMITS
02		ISSUED FOR PERMITS
03		ISSUED FOR PERMITS

PACIFIC WEST ARCHITECTURE

430 E. STATE STREET, SUITE 100
DENVER, CO 80202
TEL: (303) 733-8200
FAX: (303) 467-3267

ALASKA - ARIZONA - CALIFORNIA - COLORADO - HAWAII - ILLINOIS - IOWA - KANSAS - LOUISIANA - MONTANA - NEBRASKA - NEVADA - NORTH CAROLINA - OREGON - SOUTH DAKOTA - TEXAS - UTAH - VIRGINIA - WASHINGTON - WISCONSIN

Pacific West Architecture

430 E. STATE STREET, SUITE 100
DENVER, CO 80202
TEL: (303) 733-8200
FAX: (303) 467-3267

GARDENIA COURTYARDS SENIOR APARTMENTS

APPROX. 3074 N. FARMERSVILLE BLVD.
FARMERSVILLE, CO

A2.1

ISSUED FOR PERMITS - PLAN & REFLECTOR PLATINGS

ENTITLEMENT SET 03/20/2025

Figure 5
Two-Bedroom Unit Plans

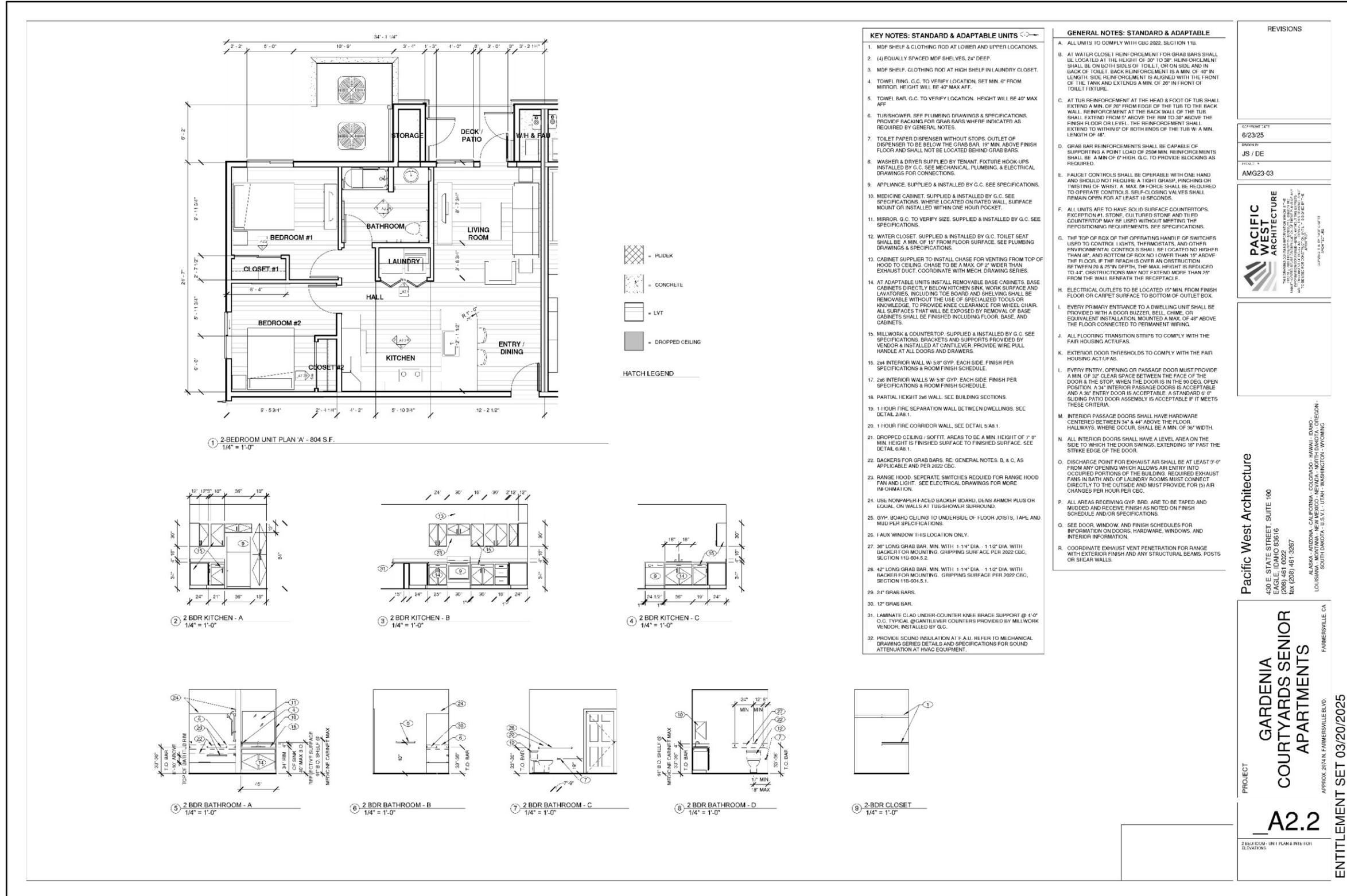
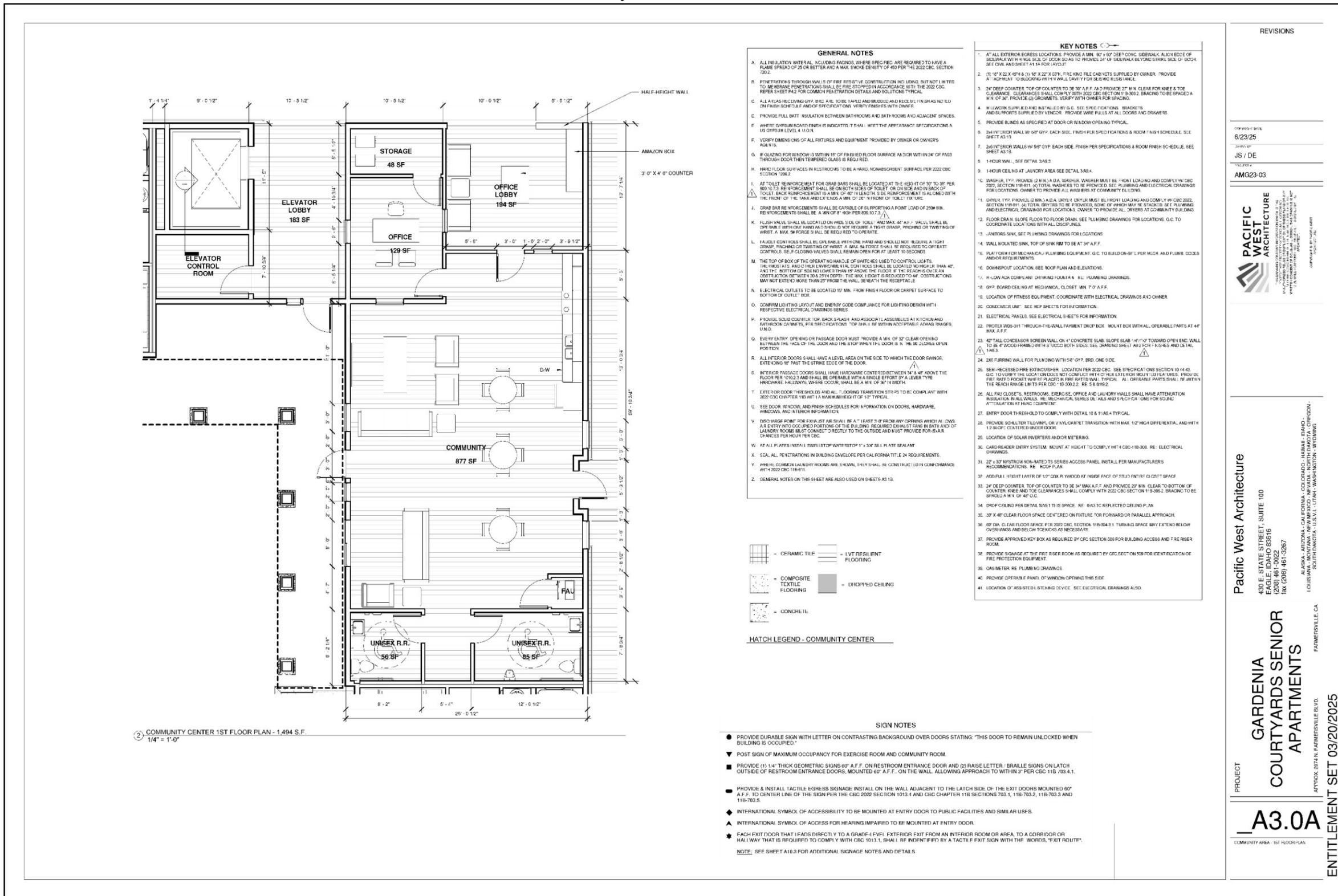


Figure 6
Community Center First Floor Plan



REVISIONS

DATE	DESCRIPTION
6/23/25	ISSUED FOR PERMIT
JS / DE	DESIGNER
AMG23-03	PROJECT

PACIFIC WEST ARCHITECTURE
430 E. STATE STREET, SUITE 100
DANFORTH, IDAHO 83402
TEL: (208) 467-3267
FAX: (208) 467-3267

GARDENIA COURTYARDS SENIOR APARTMENTS
APPROX. 3074 N. FARMERSVILLE BLVD.
FARMERSVILLE, IDAHO 83420

ENTITLEMENT SET 03/20/2025

COMMUNITY AREA - 1ST FLOOR PLAN

Parking for 67 vehicles would be available throughout the senior housing development, including 47 covered spaces and 20 uncovered spaces. Three of the 47 covered parking spaces and one of the 20 uncovered parking spaces would be designed in compliance with the Americans with Disabilities Act (ADA). Of the total 67 parking spaces, 35 spaces would be electric vehicle (EV) capable, including 27 EV-ready low power receptacles, one van accessible EV charging space, one accessible EV charging space, one ambulatory EV charging space, and five standard EV charging spaces. The project would also provide long-term storage for four bicycles and short-term storage for 20 bicycles on the project site.

Construction of the proposed project would be expected to occur over an approximately one-year and five-month period and all staging areas during project construction would be located on-site. The maximum depth of ground disturbance during construction of the proposed project, including utility trenches and site grading, would be approximately 20 feet. In addition, the proposed project would maintain compliance with the California Green Building Standards Code (Title 24 CCR Part 11), otherwise known as the CALGreen Code, and would require at least 65 percent diversion of construction waste.

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

According to the City of Farmersville 2023-2031 Housing Element,¹ the U.S. Census Bureau established that the population of Farmersville decreased by 1.8 percent from 2010 to 2020. However, the population of Farmersville increased considerably in the previous decade, increasing by 21.2 percent from 2000 to 2010, therefore increasing the housing demand in the City. During each Housing Element update, each jurisdiction must plan for its share of housing needs for the eight-year planning period. Housing needs are determined for households in four income categories: above-moderate-, moderate-, low-, and very low-income. State law has established a process for assigning the responsibility for planning for housing production in California to individual cities and counties through a process known as the Regional Housing Needs Allocation (RHNA). The City of Farmersville was allocated a total of 654 housing units, including 68 units for extremely low income households, 67 units for very low-income households, 83 units for low income households, 121 units for moderate income households, and 315 units for above moderate income households. Currently, 543 units are approved, pending approval, or are under construction in the City of Farmersville. The proposed project is a pipeline project that has been identified in the City of Farmersville Housing Element and has been credited towards the City's RHNA. The proposed project would include the construction of 41 housing units restricted for seniors earning between 30 and 60 percent of the AMI, representing very low income and low income households. Therefore, the RHNA very low and low income credit would be satisfied by construction of the proposed project, and the proposed project would aid the City in meeting its RHNA requirements.

Furthermore, the City of Farmersville 2023-2031 Housing Element includes several goals and policies related to affordable housing. Specifically, Goal 3 seeks to facilitate the development of affordable housing and protect the existing supply of affordable housing to extremely low, very low, low, and moderate income households. By providing affordable housing in a new development, the proposed project would further the aforementioned goal.

¹ City of Farmersville. *City of Farmersville 2023-2031 Housing Element*. Adopted June 2024.

In addition, the proposed project would contribute to improving safety, social demands, and economic development in the City of Farmersville. As the project site is currently undeveloped, the proposed project would increase safety in the project site and the surrounding area by increasing lighting, thereby making the project site more visible, and providing pedestrian connectivity that does not currently exist. In regard to satisfying social demands, the proposed project would include the construction of a 42-unit senior housing development. As persons 65 years or older represent 8.7 percent of the population of Farmersville,² the proposed project would increase housing opportunities for a vulnerable population that represents a significant portion of the population, thereby aiding in alleviating social demands in the City.

The applicant is seeking funding assistance through U.S. Department of Housing and Urban Development (HUD) Project-Based Vouchers and HOME Investment Partnerships Program (HOME) funds, as administered through the California Department of Housing and Community Development (HCD). The National Environmental Policy Act (NEPA) mandates that federal agencies consider the environmental ramifications of a wide variety of proposed actions. Due to funding from federal sources, the proposed project is subject to environmental review under NEPA. Because implementation of the proposed project has the potential to result in environmental impacts on the project site, the preparation of an Environmental Assessment is required.

Existing Conditions and Trends [24 CFR 58.40(a)]:

The following sections describe the existing site conditions, as well as the flood hazard, surface water, and groundwater conditions of the project site.

Existing Conditions

The project site, currently undeveloped and vacant since 1937, is located at an approximate elevation of 365 feet above mean sea level (amsl) and is relatively flat. According to the Phase I Environmental Site Assessment Report completed for the proposed project by KCE Matrix (see Appendix C), the site was used as agricultural land between approximately 1952 and 1984. As of 1994 and through the present, a private road has been and continues to be located in the central portion of the property that connects Farmersville Road, located along the western perimeter of the site, to the properties located adjacent to and east of the project site. On December 1, 2022, a representative of KCE Matrix conducted a site inspection and confirmed that the property currently consists of vacant land without structures and has a dirt surface.

In October 2023, an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared in accordance with the applicable provisions of CEQA and subsequently approved for the proposed project.³ The IS/MND evaluated the potential environmental effects of the Gardenia Courtyards Senior Apartments and included several entitlements, including the approval of a General Plan Amendment for the General Commercial (C-G) portions of the site to Multi-Family Residential (R-M), a Zone Change from the C-G portions of the site to RM-2.5, a Site Plan Review, Building Permits, a Stormwater Pollution Prevention Plan by the Central Valley Regional Water Quality

² U.S. Census Bureau. *QuickFacts: Farmersville city, California*. Available at: <https://www.census.gov/quickfacts/fact/table/farmersvillecitocalifornia/INC110223>. Accessed June 2025.

³ City of Farmersville. *Initial Study/Mitigated Negative Declaration, Gardenia Courtyards Development Project*. October 2023.

Control Board, and a Dust Control Plan Approval letter from the San Joaquin Valley Air Pollution Control District (SJVAPCD). Upon approval of the IS/MND and the required entitlements for the proposed project, the City of Farmersville General Plan designates the project site as Medium High Density Residential and the site is zoned as RM-2.5.

As required by Farmersville Municipal Code Section 17.72.010, buildout of the project site with the proposed project was subject to the City’s Site Plan and Design Review process, which allowed the City to ensure the project is consistent with applicable regulations and standards related to various criteria, including, but not limited to, aesthetics maintenance, environmental impact minimization and prevention, public works improvements, and energy conservation.

The nearest public airport to the project site is Woodlake Airport, located approximately 8.16 miles to the northeast of the site (see Figure 8). The nearest military airport to the project site is the Fresno Air Force Base, located approximately 42.78 miles to the northwest of the project site.

Flood Hazard, Surface Water, and Groundwater Conditions

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06107C0954E, effective June 16, 2009, the entirety of the project site is within Zone X, which is an Area of Minimal Flood Hazard (see Figure 9). Therefore, the project site is not located within a Special Flood Hazard Area (SFHA).

According to the U.S. Fish and Wildlife Service’s (USFWS) National Wetlands Inventory (NWI), aquatic resources are not located on the project site (see Figure 10). The nearest surface water source to the project site is Cameron Creek, a riverine habitat located approximately 1,427 feet north of the project site.

As shown in Figure 11, the project site is located approximately 108 miles from the Coastal Zone Boundary. The project site is located approximately 29 miles southeast of the nearest sole source aquifer, the Fresno County Aquifer (see Figure 12). The nearest officially designated Wild and Scenic River to the project site is the Kern River, located approximately 44.46 miles to the east of the site (see Figure 13).

Funding Information

Grant Number	HUD Program	Funding Amount
23-HOME-16305	HOME	\$12,075,000
CA030	Project-Based Vouchers	\$9,126,000

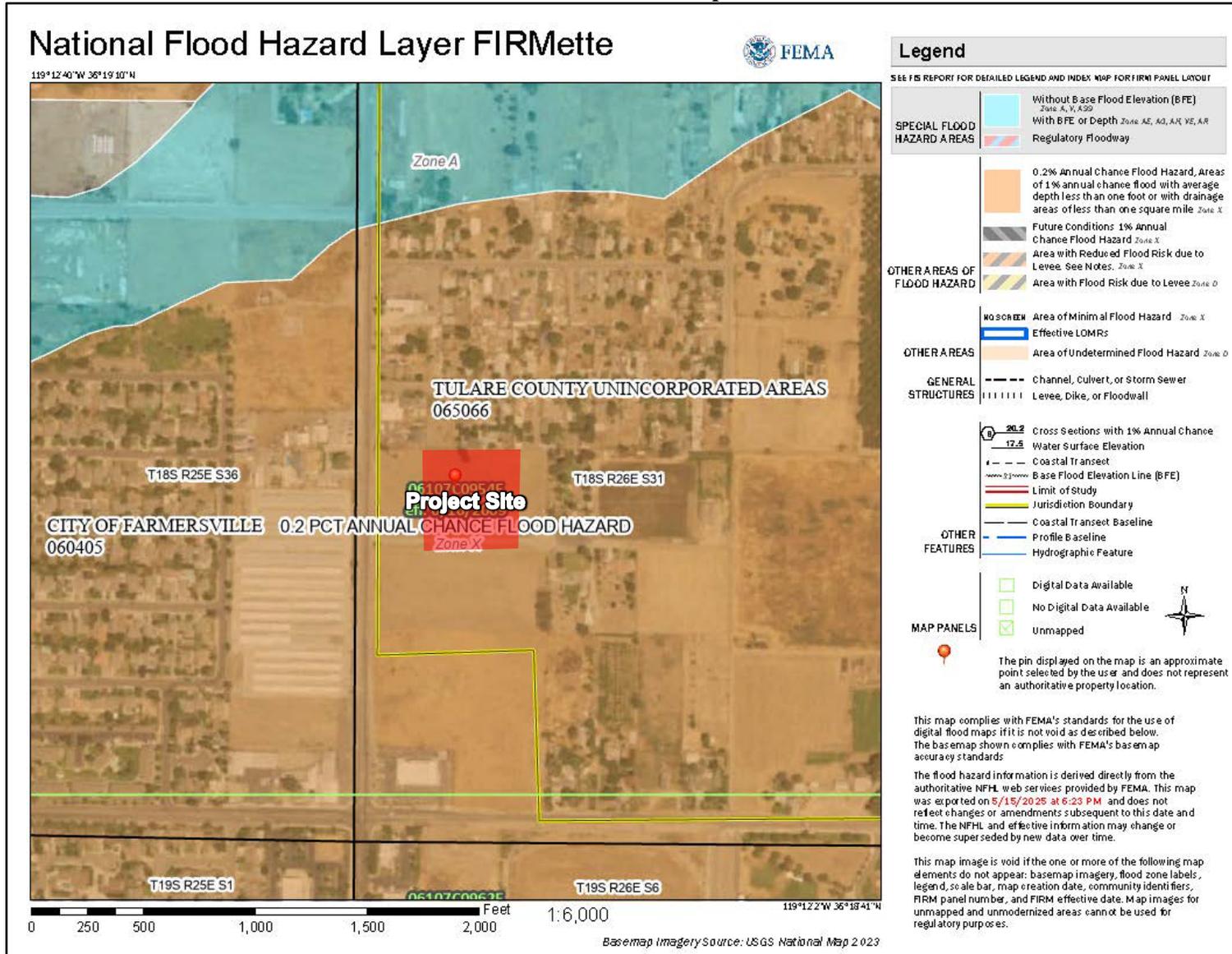
Estimated Total HUD Funded Amount:

\$22,120,721

Figure 8
Nearest Airport Location



Figure 9
FEMA Flood Map



**Figure 10
NWI Wetlands Map**

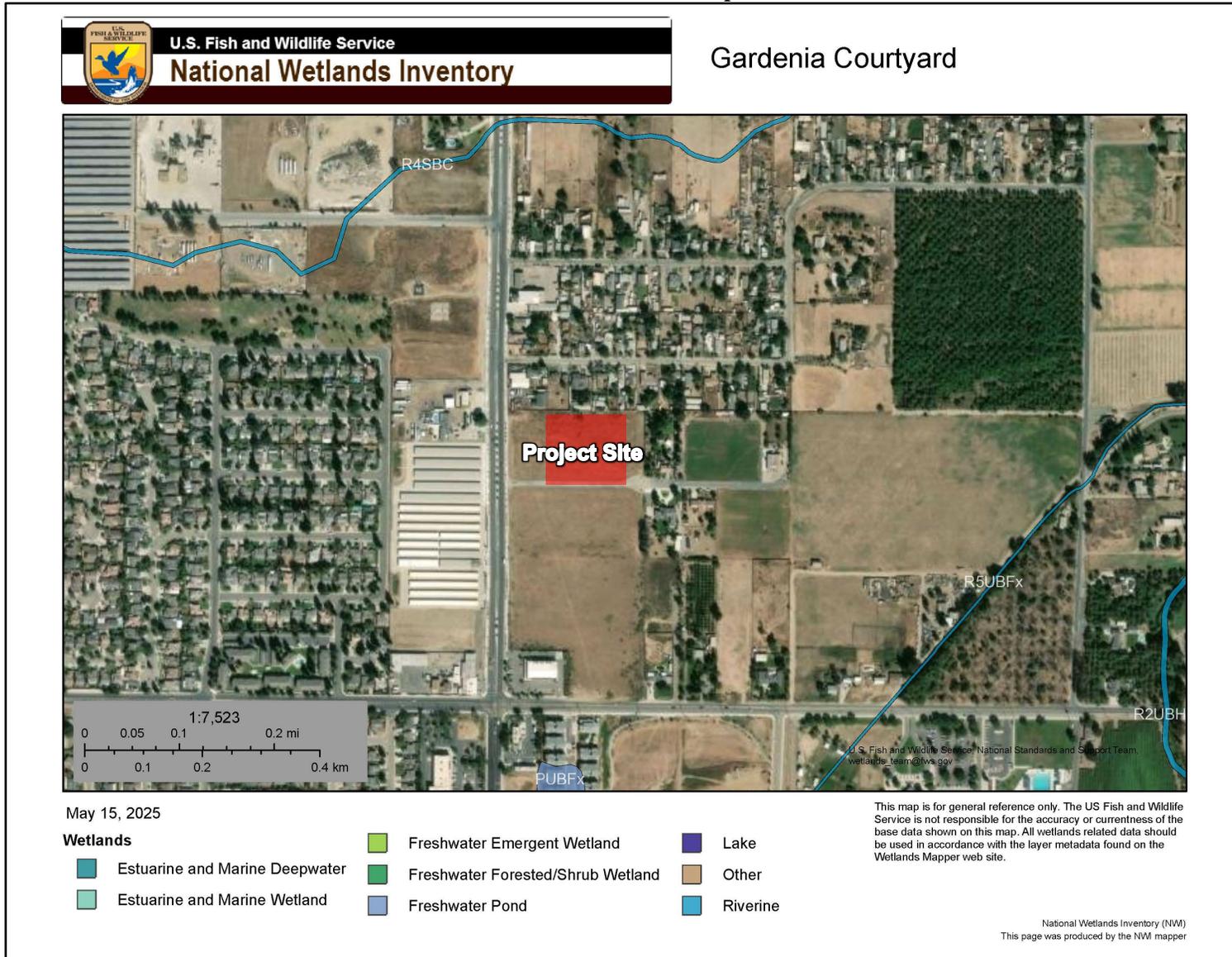
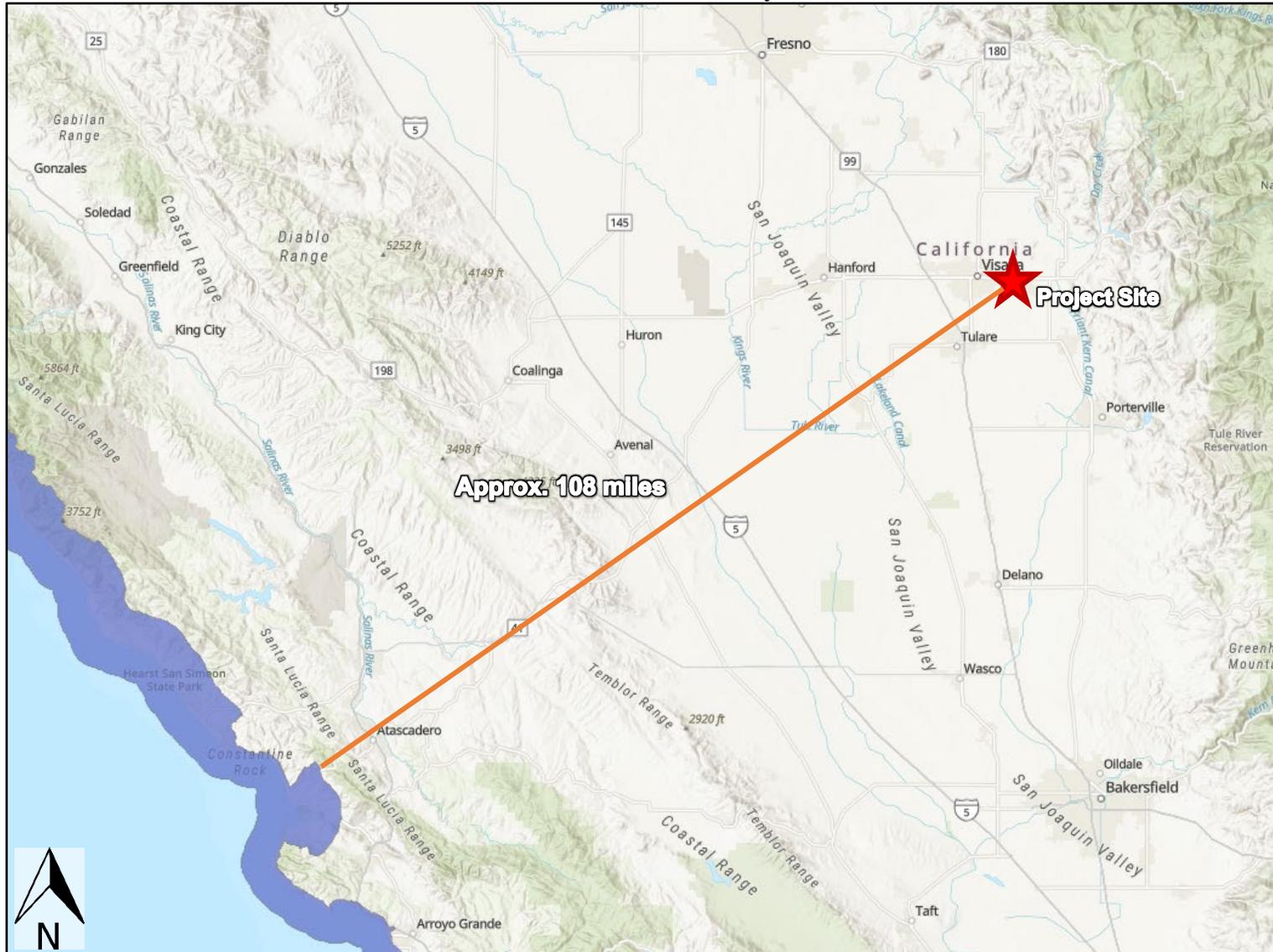
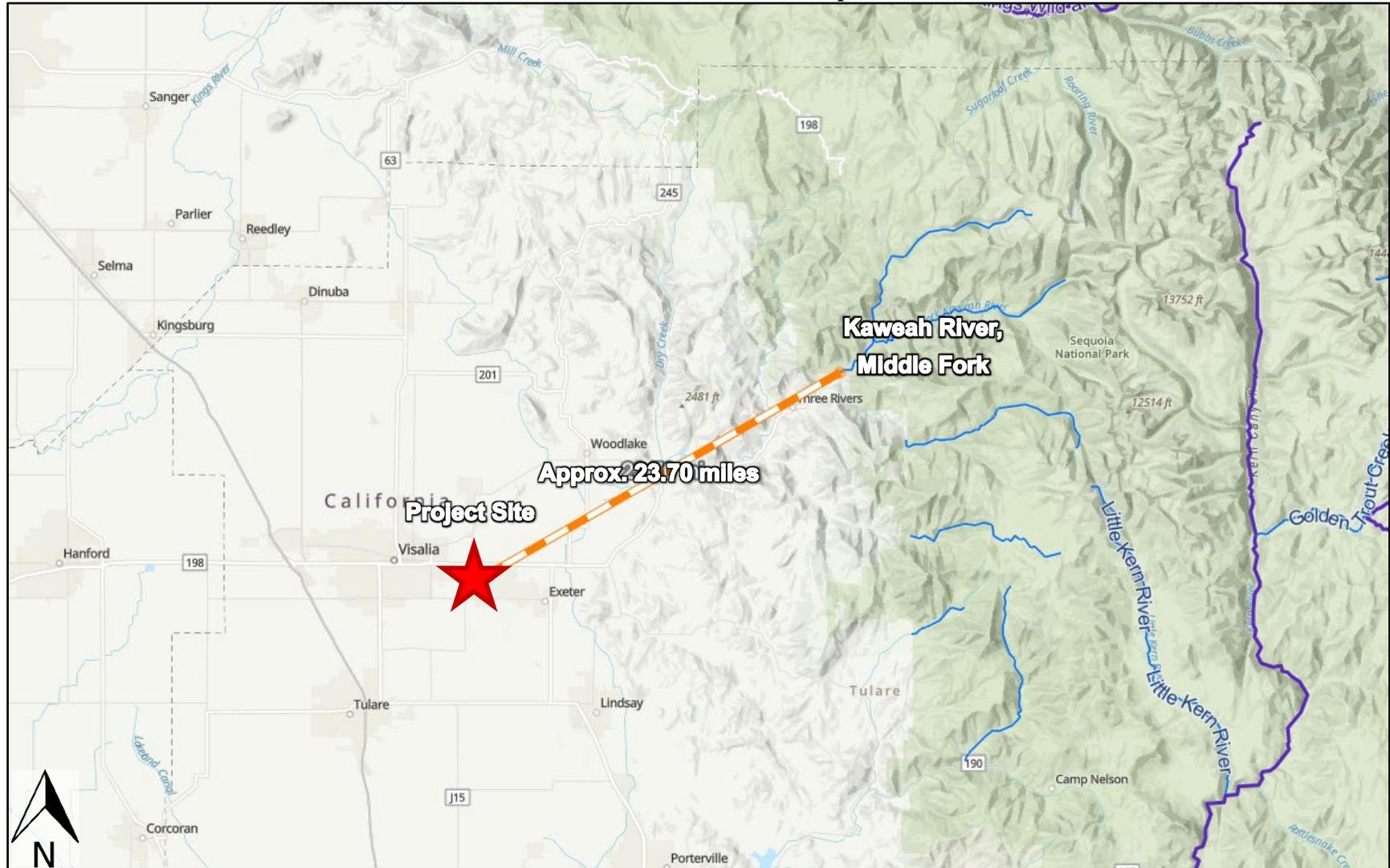


Figure 11
Coastal Zone Boundary



Source: California Department of Fish and Wildlife, BIOS, May 2025.

Figure 13
Wild and Scenic Rivers Map



Source: National Park Service, Nationwide Rivers Inventory, December 2025.

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]:

The total development cost is projected to be \$22,120,721, not including the \$9,126,000 of which would be funded through 41 Project-Based Vouchers over a 20-year commitment. The estimation for the first-year Section 8 subsidy is estimated to be approximately \$456,300; however, the subsidy amount will depend on the incomes of actual households assisted, and the approved Tulare County Fair Market Rents. In addition, the proposed project would be allocated \$12,075,000 in HOME funds, administered through the HCD.

Permanent Sources of Financing:

Total Tax Credit Financing:	\$4,545,721
Permanent Loan:	\$4,500,000
HOME Project Construction Funds (Activity Delivery Funds):	\$11,875,000
HOME General Administration Funds (Activity Delivery Funds):	\$125,000
HOME Project-Related Soft Costs Funds (Activity Delivery Funds):	\$75,000
Housing Authority Loan:	\$1,000,000
Total:	\$22,120,721

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
<p>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6</p>		
<p>Airport Hazards 24 CFR Part 51 Subpart D</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>HUD’s policy is to apply standards to prevent incompatible development around civil airports or military airfields, consistent with Title 24 of the Code of Federal Regulations (CFR), Part 51, Subpart D. The nearest civilian airport is the Woodlake Airport, located approximately 8.16 miles (43,085 feet) to the northeast of the project site. The nearest military airport is the Fresno Air Force Base, located approximately 42.78 miles (225,878 feet) to the northwest of the project site. Thus, the project site is not located within 2,500 feet of a civilian airport or within 15,000 feet of a military airport. Therefore, the proposed project would not be located within an Airport Runway Clear Zone or an Accident Potential Zone, as defined in 24 CFR 51 D, and impacts related to Airport Clear Zones and/or Accident Potential Zones would not occur.</p>
<p>Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Coastal Barrier Resources Act (CBRA) of 1982 designated relatively undeveloped coastal barriers along the Atlantic and Gulf coasts as part of the John H. Chafee Coastal Barrier Resources System (CBRS) and made these areas ineligible for most new federal expenditures and financial assistance. The Coastal Barrier Improvement Act (CBIA) of 1990 reauthorized the CBRA; expanded the CBRS to include undeveloped coastal barriers along the Florida Keys, Great Lakes, Puerto Rico, and U.S. Virgin Islands; and added a new category of coastal barriers to the CBRS called "otherwise protected areas" (OPAs). OPAs are undeveloped coastal barriers that are within the</p>

		<p>boundaries of an area established under federal, State, or local law, or held by a qualified organization, primarily for wildlife refuge, sanctuary, recreational, or natural resource conservation purposes.</p> <p>The project site is not located in the vicinity of the Atlantic, Gulf, or Great Lakes coasts or within the areas expanded by the CBIA in 1990. Therefore, the proposed project would not conflict with either the CRBA or the CBIA.</p> <p><u>Document Citation</u></p> <p>U.S. Fish and Wildlife Service. <i>Coastal Barrier Resources Act</i>. Available at: https://www.fws.gov/program/coastal-barrier-resources-act. Accessed May 2025. (Appendix J)</p>
<p>Flood Insurance</p> <p>Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Flood Disaster Protection Act of 1973 (42 USC 4012a) requires that projects receiving federal assistance and located in an area identified by FEMA as being within an SFHA be covered by flood insurance under the National Flood Insurance Program.</p> <p>According to FEMA FIRM 06107C0954E, effective June 16, 2009, the entirety of the project site is within Zone X, and is identified as an Area with 0.2 Percent Annual Chance Flood Hazard and is located within the 500-year floodplain (see Figure 9). Executive Order 13690 established a new Federal Flood Risk Management Standard (FFRMS) in order to address current and future flood risk, improve resiliency, and ensure that projects funded with taxpayer dollars last as long as intended. In compliance with Executive Order 13690, HUD’s regulations in 24 Code of Federal Regulations (CFR) Part 55 defines a new floodplain of concern, the FFRMS floodplain, which includes Areas with 0.2 Percent Annual Chance Flood Hazard within the 500-year floodplain. As discussed further in the Floodplain Management section of this Environmental Assessment, the proposed project has completed the Eight-Step Process</p>

		<p>for complying with the floodplain management requirements set forth by 24 CFR 55.20.</p> <p>Therefore, given completion of the Eight-Step Process for complying with the floodplain management requirements set forth by 24 CFR 55.20, the proposed project would not require coverage under the National Flood Insurance Program, and conflicts with the Flood Disaster Protection Act and the National Flood Insurance Reform Act would not occur.</p> <p><u>Document Citation</u></p> <p>Federal Emergency Management Agency. <i>Flood Insurance Rate Map 06107C0954E</i>. Available at: https://msc.fema.gov/portal/home. Accessed May 2025. (Appendix J)</p> <p>Raney Planning and Management, Inc. <i>Floodplain Management Determination Step 3: Alternative Site Analysis</i>. December 2025. (Appendix A)</p>
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STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5

<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The City of Farmersville is located within the boundaries of the San Joaquin Valley Air Basin (SJVAB) under the jurisdiction of the SJVAPCD. Pollutants for which air quality standards have been established are called “criteria” air pollutants. Major criteria air pollutants include ozone precursors – reactive organic gases (ROG) and nitrous oxides (NO_x) – carbon monoxide (CO), respirable or suspended particulate matter less than 10 microns in diameter (PM₁₀), and fine particulate matter less than 2.5 microns in diameter (PM_{2.5}).</p> <p>The SJVAB area is currently designated as a non-attainment area for the State and federal ozone, State and federal PM_{2.5}, and State particulate matter 10 microns in diameter (PM₁₀) standards. The SJVAB is designated attainment or unclassified for all other ambient air quality standards (AAQS). The Clean Air Act requires each State to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIPs are</p>
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modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies.

In compliance with regulations, due to the non-attainment designations of the area, the SJVAPCD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the AAQS, including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. The most recent ozone plan is the 2022 Ozone Plan for the 2008 8-Hour Ozone Standard, which was adopted by the SJVAPCD on December 15, 2022. Adopted SJVAPCD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated non-attainment, consistent with applicable air quality plans. By exceeding the SJVAPCD’s mass emission thresholds for operational emissions of ROG, NO_x, PM₁₀, PM_{2.5}, sulfur oxides (SO_x), or CO a project would be considered to conflict with or obstruct implementation of the SJVAPCD’s air quality planning efforts. The SJVAPCD’s adopted thresholds of significance for criteria pollutant emissions are presented in Table 1.

Table 1 SJVAPCD Thresholds of Significance		
Pollutant	Construction Emissions (tons/yr)	Operational Emissions (tons/yr)
ROG	10	10
NO _x	10	10
CO	100	100
SO _x	27	27
PM ₁₀	15	15
PM _{2.5}	15	15
<i>Source: SJVAPCD, March 19, 2015.</i>		

In order to compare the proposed project’s associated emissions to the thresholds of significance, the proposed project’s short-term construction-related and long-term operational

emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.30. software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. Where project-specific data was available, such data was input into the model (e.g., construction phases and timing, energy efficient design features, etc.). The following data was used as part of the model for the proposed project:

- Construction was assumed to commence February 2, 2026;
- Construction would occur over an approximately one-year and five-month period; and
- The proposed project would not include wood burning fireplaces or wood stoves.

All project modeling results are included as Appendix B.

Construction Emissions

According to the CalEEMod results, the proposed project would result in maximum unmitigated construction emissions as shown in Table 2.

Table 2 Maximum Unmitigated Construction Emissions (tons/yr)		
Pollutant	Project Emissions	Threshold of Significance
ROG	0.25	10
NO _x	1.31	10
CO	1.66	100
SO _x	<0.005	27
PM ₁₀	0.09	15
PM _{2.5}	0.06	15

Source: CalEEMod, September 2025. (Appendix B)

As presented in the table, emissions of ROG, NO_x, SO_x, CO, PM₁₀, and PM_{2.5} would be

below the applicable air quality thresholds established by the SJVAPCD, and substantial adverse effects related to criteria air pollutant emissions would not occur during project construction.

Operational Emissions

According to CalEEMod, the proposed project would result in maximum unmitigated operational criteria air pollutant emissions as shown in Table 3.

Table 3 Maximum Unmitigated Operational Emissions (tons/yr)		
Pollutant	Project Emissions	Threshold of Significance
ROG	0.41	10
NO _x	0.30	10
CO	1.96	27
SO _x	0.005	100
PM ₁₀	0.40	15
PM _{2.5}	0.11	15

Source: CalEEMod, September 2025. (Appendix B)

As presented in the table, the proposed project would result in operational emissions below the applicable SJVAPCD thresholds of significance, and substantial adverse effects related to criteria air pollutant emissions would not occur during project operation.

Cumulative Emissions

Due to the dispersive nature and regional sourcing of air pollutants, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants, including ozone and PM, is a result of past and present development, and thus, cumulative impacts related to such pollutants could be considered cumulatively significant.

The SJVAPCD recommends using the region’s existing attainment plans as a basis for analysis of cumulative emissions. If a project would interfere with an adopted attainment plan, the project would inhibit the future attainment of AAQS and, thus, result in a cumulative impact. As discussed above, the SJVAPCD’s recommended thresholds of significance for

	<p>ozone precursors and PM₁₀ are based on attainment plans for the region. The SJVAPCD concluded that if a project's ozone precursor and PM₁₀ emissions would be less than SJVAPCD project-level thresholds, the project would not be expected to conflict with any relevant attainment plans and would not result in a cumulatively considerable contribution to a significant cumulative impact. Thus, the SJVAPCD's established operational phase cumulative-level emissions thresholds are identical to the operational thresholds identified above, in Table 1.</p> <p>As shown in Table 3, operational emissions would be below the SJVAPCD's project-level thresholds and, thus, would be below the SJVAPCD's cumulative-level thresholds as well. Accordingly, a cumulatively considerable impact related to emissions of criteria pollutants would not occur.</p> <p><u>Toxic Air Contaminants</u></p> <p>Toxic air contaminants (TACs) are a category of environmental concern as well. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations correlates with a higher health risk. The California Air Resources Board's (CARB's) <i>Air Quality and Land Use Handbook: A Community Health Perspective</i> (Handbook) provides recommendations for citing new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high-traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC. Thus, high-volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.</p>
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		<p>The proposed project would not involve long-term operation of any stationary diesel engine or extensive excavation and hauling. Emissions of DPM resulting from construction-related equipment and vehicles would be temporary, regulated by CARB’s In-Use Off-Road Diesel Vehicle Regulation, and minimal when compared to the designed operational lifespan of the project. In addition, due to the residential nature, the proposed project would not generate a substantial number of diesel-fueled vehicles during project operation. For example, the CARB’s Handbook includes distribution centers with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The proposed project would not generate 100 diesel truck trips per day.</p> <p>In order to evaluate potential exposure to DPM, the CARB recommends the evaluation of emissions when a freeway or high-traffic roadway, defined as an urban roadway experiencing over 100,000 vehicles per day or a rural roadway experiencing over 50,000 vehicles per day, is located within 500 feet of sensitive receptors. Pursuant to the City of Farmersville General Plan Update, the proposed project is not located within 500 feet of a freeway or high-traffic roadway. Additionally, the segment of Farmersville Road closest to the site receives a daily average volume of 11,000 trips, while the segment of Walnut Street closest to the project site receives a daily average volume of 12,000 trips. Thus, an evaluation of the risks associated with on-site exposure to DPM from traffic is not warranted.</p> <p><u>Conclusion</u></p> <p>Based on the above, the proposed project would not conflict with the Clean Air Act.</p> <p><u>Document Citation</u></p> <p>San Joaquin Valley Air Pollution Control District. <i>Air Quality Thresholds of Significance</i>. March 19, 2015. (Appendix J)</p>
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		<p>California Air Resources Board. <i>Air Quality and Land Use Handbook: A Community Health Perspective</i>. April 2005. (Appendix J)</p> <p>Raney Planning & Management, Inc. <i>CalEEMod: Gardenia Courtyard Senior Apartments</i>. September 2025. (Appendix B)</p> <p>City of Farmersville. <i>Farmersville General Plan Update</i> [page 3-8]. Adopted November 6, 2002. (Appendix J)</p>
<p>Coastal Zone Management</p> <p>Coastal Zone Management Act, sections 307(c) & (d)</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>The Coastal Zone Management Act Section 1453, Definitions, defines the term “coastal zone” as “...the coastal waters (including the lands therein and thereunder) and the adjacent shorelands (including the waters therein and thereunder), strongly influenced by each other and in proximity to the shorelines of the several coastal states, and includes islands, transitional and intertidal areas, salt marshes, wetlands, and beaches...” and extending “...inland from the shorelines only to the extent necessary to control shorelands, the uses of which have a direct and significant impact on the coastal waters, and to control those geographical areas which are likely to be affected by or vulnerable to sea level rise.”</p> <p>As shown in Figure 11, the project site is located approximately 108 miles from the Coastal Zone Boundary. The proposed project would not involve any operations that would increase the potential to degrade water quality downstream and have a negative effect on the Coastal Zone. Therefore, implementation of the proposed project would not affect a Coastal Zone, and impacts related to the Coastal Zone Management Act would not occur.</p> <p><u>Document Citation</u></p> <p>California Department of Fish and Wildlife. <i>California Department of Fish and Wildlife BIOS</i>. Available at: https://apps.wildlife.ca.gov/bios6/. Accessed May 2025. (Appendix J)</p>
<p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>HUD policy, as described in Section 50.3(i) and Section 58.5(i)(2), states the following:</p> <p>(1)... all property proposed for use in HUD programs be free of hazardous materials,</p>

		<p>contamination, toxic chemicals and gasses, and radioactive substances, where a hazard could affect the health and safety of occupants or conflict with the intended utilization of the property.</p> <p>(2) HUD environmental review of multifamily and non-residential properties shall include evaluation of previous uses of the site and other evidence of contamination on or near the site, to assure that occupants of proposed sites are not adversely affected by the hazards.</p> <p>(3) Particular attention should be given to any proposed site on or in the general proximity of such areas as dumps, landfills, industrial sites, or other locations that contain, or may have contained, hazardous wastes.</p> <p>(4) The responsible entity shall use current techniques by qualified professionals to undertake investigations determined necessary.</p> <p>Sites known or suspected to be contaminated by toxic chemicals or radioactive materials include, but are not limited to, sites: (i) listed on a United States Environmental Protection Agency (USEPA) Superfund National Priorities or the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) List, or equivalent State list; (ii) located within 3,000 feet of a toxic or solid waste landfill site; or (iii) with an underground storage tank (UST) (which is not a residential fuel tank).</p> <p>A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project by KCE Matrix. The purpose of the Phase I ESA was to identify any potential on-site Recognized Environmental Conditions (RECs) in accordance with the American Society for Testing and Materials (ASTM) E1527-21 standard. A REC is defined by the ASTM as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.</p> <p>The Phase I ESA included a review of topographic maps, historical aerial</p>
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	<p>photographs, and City directories; applicable federal, State, and local environmental databases; and a site reconnaissance. According to the review of topographic maps, historical aerial photographs, and City directories, the site has been vacant unoccupied land without structures from 1937 through the present. The site was used as agricultural land between approximately 1952 and 1984. As of 1994 and through the present, a private road has been and continues to be located south of the property that connects Farmersville Road west of the site to the properties located adjacent to and east of the project site.</p> <p>The Phase I ESA included a review of the California Environmental Protection Agency (CalEPA) Map of Radon Zones and identified that the project site is located in Zone 2, where average predicted radon levels are between two and four picocuries per liter (pCi/L). Thus, the Phase I ESA determined that the project site's radon levels do not exceed the current CalEPA action level of four pCi/L. Furthermore, KCE Matrix prepared a Radon Information Summary Report for the project site in accordance with HUD Notice CPD-23-103 dated January 11, 2024, regarding radon. As determined in the Phase I ESA, the project site currently consists of vacant unoccupied land without structures. As such, the radon testing recommended by HUD cannot be implemented. As an alternative method of satisfying the HUD environmental review process for radon, review of scientific data was performed by KCE Matrix, including the records maintained by the Centers for Disease Control and Protection (CDC) Environmental Health Tracking Network. As determined by the review of scientific data, radon testing performed for Tulare County between 2008 and 2017 indicated a mean radon concentration of three pCi/L, and a median radon concentration of 1.7 pCi/L. Thus, the average concentration of radon detected from multiple sources for the project site area is reported as less than the California EPA action level of four pCi/L. Therefore, the Radon Information Summary Report performed by KCE Matrix determined that radon is not a significant environmental concern at the project site.</p>
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		<p>According to the Phase I ESA, the project site was not listed in any of the databases searched by Environmental Data Resources, Inc. (EDR). In addition, the Regional Water Quality Control Board (RWQCB) and the State Water Resources Control Board (SWRCB) databases did not maintain any records for the presence of USTs or hazardous materials for the project site. A search of the Department of Toxic Substances Control (DTSC) Envirostor Database and Hazardous Waste Tracking System for information regarding USTs and hazardous materials did not result in any records associated with the project site.</p> <p>KCE Matrix conducted the on-site reconnaissance for the Phase I ESA on December 20, 2025. The objective of the reconnaissance was to check for visual evidence of past/present use or storage of hazardous materials that could potentially affect the soil, groundwater, soil vapor, or surface soil or water quality at the project site. The reconnaissance did not identify visual evidence of past/present use or storage of hazardous materials that could affect the site.</p> <p>However, based on review of the report provided by EDR, three other facilities were identified as being located in the general vicinity of the subject property. Of the facilities identified, one, T Young Diesel Electric, was listed on the Resource Conservation and Recovery Act Non-Generators/Not Listed (RCRA NONGEN/NLR) database, and has been identified as a non-generator without reported violations. The other two facilities, Ralph Copping and Claudes Buggies Inc., have or have had at least one UST used for regular product. The facility identified as Ralph Copping was reported as having had at least one 260-gallon UST used to store regular motor vehicle fuel for private use in June of 1988. The Claudes Buggies Inc. facility was reported as having at least one UST with a capacity of 1,500 gallons installed in 1977 and used for regular product and motor vehicle fuel. The status of the UST was reported as “active” as of April 20, 1988. Furthermore, the immediate site vicinity, particularly to the areas west across Farmersville Road, south and east of the project</p>
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	<p>site, were used for agricultural purposes from at least 1937 to 1984. Based on the research conducted for the Phase I ESA, KCE Matrix conducted a Vapor Encroachment Screen (VES) in order to identify a potential Vapor Encroachment Condition (VEC) for the project site. Given that the above-mentioned USTs are reported as having been located in the immediate site vicinity, and that the immediate site vicinity has been used for agricultural purposes, a VEC originating from the nearby facilities for the proposed project cannot be ruled out, and a subsequent Subsurface Environmental Site Assessment Report (Subsurface ESA) was completed by KCE Matrix.</p> <p>Based on the findings and results of the Phase I ESA, KCE Matrix prepared a Subsurface ESA for the project site, which included a subsurface soil assessment for potential contamination from former agricultural land use at the property and a subsurface soil-gas assessment along the northwestern and southwestern most perimeter of the property for vapor intrusion and/or encroachment. The evaluation performed by KCE Matrix included geologic logging and soil sampling during the drilling of 40 exploratory soil borings, the drilling, installation, and soil-gas sampling of 10 single-stage subsurface vapor probes, and laboratory analysis of the samples taken. In order to analyze the samples collected at the project site, the Subsurface ESA implemented Environmental Screening Levels (ESLs) created by the RWQCB in order to determine if the sample levels indicate environmental concern, including Tier 1 ESLs for residential land uses and Tier 2 ESLs for commercial land uses.</p> <p>With regard to organochlorine pesticides (OCPs), two OCP constituents were detected at various concentrations in the subsurface soil samples. The concentrations of one of the two OCP constituents, 4,4-dichlorodiphenyl-dichloroethylene (4,4-DDE), ranged from 1.1 micrograms per kilogram ($\mu\text{g}/\text{Kg}$) to 17.4 $\mu\text{g}/\text{Kg}$, which are below the Tier 1 ESL of 330 $\mu\text{g}/\text{Kg}$ and Tier 2 ESL of 650 $\mu\text{g}/\text{Kg}$. The concentrations of the other OCP constituent,</p>
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		<p>4,4-dichlorodiphenyltrichloroethane (4,4-DDT), were 2.4 µg/Kg and 2.2 µg/Kg, which are greater than the Tier 1 ESL of 1.1 µg/Kg, but significantly less than the Tier 2 ESL of 5,600 µg/Kg and the RWQCB Direct Exposure Human Health Risk ESL of 1,900 µg/Kg. Based on the above, KCE Matrix recommended that further subsurface soil assessment in relation to OCPs was not necessary. Additionally, arsenic was detected in two of the 40 soil samples collected, with concentrations of 5.1 milligrams per kilogram (mg/Kg) and 5.3 mg/Kg. The concentrations detected were below the DTSC ambient screening level of 12 mg/Kg. Therefore, KCE Matrix determined that further subsurface soil assessment in relation to arsenic was not necessary. Similarly, lead was detected at various concentrations in the 40 soil samples collected, with concentrations ranging from 2.6 mg/Kg to 5.6 mg/Kg. All concentrations were less than the Tier 1 ESL of 32 mg/Kg, the Tier 2 ESL of 32 mg/Kg and the RWQCB Direct Exposure Human Health Risk ESL of 82 mg/Kg. Thus, KCE Matrix concluded that further subsurface soil assessment in relation to lead was not necessary. The analysis of the soil-gas samples collected indicated that concentrations of contaminants of concern are less than the Tier 1 and Tier 2 ESLs. Based on the soil-gas results. KCE Matrix recommended that further subsurface soil and/or soil-gas assessment was not necessary for the project site.</p> <p>In conclusion, based on the results of the Subsurface ESA performed with regard to OCPs, arsenic, and lead, KCE Matrix does not consider the historical agricultural land use at the project site as a REC. Additionally, based on the results of the Subsurface ESA performed, the potential VEC identified in the Phase I ESA has been adequately assessed and KCE Matrix concludes that a VEC does not exist at the subject property.</p> <p>Based on the above, the project site does not contain any known contaminants, and impacts related to contamination and toxic substances would not occur.</p>
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<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Endangered Species Act of 1973, as amended, and its implementing regulations were designed to protect and recover species in danger of extinction and the ecosystems that they depend upon. When passed, the Endangered Species Act spoke specifically to the value of conserving species for future generations. In passing the Endangered Species Act, Congress recognized a key fact that subsequent scientific understanding has only confirmed: the best way to protect species is to conserve their habitat.</p> <p>The USFWS offers consultation on threatened and endangered wildlife and plant species, as well as critical habitats, on a project-by-project basis. According to the USFWS Environmental Conservation Online System (ECOS) Information for Planning and Consultation (IPaC), the following species have the potential to occur within the greater project vicinity: (1) Buena Vista Lake ornate shrew; (2) San Joaquin kit fox; (3) Tipton kangaroo rat; (4) California condor; (5) blunt-nosed leopard lizard; (6) northwestern pond turtle; and (7) western spadefoot; (8) monarch butterfly; (9) vernal pool fairy shrimp; and (10) bald eagle and (11) golden eagle. The IPaC query concluded that critical habitat is not available on-site.</p> <p>A query of the California Natural Diversity Database (CNDDDB) was also conducted to further ascertain the potential for plant or wildlife species protected under the Endangered Species Act to occur within the project region. The query encompassed the U.S. Geological Survey (USGS) Farmersville quadrangle, as well as the eight surrounding quadrangles. In addition to the species identified by IPaC, the</p>

	<p>CNDDDB returned records for the following plant and wildlife species that have previously occurred within the nine-quadrangle search area: (1) California jewelflower, (2) Hoover’s spurge, (3) California tiger salamander, (4) western yellow-billed cuckoo, and (5) valley elderberry longhorn beetle (VELB).</p> <p>The project site, which is devoid of aquatic resources, is located within an urbanized area of the City and is surrounded by residential and commercial/industrial uses. In addition, the project site primarily consists of vacant land that has been subject to previous agricultural disturbance. As such, the project site is limited in its ability to support the plant and wildlife species identified by IPaC and CNDDDB. For example, protected plant species generally occur in relatively undisturbed areas within vegetation communities, including, but not limited to, vernal pools, marshes and swamps, chaparral, dunes, and areas with unusual soil characteristics. Such habitats are not present on-site. Additionally, due to the on-site habitat and lack of any aquatic features or other seasonal water sources used for breeding, species that rely on such types of habitat, such as vernal pool fairy shrimp, northwestern pond turtle, and western spadefoot, do not have the potential to occur on-site. Furthermore, while some species have the potential to occur in the greater project site vicinity, including San Joaquin kit fox, Tipton kangaroo rat, blunt-nosed leopard lizard, northwestern pond turtle, and western spadefoot, critical habitat for the foregoing species has not been designated on-site. In addition, due to the previous agricultural disturbance of the project site and the proximity to residential and commercial/industrial uses, the foregoing species are unlikely to be present on the project site. VELB requires the presence of elderberry shrubs, which do not occur on-site due to previous agricultural disturbances, and monarch butterfly would be capable of flying away during project construction and operation. Additionally, adult monarch butterflies require a diversity of blooming nectar resources during breeding and migration (spring through fall). Monarchs also need milkweed (for both oviposition and larval feeding) embedded within the diverse nectaring habitat. The IPaC</p>
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	<p>query determined that the proposed critical habitat for monarch butterfly does not exist on the project site, and monarch butterfly are unlikely to breed within the project site due to the previous agricultural disturbance. Thus, the necessary habitats required to accommodate the various species identified by the IPaC and CNDDDB queries are not available on-site. Even so, consultation with the USFWS in order to determine the potential for special-status species to be present on the project site has been initiated. Upon receipt of a response from the USFWS, any mitigation recommended by the USFWS would be required to be incorporated into the proposed project.</p> <p>Although the proposed project would be constructed approximately 1,427 feet to the south of Cameron Creek, which could potentially offer suitable habitat for vernal pool fairy shrimp, northwestern pond turtle, or western spadefoot, the proposed structures and parking areas would not encroach upon the creek. In addition, as part of compliance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, the proposed project would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) and incorporate Best-Management Practices (BMPs) to control sedimentation, erosion, and hazardous materials contamination of runoff during project construction. Preparation of a SWPPP would ensure that indirect effects to Cameron Creek do not occur. Due to the proposed project's residential nature, project operation would not result in adverse effects to the creek and/or protected species accommodated by the creek, as the residences would not include operational activities resulting in discharges of waste into the creek.</p> <p>It should be noted that various migratory birds and nesting raptors could potentially nest in the existing trees immediately adjacent to the project site, including bald and golden eagle. Such species are protected under the Migratory Bird Treaty Act of 1918 (MBTA). As discussed further in the Vegetation and Wildlife section of this Environmental Assessment, Mitigation Measure BIO-1, as required in the IS/MND</p>
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		<p>prepared for the proposed project, requires a preconstruction survey for migratory birds and raptors and the implementation of a buffer zone around any identified nests, which would ensure potential impacts to avian species protected under the MBTA do not occur.</p> <p>Based on the above, through compliance with MBTA, NPDES Construction General Permit and a SWPPP, the proposed project would not conflict with the Endangered Species Act.</p> <p><u>Document Citation</u></p> <p>U.S. Fish and Wildlife Service. <i>IPaC: Information for Planning and Consultation</i>. Available at: https://ecos.fws.gov/ipac/. Accessed May 2025. (Appendix J)</p> <p>California Department of Fish and Wildlife. <i>California Natural Diversity Database: Rarefind 5</i>. Available at: https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx. Accessed May 2025. (Appendix J)</p> <p>Stinson, Roderick, Vice President, Raney Planning and Management, Inc. Personal Communication [email] with Maggie Sepulveda, Senior Fish and Wildlife Biologist, San Joaquin Valley Division, U.S. Fish and Wildlife Service. February 11, 2026. (Appendix J)</p> <p>City of Farmersville. <i>Initial Study/Mitigated Negative Declaration, Gardenia Courtyards Development Project</i>. October 2023. (Appendix J)</p>
<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>Regulations set forth in 24 CFR Part 51 Subpart C require HUD-assisted projects to be separated from hazardous facilities that store, handle, or process hazardous substances by a distance based on the contents and volume of the facilities' aboveground storage tank (AST), or to implement mitigation measures. Project sites that are too close to facilities handling, storing, or processing conventional fuels, hazardous gases, or chemicals of an explosive or flammable nature may expose residents or</p>

end-users of a developed project to the risk of injury in the event of a fire or an explosion.

According to the CalEPA Regulated Site Portal, a total of 21 AST and/or chemical storage sites subject to regulations established by 24 CFR Part 51 Subpart C are located within one mile of the project site. The storage tanks located within one mile of the project site range from a maximum daily volume of zero gallons to 1,199,999 gallons. The 1,199,999-gallon AST is located at 361 Terry Road, which is Kings Petroleum Propane, approximately 2,006 feet to the northwest of the project site. In addition, a 119,999-gallon AST is present at the Delta Liquid Energy located at 200 Terry Avenue, approximately 1,901 feet to the northwest of the project site.

The Acceptable Separation Distances (ASDs) for the 21 AST and/or chemical storage sites within one mile of the project site were calculated with HUD’s ASD Electronic Assessment Tool and are summarized in Table 4 below.

Site Name	Maximum Tank Size (gallons)	Approx. Distance from Project Site (feet)	ASD from People /Building (feet)
AAA Quality Services – Haz Mat	8,999	4,038	690.74/ 138.84
AutoZone	59,999	1,668	1,522.56/ 333.76
CalPortland Company – Farmersville Ready Mix	59,999	2,331	1,522.56/ 333.76
City of Farmersville Well 5A	599	5,071	223.40/ 39.67
City of Farmersville Well 8A	599	2,323	223.40/ 39.67
Delta Liquid Energy	119,999	1,940	2,032.29/ 459.84
Dollar General	11	2,126	42.25/ 6.25
Farmersville Food Mart	59,999	1,957	1,522.56/ 333.76

		DBA: Dino Mart			
		Hellwig Products Co Inc.	59,999	4,605	1,522.56/ 333.76
		Hutcheson Farms	11,999	4,454	778.70/ 158.59
		Jack in the Box	59	1,326	85.06/ 13.59
		JE Hester Elementary and MOT Facility	599	5,085	223.40/ 39.67
		J R Nelson Roofing Inc.	11	4,180	42.25/ 6.25
		Kaweah Delta Water Conservation District	2,999	3,337	437.03/ 83.54
		Kings Petroleum	1,199,999	2,028	5,303.80/ 1,333.23
		O'Reilly Auto Parts	599	2,186	223.40/ 39.67
		Rite Aid	59	1,529	85.06/ 13.59
		Second Generation #3	59,999	4,022	1,522.56/ 333.76
		T-Mobile West	599	1,535	223.40/ 39.67
		Watan Enterprises Inc. DBA On The Go Food Store #2	11,999	4,400	778.70/ 158.59
		Windows Plus Construction Inc.	599	4,028	223.40/ 39.67

Based on HUD's ASD Electronic Assessment Tool, the ASD associated with a 1,199,999-gallon AST is 5,303.80 feet to prevent adverse effects to people and 1,333.23 feet to prevent adverse effects to buildings. Based on the distance from the project site to the AST located at Kings Petroleum Propane, the site's location exceeds the ASD to prevent adverse effects to buildings; however, the distance between the site and AST is below the 5,303.80-foot ASD to prevent adverse effects to unshielded people. In addition, based on HUD's ASD Electronic Assessment Tool, the ASD associated with a 119,999-gallon AST at Delta Liquid Energy is 2,032.29 feet to prevent adverse effects to people and 459.84 feet to prevent adverse effects to buildings. Based on the distance from the project site to the AST located at Delta Liquid Energy, the site's location exceeds the ASD to prevent adverse

		<p>effects to buildings; however, the distance between the site and AST is below the 2,032.29-foot ASD to prevent adverse effects to unshielded people.</p> <p>Several intervening structures are located between the ASTs and the project site, including the residential neighborhoods to the north and west of the project site. In addition, the proposed outdoor amenities, including the community center, community garden, fenced dog park, bocce ball court, and picnic table area with a BBQ, would all be located in the southwestern portion of the project site, to the south of the proposed apartment building (see Figure 3), which would provide additional shielding for future residents using the proposed outdoor recreational amenities. Pursuant to 24 CFR 51.203, the ASD safety standard associated with preventing adverse effects to people pertains to ensuring that thermal radiation flux levels in the event of an unforeseen explosion do not exceed allowable levels at outdoor, unprotected facilities or areas of congregation. As such, the existing intervening structures and proposed residential building would provide shielding for future residents using the proposed outdoor recreational amenities, ensuring that thermal radiation flux levels do not exceed allowable levels in the event of an unexpected explosion at Kings Petroleum Propane or Delta Liquid Energy. Based on the above, potential adverse effects would not occur related to the ASTs at Kings Petroleum or Delta Liquid Energy.</p> <p>As shown in Table 4, all other chemical storage and AST facilities within one mile of the project site are located at a distance from the project site that exceeds the applicable ASD for people and buildings. Thus, the proposed project would not result in impacts associated with siting HUD-assisted projects near explosive and flammable hazards, as regulated by 24 CFR Part 51 Subpart C.</p> <p><u>Document Citation</u></p> <p>California Environmental Protection Agency. <i>CalEPA Regulated Site Portal</i>. Available at:</p>
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		<p>https://siteportal.calepa.ca.gov/nsite/map/results. Accessed December 2025. (Appendix J)</p> <p>U.S. Department of Housing and Urban Development. <i>Acceptable Separation Distance (ASD) Electronic Assessment Tool</i>. Available at: https://www.hudexchange.info/programs/environmental-review/asd-calculator/. Accessed December 2025. (Appendix J)</p>
<p>Farmlands Protection</p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The importance of farmlands to the national and local economy requires the consideration of the impact of activities on land adjacent to prime or unique farmlands. The purpose of the Farmland Protection Policy Act (7 USC Section 4201 et seq, implementing regulations 7 CFR Part 658, of the Agriculture and Food Act of 1981, as amended) is to minimize the effect of federal programs on the unnecessary and irreversible conversion of farmland to nonagricultural uses.</p> <p>Pursuant to the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey, the project site is designated as “Prime farmland if irrigated.” However, as determined by the NRCS through completion of the Farmland Conversion Impact Rating AD-1006 form (see Appendix F of this Environmental Assessment), alternative sites are not owned by the project applicant and would be unlikely to reduce potential adverse effects associated with the proposed project. Furthermore, the City has previously planned for development of the project site with urban uses similar to the proposed project as part of buildout of the General Plan. Therefore, development of the project site with the proposed uses would not result in a substantial adverse effect to farmland.</p> <p>Based on the above, impacts related to the Farmland Protection Policy Act would not occur.</p> <p><u>Document Citation</u></p> <p>U.S. Department of Agriculture, Natural Resources Conservation Service. <i>Web Soil</i></p>

		<p><i>Survey.</i> Available at: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed May 2025. (Appendix J)</p> <p>U.S. Department of Agriculture, Natural Resources Conservation Service. <i>Farmland Conversion Impact Rating AD-1006 Form</i>. May 2025. (Appendix F)</p>
<p>Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>The provisions of Executive Order 11988, Floodplain Management, require federal activities to avoid impacts to floodplains and to avoid direct and indirect support of floodplain development to the extent practicable. Executive Order 13690 established a new FFRMS in order to address current and future flood risk, improve resiliency, and ensure that projects funded with taxpayer dollars last as long as intended. In compliance with Executive Order 13690, HUD’s regulations in 24 CFR Part 55 defines a new floodplain of concern, the FFRMS floodplain, which includes Areas with 0.2 Percent Annual Chance Flood Hazard within the 500-year floodplain. As such, for projects located within the 500-year floodplain, HUD policy provides that projects involving critical actions are subject to an eight-step process set forth in 24 CFR Part 55.20.</p> <p>As previously discussed in the Flood Insurance section of this Environmental Assessment, according to FEMA FIRM 06107C0954E, effective June 16, 2009, the entirety of the project site is within Zone X, which is identified as an Area with 0.2 Percent Annual Chance Flood Hazard and is located within the 500-year floodplain (see Figure 9). As such, the project site is not within a SFHA. Nonetheless, in accordance with HUD’s procedures for complying with Executive Order 11988, the proposed project has completed the Eight-Step Process for complying with the floodplain management requirements set forth by 24 CFR 55.20. Consistent with Step 2 of the Eight-Step Process, an Early Notice and Public Review of a Proposed Activity in a 500-Year Floodplain was published on December 24, 2025. Additionally, as required by Steps 3 and 4, the proposed project has evaluated alternatives to being developed in the base floodplain and identified the adverse effects of the proposed</p>

		<p>action. Finally, consistent with Steps 7 and 8, the proposed project will publish findings and the Final Public Notice in combination with the Finding of No Significant Impact and Notice of Intent to Request Release of Funds, providing the public with an explanation of the project. Accordingly, the project would be in compliance with minimization plans and flood insurance requirements.</p> <p>Based on the above, with completion of the Eight-Step Process, the proposed project would not conflict with Executive Order 11988.</p> <p><u>Document Citation</u></p> <p>Federal Emergency Management Agency. <i>Flood Insurance Rate Map 06107C0954E</i>. Available at: https://msc.fema.gov/portal/home. Accessed May 2025. (Appendix J)</p> <p>Raney Planning and Management, Inc. <i>Floodplain Management Determination Step 3: Alternative Site Analysis</i>. December 2025. (Appendix A)</p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>The National Historic Preservation Act (NHPA) (16 USC 470 et seq.) directs each federal agency, and those tribal, State, and local governments that assume federal agency responsibilities, to protect historic properties and to avoid, minimize, or mitigate possible harm that may result from agency actions. The review process, known as Section 106 review, is detailed in 36 CFR Part 800. Early consideration of historic places in project planning and full consultation with interested parties are key to effective compliance with Section 106. The State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO) are primary consulting parties in the process.</p> <p>A Phase I Cultural Resource Survey was prepared for a parcel that encompasses the project site by Hudlow Cultural Resource Associates to assess potential impacts to historic resources that could occur as a result of project construction. The Phase I Cultural Resource Survey included a records search of the California Historical Resources Information</p>

	<p>System (CHRIS) at the Southern San Joaquin Valley Information Center (SSJVIC), which was conducted on May 30, 2023. According to the CHRIS search results, 10 cultural resource surveys have been conducted within a 0.5-mile radius and three historic cultural resources, including a historic canal, an industrial property, and a historic house, are located within a 0.5-mile radius of the proposed project. However, none of the previous cultural resource surveys included the project site and cultural resources have not been previously identified within the project site. The CHRIS search also determined that the project site does not contain any recorded cultural resources that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, or the California Inventory of Historic Resources. As a part of the Phase I Cultural Resource Survey, a pedestrian archaeological survey of the project site was completed on July 20, 2023, which did not identify any cultural resources.</p> <p>In addition, a record search of the Native American Heritage Commission (NAHC) Sacred Lands File was completed for the project site and returned negative results, indicating that tribal cultural resources are not known to exist on or near the project site. Thus, the discovery of resources of cultural and religious significance is not anticipated to occur during development of the proposed project.</p> <p>Pursuant to Section 106 of the National Historic Preservation Act, project notification letters were submitted to interested tribes on March 27, 2025. The tribes identified by the NAHC did not respond within or after the allotted review period.</p> <p>A letter requesting review of the findings of the historic records search was submitted to the State Historic Preservation Officer (SHPO) for the proposed project on May 9, 2025. A response letter from SHPO was not received during the comment period. Thus, the City may proceed on the proposed project, pursuant to 36 CFR Part 800.3(c)(4), and it is presumed that historical properties and/or cultural resources would not be affected by the proposed project.</p>
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		<p>Due to the findings described above, the discovery of historic, cultural, or tribal cultural resources is not anticipated to occur on-site. Nonetheless, the potential exists for construction of the proposed project to result in the discovery of previously unrecorded, subsurface resources at the project site. Therefore, the mitigation provided in the IS/MND prepared for the proposed project shall be required. The IS/MND evaluated the potential for development of the proposed project to potentially damage or destroy previously undiscovered historic resources and previously unknown, buried paleontological resources. Mitigation Measure CUL-1, as required in the IS/MND prepared for the proposed project, requires all construction personnel to be alerted to the possibility of buried cultural resources, the monitoring of construction activities for disturbance of cultural resources, and that in the event that a cultural resource is encountered, all construction activities within a 100-foot radius shall be ceased until a qualified archaeologist evaluates the item and implements mitigation if necessary. In addition, Mitigation Measure CUL-2, as required in the IS/MND prepared for the proposed project, requires the incorporation into construction contracts a provision that in the event a fossil is discovered during construction activities, all excavations within 100 feet of the find shall be halted until a qualified paleontologist examines the find and implements mitigation, if necessary. The proposed project, as a condition of approval, would be required by the City to implement applicable measures from the IS/MND, including Mitigation Measures CUL-1 and CUL-2. Incorporation of the above-mentioned mitigation would ensure that the project includes protective measures in the event that unknown cultural resources are discovered on-site during project construction activities.</p> <p>Based on the above, with implementation of mitigation proposed in the IS/MND, the proposed project would not conflict with the requirements of the NHPA. Thus, impacts related to historic preservation would not occur.</p>
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<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>According to HUD’s noise standards set forth in 24 CFR Part 51, Subpart B, all sites whose environmental or community noise exposure exceeds the day-night average sound level (DNL) of 65 decibels (dB) are considered noise-impacted areas. HUD guidance includes screening criteria to assist in evaluating a project’s consistency with the foregoing standard. Pursuant to HUD guidance, potentially significant noise generators within the vicinity of a project include major roadways, if within 1,000 feet of a project site, railroads, if within 3,000 feet, and military or Federal Aviation Administration-regulated (FAA) airfields, if within 15 miles. Documentation that a project is not within the applicable distances to the foregoing noise generators demonstrates compliance with HUD’s noise standard. If within the aforementioned distance, a project may show the noise level is at or below 65 dB to demonstrate consistency with the Noise Control Act of 1972. In addition, 24 CFR Part 51 establishes an interior noise standard of 45 dB.</p> <p>With respect to noise generated by traffic traveling along roadways in the project vicinity, the noise environment at the project site is primarily defined by vehicles traveling along</p>

	<p>Farmersville Road to the west of the site. An evaluation was conducted with the HUD DNL Calculator in order to determine the average sound levels for Farmersville Road. Based on the HUD DNL Calculator, noise at the project site generated by traffic traveling along Farmersville Road would be 30 dB at the exterior of the proposed structures. Thus, the ambient noise levels at the project site from roadway-related noise would not exceed HUD’s 65 dB threshold.</p> <p>With respect to noise generated by railroad operations, a railroad line associated with the San Joaquin Valley Railroad operations is located approximately 3,560 feet to the south of the project site. Therefore, the project site is not located within 3,000 feet of an active railroad and, pursuant to HUD guidance, does not represent a potentially significant noise generator to the proposed project.</p> <p>With respect to noise generated by airport operations, the closest civilian airport is Woodlake Airport, located approximately 8.16 miles to the northeast of the site. Given the distance from the project site and the small-scale operations of the Woodlake Airport, which only contains one runway, noise generated as a part of Woodlake Airport would not exceed the 65 dB standard at the project site.</p> <p>Based on the above, conflicts with the Noise Control Act of 1972 would not occur.</p> <p><u>Document Citation</u></p> <p>City of Farmersville. <i>Farmersville General Plan Update</i>. Adopted November 6, 2002. (Appendix J)</p> <p>U.S. Department of Housing and Urban Development. <i>DNL Calculator</i>. Available at: https://www.hudexchange.info/programs/environmental-review/dnl-calculator/. Accessed June 2025. (Appendix J)</p> <p>City of Woodlake. <i>Woodlake Airport</i>. Available at: https://cityofwoodlake.com/about/airport/. Accessed May 2025. (Appendix J)</p>
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<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Aquifers and surface water are drinking water systems that may be impacted by development. The Safe Drinking Water Act of 1974 requires protection of drinking water systems that are the sole or principal drinking water source for an area and which, if contaminated, would create a significant hazard to public health.</p> <p>As shown in Figure 12, the project site is not located within an area designated by the USEPA as being supported by a sole source aquifer. The project site is located approximately 29 miles from the nearest boundary of a designated sole source aquifer region (Fresno County Aquifer). Because the project site is not within the vicinity of a region that depends solely on an aquifer for access to water, or located within a sole source aquifer recharge area, the proposed project would not have the potential to impact a sole source aquifer.</p> <p>Based on the above, the proposed project would not conflict with the Safe Drinking Water Act of 1974, as amended.</p> <p><u>Document Citation</u></p> <p>U.S. Environmental Protection Agency. <i>NEPAssist</i>. Available at: https://nepassisttool.epa.gov/nepassist/nepam.ap.aspx. Accessed December 2025. (Appendix J)</p>
<p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The provisions of Executive Order 11990 – Protection of Wetlands require federal activities to avoid adverse impacts to wetlands, where practicable. As preliminary screening, HUD or grantees must verify whether the project is located within wetlands identified on the USFWS NWI or else consult directly with USFWS.</p> <p>According to the NWI, aquatic resources of any kind are not located on or adjacent to the project site (Figure 10). Therefore, the proposed project would not conflict with Executive Order 11990, and impacts related to wetlands protection would not occur.</p>

		<p><u>Document Citation</u></p> <p>U.S. Fish and Wildlife Service. <i>National Wetlands Inventory</i>. Available at: https://www.fws.gov/wetlands/data/Mapper.html. Accessed May 2025. (Appendix J)</p>
<p>Wild and Scenic Rivers</p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Wild and Scenic Rivers Act (16 USC 1271-1287) provides federal protection for certain free-flowing, wild, scenic, and recreational rivers designated as components or potential components of the National Wild and Scenic Rivers System (NWSRS). The NWSRS was created by Congress in 1968 to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations.</p> <p>According to the National Park Service’s Nationwide Rivers Inventory, the nearest officially designated Wild and Scenic River is the Kaweah River, Middle Fork, located approximately 23.70 miles to the northeast of the project site. In addition, rivers or river segments currently being considered for official designation by the National Park Service do not occur on-site or in the project vicinity.</p> <p>Based on the above, the proposed project would not conflict with the Wild and Scenic Rivers Act 1968.</p> <p><u>Document Citation</u></p> <p>National Park Service. <i>Nationwide Rivers Inventory</i>. Available at: https://experience.arcgis.com/experience/2b84b8786f5a4dea83c28debbe018be9#data_s=id%3AdataSource_1-191e79e8073-layer-4%3A732. Accessed December 2025. (Appendix J)</p>

Environmental Assessment Factors [24 CFR 58.40] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	The City of Farmersville General Plan designates the project site as Medium High Density Residential, and the project site is zoned RM-2.5. Pursuant to the City of Farmersville General Plan, development in the Medium High Density Residential designation could encompass apartment complexes, senior citizen projects, and condominiums with a maximum of 29 dwelling units per acre (du/ac), or 84 persons per acre. Additionally, according to the City of Farmersville Municipal Code, the RM-2.5 designation is intended to provide areas which can accommodate a suitable mixture of more intensive land uses, including multiple family dwellings, community facilities and offices, compatible with the surrounding area and consistent with the general plan. The RM-2.5 designation allows for a maximum density of one dwelling unit per 1,700-sf of lot area. The proposed project includes the construction of 42 residential units on a 2.39-acre lot, for a residential density of 17.57 du/ac. Therefore, the proposed project would be consistent with the City’s General Plan and Municipal Code regarding maximum density and lot area. However, Section 17.32.050 (I) of the Municipal Code states that multi-family development projects shall be limited to a maximum of 40 units of any given site. The proposed project would construct 42 residential units, which would conflict with the Municipal Code. To compensate for the additional units, the project would pay an in-lieu fee. In doing so, the project would be eligible for a density bonus (Gov. Code Section 65915[b][1][A] and Section 65915[f][4]). Upon approval of a density bonus, the proposed project would be consistent with the City’s Municipal Code.

		<p>With respect to scale and urban design, the buildings constructed as part of the proposed project would be developed in accordance with the development standards set forth in the City of Farmersville Municipal Code 17.32. The Municipal Code contains standards for features such as building height, area, density, lot width, yard requirements, design consistency, parking, and access. As part of obtaining applicable permits, the proposed project would be required by the City to be consistent with standards applicable to the RM-2.5 zoning district.</p> <p>Based on the above, the proposed project would be generally consistent with the City of Farmersville General Plan and Municipal Code, and a potential adverse effect related to conformance with plans, compatibility with land use and zoning, and scale and urban design would not occur.</p>
<p>Soil Suitability / Slope / Erosion / Drainage / Storm Water Runoff</p>	<p>3</p>	<p>The following discussions assess the potential impacts associated with development of the proposed project related to soil suitability, slope, and erosion, drainage, and stormwater runoff.</p> <p><u>Soil Suitability</u></p> <p>Pursuant to the USDA NRCS Web Soil Survey, the project site is underlain with Nord fine sandy loam, which carries a rating of “Very Limited” for dwellings without basements. The aforementioned rating indicates that the soil has one or more features that are unfavorable for the proposed use. As such, the existing on-site soils could be unsuitable for accommodating development of the proposed project.</p> <p>To prevent potential adverse effects from occurring, Mitigation Measure 1 shall be required. Mitigation Measure 1 requires the preparation of and incorporation of all recommendations in a Geotechnical Engineering Investigation and verification of compliance by the City Engineer. With implementation of Mitigation Measure 1, a substantial adverse effect related to soil suitability would not occur.</p> <p><u>Slope</u></p> <p>According to the Web Soil Survey query conducted for the proposed project, the project site’s topography consists of zero to two percent slopes. According to HUD policy, the optimum slope suitability for residential development is zero to six percent. As such, the proposed project would be consistent with HUD policy, and impacts related to slope would not occur.</p> <p><u>Erosion, Drainage, and Stormwater Runoff</u></p> <p>The NPDES permitting program, established by the Clean Water Act, controls and reduces pollutants to water bodies from point and non-point discharges. Under the NPDES program,</p>

	<p>dischargers whose projects disturb one acre or more of soil are required to obtain coverage under the NPDES Construction General Permit. The proposed project would disturb approximately 2.39 acres. Therefore, the project would be subject to the Construction General Permit. The Construction General Permit requires the preparation of a SWPPP. The SWPPP would include incorporation of BMPs such as sandbag barriers, straw bale barriers, silt fencing, storm drain inlet protection, and fiber rolls to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. Thus, compliance with the Construction General Permit, preparation of a SWPPP, and incorporation of BMPs would prevent potential adverse effects from occurring during project construction.</p> <p>During project operation, impervious surfaces on the project site could contribute incrementally to the degradation of downstream water quality during storm events. Throughout the dry season, vehicles and other urban activities may release contaminants onto the impervious surfaces, where they would accumulate until the first storm event. The initial storm event, or first flush, would transport the concentrated pollutants via stormwater runoff from the site to the stormwater drainage system and eventually a downstream waterway. Typical urban pollutants that would likely be associated with the proposed project include sediment, pesticides, oil and grease, nutrients, metals, bacteria, and trash. In addition, stormwater runoff could cause soil erosion if not properly addressed, which would provide a more lucrative means of transport for pollutants to enter the waterways through the surface or groundwater.</p> <p>As a municipality with a population of approximately 10,501 residents, the City of Farmersville is designated as a municipal separate storm sewer system (MS4) subject to the Phase II (for municipalities serving less than 100,000 people) MS4 Municipal Storm Water Program. The NPDES Phase II Small MS4 General Permit requires that permanent stormwater control measures be incorporated into the proposed project to ensure that new development does not result in the discharge of polluted water or the increase in sources of polluted runoff. As part of compliance with the Phase II Small MS4 General Permit, the City of Farmersville implemented a Storm Water Management Plan (SWMP) designed to enhance and protect stormwater quality. In order to meet SWMP compliance, the City has selected BMPs that are designed to fulfill Minimum Control Measures (MCMs) aimed at reducing stormwater quality impacts. The proposed project would be subject to the requirements established by the City of Farmersville SWMP and would be required to incorporate BMPs into the project design to prevent illicit discharges to the MS4 during project operation. Examples of BMPs include, but are not limited to, the use of gravel beds, sand bags, and silt fences, as well as the inclusion of other construction standards set forth</p>
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	<p>by the California Stormwater Quality Association (CASQA) BMPs into all new development projects. Based on the above, through compliance with the NPDES Phase II Small MS4 General Permit, as necessitated by the City of Farmersville SWMP, adverse impacts related to stormwater runoff would not occur during project operation.</p> <p><u>Conclusion</u></p> <p>Based on the above, due to the existing site conditions and required compliance with applicable provisions of the City of Farmersville SWMP, the proposed project would not result in impacts related to slope, erosion, drainage, or stormwater runoff. However, because the site is underlain with Nord fine sandy loam soil, which carries a rating of “Very Limited” for dwellings without basements, the project shall be subject to Mitigation Measure 1, ensuring that a State-registered civil engineer prepares a site-specific Geotechnical Engineering Report for the proposed project and that all recommendations contained therein are incorporated into final improvement plans. With incorporation of Mitigation Measure 1, impacts related to soil suitability would not occur.</p> <p><i>Mitigation Measure 1: Prior to the issuance of a grading permit, the project applicant shall have a State-certified civil engineer prepare a site-specific Geotechnical Engineering Report for the proposed project. The Geotechnical Engineering Report shall include, but not be limited to, review of historic U.S. Geological Survey topographic maps and geologic maps of the project site; review of previous geotechnical reports prepared for the project site and project vicinity, if available; subsurface exploration, including the drilling and sampling of borings to depths of 10 to 15 feet below the existing grades; bulk sampling of the near-surface soils; laboratory testing of selected soil samples for composition in accordance with accepted industry standards; engineering analyses; and recommendations in accordance with the standards set forth for single-family residential construction in the California Building Standards Code. All recommendations contained in the Geotechnical Engineering Report shall be recorded on the project final improvement plans and shall be subject to review and approval by the City Engineer.</i></p> <p><u>Document Citation</u></p> <p>U.S. Department of Agriculture, Natural Resources Conservation Service. <i>Web Soil Survey</i>. Available at: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed May 2025. (Appendix J)</p> <p>City of Farmersville. <i>NPDES Phase II Storm Water Management Plan</i>. May 2007. (Appendix J)</p>
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<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>3</p>	<p>The following discussions assess the potential impacts associated with development of the proposed project related to hazards and site safety, including natural hazards, air pollution generators, man-made site hazards, and nuisances such as noise.</p> <p><u>Natural Hazards</u></p> <p>Natural hazards to which the proposed project could potentially be subject include earthquake-related hazards (e.g., faults, fracture, etc.), landslides, floods, and wildfire.</p> <p>With respect to earthquake-related hazards, according to the California Geological Survey Earthquake Hazards Zone Application, the project site is not within a currently established California Earthquake Hazard Zone for surface fault rupture hazards. Additionally, the project site does not include active faults with the potential for surface fault rupture directly beneath the site. As such, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed project is considered low. In addition, the proposed project would be designed in compliance with the applicable standards established by the California Building Code, which includes engineering standards to prevent potential impacts associated with the seismic area in which the project site is located. Therefore, compliance with applicable standards set forth in the California Building Code would ensure potential impacts related to seismic activity are addressed. Based on the above, the proposed project would not be subject to earthquake-related hazards.</p> <p>With respect to landslides, the topography of the project site is generally flat. In addition, the project site is not adjacent to areas that contain slopes with unconsolidated loose soil. With respect to flooding, as discussed in the Floodplain Management section of this Environmental Analysis, the project site is not located within a SFHA. Therefore, the proposed project would not be subject to landslides or flood-related hazards.</p> <p>Finally, with respect to wildfire, according to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the City of Farmersville is not located in or adjacent to a State Responsibility Area (SRA) Very High or High Fire Hazard Severity Zone (FHSZ). The City is designated as a Local Responsibility Area (LRA) and is outside of any High or Very High FHSZ. Additionally, the proposed project would be subject to all applicable provisions of the California Fire Code (CFC), including Section 903.2.8, which establishes automatic sprinkler system requirements pertaining to multi-family residential developments such as the proposed project. Such features would help to address fire situations within the site and would reduce the demand for fire protection services.</p>
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	<p>Compliance with the aforementioned statewide standards would ensure the proposed structures are sufficiently designed to forestall fire risks. In the event that emergency vehicles need to access the project site, access would be provided from Farmersville Road to the west by the newly paved existing stubbed street on the project site's southern frontage. Based on the above, the proposed project would not be subject to wildfire-related hazards.</p> <p><u>Air Pollution Generators</u></p> <p>HUD policy necessitates the consideration of the proximity of a proposed development project to various air pollution generators, such as heavy industry, incinerators, power plants, rendering plants, cement plants, and heavily traveled highways, defined as having six or more lanes. The potential health risks associated with DPM and TAC emissions from such generators are addressed in the Clean Air section of this Environmental Assessment. As detailed therein, risks associated with on-site exposure to DPM from vehicle traffic are not expected and impacts associated with exposing sensitive receptors to TACs would not occur.</p> <p><u>Man-made Site Hazards</u></p> <p>According to HUD policy, man-made hazards are hazards caused by human action or inaction. Such types of hazards can have an adverse impact on humans, other organisms, biomes, and ecosystems. The frequency and severity of man-made hazards are key elements in some risk analysis methodologies.</p> <p>With respect to hazards associated with transport and storage of hazardous chemicals, due to the residential nature of the proposed project, project operation would not involve transport, use, or storage of hazardous chemicals beyond household cleaning and lawncare products, which would be used in accordance with the products' instructions. During project operation, any use, storage, and transport of hazardous materials by the project developer and contractors, would be required to comply with local, State, and federal regulations. Pursuant to California Health and Safety Code Section 25510(a), the handler or an employee, authorized representative, agent, or designee of a handler, must, upon discovery, immediately report any release or threatened release of a hazardous material to the unified program agency (in the case of the proposed project, the Alameda County Department of Environmental Health [ACDEH]) in accordance with the regulations adopted pursuant to Section 25510(a). The handler or an employee, authorized representative, agent, or designee of the handler must provide all State, city, or county fire or public health or safety personnel and emergency response personnel with access to the handler's facilities. In the case of the proposed</p>
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	<p>project, the project contractor would be required to notify the ACDEH in the event of an accidental release of a hazardous material who would then monitor the conditions and recommend appropriate remediation measures. Compliance with the foregoing provisions of the California Health and Safety Code would ensure impacts associated with transport and storage of hazardous materials during project construction would not occur.</p> <p>Through compliance with all applicable standards set forth in the Farmersville Municipal Code, the proposed project would not be subject to man-made hazards such as inadequate separation of pedestrian/vehicle traffic, inadequate public facilities, or household hazardous waste. The project site does not include bodies of water or access to lakes.</p> <p>Finally, Government Code Section 65962.5 requires the CalEPA to develop at least annually an updated Hazardous Waste and Substances Sites (Cortese) list. The Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese list. The project site is not located on a site identified by the DTSC's portion of Cortese list, nor is the site identified on the CalEPA State Water Resources Control Board GeoTracker for leaking USTs.</p> <p>As discussed above, in the event that emergency vehicles need to access the project site or residents need to evacuate, access from the project site would be provided from Farmersville Road to the west by the newly paved existing stubbed street on the project site's southern frontage.</p> <p>Based on the above, the proposed project would be consistent with HUD policy and would not be subject to man-made site hazards.</p> <p><u>Nuisances - Noise</u></p> <p>With respect to noise nuisances, some land uses are considered more sensitive to noise than others and, thus, are typically referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise-sensitive land uses are typically given special attention in order to achieve protection from excessive noise. The closest sensitive receptors are the single-family residences located adjacent to the northern and eastern boundaries of the site.</p> <p>The City's Noise Ordinance is set forth in Farmersville Municipal Code Chapter 9.04, Noise, and provides that the peace, health, safety, and welfare of the City's citizens require protection from excessive, unnecessary, and unreasonable disturbances and noises from any and all sources in the community. The intention of the City is to control the adverse effect of such noise sources on local</p>
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	<p>residents under any condition of use, especially those conditions of use which have the most severe impact on the ability of any person to sleep or peacefully enjoy the City of Farmersville. Residential projects do not typically generate substantial operational noise. Therefore, project operation would not adversely affect the nearest receptors and operation of the project would comply with the City's Noise Ordinance.</p> <p>Construction of the proposed project would result in temporarily increased noise levels, which could cause loud or unusual noise. However, Farmersville Municipal Code Section 9.04.090(A)(5) establishes the following times in which construction is allowed: 6:00 AM to 9:00 PM during any weekday and 9:00 AM to 10:00 PM on any day that is immediately followed by a Saturday, Sunday, or recognized State or federal holiday. Construction activities within the allowed days and hours are exempt from the noise restrictions of the City. The proposed project would be required to comply with the foregoing construction times. Furthermore, construction activities would be temporary and would occur in different areas of the project footprint, at different times. As such, noise levels experienced at the nearest sensitive receptor would be attenuated during times construction activities occur further away from the receptor. Given the compliance with the allowable hours, and the temporary nature of construction, noise associated with project construction would not be considered significant. Based on the above, the proposed project is not anticipated to result in substantial adverse effects during construction.</p> <p><u>Nuisances – Vibration</u></p> <p>Vibration involves a source, a transmission path, and a receiver, with vibration typically consisting of the excitation of a structure or surface. A person's perception of the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating. Vibration is measured in terms of acceleration, velocity, or displacement.</p> <p>A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Pursuant to standards developed by the California Department of Transportation (Caltrans), the vibration level that would normally be required to result in architectural damage to structures is 0.2 in/sec PPV. Table 5 shows the typical vibration levels produced by construction equipment at various distances.</p>
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Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Loaded Trucks	0.076	0.025
Small Bulldozer	0.003	0.000
Auger/Drill Rigs	0.089	0.029

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.

As shown in Table 5, vibration levels generated by common construction equipment at a distance of 50 feet from the source would be at most, 0.029 in/sec PPV. At 25 feet, the maximum vibration levels generated by common construction equipment would be 0.089. However, single-family residences are located immediately north and east of the project site boundary. Given that the distance between the existing residence and the proposed area of disturbance is less than 50 feet in some areas of the project site, vibration levels generated from on-site project construction activities could exceed Caltrans' 0.20 in/sec PPV threshold for damage to residential structures. Therefore, groundborne vibration impacts associated with project construction could occur.

Nuisances – Odors

Residential land uses are not known to be odor-generating uses. In addition, as discussed in the Clean Air section of this Environmental Assessment, the project site is located within the boundaries of the SJVAB, which is under the jurisdiction of the SJVAPCD. As such, the project would be required to comply with all adopted SJVAPCD rules and regulations, including Rule 4102, Nuisance Rule, which prohibits the discharge of contaminants, including odors not associated with agricultural uses. Therefore, project operation would not result in odor-related impacts that would result in nuisances.

Conclusion

Adherence with State and local regulations would ensure that the proposed project would not subject future residents or nearby receptors to hazards-related effects. Because of the proposed project's compliance with the City's noise regulations, noise generated from construction and operation of the proposed project would not cause a significant contribution to community noise levels. In addition, compliance with the SJVAPCD rules and regulations would ensure that the proposed project would not result in odor related impacts. However, construction of the proposed project could result in adverse impacts to adjacent residential structures associated with groundborne vibration. Therefore, Mitigation Measure 2 shall be required. With

	<p>implementation of Mitigation Measure 2, the proposed project would not result in impacts related to natural hazards, air pollution generators, man-made site hazards, and nuisances such as noise, vibration, and odors.</p> <p><i>Mitigation Measure 2: During construction activities associated with the proposed project, any compaction required within 25 feet of existing structures adjacent to the project site shall be accomplished by using static drum rollers rather than vibratory compactors/rollers. The aforementioned criteria shall be included in the project improvement plans for review and approval by the City Engineer prior to approval of the improvement plans.</i></p> <p><u>Document Citation</u></p> <p>California Geological Survey. <i>Earthquake Zone of Required Investigation</i>. Available at: https://maps.conservation.ca.gov/cgs/eqzapp/app/. Accessed May 2025. (Appendix J)</p> <p>California Department of Forestry and Fire Protection. <i>FHSZ Viewer</i>. Available at: https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/. Accessed May 2025. (Appendix J)</p> <p>Department of Toxic Substances Control. <i>Hazardous Waste and Substances Site List (Cortese)</i>. Available at: https://www.envirostor.dtsc.ca.gov/public/. Accessed May 2025. (Appendix J)</p> <p>State Water Resources Control Board. <i>GeoTracker</i>. Available at: https://geotracker.waterboards.ca.gov/. Accessed May 2025. (Appendix J)</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	<p>The proposed project would include the construction of 41 housing units restricted for seniors earning between 30 and 60 percent of the AMI of Tulare County, which would help fulfill the City’s affordable housing goals, as set forth in the City of Farmersville Housing Element. In addition, the units would be reserved for senior housing, which would positively impact the senior population in the City. Furthermore, the proposed project would provide temporary employment for construction workers. Once operational, the proposed project would provide ongoing employment for a building manager, maintenance workers, and landscape workers necessary for the operation of the building. Because the proposed project would provide employment</p>

		opportunities and 41 affordable senior housing units, the project would have a potentially beneficial impact to employment and income patterns.
Demographic Character Changes, Displacement	2	<p>The proposed project would include the development of a 42-unit senior housing development. According to current population estimates provided by the U.S. Census Bureau, as of 2024, the City of Farmersville has a population of 10,501, and an average household size of 3.94 persons per household. Based on such data, the proposed project could accommodate approximately 165 future residents (3.94 persons x 42 units), representing a 0.0157 percent population increase for the City, assuming all residents of the proposed project are new residents to the City. It should be noted that the project site would be reserved for senior housing and would be less likely than other high density residential development to have a full household. Thus, the estimated number of future residents for the proposed project is conservative. Therefore, the proposed project would not substantially increase the City's population.</p> <p>The project site is currently vacant. Thus, development of the project would not require the relocation of any tenants, farms, businesses, etc. or necessitate the construction of replacement housing elsewhere. The project vicinity includes existing single-family residential communities. Therefore, the proposed project would not create a concentration of low-income or disadvantaged people in violation of HUD site and neighborhood standards. Finally, the proposed project would be generally consistent with the project site's Medium High Density Residential designation and RM-2.5 zoning. Thus, buildout of the site with the proposed uses has been generally anticipated by the City and the proposed project would not result in substantial adverse effects related to character changes.</p> <p>Based on the above, the proposed project would not alter the character of the community in which it would be located, and relocation of existing residents would not be required. The proposed project would serve the existing community by providing needed housing to residents who currently inhabit the City and, thus, would not result in the displacement of people nor any adverse changes related to demographic character.</p> <p><u>Document Citation</u></p> <p>U.S. Census Bureau. <i>QuickFacts: Farmersville city, California</i>. Available at: https://www.census.gov/quickfacts/fact/table/farmersvillecitycalifornia/INC110223. Accessed June 2025. (Appendix J)</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	<p>The project site is located within the boundaries of the Farmersville Unified School District. The Farmersville Unified School District is comprised of six total schools, which serve approximately 2,600 students. The project site is located approximately 0.37-mile from Farmersville High School. It should be noted that the proposed project would be allocated for senior housing and would be unlikely to generate an increase in students at local schools. Nonetheless, the school, as well as other schools within the City, would meet the educational needs of future residents. Pursuant to the State Allocation Board (SAB), the Farmersville Unified School District imposes a statutory school facility fee, or Level I Fee, on new residential development at a maximum of \$5.17 per sf. Revenues generated through the payment of such fees would help fund identified improvements necessary to maintain school district levels of service. Thus, through the project's fair-share payment of the developer fees, educational services would not be adversely affected by the project.</p> <p>Local cultural facilities include the Farmersville Branch Library and several public parks. While residents of the proposed project could increase demand for such services, the 0.0157 percent population increase would be considered relatively minor. In addition, the proposed project would be consistent with the project site's Medium High Density Residential designation and RM-2.5 zoning. Thus, buildout of the site with the proposed uses has been generally anticipated by the City and increases to demand for library and park services as a result of the proposed project have been previously anticipated and accounted for by the City.</p> <p>Based on the above, the proposed project would not cause impacts related to educational and cultural facilities.</p>
Commercial Facilities	2	<p>Future residents of the proposed project would have access to several existing commercial facilities within the City of Farmersville. Grocery stores, pharmacies, and restaurants are all located within less than one mile of the project site, along Farmersville Road. Although only one bank is located in the City of Farmersville, Bank of the Sierra, the bank is located slightly over one mile to the southwest of the project site.</p> <p>The project site is also located within the vicinity of several bus stops, the closest of which is approximately 0.22-mile to the southwest of the project site at the West Walnut Avenue and Farmersville Road intersection, serving the 9A and R9A local bus routes. The City of Farmersville is served by the Tulare County Regional Area Transit Agency (TCRTA), which</p>

		<p>provides local public transport within the City. As such, residents of the proposed project would have convenient access to the nearby commercial uses. Additionally, the proposed project would include the development of 42 residential units, which represents an approximately 0.0157 percent increase to the City's existing population. Thus, the project would not cause a significant increase in demand for commercial facilities within the City of Farmersville.</p>
<p>Health Care and Social Services</p>	<p>2</p>	<p>The City of Farmersville contains multiple healthcare facilities, including Family Healthcare Network, which is located 0.8-mile south of the project site. The nearest hospital is Kaweah Health Medical Center in Visalia, approximately five miles to the west of the project site. The aforementioned facilities would provide health care services to the residents of the proposed project. Farmersville is served by TCRTA, which provides bus service within the City and between the City and other cities in the County. The closest bus stop to the project site is located approximately 0.22-mile to the southwest of the project site at the West Walnut Avenue and Farmersville Road intersection. Several TCRTA bus routes provide service between Farmersville and Visalia, and Routes 9B and R12B, with connections to Routes 2B and 1B, provide service between Farmersville and Kaweah Health Medical Center in Visalia. The nearest bus stop with Route 9B service to Kaweah Health Medical Center to the proposed project is located approximately 0.42-mile to the south of the project site on Farmersville Road. In addition, TCRTA offers paratransit service for people who have a disability or a disabling condition that prevents them from using buses. Thus, public transit is located within the immediate project vicinity and is accessible by foot, which would allow future project residents to access healthcare facilities in Farmersville and the surrounding areas without the use of a personal vehicle.</p> <p>Social services would be available to future residents of the proposed project through the Tulare County Health and Human Services Agency (HHSA). Services include providing assistance with gaining access to CalFresh, Medi-Cal, CalWORKS, and other social service programs. The nearest HHSA office is located at 5957 Mooney Boulevard in the City of Visalia, approximately 6.59 miles southwest of the project site. Future project residents would be able to access the office by personal vehicles or by TCRTA bus routes or paratransit service for people who have a disability or a disabling condition that prevents them from using buses. Therefore, social services are accessible by way of personal vehicles and the aforementioned public transit services.</p> <p>Based on the above, impacts related to health care and social services would not occur as a result of the proposed project.</p>

		<p><u>Document Citation</u></p> <p>Tulare County Regional Area Transit Agency. <i>Services and Schedules</i>. Available at: https://gotcrta.org/services-and-schedules/. Accessed June 2025. (Appendix J)</p> <p>Tulare County Health and Human Services Agency. <i>Human Services</i>. Available at: https://tchhsa.org/eng/human-services/. Accessed May 2025. (Appendix J)</p>
Solid Waste Disposal / Recycling	2	<p>Solid waste, recyclable material, and compostable material collection within the City is provided by Mid-Valley Disposal. Most solid waste is hauled to the Visalia Landfill. According to the California Department of Resources Recycling and Recovery (CalRecycle), the Visalia Landfill has a maximum permitted throughput of 2,000 tons per day and a remaining capacity of 11,717,479 cubic yards out of a total permitted capacity of 18,630,666 cubic yards. Due to the substantial remaining capacity of the landfill, sufficient capacity would be available to accommodate the proposed project’s solid waste disposal needs.</p> <p>With respect to waste that could be generated during construction activities, project construction would be temporary. In addition, pursuant to the California Green Building Standards Code (Title 24 CCR Part 11), otherwise known as the CALGreen Code, at least 65 percent diversion of construction waste is required for projects permitted after January 1, 2017. Thus, construction of the proposed project would not result in impacts related to solid waste generation.</p> <p>Based on the above, the project would comply with applicable regulations related to solid waste during project construction and sufficient capacity would be available to accommodate the disposal of waste and recyclables generated by the future project residents. Therefore, impacts related to solid waste disposal and recycling would not occur as a result of the proposed project.</p> <p><u>Document Citation</u></p> <p>California Department of Resources Recycling and Recovery. <i>SWIS Facility/Site Activity Details, Visalia Disposal Site (54-AA-0009)</i>. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/822?siteID=3839. Accessed June 2025. (Appendix J)</p>
Waste Water / Sanitary Sewers	2	<p>The City of Farmersville provides sewer service to developed properties within the City limits. The sewer service system consists of a network of six- and eight-inch collection lines that connect to 10- and 12-inch mains. The 10- and 12-inch mains in turn connect to an 18-inch trunk line that terminates at the City’s Wastewater Treatment Plant (WWTP). The WWTP is designed to accommodate a daily maximum flow of 1.5 million gallons per day (mgd). However, the RWQCB permits the plant only a</p>

		<p>1.125 mgd flow because the water table in the vicinity of the plant is shallow, thereby reducing the soil’s capacity for percolation, and also increasing the possibility of groundwater contamination. According to City of Farmersville WWTP Annual Data, the WWTP treated an average of 792,141 gallons per day in 2014. As the population of Farmersville was 10,901 in 2014, and the most recent U.S. Census data reports there was a population of 10,501 in 2024, the WWTP is still treating less wastewater than its maximum capacity. As previously discussed, the proposed project would represent only an incremental increase to the City’s population, as the project could accommodate approximately 165 future residents, assuming all residents of the proposed project are new residents to the City. Thus, the incremental increase in demand for wastewater services generated by the proposed project could be accommodated by the WWMP’s existing capacity.</p> <p>Additionally, new development is subject to the development fees outlined in the City’s Municipal Code Section 4.01.040(G) to ensure project developers pay a fair share for future increases in demand on wastewater collection and treating system services. The proposed project would be subject to development fees, the revenues from which would help fund expansions and upgrades deemed necessary by the WWTP for wastewater collection and treatment services.</p> <p>Based on the above, sufficient capacity exists to convey and treat wastewater generated by the proposed project. Therefore, the project would be consistent with HUD policy and impacts related to wastewater and sanitary sewers would not occur.</p> <p><u>Document Citation</u></p> <p>City of Farmersville. <i>Wastewater Treatment Plant Data – Annual - 2014</i>. 2014. (Appendix J)</p>
Water Supply	2	<p>The City of Farmersville provides water service to developed properties within the City limits. The City pumps groundwater from seven wells located in the community. The depth of the wells range from 240 to 400 feet. The Public Works supervisor reports that the groundwater table is currently about 40 feet below ground level. The system has a peak production capacity of approximately 4,600 gallons per minute (gpm) or 6.62 mgd. Average actual production has ranged from about 0.9 mgd in winter months to 4.0 mgd in summer months. According to the City of Farmersville Comprehensive Infrastructure Master Plan, the average daily demand on the water system in 2012 was 1,500 gpm. The water distribution system in 2012 handled average daily demands, maximum daily demands, and peak hour demands with low head losses and suitable normal operation conditions. An analysis was conducted, the results of which showed that the existing water system could meet 2012 demands</p>

		<p>even under maximum daily demands, fire demands, and with the best producing well out-of-service. According to the City of Farmersville Well Production Annual Data, the population in 2012 was 10,807. As the population of Farmersville in 2024 was 10,501, the demands on the water system have decreased and, thus, sufficient water supply is available to meet existing City demands. As the proposed project would represent only an incremental increase to the City’s population, the incremental increase in demand for water services generated by the proposed project could be accommodated by the City’s existing capacity.</p> <p>Furthermore, new development is subject to the development fees outlined in Municipal Code Section 4.01.040(F) to ensure project developers pay a fair share for future increases in demand for water supply services. The proposed project would be subject to development fees, the revenues from which would help fund expansions and upgrades deemed necessary by the City for the water services.</p> <p>Based on the above, impacts related to water supply would not occur as a result of the proposed project.</p> <p><u>Document Citation</u></p> <p>City of Farmersville. <i>Comprehensive Infrastructure Master Plan</i>. November 2012. (Appendix J)</p> <p>City of Farmersville. <i>Well Production Annual Data</i>. 2014. (Appendix J)</p>
Public Safety - Police, Fire and Emergency Medical	2	<p>The proposed project would be provided fire protection services by the Farmersville Fire Department, which is comprised of one station located at 909 West Visalia Road, approximately 1.32-miles southwest of the project site. According to the General Plan, the Farmersville Fire Department consists of one full-time fire fighter and a complement of 22 volunteer members. The station is equipped with three fire fighting vehicles. The City also has a mutual-aid agreement with the Tulare County Fire Department/California Department of Forestry and the City of Exeter. Under the terms of the agreement, Farmersville, Exeter, and County/California Department of Forestry assist one another in emergencies within city limits and in unincorporated areas around Farmersville. Furthermore, the City’s Fire Department participates in a county-wide on-call program.</p> <p>Law enforcement services would be provided by the Farmersville Police Department (FPD). The FPD is located at 909 West Visalia Road, approximately 1.32 miles southwest of the project site. According to the General Plan, the FPD employs 12 sworn officers, including a chief, lieutenant, two sergeants, and nine additional officers. The City also has a mutual-aid agreement with Tulare County Sheriff’s Department. The FPD</p>

		<p>may also request assistance from the City of Visalia or the City of Exeter.</p> <p>Pursuant to Municipal Code Sections 4.01.040(A) and (B), the project developer would be required to pay applicable development impact fees which would serve as the project's fair share for increased demand on fire and police services.</p> <p>Based on the above, impacts relating to the provision of police, fire, and emergency medical services would not occur as a result of the proposed project.</p>
Parks, Open Space and Recreation	2	<p>The City of Farmersville Parks and Recreation Department maintains several parks and recreational facilities that would be available to future residents of the proposed project. Available recreational facilities within less than one mile of the project site include, but are not limited to, Sequoia Gateway Park, the Farmersville Sports Complex, and Armstrong Park.</p> <p>Amenities associated with the proposed project include a community center with a kitchen, community space, flex space, and exercise room, as well as a community garden, fenced dog park, bocce ball court, and picnic table area with a BBQ. Thus, additional demand for parks and recreation generated by future project residents could be accommodated by the project, itself.</p> <p>In addition, Farmersville Municipal Code Section 4.01.040 establishes and imposes development impact fees on the issuance of all building permits for development within the City to finance the cost of public facilities and improvements required by new development, including a park land impact fee. Thus, the project's payment of the fee would serve as the project's fair share for increased park services in the City.</p> <p>Based on the above, impacts related to parks, open space, and recreation would not occur.</p> <p><u>Document Citation</u></p> <p>City of Farmersville. <i>Parks and Recreation</i>. Available at: https://www.cityoffarmersville-ca.gov/200/Parks-Recreation. Accessed May 2025. (Appendix J)</p>
Transportation and Accessibility	2	<p>The existing stubbed street on the project site's southern frontage would be paved into a private drive and would provide access to the project site. Parking for 67 vehicles would be available throughout the senior housing development, including 47 covered spaces and 20 uncovered spaces. Three of the 47 covered parking spaces and one of the 20 uncovered parking spaces would be designed in compliance with the ADA. Of the total 67 parking spaces, 35 spaces would be EV capable, including 27 EV-ready low power receptacles, one van accessible EV charging space, one accessible EV charging space, one</p>

	<p>ambulatory EV charging space, and five standard EV charging spaces. The project would also provide long-term storage for four bicycles and short-term storage for 20 bicycles on the project site. Additionally, Farmersville is served by TCRTA, which provides bus service within the City and between the City and other cities in the County. A total of 20 bus stops exist throughout the City for TCRTA. The closest bus stop to the project site is located approximately 0.22-mile to the southwest of the project site at the West Walnut Avenue and Farmersville Road intersection. Based on the above, substantial adverse effects related to access would not occur.</p> <p>Traditionally, jurisdictions have used Level of Service (LOS) to assess the significance of transportation-related impacts generated by proposed development projects. LOS represents a qualitative description of the traffic operations experienced by the driver along a roadway segment or at an intersection and ranges from LOS A, which represents the absence of congestion and little delay, to LOS F, which signifies excessive congestion and delays. The City aims to maintain a LOS C standard at intersections and roadway segments, and has adopted General Plan policies to prevent impacts to transportation and accessibility.</p> <p>Using 2025 Projected Traffic Volume Data, the City’s General Plan evaluated potential effects on LOS of various intersections from buildout of the General Plan planning area. The General Plan concluded that various roadway segments would require improvements to address deficiencies precipitated by General Plan buildout, while others would not. Regarding roadway segments in the project vicinity, the General Plan determined that the segment of Walnut Avenue east of Farmersville Boulevard, located approximately 0.19-mile to the south of the project site, would maintain a LOS B status. Additionally, the segment of Farmersville Boulevard north of Walnut Avenue, located immediately adjacent to the project site to the west, was anticipated to maintain a LOS A status. The proposed project would be generally consistent with the project site’s Medium High Density Residential designation and RM-2.5 zoning and, thus, trip generation estimates would be consistent with what has been generally anticipated by the City. In addition, the proposed project is reserved for senior housing and would be less likely to generate as many vehicle trips as other high density residential uses. Therefore, effects on LOS from General Plan buildout, including development of the project site with the proposed uses, would not result in diminished LOS at select roadway segments in the City. In addition, the City has adequately addressed the affected roadway segments and development facilitated by the General Plan, including the proposed project, would not result in an unanticipated substantial adverse effect related to LOS.</p>
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		<p>Based on the above information, the proposed project would not result in a substantial adverse effect related to transportation and accessibility.</p> <p><u>Document Citation</u></p> <p>City of Farmersville. <i>Farmersville General Plan Update Part I</i> [pg. 3-8]. Adopted November 6, 2002. (Appendix J)</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p>Examples of unique natural features include sand dunes, waterfalls, unique rock outcroppings, caves, canyons, endemic and/or disjunct plant/animal communities, coral reefs, unique stands of trees, and unique colonies of animals. The project site is located within a developed area of the City and consists of vacant and undeveloped land. Trees do not exist on the project site. Thus, implementation of the proposed project would not destroy or isolate any unique natural feature from public or scientific access.</p> <p>Furthermore, as discussed in the Wetlands Protection and Wild and Scenic Rivers sections of this Environmental Assessment, the project site does not contain wetlands and is not located within the vicinity of an officially designated Wild and Scenic River. Finally, as detailed in the Soil Suitability, Slope, Erosion, Drainage, and Storm Water Runoff section of this Environmental Assessment, as part of compliance with the NPDES Construction General Permit, the proposed project would be required to prepare a SWPPP and incorporate BMPs to prevent erosion and drainage impacts during project construction. As such, compliance with the Construction General Permit and the provisions contained therein would ensure that runoff entering receiving waters does not contain sufficient quantities of sediment or pollutants generated by construction activities and that impacts to water resources do not occur. Therefore, the project would not result in impacts to water quality in the project area.</p> <p>Based on the above, impacts related to unique natural features and water resources would not occur as a result of the proposed project.</p> <p><u>Document Citation</u></p> <p>U.S. Fish and Wildlife Service. <i>National Wetlands Inventory</i>. Available at: https://www.fws.gov/wetlands/data/Mapper.html. Accessed May 2025. (Appendix J)</p>

Vegetation, Wildlife	2	<p>As discussed in the Endangered Species section of this Environmental Assessment, the proposed project would not result in potential adverse effects to the majority of protected species identified as part of the IPaC and CNDDDB queries. However, as previously discussed, the proposed project could potentially impact nesting raptors and migratory birds if such species are nesting in the trees adjacent to the project site.</p> <p>The MBTA prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of Interior. During project construction, various migratory birds and raptors could potentially nest in the existing trees and other vegetation located adjacent to the project site. Without proper mitigation, the proposed project could result in impacts to species protected by the MBTA. Therefore, mitigation is required to reduce the impact. Thus, Mitigation Measure BIO-1, as required in the IS/MND prepared for the proposed project, would require pre-construction surveys for nesting birds and buffer areas around any identified nests. Based on the above, given that implementation of Mitigation Measure BIO-1 from the IS/MND prepared for the proposed project would be required as a condition of approval, the proposed project would not impact protected wildlife species.</p> <p><u>Document Citation</u></p> <p>California Department of Fish and Wildlife. <i>California Natural Diversity Database: Rarefind 5</i>. Available at: https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx. Accessed May 2025. (Appendix J)</p> <p>City of Farmersville. <i>Initial Study/Mitigated Negative Declaration, Gardenia Courtyards Development Project</i>. October 2023. (Appendix J)</p>
Other Factors	2	N/A

Environmental Assessment Factor	Impact Code	Impact Evaluation
ENERGY		
Energy Efficiency	2	The proposed project would be subject to all applicable provisions of the California Building Standards Code (CBSC) (Title 24 CCR), including the 2022 Building Energy Efficiency Standards (Title 24 CCR Part 6) and CALGreen Code (Title 24 CCR Part 11). Adherence to the current Building Energy Efficiency Standards and CALGreen Code would ensure that the proposed structures would consume energy efficiently. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary.

	<p>In addition, the Building Energy Efficiency Standards are required by law to be updated every three years with standards that are cost effective for homeowners over the 30-year lifespan of a building. The standards are updated to consider and incorporate new energy efficient technologies and construction methods in order to save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment. The proposed project would be subject to the 2022 Building Energy Efficiency Standards, which became effective on January 1, 2023. The 2022 Building Energy Efficiency Standards expand upon energy efficiency measures from the 2019 Building Energy Efficiency Standards, resulting in a further reduction in energy consumption from the 2019 standards for residential and commercial structures. The 2022 Building Energy Efficiency Standards can include requirements that encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, and strengthen ventilation standards.</p> <p>The proposed project would be subject to all relevant provisions of the CBSC, including the most recent version of the Building Energy Efficiency Standards and CALGreen Code. Adherence to the 2022 CALGreen Code and the Building Energy Efficiency Standards would ensure that the proposed structures would not be wasteful, inefficient, or unnecessary with its energy consumption, and would instead consume energy efficiently.</p> <p>During project construction, the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. However, all construction equipment and operation thereof would be regulated per the CARB’s In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, project construction would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.</p>
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		<p>Based on the above, impacts related to energy efficiency and energy consumption would not occur with implementation of the proposed project.</p> <p><u>Document Citation</u></p> <p>California Energy Commission. <i>2022 Building Energy Efficiency Standards</i>. Available at: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency. Accessed May 2025. (Appendix J)</p>
<p>Other Factors: Climate Change Impacts</p>	<p>2</p>	<p>Global climate change is, by nature, a cumulative impact. GHG emissions contribute, on a cumulative basis, to the adverse environmental impacts of global climate change (e.g., sea level rise, impacts to water supply and water quality, public health impacts, impacts to ecosystems, impacts to agriculture, and other environmental impacts). A single project does not generate enough GHG emissions to contribute noticeably to a change in the global average temperature. However, the combination of GHG emissions from a project in combination with other past, present, and future projects could contribute substantially to the worldwide phenomenon of global climate change and the associated environmental impacts.</p> <p>Pursuant to previous HUD guidance, a HUD-assisted project should consider the potential future impacts of climate change on occupants of the project, specifically as they relate to residents' safety, wellbeing, and property from risks associated with hazardous conditions (i.e., flooding, sea level rise, drought, extreme heat, etc.) and site suitability (i.e., air quality, urban heat island effects, soil suitability, and water resources).</p> <p>As discussed throughout this Environmental Assessment, the proposed project would be subject to applicable federal, State, and local regulations, including those adopted for the purpose of mitigating effects related to climate change. Furthermore, pedestrian-supportive facilities and uses in the project vicinity would reduce the project's effects related to GHG emissions. Pedestrian supportive facilities and uses in the project vicinity include transit bus stops, the closest of which is located approximately 0.16-mile to the southwest of the project site at the West Walnut Avenue and Farmersville Road intersection, and commercial uses (i.e., restaurants, retail, etc.) along Farmersville Road, West Walnut Avenue, and East Walnut Street. In addition, existing employment uses are located within walking distance of the project site.</p> <p>As previously discussed, while the entirety of the project site is within Zone X, which is identified as an Area with 0.2 Percent Annual Chance Flood Hazard and is located within the 500-year floodplain, the project site is not located within a SFHA and,</p>

	<p>therefore, would not be subject to substantial risks from flooding within the 100-year floodplain. Similarly, the project site is located approximately 108 miles east of the Coastal Zone and, as such, is not susceptible to risks associated with sea level rise. In addition, according to CAL FIRE, the project site is located in a LRA, and is not located within a Very High FHSZ. Additionally, the fire station in the City of Farmersville is located in close enough proximity to serve the project, approximately 1.7 miles southwest of the project site. The City also has a mutual-aid agreement with the Tulare County Fire Department/California Department of Forestry and the City of Exeter. Under the terms of the agreement, Farmersville, Exeter, and County/California Department of Forestry assist one another in emergencies within city limits and in unincorporated areas around Farmersville. Furthermore, the City’s Fire Department participates in a county-wide on-call program. Therefore, fire protection services would be able to access the site within an adequate response time.</p> <p>According to the FEMA National Risk Index, Tulare County is shown to have a “Relatively High” risk index of 97.04. The potential for avalanche, heat wave, inland flooding, landslide, lightning, and wildfire are relatively high, and the potential for drought, earthquake, and hail are relatively moderate for the County. The potential for all other categories of natural risk factors, such as risk of winter weather, coastal flooding, cold wave, hurricane, ice storm, strong wind, tsunamis, and volcano are relatively low risk, very low risk, or not applicable. The community resilience rating for Tulare County is “Very Low” with a score of 8.02, which is considered a low ability to prepare for anticipated natural hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions when compared to the rest of the U.S. Even so, the “Very Low” community resilience rating encompasses Tulare County as a whole, and is not unique to the project site area.</p> <p>Overall, as demonstrated in this Environmental Assessment, compliance with applicable federal, State, and local regulations would ensure that all potentially significant environmental impacts, including those related to climate change, are reduced to an insubstantial level. As such, future residents of the project would not be disproportionately exposed to undue climate change hazards relative to any other resident of the City of Farmersville.</p> <p>Based on the above, the proposed project would not expose future residents to increased risks associated with climate change.</p>
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<u>Document Citation</u>	
	Federal Emergency Management Agency. <i>Flood Insurance Rate Map 06107C0954E</i> . Available at: https://msc.fema.gov/portal/home . Accessed May 2025. (Appendix J)
	Federal Emergency Management Agency. <i>Resilience Analysis and Planning Tool (RAPT)</i> . Available at: https://www.fema.gov/flood-maps/products-tools/national-risk-index . Accessed December 2025. (Appendix J)
	California Department of Forestry and Fire Protection. <i>FHSZ Viewer</i> . Available at: https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/ . Accessed May 2025. (Appendix J)

Additional Studies Performed:

- Raney Planning and Management, Inc. *Floodplain Management Determination Step 3: Alternative Site Analysis*. December 2025. (Appendix A)
- Raney Planning & Management, Inc. *CalEEMod: Gardenia Courtyard Senior Apartments*. September 2025. (Appendix B)
- KCE Matrix. *Phase I Environmental Site Assessment Report*. January 5, 2026. (Appendix C)
- KCE Matrix. *Radon Information Summary Report*. January 7, 2026. (Appendix D)
- KCE Matrix. *Subsurface Environmental Site Assessment Report*. February 2023. (Appendix E)
- U.S. Department of Agriculture, Natural Resources Conservation Service. *Farmland Conversion Impact Rating AD-1006 Form*. May 2025. (Appendix F)
- Hudlow Cultural Resource Associates. *Phase I Cultural Resource Survey for Farmersville Gardenia Courtyards Project, City of Farmersville, California*. July 2023. (Appendix G)
- Raney Planning and Management. *Section 106 Consultation Materials*. May 9, 2025. (Appendix H)
- City of Farmersville Planning and Development Department. *Gardenia Courtyard Mixed-Use Project, Farmersville, California 93223, State Historic Preservation Officer Letter*. May 9, 2025. (Appendix I)

Field Inspection (Date and completed by):

- December 20, 2025, KCE Matrix for the Phase I Environmental Site Assessment Report.
- January 11, 2023 through January 20, 2023, KCE Matrix for the Subsurface Environmental Site Assessment Report.
- July 20, 2023, Hudlow Cultural Resource Associates for the Phase I Cultural Resource Survey.

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

- California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005. (Appendix J)
- California Department of Fish and Wildlife. *California Department of Fish and Wildlife BIOS*. Available at: <https://apps.wildlife.ca.gov/bios6/>. Accessed May 2025. (Appendix J)

- California Department of Fish and Wildlife. *California Natural Diversity Database: Rarefind 5*. Available at: <https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx>. Accessed May 2025. (Appendix J)
- California Department of Forestry and Fire Protection. *FHSZ Viewer*. Available at: <https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/>. Accessed May 2025. (Appendix J)
- California Department of Resources Recycling and Recovery. *SWIS Facility/Site Activity Details, Visalia Disposal Site (54-AA-0009)*. Available at: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/822?siteID=3839>. Accessed June 2025. (Appendix J)
- California Energy Commission. *2022 Building Energy Efficiency Standards*. Available at: <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>. Accessed May 2025. (Appendix J)
- California Environmental Protection Agency. *CalEPA Regulated Site Portal*. Available at: <https://siteportal.calepa.ca.gov/nsite/map/results>. Accessed December 2025. (Appendix J)
- California Geological Survey. *Earthquake Zone of Required Investigation*. Available at: <https://maps.conservation.ca.gov/cgs/eqzapp/app/>. Accessed May 2025. (Appendix J)
- City of Farmersville. *City of Farmersville 2023-2031 Housing Element*. Adopted June 2024. (Appendix J)
- City of Farmersville. *Comprehensive Infrastructure Master Plan*. November 2012. (Appendix J)
- City of Farmersville. *Farmersville General Plan Update*. Adopted November 6, 2002. (Appendix J)
- City of Farmersville. *Initial Study/Mitigated Negative Declaration, Gardenia Courtyards Development Project*. October 2023. (Appendix J)
- City of Farmersville. *NPDES Phase II Storm Water Management Plan*. May 2007. (Appendix J)
- City of Farmersville. *Parks and Recreation*. Available at: <https://www.cityoffarmersville-ca.gov/200/Parks-Recreation>. Accessed May 2025. (Appendix J)
- City of Farmersville. *Wastewater Treatment Plant Data – Annual - 2014*. 2014. (Appendix J)
- City of Farmersville. *Well Production Annual Data*. 2014. (Appendix J)
- City of Woodlake. *Woodlake Airport*. Available at: <https://cityofwoodlake.com/about/airport/>. Accessed May 2025. (Appendix J)
- Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese)*. Available at: <https://www.envirostor.dtsc.ca.gov/public/>. Accessed May 2025. (Appendix J)
- Federal Emergency Management Agency. *Flood Insurance Rate Map 06107C0954E*. Available at: <https://msc.fema.gov/portal/home>. Accessed May 2025. (Appendix J)
- Federal Emergency Management Agency. *Resilience Analysis and Planning Tool (RAPT)*. Available at: <https://www.fema.gov/flood-maps/products-tools/national-risk-index>. Accessed December 2025. (Appendix J)
- National Park Service. *Nationwide Rivers Inventory*. Available at: https://experience.arcgis.com/experience/2b84b8786f5a4dea83c28debbe018be9#data_s=id%3AdataSource_1-191e79e8073-layer-4%3A732. Accessed December 2025. (Appendix J)
- San Joaquin Valley Air Pollution Control District. *Air Quality Thresholds of Significance*. March 19, 2015. (Appendix J)
- State Water Resources Control Board. *GeoTracker*. Available at: <https://geotracker.waterboards.ca.gov/>. Accessed May 2025. (Appendix J)
- Stinson, Roderick, Vice President, Raney Planning and Management, Inc. Personal Communication [email] with Maggie Sepulveda, Senior Fish and Wildlife Biologist, San Joaquin Valley Division, U.S. Fish and Wildlife Service. February 11, 2026. (Appendix J)

- Tulare County Health and Human Services Agency. *Human Services*. Available at: <https://tchhsa.org/eng/human-services/>. Accessed May 2025. (Appendix J)
- Tulare County Regional Area Transit Agency. *Services and Schedules*. Available at: <https://gotcrta.org/services-and-schedules/>. Accessed June 2025. (Appendix J)
- U.S. Census Bureau. *QuickFacts: Farmersville city, California*. Available at: <https://www.census.gov/quickfacts/fact/table/farmersvillecitycalifornia/INC110223>. Accessed June 2025. (Appendix J)
- U.S. Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey*. Available at: <https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>. Accessed May 2025. (Appendix J)
- U.S. Department of Housing and Urban Development. *Acceptable Separation Distance (ASD) Electronic Assessment Tool*. Available at: <https://www.hudexchange.info/programs/environmental-review/asd-calculator/>. Accessed December 2025. (Appendix J).
- U.S. Department of Housing and Urban Development. *DNL Calculator*. Available at: <https://www.hudexchange.info/programs/environmental-review/dnl-calculator/>. Accessed May 2025. (Appendix J)
- U.S. Environmental Protection Agency. *NEPAssist*. Available at: <https://nepassisttool.epa.gov/nepassist/nepamap.aspx>. Accessed December 2025. (Appendix J)
- U.S. Fish and Wildlife Service. *Coastal Barrier Resources Act*. Available at: <https://www.fws.gov/program/coastal-barrier-resources-act>. Accessed May 2025. (Appendix J)
- U.S. Fish and Wildlife Service. *IPaC: Information for Planning and Consultation*. Available at: <https://ecos.fws.gov/ipac/>. Accessed May 2025. (Appendix J)
- U.S. Fish and Wildlife Service. *National Wetlands Inventory*. Available at: <https://www.fws.gov/wetlands/data/Mapper.html>. Accessed May 2025. (Appendix J)

List of Permits Obtained:

None required.

Public Outreach [24 CFR 50.23 & 58.43]:

The proposed project is consistent with the uses anticipated for the project site by the City of Farmersville, for which an IS/MND was prepared in accordance with CEQA. As part of the IS/MND process, a Notice of Completion (NOC) was released to the State and public for a 30-day period to solicit comments on the Draft IS/MND. The State and public review period was from October 19, 2023 to November 20, 2023. Additionally, public outreach was conducted as required by HUD, including public review of the Environmental Assessment as part of the Notice of Finding of No Significant Impact and Notice of Intent to Request Release of Funds (FONSI-NOIRROF).

Cumulative Impact Analysis [24 CFR 58.32]:

Cumulative impacts can result from incremental minor impacts that can be seen as collectively significant over time. Air quality, noise, and traffic are often the issues which present cumulative impacts. Cumulative impacts associated with air quality would be a result of construction and operation of the proposed project. However, construction-related equipment would be regulated by CARB, and construction would occur over a relatively short duration compared to the operational lifetime of the proposed project. In addition, the proposed project would result in criteria pollutant emissions below the applicable thresholds of significance (see Table 1, Table 2 and Table 3) and, thus, would not result in a cumulatively considerable contribution to the region’s existing air quality conditions. Cumulative impacts related to noise would be a result of

future development projects within the City, including the proposed project, incrementally affecting the future cumulative ambient noise environment. Under the cumulative conditions, the proposed project would not significantly contribute to the ambient noise environment during project construction and operation, given that residential developments do not typically involve activities that exceed the above noise standards. Finally, as cumulative development occurs within the City, traffic volumes along local roadways would increase relative to existing conditions. While effects on LOS from General Plan buildout, including development of the project site with the proposed uses, could result in diminished LOS at select intersections in the City, the roadway segments adjacent to the proposed project would not be majorly impacted, according to the City's General Plan. As the City has adequately addressed the affected intersections and development facilitated by the General Plan, including the proposed project, an unanticipated substantial adverse effect related to LOS would not result from buildout of the proposed project. The IS/MND prepared for the parcel that the project site is located on included an analysis of buildout of the parcel with the proposed uses, which includes future development of an apartment complex to the south of the project site and commercial uses to the west of the site, as well as a cumulative analysis of the foregoing development in combination with buildout of the City of Farmersville. As such, cumulative impacts that would result from the proposed project and future surrounding development projects were analyzed in the previously prepared IS/MND.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]:

The following discussions evaluate the potential benefits and impacts of an Off-Site Alternative and Reduced Intensity Alternative, relative to those associated with the proposed project.

Off-Site Alternative

The Off-Site Alternative would include development of the proposed project at a different location. If an Off-Site Alternative were located outside the City of Farmersville, the objectives and goals of the proposed project, which are primarily concerned with providing affordable housing for seniors in the City, may not be met. Furthermore, the proposed project is a development project that would be consistent with the existing surrounding uses. The project site is currently in close proximity to schools, grocery stores, public transportation, and other community resources. Any alternative location for the proposed project would be unlikely to improve the range and proximity of the amenities available to the future residents of the development beyond what is currently available at the project site.

Development of the proposed project at an alternative site would likely result in similar impacts as the impacts analyzed under the proposed project; however, depending upon the characteristics of the alternative site, physical environmental impacts would potentially be greater. Alternative sites may be located in areas with greater biological resources, which would increase the severity of impacts, or in closer proximity to noise-generating uses. As discussed above, the proposed project would not result in any substantial and adverse impacts to the environment that could not be mitigated.

Reduced Intensity Alternative

Very low-income and low-income senior residential units could be developed on-site at a reduced density under a Reduced Intensity Alternative; however, a substantial reduction in the number of units and associated development density could result in conflicts with the existing land use and zoning designations for the project site. In addition, the proposed project would not be as economically feasible at a lower density due to the increased cost per unit.

Furthermore, according to the City's General Plan Housing Element, the current RHNA has identified the need for additional extremely low, very low, low, and moderate income housing units within the City. As

such, the City has established goals to encourage and facilitate the development of affordable housing units needed for extremely low, very low, low, and moderate income households. While the Reduced Intensity Alternative would help meet the need for the proposed project, the alternative would be constructed at a reduced capacity as compared to the proposed project, and may ultimately hinder the City's ability to achieve the affordable housing goals identified in the City's Housing Element.

No Action Alternative [24 CFR 58.40(e)]:

Under the No Action Alternative, the project site would not be developed and, therefore, the site would remain unchanged. Future development of the project site in accordance with the Medium High Density Residential land use designation and R-M 2.5 zoning district could still occur and would be anticipated to consist of permitted uses. As such, development of the site through future proposals could result in residential uses. However, because such uses would not necessarily include restrictions based on maximum income earning such as that of the proposed project, the No Action Alternative could hinder the City's ability to achieve its very low and low income housing goals. The City of Farmersville has identified a need for extremely low, very low, low, and moderate income housing, and the proposed project would help fulfill that need. Should the proposed project not be implemented, the site would remain undeveloped.

Summary of Findings and Conclusions:

The following areas of concern were evaluated and assigned an impact code 1, meaning potentially beneficial impacts are anticipated:

- Employment and Income Patterns.

The following areas of concern were evaluated and assigned an impact code 2, meaning no impact is anticipated:

- Conformance with Plans, Compatible Land Use and Zoning, Scale and Urban Design;
- Demographic Character Changes, Displacement;
- Environmental Justice
- Educational and Cultural Facilities;
- Commercial Facilities;
- Health Care and Social Services;
- Solid Waste Disposal, Recycling;
- Waste Water, Sanitary Sewers;
- Water Supply;
- Public Safety - Police, Fire and Emergency Medical;
- Parks, Open Space and Recreation;
- Transportation and Accessibility;
- Unique Natural Features, Water Resources; and
- Energy Efficiency.

The following areas of concern were evaluated and assigned an impact code 3, meaning a minor adverse impact, which might require mitigation, is anticipated:

- Soil Suitability, Slope, Erosion, Drainage, Storm Water Runoff;
- Hazards and Nuisances including Site Safety and Noise; and
- Vegetation, Wildlife.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]:

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Law, Authority, or Factor	Mitigation Measure
City Engineer	Mitigation Measure 1
City Engineer	Mitigation Measure 2

Mitigation Measure 1: Prior to the issuance of a grading permit, the project applicant shall have a State-certified civil engineer prepare a site-specific Geotechnical Engineering Report for the proposed project. The Geotechnical Engineering Report shall include, but not be limited to, review of historic U.S. Geological Survey topographic maps and geologic maps of the project site; review of previous geotechnical reports prepared for the project site and project vicinity, if available; subsurface exploration, including the drilling and sampling of borings to depths of 10 to 15 feet below the existing grades; bulk sampling of the near-surface soils; laboratory testing of selected soil samples for composition in accordance with accepted industry standards; engineering analyses; and recommendations in accordance with the standards set forth for single-family residential construction in the California Building Standards Code. All recommendations contained in the Geotechnical Engineering Report shall be recorded on the project final improvement plans and shall be subject to review and approval by the City Engineer.

Mitigation Measure 2: During construction activities associated with the proposed project, any compaction required within 25 feet of existing structures adjacent to the project site shall be accomplished by using static drum rollers rather than vibratory compactors/rollers. The aforementioned criteria shall be included in the project improvement plans for review and approval by the City Engineer prior to approval of the improvement plans.

As described below, Mitigation Measures BIO-1, CUL-1, and CUL-2, as referenced in the IS/MND prepared for the proposed project, shall be incorporated into project contracts, development agreements, and other relevant documents.

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.*

CUL-1: *The following measures shall be implemented.*

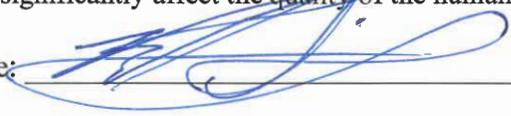
- *Before initiation of construction or ground-disturbing activities associated with the Project, the City shall require all construction personnel to be alerted to the possibility of buried cultural resources, including historic, archaeological and paleontological resources;*
- *The general contractor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

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.*

Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

Preparer Signature:  Date: 2/12/26

Name/Title/Organization: Rod Stinson, Vice President/Air Quality Specialist, Raney Planning & Management, Inc.

Certifying Officer Signature:  Date: 2/12/26

Name/Title: Daymon Qualls, City Manager, City of Farmersville

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).