

**Airport Chevron Project
Administrative Draft
Initial Study / Negative Declaration
(CUP 2021-11, 12, & 13, SPR 2021-25, ENV
2022-02)**

January 2024

Prepared for:



Planning Department
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LIST OF ABBREVIATIONS AND ACRONYMS

AB	Assembly Bill
AF	acre feet
APN	Assessor's Parcel Number
Applicant	Stock Five Holdings, LLC
AQP	air quality plans
CA-99	California State Route 99
CalEEMod	California Emissions Estimator Model
CalFire	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Madera
County	Madera County
CWA	Clean Water Act
CGS	California Geological Survey
CUPA	Certified Unified Program Agency
dba	A-weighted decibel
DUI	Driving Under the Influence
EIR	Environmental Impact Report
EV	Electric Vehicle
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
GCP	General Construction Permit
GHG	greenhouse gas
GPS	Global positioning system
GSP	Groundwater Sustainability Plan
HCM	Highway Capacity Manual
HCP	habitat conservation plan
IS	Initial Study
IS/MND	Initial Study/Mitigated Negative Declaration
LOS	Level of Service
MAX	Madera Area Express
MCTC	Madera County Transportation Commission
MGD	Million gallons per day

MID	Madera Irrigation District
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MRZs	Aggregate and Mineral Resource Zones
MTCO _{2e}	metric tons of carbon dioxide emissions
MUTCD	Manual on Uniform Traffic Control Devices
NAHC	Native American Heritage Commission
ND	negative declaration
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NWI	National Wetlands Inventory
OPR	Office of Planning and Research
OPR Guidelines	Technical Advisory on Evaluating Transportation Impacts in CEQA dated December 2018
PG&E	Pacific Gas and Electric
PPV	peak particle velocity
Proposed Project	Stock 5 Holdings 7-Eleven Travel Center Project
PRC	Public Resources Code
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	State of California Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIP	Transportation Improvement Program
TIS	Traffic Impact Study
UBC	Uniform Building Code
UCMP	University of California Museum of Paleontology
USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tank
UWMP	Urban Water Management Plans
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
WWTP	Wastewater Treatment Plant

Chapter 1 Introduction

Provost & Pritchard Consulting Group has prepared this Initial Study/Negative Declaration (IS/ND) on behalf of the City of Madera to address the environmental effects of the proposed Airport Chevron (Project). This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et. seq. The City of Madera is the CEQA lead agency for this Project. The Proposed Project and the Project Site are described in detail in Chapter 2.

The site and the proposed Project are described in detail in [Chapter 2 Project Description](#).

1.1 Regulatory Information

An Initial Study (IS) is a document prepared by a lead agency to determine whether a project may have a significant effect on the environment. In accordance with California Code of Regulations Title 14 (Chapter 3, Section 15000, *et seq.*)-- also known as the CEQA Guidelines-- Section 15064(a)(1) states that an environmental impact report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or project alternatives that might avoid or reduce project impacts to less than significant levels. A negative declaration (ND) may be prepared instead if the lead agency finds that there is *no substantial* evidence in light of the whole record that the project may have a significant effect on the environment. An ND is a written statement describing the reasons why a proposed project, not otherwise exempt from CEQA, would not have a significant effect on the environment and, therefore, why it would not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, an ND or *mitigated* ND shall be prepared for a project subject to CEQA when either:

- a) *The IS shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or*
- b) *The IS identified potentially significant effects, but:*
 1. *Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed Mitigated ND and IS is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur is prepared, and*
 2. *There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.*

1.2 Document Format

This IS/ND contains four chapters plus appendices. [Chapter 1 Introduction](#) provides an overview of the proposed project and the CEQA process. [Chapter 2 Project Description](#) provides a detailed description of proposed project components. [Chapter 3 Determination](#) identifies the environmental factors potentially affected based on the analyses contained in this IS and includes the Lead Agency's determination based upon those analyses. [Chapter 4 Impact Analysis](#) presents the CEQA checklist and environmental analyses for all impact areas and the mandatory findings of significance. A brief discussion of the reasons why the Project impact is anticipated to be less than significant or why no impacts are expected is included.

References are contained in [Chapter 5](#). The CalEEMod Output Files are provided as technical [Appendix A](#) at the end of this document.

Chapter 2 Project Description

2.1 Project Background

2.1.1 Project Title

Airport Chevron Project
Conditional Use Permit (CUP) 2021-11;
Conditional Use Permit (CUP) 2021-12;
Conditional Use Permit (CUP) 2021-13;
Site Plan Review (SPR) 2021-25.

2.1.2 Lead Agency Name and Address

City of Madera
205 W. 4th Street
Madera, CA 93637

2.1.3 Contact Person and Phone Number

Lead Agency Contact

Robert Smith, Senior Planner
559.661.5430
rsmith@madera.gov

Applicant Information

Mike Ruskamp
Magallon Construction Co., Inc.
PO Box 787, Hughson, CA 95326

2.1.4 Study Prepared By

Provost & Pritchard Consulting Group
455 W. Fir Avenue
Clovis, CA 93611

2.1.5 Project Location

The Project is located in the northwestern area of the City Madera, California less than one mile southwest of State Route (SR) 99 and approximately 3.5 miles northwest of SR 145. The Project site is composed of 1.14 gross acres and is located on the southwest corner of Avenue 17 and Airport Drive. The 1.14-acre Project site occupies a portion of Section 10, Township 11 South, Range 17 East, Mount Diablo Base and Meridian.¹ The Project site is identified as Madera County Assessor's Parcel Number 013-012-022 (see [Figure 2-1](#) and [Figure 2-2](#)). The centroid of the Project Site is 36.99, -120.10.

¹ United States, Department of Interior, Geological Survey, and State of California, Department of Water Resources. *Madera Quadrangle, California, 7.5 Minute Series (Topographic)*, Photo revised 1981.

2.1.6 General Plan Designation

The Project site is designated C (Commercial) (see [Figure 2-3](#)).

2.1.7 Zoning

The Project site is zoned C-2 (Heavy Commercial) (see [Figure 2-4](#)).

2.1.8 Description of Project

Project Description

The applicant, Magallon Construction Co., Inc., proposes to develop a 1.14-acre vacant site in the City of Madera. Specifically, the proposal would develop the 1.14-acre property with a new 4,992 square foot (sqft) building apportioned into a 2,992 sqft convenience store and a 2,000 sqft fast-food restaurant with drive-thru service; a new six pump vehicle fueling station with a 2,544 sqft canopy, two new underground fuel storage tanks, a new trash enclosure, and perimeter landscaping. The convenience store would operate 24 hours, 7 days a week and would employ an estimated 4 employees over several shifts. The fast food drive through restaurant would operate 24 hours, 7 days a week, and would employ an estimated 4 employees over several shifts.

Construction of the Project would involve grading, paving, building construction, and painting. Access to the Project Site would be provided via a previously developed internal driveway, connecting to both Avenue 17 and Airport Drive. Principal deliveries to the Project site would include construction equipment, imported earthwork materials, concrete and asphalt materials, building materials, and any additional hardware required to construct the Project. Material and equipment staging areas as well as construction crew parking would be contained on-site. At this time, no Project construction commencement schedule has been identified. Project construction commencement is subject to securing the permits required for the Project.

Actions Required

The City of Madera has jurisdiction over the review and approval of the Project and would be requested to take action on the following:

- Adoption of a Negative Declaration;
- Approval of Conditional Use Permit (CUP) 2021-11; Conditional Use Permit (CUP) 12; Conditional Use Permit (CUP) and Conditional Use Permit (CUP) 13.
- Approval of Site Plan Review (SPR) 2021-25

The City of Madera would also issue the following ministerial permits for the proposed Project if and once the above listed actions are taken:

- Grading Permit;
- Encroachment Permit;
- Sign Permit; and
- Building Permit.

2.1.9 Site and Surrounding Land Uses and Setting

Environmental Setting

The 1.14-acre Project site consists of vacant and undeveloped land. According to the Natural Resources Conservation Service web soil survey, the site soils consist of the San Joaquin Sandy Loam.² The Fresno River is approximately 2.1 miles south of the Project site.

Surrounding Land Uses

The site is surrounded to the north by vacant land with a proposed 7-11 store and gas station planned and zoned for commercial uses, to the east and south by vacant parcels that have been planned and zoned for commercial uses. To the west of the site is the Hampton Inn & Suites hotel also planned and zoned for commercial uses. An Arco station is located at the northeast corner of Avenue 17 and Golden State Blvd (Airport Drive).

Table 2-1. Existing Uses, General Plan Designations, and Zone Districts of Surrounding Properties

Direction from Project Site	Existing Use	General Plan Designation	Zone District
North	Vacant	Commercial	C-2 (Heavy Commercial)
East	Vacant	Commercial	C-2 (Heavy Commercial)
South	Vacant	Commercial	C-2 (Heavy Commercial)
West	Hampton Inn & Suites Hotel	Commercial	C-2 (Heavy Commercial)

2.1.10 Other Public Agencies Whose Approval May Be Required

Other agencies including, but not necessarily limited to the following, may have authority to issue permits prior to Project implementation:

- San Joaquin Valley Air Pollution Control District (SJVAPCD)
- California Department of Transportation (Caltrans)
- California Air Resources Board (CARB)
- Madera County Department of Environmental Health

2.1.11 Consultation with California Native American Tribes

Public Resources Code Section 21080.3.1, *et seq.* (codification of AB 52, 2013-14)) requires that a lead agency, within 14 days of determining that it will undertake a project, must notify in writing any California Native American Tribe traditionally and culturally affiliated with the geographic area of the project if that Tribe has previously requested notification about projects in that geographic area. The notice must briefly describe the project and inquire whether the Tribe wishes to initiate request formal consultation. Tribes have 30 days from receipt of notification to request formal consultation. The lead agency then has 30 days to initiate the consultation, which then continues until the parties come to an agreement regarding necessary mitigation or agree that no mitigation is needed, or one or both parties determine that

² (Natural Resources Conservation Service, 2023)

negotiation occurred in good faith, but no agreement will be made. The City of Madera has not received written correspondence from any California Native American tribes pursuant to Public Resources Code Section 21080.3.1 requesting notification of proposed projects.

Figure 2-1. Vicinity Map

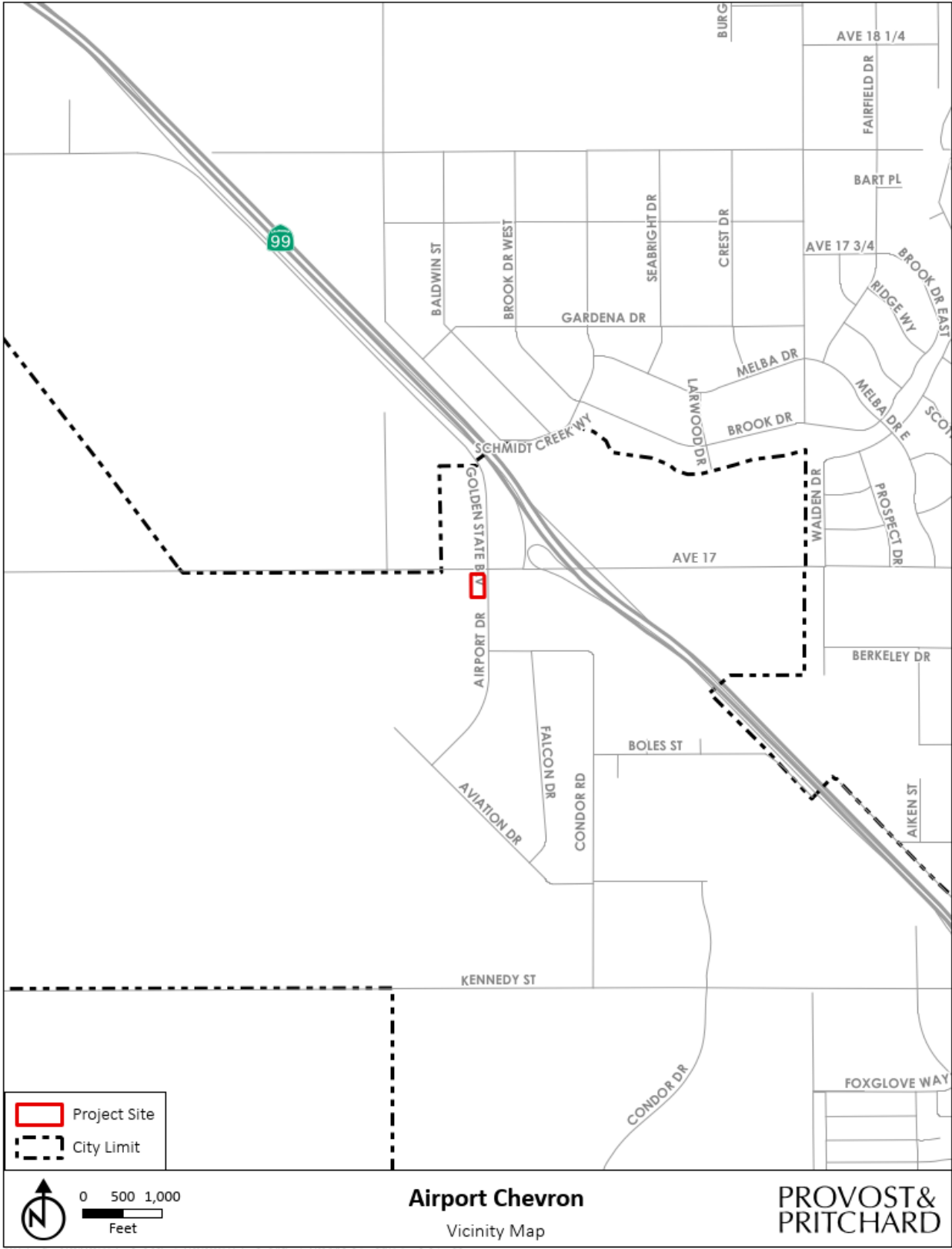


Figure 2-2. Aerial Map



Figure 2-3. General Plan Land Use Map

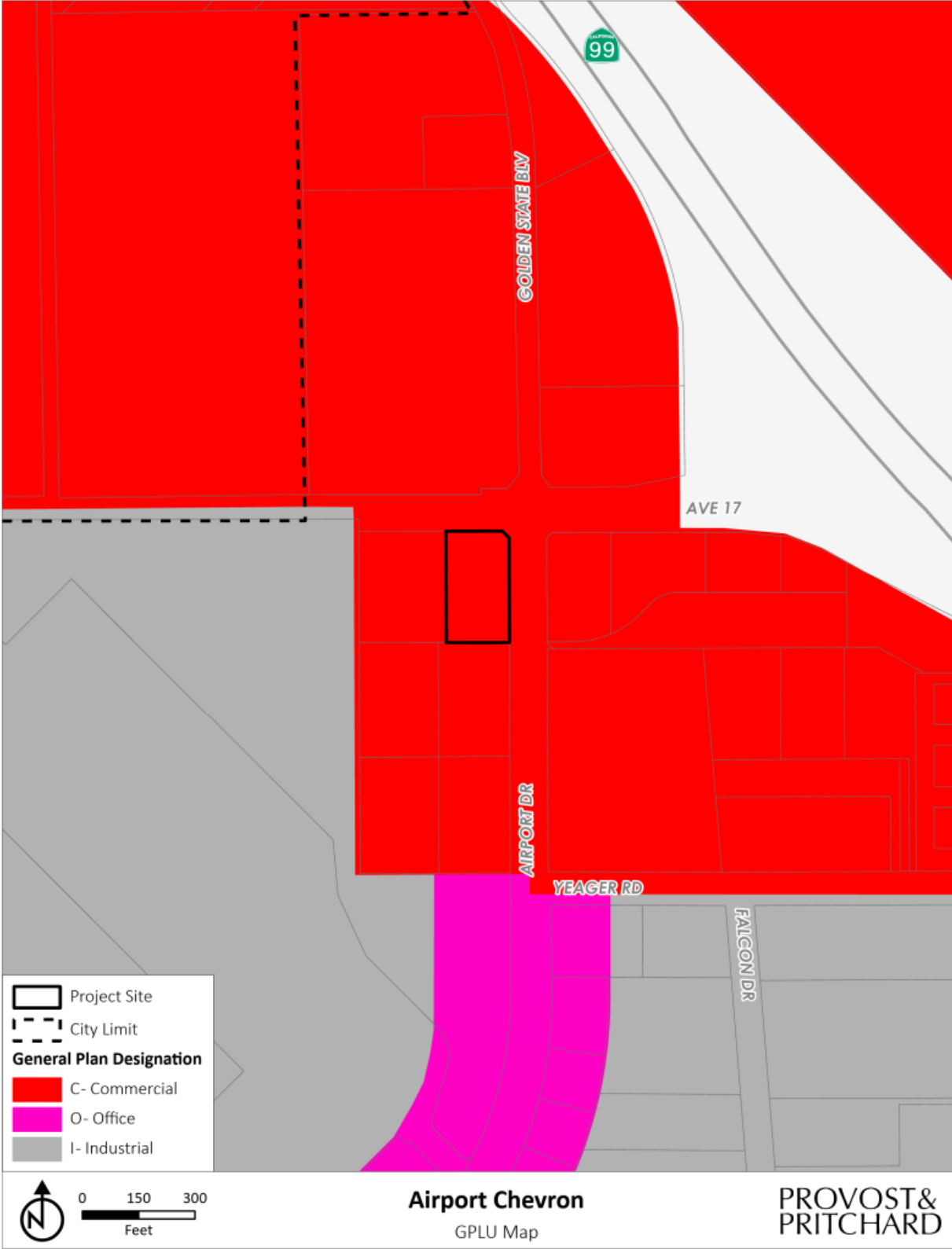


Figure 2-4. Zoning Map

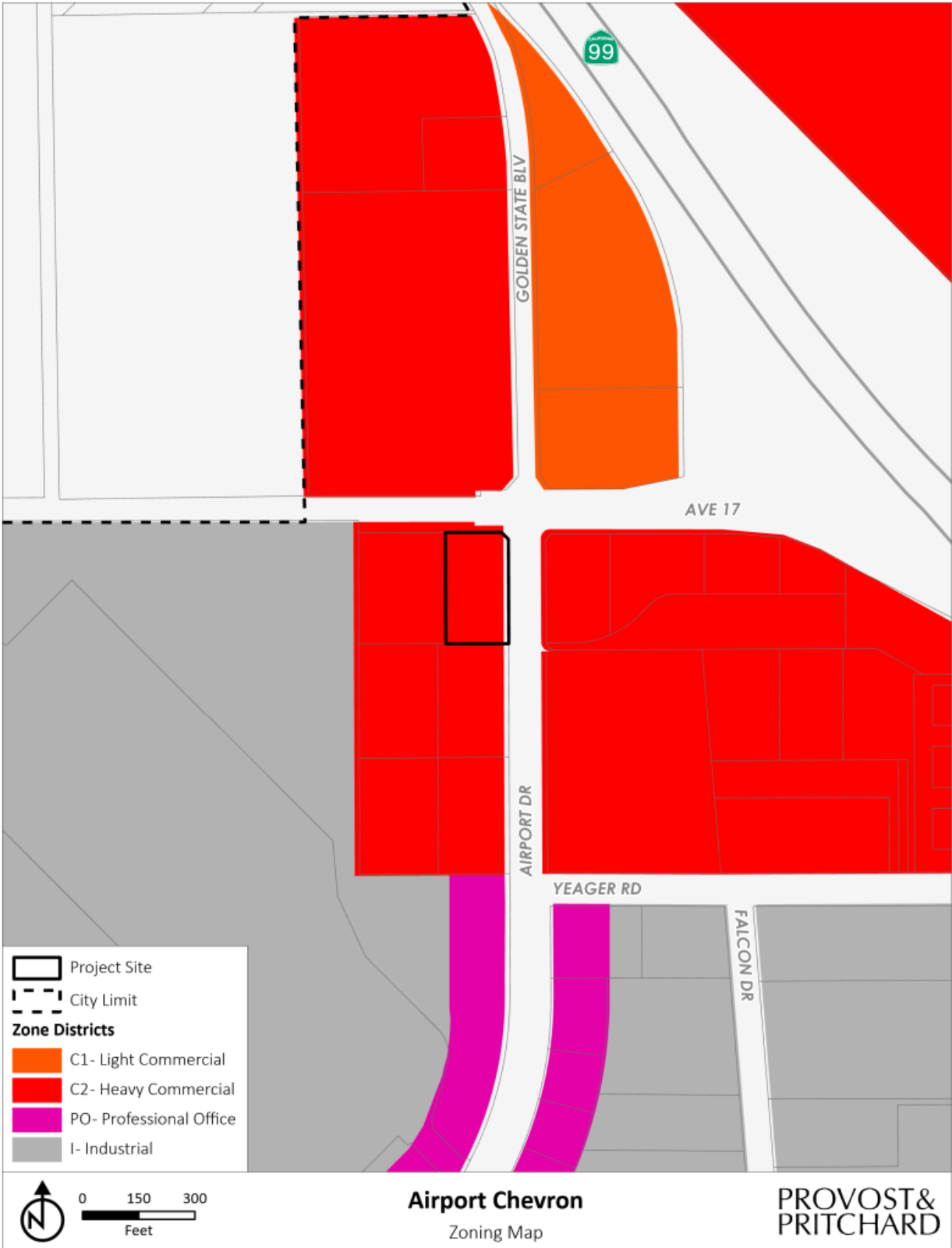
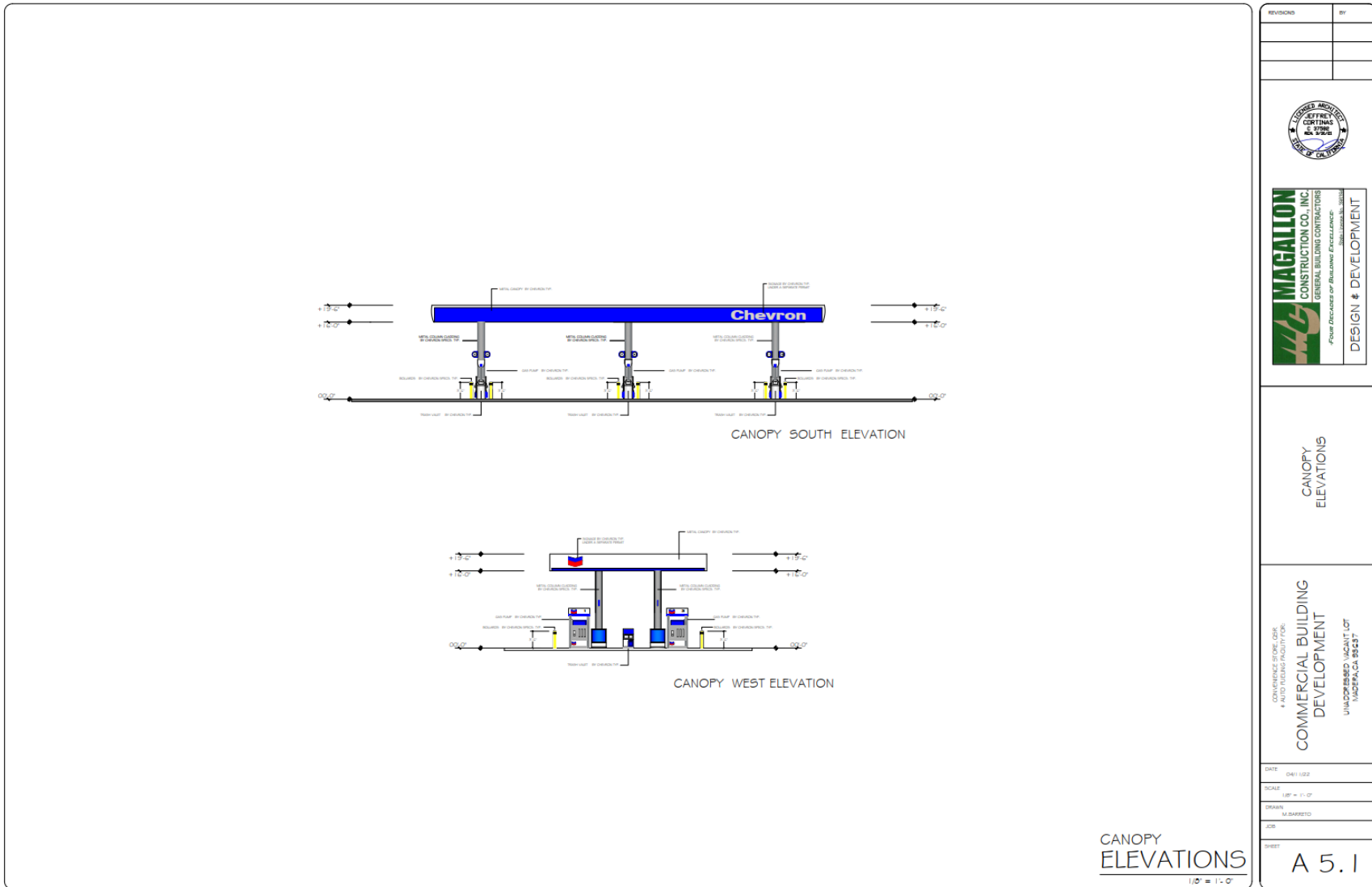


Figure 2-6. Building Elevations



Figure 2-7. Fuel Canopy Elevations



Chapter 3 Determination

3.1 Environmental Factors Potentially Affected

As indicated by the discussions of existing and baseline conditions, and impact analyses that follows in **Chapter 4**, environmental factors not checked below would have no impacts or less than significant impacts resulting from the Project. Environmental factors that are checked below would have potentially significant impacts resulting from the Project. Mitigation measures are recommended for each of the potentially significant impacts that would reduce the impact to less than significant.

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

The analyses of environmental impacts in **Chapter 4 Impact Analysis** result in an impact statement, which shall have the following meanings.

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

Less than Significant with Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).


Less Than Significant Impact. This category is identified when the proposed Project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when a project would not create an impact in the specific environmental issue area. “No Impact” answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific Project (e.g., the Project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the Project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

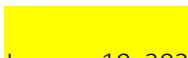
3.2 Determination

On the basis of this initial study:

- I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed Project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.



Signature


January 10, 2024
Date

Robert Smith, Senior Planner
Printed Name, Position

Chapter 4 Impact Analysis

4.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.1.1 Environmental Setting

The Project site is located in the northwestern area of the City of Madera, on the southwest corner of Avenue 17 and Airport Drive, west of State Route (SR) 99. The Project site is surrounded by vacant land intended for commercial development to the north, east and south, and an existing hotel to the west. The Project site is located within an area that has been developed to some degree, with street improvements having previously been installed along Avenue 17 and Airport Drive, where the Project would front both streets. While the City of Madera has not identified any scenic vistas within its General Plan, the Sierra Nevada Mountain Range is generally considered a scenic resource.³ Views of the mountains from the Project site are already somewhat obscured by SR 99.

Topography is relatively flat and there are no natural drainages in the immediate area surrounding the Project. The closest water features to the Project site are the Fresno River, located approximately 2.1 miles to the south, and the Schmidt Creek drainage channel, located approximately 0.5 miles to the northeast,

³ (City of Madera, 2009)

across SR 99. Neither are designated scenic resources. There are no state or county designated scenic highways, historical buildings, or properties present in the Project vicinity.

4.1.2 Impact Assessment

a) Would the Project have a substantial adverse effect on a scenic vista?

No impact. Scenic vistas are generally interpreted as long-range views of a specific scenic feature (e.g., open space, mountain ridges, ocean views). The Madera General Plan does not identify or designate scenic vistas in the City of Madera, inclusive of the Project site and area. The Project site is vacant and undeveloped and is within an area that is relatively flat and void of natural features. While the Project would result in the construction of new buildings that could impede views of the Sierra Nevada Mountain range, generally regarded as a scenic view, the Project would not result in the obstruction of a viewshed of a designated scenic vista. Therefore, there would be *no impact*.

b) Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No impact. The Project is not located along a State-designated Scenic Highway.⁴ Furthermore, the Project is located on a vacant and undeveloped parcel that does not contain trees, rock outcroppings, or historical buildings on-site. Along the street frontages of the site, landscaping exists within the City's right of way. Therefore, there would be *no impact*.

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

Less than significant impact. The Project site is surrounded by a mix of vacant land and existing development, most immediately by commercial uses, with industrial located further to the southwest and southeast. The visual character of the Project is compatible with the existing commercial development in the area, the planned land use and zoning designation, and would not substantially degrade existing visual character due to its size and character. The Project is subject to compliance with applicable zoning and other regulations governing scenic quality including but not limited to the California Building Code, Madera General Plan, Madera Municipal Code, and applicable design guidelines. Compliance with these regulations would ensure that the Project would not conflict with regulations governing scenic quality. Therefore, the Project would have a *less than significant impact*.

d) Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than significant impact. Development of the site would introduce new sources of light and glare. The site is within an urbanized area which has existing sources of light and glare, originating from existing business within the area. Lighting sources within the Project's vicinity provide for traffic safety and security, as well as contribute visually to the developed landscape. Existing light sources within the Project's vicinity

⁴ (California Department of Transportation , 2022)

currently affect day and nighttime views in the Project area to a degree equal to or greater than the light sources proposed by the Project. Compliance with California Building Code (Title 24, California Code of Regulations) standards would ensure that light and glare impacts from the proposed Project would be *less than significant*.

4.2 Agriculture and Forestry Resources

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

4.2.1 Environmental Setting

Pursuant to the California Department of Conservation, the Project site is located on land identified as “Urban and Built-Up Land”.⁵ The Project site is located within the Madera city limits and is currently zoned as C-2 (Heavy Commercial) and has a General Plan land use designation of Commercial. The Project site has

⁵ (California Department of Conservation, 2022)

been vacant and regularly maintained to be kept free of weeds and other vegetation. Neither the Project site nor surrounding properties are subject to a Williamson Act contract. No forestry resources are present on the site.⁶

4.2.2 Impact Assessment

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

No impact. The Project would not convert land classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. According to the California Department of Conservation, the Project site is classified as Urban and Built-Up Land. Therefore, there would be *no impact*.

- b) Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No impact. The Project site is not zoned for or located within an area planned for agricultural uses. In addition, the site is not under Williamson Act contract. Therefore, there would be *no impact*.

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

No impact. Neither the Project site nor surrounding properties are defined as forest land (as defined by Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). Therefore, there would be *no impact*.

- d) Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

No impact. The Project site neither contains nor is adjacent to forested lands. Furthermore, the Project site and its adjacent lands are not planned or zoned for timberland or timberland protection. Thus, the Project would not result in the loss of forest land or conversion of forest land to a non-forest use. Therefore, there would be *no impact*.

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

No impact. As described above, neither the Project site nor surrounding properties are planned or zoned for agricultural uses. As a result, the proposed Project would not result in the conversion of Farmland to a non-agricultural use or conversion of forest land to a non-forest use. Therefore, there would be *no impact*.

⁶ (Desert Renewable Energy Conservation Plan Gateway, 2023)

4.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.3.1 Environmental Setting

The Project site is located within the San Joaquin Valley Air Basin (SJVAB). The SJVAB, which occupies the southern half of California’s Central Valley, is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). Other air quality regulatory agencies that share responsibility with regulating SJVAB’s air quality to ensure that all state and federal ambient air quality standards are attained within the SJVAB include the California Air Resources Board (CARB) and the United States Environmental Protection Agency (USEPA). The SJVAPCD, which is responsible for the attainment of State and federal air quality standards within the SJVAB, develops rules, regulations, and policies to comply with applicable state and federal air quality legislation.

The SJVAPCD air quality-related planning documents, rules, and regulations applicable to this Project include:

Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI). The GAMAQI provides assistance in evaluating potential air quality impacts of projects in the SJVAB, by providing guidance on evaluating short-term (construction) and long-term (operational) air emissions. The GAMAQI provides criteria and thresholds for determining whether a project may have a significant adverse air quality impact, specific procedures and modeling protocols for quantifying and analyzing air quality impacts, methods to mitigate air quality impacts, and information for use in air quality assessments and environmental documents. The thresholds of significance are summarized, as follows:

Short-Term Emissions of Particulate Matter (PM₁₀): Construction impacts associated with the proposed Project would be considered significant if the feasible control measures for construction in compliance with Regulation VIII as listed in the SJVAPCD guidelines are not incorporated or implemented, or if Project-generated emissions would exceed 15 tons per year (TPY) or 100 pounds per day.

Short-Term Emissions of Ozone Precursors (ROG and NO_x): Construction impacts associated with the proposed Project would be considered significant if the Project generates emissions of Reactive Organic Gases (ROG) or NO_x that exceeds 10 TPY or 100 pounds per day.

Long-Term Emissions of Particulate Matter (PM₁₀): Operational impacts associated with the proposed Project would be considered significant if the Project generates emissions of PM₁₀ that exceed 15 TPY or 100 pounds per day.

Long-Term Emissions of Ozone Precursors (ROG and NO_x): Operational impacts associated with the proposed Project would be considered significant if the Project generates emissions of ROG or NO_x that exceeds 10 TPY or 100 pounds per day.

Conflict with or Obstruct Implementation of Applicable Air Quality Plan: Due to the region's nonattainment status for ozone, PM_{2.5}, and PM₁₀, if the Project-generated emissions of either of the ozone precursor pollutants (i.e., ROG and NO_x) or PM₁₀ would exceed the SJVAPCD's significance thresholds, then the Project would be considered to conflict with the attainment plans. In addition, if the Project would result in a change in land use and corresponding increases in vehicle miles traveled, the Project may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

Local Mobile-Source CO Concentrations: Local mobile source impacts associated with the proposed Project would be considered significant if the Project contributes to CO concentrations at receptor locations in excess of the CAAQS (i.e. 9.0 ppm for 8 hours or 20 ppm for 1 hour).

Exposure to toxic air contaminants (TAC) would be considered significant if the probability of contracting cancer for the Maximally Exposed Individual (i.e., maximum individual risk) would exceed 10 in 1 million or would result in a Hazard Index greater than 1.

Odor impacts associated with the proposed Project would be considered significant if the Project has the potential to frequently expose members of the public to objectionable odors.

Rule 2280 Portable Equipment Registration. Portable equipment used at project sites for less than six consecutive months must be registered with the SJVAPCD. The SJVAPCD will issue the registration 30 days after receipt of application.

Rule 8011 General Requirements: Fugitive Dust Emission Sources. Operations, including construction operations, must control fugitive dust emissions in accordance with SJVAPCD Regulation VIII. The SJVAPCD requires the implementation of control measures for fugitive dust emissions. For projects in which construction-related activities would disturb equal to or greater than one (1) acre of surface area, the SJVAPCD recommends that demonstration of receipt of an SJVAPCD approved "Dust Control Plan" or "Construction Notification Form," before issuance of the first grading permit, be made a condition of approval.

Rule 9510 Indirect Source Review. This rule requires project applicants to reduce operational emission of oxides of nitrogen (NO_x) by 33 percent of the project's operational baseline and 50 percent of the project's operational suspended particulate matter less than 10 microns in diameter (PM₁₀) emissions.

Projects subject to SJVAPCD's District Rule 9510 are required to submit an Air Impact Assessment (AIA) application to the SJVAPCD no later than applying for final discretionary approval of a proposed project, and to pay any applicable off-site mitigation fees before issuance of the first building permit.

Air quality is determined by the type and amount (concentration) of contaminants emitted into the atmosphere, the size and topography of the SJVAB, and its meteorological conditions. National and State air quality standards specify the upper limits of concentrations and duration in the ambient air for the following air pollutants: ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), suspended particulate matter less than 10 microns in diameter (PM₁₀), suspended particulate matter less than 2.5 microns in diameter (PM_{2.5}), sulfur dioxide (SO₂) and lead (Pb). These pollutants are commonly referred to as "criteria pollutants." The SJVAPCD also conducts monitoring for two other State standards: sulfates and visibility.

The SJVAPCD, together with the CARB, maintains ambient air quality monitoring stations in the SJVAB. The air quality monitoring station closest to the Project site is the Madera – 28261 Avenue 14 monitoring station. The pollutants monitored at this station are O₃, PM_{2.5}, and PM₁₀. Air quality trends for CO, NO₂, and SO₂ are not monitored at this air quality monitoring station. Madera County – Road 29½, north of Avenue 8 monitoring station monitors NO₂. The nearest station monitoring CO and SO₂ is in Fresno – 3727 North First Street.

The 2017 to 2019 monitoring results from these stations indicate the state 1-hour O₃ standard was exceeded 3 times in 2017, 2 times in 2018, and an unknown number of times 2019. Additionally, the State 8-hour O₃ standard was exceeded 29 times in 2017, 17 times in 2018, and unknown number of times in 2019. Furthermore, the federal 8-hour O₃ standard was exceeded 27 times in 2017, 14 times in 2018 and 10 times in 2019. The state PM₁₀ standard was exceeded 16 times in 2017 and 23 times in 2018. The CO, NO₂, and SO₂ standards were not exceeded in this area during the 3-year period.

The CARB is required to designate areas of the state as attainment, non-attainment, or unclassified for all state standards. An attainment designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A non-attainment designation indicates that a pollutant concentration violated that standard at least once, excluding those occasions when the violation was caused by an exceptional event, as defined in the criteria. An unclassified designation signifies that data does not support either an attainment or non-attainment status. The California Clean Air Act divides the air districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category. The USEPA also designates areas as attainment, non-attainment, or classified. The air quality data are also used to monitor progress in attaining air quality standards.

The CARB has designated the SJVAB as being a severe non-attainment for 1-hour O₃, and non-attainment for 8-hour O₃, PM₁₀, and for PM_{2.5}. The CARB has designated the Air Basin as attainment for NO₂, SO₂, Pb, and as an attainment / unclassified area for CO and all other air contaminants.

The USEPA has designated the SJVAB as being an extreme non-attainment area for 8-hour O₃, and non-attainment for PM_{2.5}. USEPA has designated the SJVAB as attainment / unclassified for CO, NO₂, SO₂ and no designation / classification for PM. There is no federal standard for 1-hour O₃.

There are no stationary sources that generate air quality emissions on the Project site.

Short-term and long-term emissions associated with the Project were calculated using California Emissions Estimator Model (CalEEMod, Version 2020.4.0) based on Project information available. Emissions modeling includes emissions generated by off-road equipment, haul trucks, and worker commute trips. All remaining assumptions were based on the default parameters contained in the model. Modeling assumptions and output files are included in [Appendix A](#).

4.3.2 Impact Assessment

a) **Would the Project conflict with or obstruct implementation of the applicable air quality plan?**

Less than significant impact. The Project would not exceed established air emission thresholds of the SJVAPCD (see [Table 4-1](#) and [Table 4-2](#)). The Project would adhere to all applicable local, State, and federal requirements governing air quality emissions. Because the Project would not result in the exceedance of any applicable air quality threshold, impacts would be considered *less than significant*.

b) **Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?**

Less than significant impact. A quantified analysis of the Project’s short-term construction and long-term operational emissions was conducted using CalEEMod version 2020.4.0 based on information available. According to the CalEEMod results, the Project would not exceed established emissions thresholds and would have a *less than significant impact* on air quality for both short-term construction and long-term operational activities, as shown in [Table 4-1](#) and [Table 4-2](#), respectively.

Table 4-1. Unmitigated Short-Term Construction-Generated Emissions of Criteria Air Pollutants

Source	Annual Emissions (Tons/Year)					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Maximum Annual Emissions ¹	0.1376	1.0525	1.1343	0.0833	0.0581	2.1600e-003
<i>SJVAPCD Significance Thresholds</i>	10	10	100	15	15	27
Exceed Thresholds?	No	No	No	No	No	No

1. Emissions were quantified using CalEEMod Output Files Version 2020.4.0. Refer to Error! Reference source not found. for modeling results and assumptions. Totals may not sum due to rounding.

Table 4-2. Unmitigated Long-Term Operational Emissions of Criteria Air Pollutants

Source	Annual Emissions (in Tons)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Annual Emissions ¹	1.7904	1.8533	9.6648	0.0138	1.1387	0.3166
<i>SJVAPCD Significance Thresholds</i>	10	10	100	27	15	15
Exceed Thresholds?	No	No	No	No	No	No

1. Emissions were quantified using CalEEMod Output Files Version 2020.4.0. Refer to Error! Reference source not found. for modeling results and assumptions. Totals may not sum due to rounding.

c) **Would the Project expose sensitive receptors to substantial pollutant concentrations?**

Less than significant impact. The Air District has established a screening threshold of 100 pounds per day for criteria air pollutants to determine whether or not a Health Risk Assessment would be necessary to analyze the health impacts of a project. The Project would not expose sensitive receptors to substantial pollutant concentrations. The nearest sensitive receptors to the Project site are rural single-family homes located approximately half a mile to the west of the Project site. No schools, care facilities or hospitals are within one-half mile of the Project site. While some sensitive receptor areas can be found near the Project site, the Project would not exceed the established thresholds (see **Table 4-3**). Therefore, there would be a **less than significant impact**.

Table 4-3. Maximum Daily Unmitigated Emissions of Criteria Air Pollutants

Source	Daily Emissions (in Pounds)					
	ROG	NOX	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction – Summer ¹	8.9903	14.4884	13.3711	0.0253	7.7696	4.0030
Construction – Winter ¹	8.9887	14.4924	13.2821	0.0251	7.7696	4.0030
Operations – Winter ¹	9.4687	11.4716	62.5163	0.0801	6.9451	1.9234
Operations - Summer ¹	13.4442	10.2328	55.2158	0.0857	6.9448	1.9231
<i>SJVAPCD Significance Thresholds</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>
Exceed Thresholds?	No	No	No	No	No	No

1. Emissions were quantified using CalEEMod Output Files Version 2020.4.0. Refer to Error! Reference source not found. for modeling results and assumptions. Totals may not sum due to rounding.

d) Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than significant impact. During construction activities, construction equipment exhaust and application of asphalt, structural coating and other construction applications would temporarily emit odors. However, construction nor operation of the Project is anticipated to generate odors that would affect a substantial number of people. Therefore, the Project would result in a **less than significant impact**.

4.4 Biological Resources

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.4.1 Environmental Setting

The Project site is void of any natural features, such as seasonal drainages, riparian or wetland habitat, rock outcroppings, or other native habitat or associated species. No shrubs or trees are present on or immediately adjacent to the Project site. No wetlands have been reported or observed on the site⁷. Development of the site would not conflict with any local policies or ordinances protecting biological resources, or conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. The site has formerly been graded, utility connections established, driveway and an exterior landscaping strip added adjacent to the street. Some trees and bushes exist at the site but are limited in size and quality.

According to the EIR prepared for the General Plan, the US Fish and Wildlife Service has not identified this area as habitat for rare, threatened or endangered species.

4.4.2 Impact Assessment

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

Less than significant impact. The Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The Project site would be developed within an urbanized area, with existing development having already occurred within the vicinity of the site. In addition, the site is currently vacant and undeveloped. This makes the presence of a special status animal or plant species unlikely. Therefore, impacts would be *less than significant impact*.

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

No impact. The Project site and its surroundings are absent of any riparian habitat, sensitive natural communities of special concern or of any critical habitat designated by the California Department of Fish and Wildlife or by the United States Fish and Wildlife Service as critical habitat essential for the preservation and recovery of state and/or federally listed plant or animal species.⁸ The Project would not result in any direct or indirect impacts to riparian corridor, stream channel, or potentially viable habitat in which sensitive species could be found. Therefore, this Project would have *no impact*.

⁷ (U.S. Fish & Wildlife Service, 2022)

⁸ Ibid.

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

No impact. According to the Natural Resources Conservation Service web soil survey, the site soils consist of the San Joaquin Sandy Loam. These soils have moderately coarse textures, moderate to high infiltration rates, and are moderate to well drained.⁹ There are not wetlands located on or within the vicinity of the Project site. The site is vacant and undeveloped, containing a dirt field that is routinely disced for maintenance. The Project, because it is over an acre in size, would be required to complete a Storm Water Pollution Plan (SWPPP). The completion of a SWPPP would ensure that the Project does not result in damage to any existing wetlands through the removal, filling, hydrological interruption, or by other means during construction of the Project. No wetlands have been identified at the site, therefore, there would be **no impact**.

- d) Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No impact. The Project site does not contain any naturally occurring surface waters, nor does the Project site include features of a wildlife corridor. The urban surroundings and traffic near the Project site would be a deterrent to wildlife. Therefore, the Project would have **no impact** on the movement of any native resident or migratory fish or wildlife species or on an established native resident or migratory wildlife corridor.

- e) Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No impact. The Project would not conflict with any applicable local policies or ordinances protecting biological resources and the City of Madera does not have a tree preservation ordinance. Therefore, this Project would have **no impact**.

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

No impact. Neither the Project site nor the immediate area surrounding the Project site are subject to an adopted or proposed local, regional, or state adopted habitat conservation plan, or similar types of conservation plans. Therefore, the Project would not conflict with the provisions of an adopted or proposed HCP or similar approved local, regional, or state habitat conservation plan. As such, the Project would have **no impact**.

⁹ (Natural Resources Conservation Service, 2023)

4.5 Cultural Resources

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.5.1 Environmental Setting

Based on the City of Madera General Plan and its Environmental Impact Report (EIR) dated April 29, 2009, no known recorded archeological sites or historic properties are within or in the immediate vicinity of the Project site. The EIR also did not indicate the presence of Native American traditional cultural place(s) within or adjacent to the Project site.

Generally, the term ‘cultural resources’ describes property types such as prehistoric and historical archaeological sites, buildings, bridges, roadways, and tribal cultural resources. As defined by CEQA, historical resources include sites, structures, objects, or districts that may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance. Such resources are eligible for listing in the California Register of Historic Resources by the State Historical Resources Commission.

The Project site is vacant and previously undeveloped. Topography is generally flat, and the site is currently a dirt field that is routinely disced for maintenance.

4.5.2 Impact Assessment

a) **Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?**

No impact. Based on the City of Madera General Plan Update EIR, the Project site and its surroundings are absent of any known historic properties. The Project site is vacant and undeveloped. No historic properties would be affected by the proposed Project. Therefore, the Project would result in **no impact**.

b) **Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

Less than significant impact. While no known archaeological deposits are present on the Project site, it is possible that unknown buried archaeological materials could be found during ground disturbing activities,

including unrecorded Native American prehistoric archaeological materials. If such resources were discovered, the impact to archeological resources could be significant. General Plan Action Item HC-9.2 requires a condition of approval on all discretionary projects that the Planning Department be notified immediately if any prehistoric, archaeological, or fossil artifact or resource is uncovered during construction. All construction must stop and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action. Implementation of the required condition, in accordance with the provisions of Public Resources Code Section 21083.2, would reduce any potential impacts to a *less than significant* level.

c) Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?

Less than significant impact. There are no known formal cemeteries or known interments to have occurred on the Project site. Though unlikely, there is the possibility human remains may be present beneath the Project site. Should human remains be discovered during ground disturbing construction activities, such discovery could be considered significant. Any human remains encountered during ground disturbing activities are required to be treated in accordance with California Code of Regulations Section 15064.5(e), Public Resources Code Section 5097.98, and California Health and Safety Code Section 7050.5, which state the mandated procedures of conduct following discovery of human remains. Additionally, General Plan Action Item HC-9.2 requires a condition of approval on all discretionary projects that all construction must stop if any human remains are uncovered, and the County Coroner must be notified according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in CEQA Section 15064.5 (d) and (e) shall be followed. If human remains are determined to be of possible Native American descent, the Coroner shall notify the Native American Heritage Commission who will appoint a "Most Likely Descendent" and the local Native American Tribe representative to identify and preserve Native American remains, burial, and cultural artifacts. Implementation of the required condition and above-referenced sections would reduce any potential impacts to a *less than significant* level.

4.6 Energy

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.6.1 Environmental Setting

The Project site is vacant, undeveloped, and is devoid of any energy energy-consuming equipment. The site is located within the service area of Pacific Gas and Electric (PG&E). PG&E would be the energy provider for the Project.

4.6.2 Impact Assessment

- a) **Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?**

Less than significant impact. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction of the Project. For heavy-duty construction equipment, horsepower and load factor were assumed using default data from the CalEEMod model. Fuel use associated with construction vehicle trips generated by the construction of the Project was also estimated; trips include construction worker trips, haul trucks trips for material transport, and vendor trips for construction material deliveries. Fuel use from these vehicles traveling to the Project site was based on (1) the projected number of trips the construction associated with the Project would generate (CalEEMod default values), (2) default average trip distance by land use in CalEEMod, and (3) fuel efficiencies estimated in the ARB 2017 Emissions Factors model (EMFAC2017) mobile source emission model.

Construction of the Project is estimated to consume a total of 26,113.94 gallons of diesel fuel and 1,709.41 gallons of gasoline fuel.¹⁰ California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(2), Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel because of unproductive idling of construction equipment. In addition, the energy consumption for construction activities would not be ongoing as they would be limited to the duration of construction associated with the Project.

¹⁰ Emissions for the Project were quantified using CalEEMod Output Files Version 2020.4.0. Refer to **Appendix A** for modeling results and assumptions.

The Project's anticipated annual energy consumption is approximately 91,366.2 kilowatt-hours and 4,518.651 therms of natural gas.¹¹ Therefore, the Project would have a *less than significant impact*.

b) Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than significant Impact. State and local authorities regulate energy use and consumption. These regulations at the State level intended to reduce energy use and greenhouse gas (GHG) emissions. These include, among others, Assembly Bill (AB) 1493 – Light-Duty Vehicle Standards; California Code of Regulations Title 24, Part 6 – Energy Efficiency Standards; and California Code of Regulations Title 24, Parts 6 and 11 – California Energy Code and Green Building Standards. The Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, the Project would have a *less than significant impact*.

¹¹ Emissions for the Project were quantified using CalEEMod Output Files Version 2020.4.0. Refer to **Appendix A** for modeling results and assumptions.

4.7 Geology and Soils

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.7.1 Environmental Setting

The Project site is located in the central portion of the San Joaquin Valley. The San Joaquin Valley is part of the Great Valley Geomorphic Province topographic and structural basin bound on the east by the Sierra Nevada Mountain Range and to the west by the Coastal Mountain Range.

There are no known faults on the Project site or in the immediate area. The San Andreas fault and San Joaquin faults are approximately 74 and 39 miles west, respectively¹². The Project site is subject to relatively low seismic hazards compared to many other parts of California. Potential ground shaking produced by earthquakes generated on regional faults lying outside the immediate vicinity in the Project area may occur. Due to the distance of the known faults in the region, no significant ground shaking is anticipated on this site. Seismic hazards on the built environment are addressed in the California Building Code (CBC) that is utilized by the City of Madera Building Department to monitor safe construction within the City limits.

The Project site and the greater City of Madera consists of lands with less than two percent slope grade, and therefore are not subject to landslides.

4.7.2 Impact Assessment

a) **Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

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

a-ii) Strong seismic ground shaking?

No impact. There are no known active earthquake faults in Madera, nor is Madera within an Alquist-Priolo earthquake fault zone as established by the Alquist-Priolo Fault Zoning Act. As such, the development of the Project in an area void of earthquake faults would not cause the rupture of a known earthquake fault. In addition, the Project would not result in a fault rupture. The Project site is in an area characterized by relatively low seismic activity. The Project site is relatively flat with stable, native soils with the nearest fault line, the San Joaquin Fault, located approximately 39 miles west of the Project site.¹³ In addition, the Project would be required to conform to current seismic protection standards in the CBC, which are intended to minimize potential risks. Therefore, because of the site's stable soils and distance from active fault lines, and because of the Project's conformance to CBC seismic safety standards, the Project would not result in strong seismic ground shaking. Therefore, there would be **no impact**.

¹² (California Department of Conservation, 2022)

¹³ (California Department of Conservation, 2023)

a-iii) Seismic-related ground failure, including liquefaction?

No impact. As previously discussed, Madera has a low potential for seismic activities. There are also no geologic hazards or unstable soil conditions known to exist on the Project site. The site is relatively flat with stable soils and no apparent unique or significant landforms. According to the California Liquefaction Zones map, prepared by the Southern California Association of Governments, the Project site is not located in an area that is known to be at risk of liquefaction.¹⁴ Further, development of the site would require compliance with the City's grading and drainage standards, including adherence to Best Management Practices (BMPs) which would reduce impacts resulting from ground disturbance. The Project would not result in seismic-related ground failure, including liquefaction. Therefore, there would be **no impact**.

a-iv) Landslides?

No impact. The Project site is generally flat, with no potential for landslides to occur. Due to the flat topography of the area, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Therefore, there would be **no impact**.

b) Would the Project result in substantial soil erosion or the loss of topsoil?

Less than significant impact. Earthmoving activities associated with the construction of the Project would include excavation, trenching, grading, and construction. These activities could expose soils to erosion processes however, the extent of erosion would vary depending on slope steepness/stability, vegetation/cover, concentration of runoff, and weather conditions. Dischargers whose projects disturb one (1) or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the Statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, and construction of linear underground or overhead facilities associated with residential construction, but does not include regular maintenance activities performed to restore the original lines, grade, or capacity of the overhead or underground facilities. The Construction General Permit requires the development of a SWPPP by a certified Qualified SWPPP Developer. Construction of the Project would disturb more than one acre of soil; however, since the development site has relatively flat terrain with a low potential for soil erosion and would comply with the State Water Resources Control Board (SWRCB) requirements, impacts would be **less than significant**.

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

Less than significant impact. Due to the relatively flat topography of the Project site, greater surrounding area, and distance from active faults, landslides, lateral spreading, subsidence, liquefaction or collapse are not considered a potentially significant geologic hazard. Project construction would not result in the likelihood for soil to become unstable through landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, the Project would result in a **less than significant impact**.

¹⁴ (Southern California Association of Governments, 2022)

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- d) Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than significant impact. The Project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) and would not create substantial direct or indirect risks to life or property. The Project soil consists of San Joaquin sandy loam. Therefore, the Project would result in a **less than significant impact**.

- e) Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No impact. The Project would connect to the City's sewer system and as a result would not require the construction or use of septic tanks or alternative wastewater disposal systems. Therefore, there would be **no impact**.

- f) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

Less than significant impact. There are no known unique paleontological resources or geological features on the Project site; however, during construction unique paleontological or geological resources could be unearthed. General Plan Action Item HC-9.2 requires a condition of approval on all discretionary projects that the Planning Department be notified immediately if any prehistoric, archaeological, or fossil artifact or resource is uncovered during construction. All construction must stop and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action. Implementation of the required condition, in accordance with the provisions of Public Resources Code Section 21083.2, would reduce any potential impacts to a **less than significant** level.

4.8 Greenhouse Gas Emissions

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

4.8.1 Environmental Setting

Climate change is a public health and environmental concern around the world. Globally, temperature, precipitation, sea level, ocean currents, wind patterns, and storm activity are all affected by the presence of GHG emissions in the atmosphere. Human activity contributes to emissions of six primary GHG gases: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of GHGs are linked to climate change.

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006, which aims to reduce GHG emissions in California. GHGs, as defined by AB 32, include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 requires the CARB, the State agency that regulates statewide air quality, to adopt rules and regulations that would achieve GHG emissions equivalent to 1990 statewide levels by 2020. The SJVAPCD adopted a 29 percent less than Business-As-Usual reduction in GHGs to meet the 2020 standard.

In 2016, Senate Bill (SB) 32 was adopted, which established a goal to achieve GHG emissions equivalent to 40 percent below 1990 statewide levels by 2030. No project-level reduction standard has been adopted to meet the 2030 standard established by SB 32; however, a recommended local plan-level emissions target of no more than 6 metric tons of carbon dioxide emissions (MTCO_{2e}) per capita per year has been identified by CARB in the 2017 Climate Change Scoping Plan.

The Conservation Element of the City General Plan includes several goals, policies, and programs in the Air Quality, GHG Emissions, and Climate Change sections that address and promote practices that meet or exceed all State and federal standards and meet or exceed all current and future State-mandated targets for reducing GHG emissions. The City also requires applicants for all public and private development to integrate appropriate methods that reduce GHG emissions consistent with the Energy and Green Building sections of the Conservation Element, General Plan Policies CON-40 through 46.

The City of Madera Climate Action Plan (CAP) is a long-range plan to reduce greenhouse gas (GHG) emissions from City government (municipal) and community-wide activities within the City of Madera and to prepare for the anticipated effects of climate change. Specifically, this CAP is designed to:

- Benchmark Madera’s 2007 GHG emissions and 2020 and 2030 projected emissions.

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- Establish GHG emissions targets for the years 2020 and 2030 to support California’s larger effort to reduce statewide emissions under AB 32 and Executive Orders S-3-05 and B-30-15.
 - Provide a roadmap for achieving the city’s GHG emissions reduction targets.
 - Fulfill City of Madera General Plan (2009) Action Item CON-36.2, which directs the City to prepare the CAP.
 - As a qualified CAP, support the streamlining of the environmental review process for future projects within Madera in accordance with State California Environmental Quality Act (CEQA) Guidelines Sections 15152 and 15183.5.

Methodology

An Air Quality and Greenhouse Gas Impact Assessment was prepared for the Proposed Project in October of 2022 and is included as **Appendix A**. As detailed in **Appendix A**, the SJVAPCD acknowledges the current absence of numerical thresholds and recommends a tiered approach to establish the significance of the GHG impacts on the environment:

- i. If a project complies with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located, then the project would be determined to have a less than significant individual and cumulative impact for GHG emissions;
- ii. If a project does not comply with an approved GHG emission reduction plan or mitigation program, then it would be required to implement Best Performance Standards; and

Section 15064.4 of the CEQA Guidelines states that: “A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project.” In performing that analysis, the lead agency has discretion to determine whether to use a model or methodology to quantify greenhouse gas emissions, or to rely on a qualitative analysis or performance-based standards. In making a determination as to the significance of potential impacts, the lead agency then considers the extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting, whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project, and the extent to which the project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. According to the SJVAPCD, if a project is consistent with an adopted qualified Greenhouse Gas Reduction Strategy that meets the standards, it can be presumed that the project will not have significant GHG emission impacts. This approach is consistent with the State CEQA Guidelines, Section 15183.5, and will be used in this analysis. The City of Madera CAP meets the requirements for a Qualified Greenhouse Gas Reduction Strategy. Therefore, the project’s GHG emissions would not be considered a significant impact if the project would be consistent with the City’s CAP.

4.8.2 Impact Assessment

- a) **Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Less than significant impact. The Project would generate GHG emissions which contribute to global warming. GHG emissions from construction activities are one-time, short-term emissions and therefore would not significantly contribute to long-term cumulative GHG emissions impacts in the air basin. Long-term emissions would be from vehicles refueling and using the drive through that is proposed on site. Perpetual solid waste generated by the Project would also generate long-term emissions.

As determined by the CalEEMod Model, the annual GHG emissions generated by the Project would total 1,348.8944 metric tons of carbon dioxide equivalent (**Appendix A**). Although the Project’s GHG emissions have been quantified, it is important to note the SJVAPCD has not established quantifiable GHG emission thresholds. The SJVAPCD recommends that GHG emissions are quantified and lead agencies are encouraged to incorporate best management practices to reduce GHG emissions during construction, as feasible and applicable.

The City has an adopted CAP that includes 2020 and 2030 emission forecasts and reduction targets and a 2030 horizon. The reduction target is based on AB 32, Executive Order S-3-05, and Executive Order B-3015. In order to evaluate a Project’s consistency with the CAP, the City has developed the CAP Consistency Worksheet (Appendix E of the CAP). The worksheet is designed to help the City determine if a project is consistent with the CAP but does not define which measures would need to be implemented for the consistency determination, as requirements may vary by project type. Projects that demonstrate consistency with the CAP are considered less than significant in terms of the contribution of GHG emissions. The Project’s consistency with the CAP Consistency Worksheet is summarized in **Table 4-4** below. As shown therein, the Project would be largely consistent with applicable policies outlined in the City’s CAP. The CAP itself has aligned its 2020 and 2030 reduction targets and measures to meet the Statewide goals. It is important to note that while the CAP measures were implemented prior to the adoption of SB 32 in 2016, the CAP set its 2030 reduction target in alignment with Executive Order B-30-15, where GHG reduction targets are mandated to 40 percent below 1990 levels by 2030. The 2030 goal is in alignment with the Statewide goal in SB 32. Therefore, the City’s CAP goal and the State’s latest target for 2030 are in alignment and development projects that implement the reduction measures to meet the 2030 reduction target are considered less than significant in regards to GHG impacts. The Proposed Project is in compliance with the City’s CAP, therefore it would have a **less than significant impact** associated with GHG emissions.

b) Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant impact. As described above, the City’s CAP was developed for the purpose and reducing emissions of greenhouse gas in alignment with State policies, including Executive Order B-30-15 and SB 32. The Project’s consistency with the CAP Consistency Worksheet is summarized in **Table 4-4** below. As shown therein, the Project would be largely consistent with applicable policies outlined in the City’s CAP. Therefore, the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, resulting in a **less than significant impact**.

Table 4-4. CAP Consistency Worksheet

Measure Name	Project Actions	Project Compliance (Yes/No/NA)	Description/Details
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E-2 Energy Efficient New Construction	Is the project consistent with applicable policies of the Conservation Element of the General Plan?	Yes	Applicable policies of the Conservation Element of the General Plan state that all development should be designed to be energy-efficient (Policy CON-40) and development should include green building practices in all projects (Policy CON-44). The Project is consistent with the applicable policies of the Conservation Element of the General Plan as it will exceed Title 24 standards and implement energy efficiency strategies.
	Does the project exceed Title 24 Energy Efficiency Building Standards, meet the state’s Green Building Standards voluntary tier levels, or is LEED Greenpoint, or ENERGY STAR rated?	Yes	The Project will exceed Title 24 standards and implement energy efficiency strategies.
E-3 On-Site Small-Scale Renewable Energy	Does the project include solar PV systems or solar hot water heaters?	Yes	The Project will meet all applicable California Building Code Requirements.
T-1 Infill and Mixed-Use Development	Is the project consistent with the land use designation(s) shown on the General Plan Land Use Map and with the applicable policies of the Land Use Element of the General Plan policies?	Yes	Section 4.11, Land Use and Planning, discusses the impacts related to land use and planning that could result from implementation of the Project. As described therein, the Project conforms with the approved City General Plan Land Use and Zoning Maps and with the applicable policies of the Land Use Element of the General Plan.
	Is the project consistent with the Madera County Blueprint?	Yes	The San Joaquin Valley Blueprint provides a plan for the future of transportation and land use in the San Joaquin Valley to the Year 2050. The San Joaquin Valley Blueprint provides an Action Plan and Implementation Strategy

			which includes six principles to guide future growth decisions for the County. The Project conforms with the six principles provided in the Action Plan and Implementation Strategy.
	Does the project include mixed-use, higher density (22.5 to 50 units per acre), or infill development?	Yes	The Project would develop a vacant commercially developed lot in the City of Madera that is adjacent to developed parcels to the south and east.
	Is the project located within 1/4 mile of transit stops or in existing community centers/downtown?	No	The Project is not located within 1/4 mile of transit stops or in existing community centers/downtown; however, it is consistent with the underlying commercial land use designation of the Project Site, near the freeway, and surrounded by development to the south and east.
T-2 Bicycle and Pedestrian Environment	Is the project consistent with applicable policies of the Community Design and Circulation Elements of the General Plan?	Yes	Applicable policies of the Community Design Element and the Circulation Element of the General Plan relate to designing new development to be walkable pedestrian- and bicycle-oriented development. The Project frontage along Airport Drive has been improved to include a bike lane.
	Is the project consistent with the Bicycle Master Plan?	N/A	The City does not have an adopted Bicycle Master Plan, however, the Project frontage along Airport Drive has been improved to include a bike lane.
	Does the project meet minimum design criteria for bicycle and pedestrian circulation?	Yes	The Project's frontages along both Airport Drive and Avenue 17 have been improved with pedestrian facilities. Airport Drive also includes a bike lane.

	Does the project provide adequate and secure bicycle parking?	Yes	The Project includes the installation of a bicycle rack close the building entrance.
T-3 Transit Travel	Is the project consistent with applicable policies of the Circulation and Community Development Elements of the General Plan?	Yes	Applicable policies of the Community Design Element and the Circulation Element of the General Plan relate to designing new development to be walkable pedestrian- and bicycle-oriented development. The Project's frontages along both Airport Drive and Avenue 17 have been improved with pedestrian facilities. Airport Drive also includes a bike lane.
	Does the project provide safe routes to adjacent transit stops, where applicable?	N/A	Public transit does not currently serve the Project Site.
	Does the project finance and/or construct bus turnouts and shelters where transit demand warrants such improvements?	N/A	Public transit does not currently serve the Project Site.
	Does the project provide public transit vouchers to its employees?	N/A	Public transit does not currently serve the Project Site.
T-4 Commute Trip Reduction	Is the project consistent with applicable policies of the Community Development Element of the General Plan?	Yes	Applicable policies of the Community Design Element and the Circulation Element of the General Plan aim to provide parking for alternative modes of transportation (Policy CD-59), encourage the use of ridesharing (Policy CI-37), facilitate employment opportunities that minimize the need for vehicle trips (Policy CI-42) and promote jobs that reduce the need for residents to commute to work outside the City (Policy SUS-15). The Project

			<p>will include two parking stalls which will be designated as “Low Emission” vehicle parking, with electric vehicle (EV) charging conduit routing and installation of EV charging stations.</p> <p>Employees are likely to be sourced from the City and Madera County. Additionally, the Project will promote and/or incentivize employee ridesharing or trip reduction programs.</p>
	Does the project include and/or promote TDM programs?	Yes	The Project will promote and/or incentivize employee ridesharing or trip reduction programs.
T-5 Traffic Flow and Vehicle Idling	Does the project include measures to improve traffic flow?	Yes	The Project will establish two driveways for efficient traffic flow and circulation within the Project Site.
T-6 Low Carbon Fuel Vehicles and Infrastructure	Is the project consistent with applicable policies of the Community Development Element of the General Plan?	Yes	<p>Applicable policies of the Community Design Element and the Circulation Element of the General Plan aim to provide parking for alternative modes of transportation (Policy CD-59), encourage the use of ridesharing (Policy CI-37), facilitate employment opportunities that minimize the need for vehicle trips (Policy CI-42) and promote jobs that reduce the need for residents to commute to work outside the City (Policy SUS-15). The Project will include two parking stalls which will be designated as “Low Emission” vehicle parking, with electric vehicle (EV) charging conduit routing and installation of EV charging stations.</p> <p>Employees are likely to be sourced from the City and Madera County. Additionally, the Proposed Project</p>

			will promote and/or incentivize employee ridesharing or trip reduction programs.
	Is the project consistent with the San Joaquin Valley Plug-in Electric Vehicle (PEV) Readiness Plan?	Yes	The Proposed would install two EV ready charging stalls within a preferential parking area.
	Does the project include alternative fueling stations or EV charging stations?	Yes	The Project will include two parking stalls which will be designated as “Low Emission” vehicle parking, with electric vehicle (EV) charging conduit routing and installation of EV charging stations.
T-7 Construction and Off-Road Equipment	Would construction of the project use alternatively fueled construction vehicles/equipment (i.e., repowered engines, electric drive trains, CARB-approved low carbon fuel, electrically-powered)?	Yes	The Project would use alternatively fueled construction vehicles/equipment (i.e., repowered engines, electric drive trains, CARB-approved low carbon fuel, electrically powered) to the extent feasible.
	Would the project include low-maintenance native landscaping or xeriscaping?	Yes	The Project includes the use of low-maintenance native landscaping and/or xeriscaping.
W-1 Exceed SB X7-7 Water Conservation Target	Does the project incorporate water efficiency and water conservation measures?	Yes	Consistent with the California Green Building Standards, the Project will incorporate low-flow fixtures to conserve water. The Project will be subject to the City and State’s ongoing water conservation efforts.
W-2 Recycled Water	Is the project consistent with applicable policies of the Conservation Element of the General Plan?	Yes	Applicable policies of the Conservation Element of the General Plan support the use of reclaimed water (Policy CI-54, Policy CON-5, and Policy CON-6), implement strategies to ensure long-term sustainability of water supply (Policy CON-2), and encourage the use of gray water

			systems and other water reuse methods (Policy CON-7). The Project is consistent with these policies because it will exceed Title 24 standards and implement various water efficiency strategies.
	Does the project incorporate recycled/reclaimed water?	N/A	Recycled water lines are not available in the vicinity of the Project Site.
U-1 Trees and Vegetation	Is the project consistent with the applicable policies of the Community Design Element of the General Plan?	Yes	Applicable policies of the Community Design Element of the General Plan support the planning of street trees (Policy CD-26, Policy CD-43), encourage landscaping to reduce the urban heat island effect (Policy CON-10, Policy Con-31, Policy CD-4), and establish landscape and façade maintenance programs (Policy CD-7). The Project is consistent with these policies because it includes the planting of landscape trees, and the use of low-maintenance native landscaping and/or xeriscaping (including new trees).
	Does the project include the planting of new trees or new acres of vegetated land?	Yes	The Project includes the planting of landscape trees, and the use of low-maintenance native landscaping and/or xeriscaping (including new trees).

4.9 Hazards and Hazardous Materials

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.9.1 Environmental Setting

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and State laws and regulations. Laws and regulations established by the United States Environmental Protection Agency (USEPA) are enforced by the California Environmental Protection Agency (CAL-EPA). CAL-EPA also oversees the unified hazardous waste and hazardous materials management regulatory program. California Health and Safety Code Section 25501 defines a hazardous material as “any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into

the workplace or the environment.” Section 21092.6 of the CEQA Statutes requires the Lead Agency to consult the lists compiled pursuant to Government Code Section 65962.5 to determine whether a proposed project and any alternative are identified as contaminated sites.

The required lists include the California Department of Toxic Substance Control’s (DTSC) online EnviroStor database¹⁵ and the State Water Resources Control Board’s (SWRCB) online GeoTracker database¹⁶. These two databases include hazardous release sites, along with other categories of sites or facilities where known or suspected sources of contamination were identified. A search of DTSC’s EnviroStor and SWRCB’s GeoTracker database in January 2023 revealed that there is currently one hazardous waste cleanup site located approximately 3200 feet to the southwest of the Project site. The site has been under evaluation since 1985, with contaminants of concern including insecticides, pesticide, fumigants, herbicides, and toxaphene that could impact the underlying aquifer.

4.9.2 Impact Assessment

a) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than significant impact. A portion of the Project proposes to construct a gas station which would involve the construction of underground storage tanks for gasoline. Operation of the Project would require the use, transport and dispersal of hazardous materials such as fuels, lubricants, oils and cleaning solvents. Fuel trucks delivering fuels onsite for storing in underground tanks would occur on a regular basis. The handling, use, and storage of fuel and all hazardous materials would be conducted according to industry best management practices, Occupational Safety and Health Administration (OSHA) requirements, federal and State regulations, and City requirements. However, the Project would be required to comply with all rules and regulations of applicable local, State, and federal requirements regarding gas stations, minimizing any potential impacts. Underground storage tanks are regulated by the SWRCB and the Madera County Environmental Health Division.¹⁷ Compliance with all applicable State and local regulations will ensure any impacts during operation of the Project would be less than significant.

During construction a variety of hazardous materials, including fuels for equipment and vehicles, new and used motor oils, cleaning solvents, and paints, would be transported to and stored, used, and generated on the Project site. Improper handling and/or use of these materials during construction would represent a potential risk to the public and the environment. Construction contractors are responsible for accident prevention and containment, and construction specifications typically include provisions to properly manage hazardous substances and wastes. All contractors are required to comply with applicable regulations and California OSHA guidelines regarding the transport, use, and disposal of hazardous materials and hazardous waste. Examples of hazardous materials management include providing completely enclosed containment for all refuse generated in the project area. In addition, all construction waste, including trash, litter, garbage, solid waste, petroleum products, and any other potentially hazardous materials, would be removed and transported to a permitted waste facility for treatment, storage, and/or disposal. Compliance with applicable regulations and California Occupational Safety and Health

¹⁵ (Department of Toxic Substances Control, 2023)

¹⁶ (State Water Resources Control Board, 2023)

¹⁷ (County of Madera, 2023)

Administration guidelines would ensure that proper use and disposal of these materials would not pose a significant risk to the public and the environment. Impacts would be *less than significant*.

- b) **Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Less than significant impact. Construction activities associated with the Project would involve the use and storage of a variety of hazardous materials, including fuels for equipment and vehicles, new and used motor oils, cleaning solvents, and paints. However, compliance with applicable regulations and California OSHA guidelines would ensure that proper use and disposal of these materials would not pose a significant risk to the public or the environment. With regard to Project operation, the Project would involve the transport, storage, and dispensing of fuels. Underground storage of fuels could result in leaks or spills during operation. However, the Project would be required to comply with all rules and regulations of applicable local, State, and federal requirements regarding gas stations, minimizing any potential impacts. Underground storage tanks are regulated by the SWRCB and the Madera County Environmental Health Division.¹⁸ Additionally, routine maintenance and inspections would ensure that the equipment functions properly and efficiently. Therefore, operational impacts related to reasonably foreseeable upset and accident condition would be *less than significant*.

- c) **Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Less than significant impact. There are no existing or proposed schools within one-quarter mile of the Project site. The nearest existing schools are Matilda Torres High School approximately 1.85 miles southeast, and Lincoln Elementary approximately 2.4 miles to the south. Therefore, impacts would be **less than significant**.

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

No impact. The Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, it would not create a significant hazard to the public or the environment. As discussed above, the Project site is located approximately 3200 feet to the northeast of a site that has been considered a hazardous waste site since 1985. While this site remains under evaluation, the Project site would not be located near enough to the hazardous waste site to present a substantial adverse effect to the Project site. Therefore, there would be *no impact*.

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

No Impact. The Project is located inside Zone D of the Madera Municipal Airport Compatibility Policy Map of the 2015 Madera Countywide Airport Land Use Compatibility Plan.¹⁹ In Zone D, gas stations and

¹⁸ (County of Madera, 2023)

¹⁹ (Madera County, 2015)

restaurants are listed as compatible uses. The Project would not result in any safety hazard or excessive noise for people residing or working in the vicinity of the Project site. Therefore, there would be ***no impact***.

f) **Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less than significant Impact. The Project would not involve any material changes to public streets, roads, or evacuation infrastructure and it would not include the construction of any feature that might impair the implementation of any relevant emergency operation plan. Moreover, the Project would not change existing emergency response and rescue access routes within the City or County of Madera. Therefore, there would be a ***less than significant impact***.

g) **Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

No impact. The Project site is not located within an area of moderate, high, or very high Fire Hazard Severity for the Local Responsibility Area, nor does it contain any areas of moderate, high, or very high Fire Hazard Severity for the State Responsibility Area.²⁰ Therefore, there would be ***no impact***.

²⁰ (CAL FIRE, 2022)

4.10 Hydrology and Water Quality

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.10.1 Environmental Setting

The City of Madera is within the San Joaquin River watershed and Basin Hydrological Study Area covering roughly 13,500 square miles, or approximately the southern two-thirds of the San Joaquin Valley. The San Joaquin River watershed is divided into numerous hydrologic areas and subareas. The Madera hydrologic area encompasses the southwestern and northwestern portions of the City and extends northwest to the City of Chowchilla, draining into the Fresno River and its tributaries. The Fresno River is the main hydrologic feature in the City. The river flows west from the Sierra Nevada Mountain Range before entering the Chowchilla Bypass in western Madera County. The Fresno River is dry throughout most of the year, with flows depending mainly on water releases from upstream water agencies.

The City of Madera is not within or adjacent to the boundaries of a sole source aquifer. The nearest sole source aquifer is the Fresno County Sole Source Aquifer, located approximately 13 miles to the southeast. Because the Project would result in more than 1 acre in disturbed land, a SWPPP is required to be completed.

FEMA FIRM Panel No. 06039C1155E (September 26, 2008) indicates that the Project site is located in Zone X, an area of minimal flood hazard. Zone X is an area designated with a 0.2 percent chance of flooding annually.²¹

4.10.2 Impact Assessment

a) Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than significant impact. Clearing, grading, excavation, and construction activities have the potential to impact water quality through soil erosion and increased silt and debris discharged into runoff. Additionally, the use of construction materials such as fuels, solvents, and paints may present a risk to surface water quality. Temporary storage of construction material and equipment in work areas or staging areas could create the potential for a release of hazardous materials, trash, or sediment to the storm drain system.

The Project would disturb more than one acre of soil. Therefore, the Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit, which requires the implementation of a SWPPP that incorporates best management practices to control sedimentation, erosion, and the potential for hazardous materials contamination of runoff during construction.

Upon completion of the Project, stormwater would runoff into the permeable ground on site or would be directed by onsite curbs and drainage systems into the Airport Basin located south of the Project Site. The Project would be required to implement applicable portions of the City's Storm Water Quality Management Program, ensuring that effective and adequate BMPs would be in place to minimize the pollutant load in storm drainage, thereby protecting surface water quality. In addition, implementation of General Plan policies would further protect surface quality by requiring the Storm Water Quality Management Program to be updated to include newly available best management practices. The Project would not violate any

²¹ (Federal Emergency Management Agency, 2022)

water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Therefore, the Project impacts would be *less than significant*.

- b) Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Less than significant impact. Groundwater is the sole source of water supply for the City. Groundwater is supplied through 18 active wells that pump from the Madera Subbasin of the San Joaquin groundwater basin directly into the City's distribution system. Management and sustainability of groundwater supplies are discussed in the Madera Subbasin Groundwater Sustainability Plan (GSP), Madera Regional Groundwater Management Plan, City of Madera Urban Water Management Plan, and City of Madera Water System Master Plan.^{22 23 24 25} Anticipated buildout of the proposed Project would increase water demands within the area and would encourage the need for sustainable water sources. Because the Project is within city limits, it would be required to connect to water and stormwater services as provided by the City. As a new connection, the Project is required to comply with Chapter 5 of the Madera Municipal Code to meet water efficiency standards. Additionally, adherence to connection requirements and recommendations pursuant to the City's water supply planning efforts (i.e., compliance with California Plumbing Code, efficient appliances, efficient landscaping, etc.) should not negatively impact the City's water provision. Furthermore, because the use has been previously accounted for and analyzed within the General Plan and the City's system master plans, it can be presumed that the existing and planned water distribution system and supplies should be adequate to serve the Project, and the Project would thereby not interfere substantially with groundwater recharge or impede sustainable groundwater management of the basin. For these reasons, the Project would not decrease groundwater supplies or interfere substantially with groundwater recharge and would thereby have a *less than significant impact*.

- c) Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i) result in substantial erosion or siltation on- or off-site;

Less than significant impact. The Project site does not contain any waterways and therefore implementation of the Project would not directly alter the course of a stream or river. However, the Project would require grading or soil exposure during construction. If not controlled, the transport of these materials via local stormwater systems into local waterways could temporarily increase sediment concentrations. To minimize this impact, the Project would be required to comply with all of the requirements of the Storm Water Quality Management Program and BMPs prior to start of construction activities.²⁶ Mandatory compliance with state regulations would ensure that impacts from erosion and siltation would be *less than significant*.

²² (Madera Subbasin Groundwater Sustainability Agency, 2020)

²³ (Madera County, 2014)

²⁴ (City of Madera, 2015)

²⁵ (City of Madera, 2014)

²⁶ (City of Madera, 2004)

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

Less than significant impact. The Project would increase the amount of impervious surface area on the Project site with the construction of parking lots, a commercial building, sidewalks, and driveways. However, the requirement to construct curb and gutters would ensure impacts to flooding on- or off-site would be *less than significant*.

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

Less than significant impact. The Project is required to connect to the storm drainage system that would be reviewed and approved by the City. Thus, while the Project would result in increased impervious surfaces, Project design has accounted for capturing runoff as to not exceed the capacity of existing or planned stormwater drainage systems. Regarding stormwater quality, stormwater runoff resulting from the anticipated buildout of the Project would be managed by the City in compliance with the City's Storm Drain Systems Master Plan and Storm Water Quality Management Program, and regulatory requirements pursuant to NPDES General Permit Requirements.²⁷ As a result, compliance with the aforementioned plans, policies, and regulatory requirements in addition to Project design components, would ensure that the Project would not exceed the planned capacity of the City's storm drainage system. For these reasons, the Project would have a *less than significant impact*.

iv) impede or redirect flood flows?

Less than significant impact. According to the Federal Emergency Management Agency (FEMA) Flood Map Service Center, the project site is not mapped within a special flood hazard area or floodplains.²⁸ Although the project would result in an increase of impervious surfaces at the site, Project implementation would not result in a substantial adverse change in the existing drainage pattern at the site. Therefore, the project would not impede or redirect flood flows. Stormwater would be directed to the City's existing stormwater drainage system. This would result in Project storm flow being directed to the City's Airport Basin. The Project would be required to comply with the City's Storm Drainage Master Plan, City Ordinances, and standard practices for stormwater drainage. Therefore, impacts would be *less than significant*.

d) Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundations?

No impact. The Project is not located in flood hazard, tsunami, or seiche zones and it will not risk the release of pollutants due to Project inundation. As discussed above, the Project is located in FEMA flood zone X, an area with minimal risk of flooding. Therefore, there would be *no impact*.

e) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than significant impact. The applicable water quality control plan for the Madera Subbasin is the Madera Subbasin GSP that was adopted in 2020. The GSP was prepared in response to the California

²⁷ (City of Madera, 2004)

²⁸ (Federal Emergency Management Agency, 2022)

Department of Water Resources identifying the subbasin was in critical overdraft of its water budget. As a member agency of the Madera Subbasin GSAs, the City of Madera's land-use decisions must comply with the GSP by decreasing water demand and managing groundwater resources. Water conservation regulations are outlined in the Chapter 5 – Water System of the Madera Municipal Code. In particular, Chapter 5 of the Madera Municipal Code requires all new construction to install Automatic Meter Reading and all landscaping irrigation to be compliant with the Model Water Efficient Landscape Ordinance. In turn, the Project is subject to compliance with City-identified regulations to maintain groundwater resources. Compliance with such regulations would ensure that the Project would not conflict with or obstruct implementation of the GSP. For these reasons, a *less than significant impact* would occur as a result of the Project.

4.11 Land Use and Planning

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.11.1 Environmental Setting

The Project site is located in northwestern Madera, approximately 1,100 feet west of SR 99. The Project site is surrounded most immediately by commercial land uses, with industrial land uses located beyond to the southwest and southeast. The City of Madera General Plan Designation Land Use Map designates this area as Commercial and is zoned C-2 (Heavy Commercial). The Project is compatible with the surrounding land uses and is consistent with all applicable General Plan policies and Zoning Ordinance development standards.

4.11.2 Impact Assessment

a) Would the Project physically divide an established community?

No impact. The Project would not physically divide an established community. The Project site is located on a vacant site and would be developed for commercial use. The construction of a gas station, convenience store, and fast food restaurant would align with the intent of the underlying zone district. Therefore, there would be *no impact*.

b) Would the Project cause a significant environmental conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No impact. The proposed use is consistent with the General Plan land use designations. Development of the Project is in accordance with the General Plan and would not conflict with a land policy or regulation adopted for the purpose of avoiding or mitigating an environment effect. As a result, there would be **no impact**.

4.12 Mineral Resources

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

4.12.1 Environmental Setting

The California Geological Survey (CGS) is responsible for the classification and designation of areas within California containing or potentially containing significant mineral resources. The CGS classifies lands into Aggregate and Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geologic Board, as mandated by the Surface Mining and Reclamation Act of 1975. These MRZs identify whether known or inferred significant mineral resources are presented in areas. Lead agencies are required to incorporate identified MRZs resource areas delineated by the state into their General Plans. According to the findings of the City of Madera General Plan Update EIR, the Project site does not have the potential to affect the availability of any state or locally designated mineral resource.

4.12.2 Impact Assessment

a) Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No impact. The Project site is not identified as containing any mineral deposits by the Madera General Plan. While the City of Madera has been identified as being located in an area known to contain aggregate materials, the Project would be located within the city limits, on a site near to previously developed parcels.²⁹ The Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Therefore, there would be *no impact*.

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

No impact. The Project site is not located in an area designated for mineral resource preservation or recovery. Therefore, the Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. As a result, there would be *no impact*.

²⁹ (California Department of Conservation, 2022)

4.13 Noise

Would the Project result in:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.13.1 Environmental Setting

The site is located in an area planned and zoned for commercial development. Notable noise producing uses located near the Project site include a hotel abutting the site to the west, and the Madera Municipal Airport approximately half a mile to the southwest. In general, there are two types of noise sources: 1) mobile source and 2) stationary sounds. Mobile source noises are typically associated with transportation activities including automobiles, trains, and aircraft. Stationary sounds are sources that do not move such as machinery or construction sites. The Madera General Plan Noise Element and Madera Municipal Code outlines policies and regulations to diminish health effects of noise in the community and prevent exposures to excessive noise levels.

4.13.2 Impact Assessment

- a) **Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less than significant impact. The Project would result in an increase of ambient noise levels during the construction of the Project due to the use of large construction equipment, including rollers, pavers, dozers, and graders. Use of this type of equipment can result in noise levels exceeding General Plan noise standards for residential land uses when measured 50 feet away from the noise source. General Plan Policies N-5, N-6, and MMC Section 3-11.02(B) requires the reduction of noise, including construction noise, to acceptable levels. Construction is limited to between the hours of 7 am and 7 pm, which is consistent with the City

noise ordinance and General Plan Policy. Therefore, construction-related noise impacts would remain *less than significant*.

b) Would the Project result in generation of excessive ground borne vibration or ground borne noise levels?

Less than significant impact. Due to the distances between the Project site and the nearest surrounding building, vibration from construction activities would not be expected to be substantial. Construction of the Project would be restricted to between the hours of 7 am and 7 pm, consistent with the City's noise ordinance and General Plan Noise Policy. The Federal Highway Administration has compiled noise measurement data regarding the noise-generating characteristics of various types of construction equipment.³⁰ Typical background vibration decibel (VdB) levels measured from 50 feet away, according to the Federal Transit Administration are approximately 50 VdB, with a level of 100 VdB resulting in minor cosmetic damage to fragile buildings. For infrequent events, such as construction, impacts would be significant to residences, the nearest sensitive receptor, if they exceed 80 VdB. Vibration velocity levels are typically not additive.³¹ Bulldozers generate approximately 58 VdB when measured 25 feet away. Given the type of equipment expected to be used during construction, it is not anticipated the Project would generate excessive ground-borne vibration or ground-borne noise levels. Therefore, the Project would have a *less than significant impact*.

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

No impact. The Project is located inside Zone D of the Madera Municipal Airport Compatibility Policy Map of the 2015 Madera Countywide Airport Land Use Compatibility Plan.³² In Zone D, gas stations and restaurants are listed as compatible uses. Noise levels emitted from operation of the Airport in Zone D would not be excessive for those residing or working in the Project area. Therefore, the Project would result in *no impact*.

³⁰ (Federal Highway Administration , 2017)

³¹ (Federal Transit Administration , 2022).

³² (Madera County, 2015)

4.14 Population and Housing

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.14.1 Environmental Setting

The Project would be located on an approximately 1.14-acre site in the northwestern portion of the City. The subject property is planned for Commercial land use and zoned for Heavy Commercial development (see [Figure 2-3](#) and [Figure 2-4](#)).

4.14.2 Impact Assessment

- a) **Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

Less than significant impact. The Project proposes a commercial use that is consistent with the underlying land use designation and zone district. As such, the Project can be considered “planned growth” that has already been contemplated and evaluated within the City’s long-range planning documents. While the Project would generate employment, it is not at a level that could induce population growth. In addition, the Project would develop a site that is surrounded by existing roadways and other infrastructure. Because the Project would not require significant extensions of infrastructure, improvements would not be considered to be “growth accommodating.” As a result, it can be concluded that the Project would not induce a substantial unplanned population growth directly or indirectly and a **less than significant impact** would occur as a result of the Project.

- b) **Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

No impact. The Project site is vacant and undeveloped, and does not contain any structures, habitable or otherwise. Thus, development of the Project site would not result in the physical displacement of people or housing, nor would the Project necessitate the construction of replacement housing elsewhere. Therefore, the Project would have **no impact**.

4.15 Public Services

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities (i.e., landfills)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.15.1 Environmental Setting

Fire Protection: The Project site would be served by the Madera City Fire Department, Station 58 (Madera Acres) located approximately one mile southeast of the Project site.

Police Protection: The Project site receives police protection provided by the Madera County Sheriff station in the City of Madera 0.75 miles southwest of the Project site, and the City of Madera Police Department, approximately 3.75 miles southeast of the Project site.

Schools: Public school services are provided by Madera Unified School District. The nearest school to the Project site is Matilda Torres Highschool, located approximately 1.8 miles to the southeast.

Parks: The City of Madera owns and operates several City parks. Pan-American Park is the closest park to the Project site, located approximately 3 miles southwest.

Landfills: The project site would be served by the Fairmead Solid Waste Disposal Site located approximately 7 miles northwest of the Project site.

4.15.2 Impact Assessment

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

Fire Protection:

Less than significant impact. Implementation of the Project is not expected to result in a need for increased staff for the fire department, nor would it alter response times for the Project site due to the Project's size. Fire access and the amount of fire extinguishers on the site would be conditioned to comply with the California Fire Code requirements. Therefore, the Project would have a *less than significant impact*.

Police Protection:

Less than significant impact. The Project is not expected to result in an any additional hiring of police department staff due to the Project's size. Response times for the site would remain relatively the same before and after construction. The Project would also not warrant the need for new or physically altered police facilities to maintain acceptable service ratios and meet performance objectives. The Project is required to pay all applicable impact fees, including those to offset impacts to police facilities. Therefore, the Project would have a *less than significant impact*.

Schools:

Less than significant impact. The Project proposes a commercial use that would not directly result in a substantial increase in the population. Thus, because of the nature of the Project, there would be no increased demand for schools as a result of the Project. However, to offset any potential impacts, the Project is subject to applicable school impact fees. Therefore, a *less than significant impact* would occur as a result of the Project.

Parks:

No Impact. Parks and recreational facilities are typically impacted by an increase in use from proposed residential development. The Project proposes commercial use and would not directly result in a substantial increase in the population, therefore no increased demand for existing neighborhood and regional parks, or other recreation facilities associated with the Project would result. The Project would thereby not result in adverse physical impacts or the need for altered or new park facilities, and would have *no impact*.

Landfills:

Less than significant impact. The Project site would be served by the Fairmead Solid Waste Disposal Site for its solid waste. The landfill has a maximum permitted capacity of 9,400,000 cubic yards, with last reported remaining capacity of 5,552,894 cubic yards.³³ The Project would not result in the generation of enough

³³ (California's Department of Resources Recycling and Recovery, 2023)

solid waste to put a significant amount of stress on the landfill’s ability to collect solid waste for its service area. Therefore, the Project would have a *less than significant impact* on landfills.

4.16 Recreation

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.16.1 Environmental Setting

Parks and recreational facilities are overseen by the City of Madera Parks and Community Services Department. The City of Madera owns and maintains 27 parkland facilities, including three community parks, five neighborhood parks, four pocket parks, four linear parks, two trails, and eight special use facilities.³⁴ The facilities include 320 acres, excluding building grounds, landscape buffer areas, median islands, and park strips.

4.16.2 Impact Assessment

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

Less Than Significant. Parks and recreational facilities are typically impacted by an increase in use from proposed residential development. The Project proposes commercial use and would not directly result in a substantial increase in the population. Thus, because of the nature of the Project, there would be no increased demand for neighborhood and regional parks, or other recreation facilities. Therefore, there would be *less than significant impact*.

- b) **Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

No Impact. The Project proposes a commercial use that does not include recreational facilities or require the construction or expansion of any existing recreational facilities. Therefore, there would be *no impact*.

³⁴ (City of Madera Parks & Community Services Department, 2023)

4.17 Transportation

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

4.17.1 Environmental Setting

The Project Site is located in the city limits at the southwest corner of Avenue 17 and Airport Drive. Avenue 17 is classified as an arterial roadway while Airport Drive is classified as a collector roadway³⁵. Site access would be provided via an internal driveway connecting to both Avenue 17 and Airport Drive.

4.17.2 Impact Assessment

- a) **Would the Project conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

Less than significant impact. The Project would not conflict with any program plan, ordinance, or policy addressing the circulation system, including transit, roadway, and bicycle and pedestrian facilities. The Project is required to submit improvement plans, including roadway improvements, for review and approval by the City Engineer to ensure improvements would be consistent with City standards. Therefore, there would be a *less than significant impact*.

- b) **Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?**

Less than significant impact. The Governor’s Office of Planning and Research document titled Technical Advisory on Evaluating Transportation Impacts in CEQA dated December 2018 includes the following guidance: “By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT.³⁶ Thus, lead agencies

³⁵ (City of Madera, 2009)

³⁶ (Governor's Office of Planning and Research, 2018)

generally may presume such development creates a less-than-significant transportation impact.” In the case of the Project, trips are expected to be local-serving since the Project would tend to attract trips from SR 99 as well as neighboring areas of the City. In addition, the Project would result in a retail use of less than 50,000 square feet in size. Therefore, the Project would have a **less than significant impact** associated with VMT.

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

Less than significant impact. Access to the Project Site would be provided via an internal driveway, connecting to both Avenue 17 and Airport Drive. Access and circulation would be reviewed and approved in conformance with City design specifications and sight distance standards to ensure the Project would not result in sharp curves or dangerous intersections. Therefore, the Project would result in a **less than significant impact**.

d) Would the Project result in inadequate emergency access?

Less than significant impact. The Project does not involve a change to any emergency response plan. In addition, the City’s Engineering Department and Fire Department have reviewed the Project and imposed standard conditions to ensure adequate site access including emergency access. In the case that Project construction requires lane closures, access through Avenue 17 and Airport Drive would be maintained through standard traffic control and therefore, potential lane closures would not affect emergency evacuation plans. Thus, Project implementation would result in a **less than significant impact**.

4.18 Tribal Cultural Resources

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
i) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.18.1 Environmental Setting

A previous sacred lands search completed for General Plan EIR did not identify any sensitive Native American cultural resources either within or near the Project site. As discussed in [Section 2.1.11](#) above, Public Resources Code Section 21080.3.1, *et seq.* (codification of AB 52, 2013-14)) requires that a lead agency, within 14 days of determining that it will undertake a project, notify in writing any California Native American Tribe traditionally and culturally affiliated with the geographic area of the project if that Tribe has previously requested notification about projects in that geographic area. The notice must briefly describe the project and inquire whether the Tribe wishes to initiate a request for formal consultation. The City of Madera has not received written correspondence from any California Native American tribes pursuant to Public Resources Code Section 21080.3.1 requesting notification of proposed projects.

4.18.2 Impact Assessment

- a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - i) *Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code section 5020.1(k), or*

No impact. The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and the Project is not listed or eligible for listing in the California Register of Historical Resources (CRHR), or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). As described above, no known tribal cultural resources have been identified (as defined in Section 21074) within the Project area. Therefore, the Project would have **no impact** on a tribal cultural resource that is either listed in, or eligible for listing in, the CRHR, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

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

Less than significant impact. The Project site has not been identified to contain a resource determined by City, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. The Project site is not listed as a historical resource in the California Register of Historical Sources. As described above, no known tribal cultural resources have been identified (as defined in Section 21074) within the Project area, and no substantial information has been provided to the City to indicate otherwise. However, it is possible that unknown buried archaeological materials could be found during ground disturbing activities, including unrecorded Native American materials. If such resources were discovered, the impact to cultural resources could be significant. General Plan Action Item HC-9.2 requires a condition of approval on all discretionary projects that the Planning Department be notified immediately if any prehistoric, archaeological, or fossil artifact or resource is uncovered during construction. All construction must stop and an archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action. Implementation of the required condition would reduce the impact to tribal cultural resources to **less than significant**.

4.19 Utilities and Service Systems

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.19.1 Environmental Setting

The Project site is located within the City of Madera city limits. Utility services within the city limits are provided by the City. City services include water, sewer, and storm drainage. Solid waste services are provided by Mid Valley Disposal through a contract with the City. According to the City's Water System Master Plan and Sanitary Sewer System Master Plan, Airport Drive contains both existing water and sewer infrastructure.^{37 38} Additionally, both Airport Drive and Avenue 17 have been improved to include curb and gutter along the Project site's frontage. The Project site is planned and zoned for commercial land use. The site is vacant and has not been previously developed.

4.19.2 Impact Assessment

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

Less than significant impact. The Project site is within city limits and thus, would be required to connect to water, stormwater, solid waste, and wastewater services. Additionally, the Project would be required to tie into energy, natural gas, and telecommunications infrastructure within the site's street frontage.

³⁷ (City of Madera, 2014)

³⁸ (City of Madera, 2014)

The City and responsible agencies have reviewed the Project to determine adequate capacity in these systems and ensure compliance with applicable connection requirements. In addition to connections to water, stormwater, solid waste, and wastewater services, the Project will be served by PG&E for natural gas and electricity and by the appropriate telecommunications provider for the Project site. Overall, the review of the Project by the City and responsible agencies indicates that the Project would not require or result in the relocation or construction of new or expanded facilities and as such, would not cause significant environmental effects. Through compliance with the applicable connection requirements, a ***less than significant impact*** would occur as a result of the Project.

b) Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less than significant impact. As shown within the output files contained within **Appendix A**, the Project is expected to use approximately 0.00234 million gallons of water per day. There are sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years according to the Urban Water Management Plan.³⁹ The Project would connect to existing City water facilities and would not require the expansion of any water infrastructure in order to serve the Project site. Therefore, the Project would have a ***less than significant impact***.

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

Less than significant impact. The Project would be served by the City of Madera Wastewater Treatment Facility (WWTF). The Madera WWTF has a design capacity of 10.1 MGD and it can accommodate a design peak dry weather flow of up to 15.1 MGD. The wastewater impacts of commercial uses at the Project Site were evaluated by the City Engineer to ensure compliance with the City's wastewater treatment requirements and capacity. The City has previously determined that there is adequate capacity based on the estimated sewage collection and treatment demand. For these reasons, the Proposed Project would not exceed wastewater treatment requirements such that a new facility would be required, nor would the existing wastewater treatment facility need to be expanded. As such, the Proposed Project would have a ***less than significant impact***.

d) Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than significant impact. Mid Valley Disposal is the solid waste provider for the City of Madera. Mid Valley Disposal has reviewed the Project and has not identified any concerns relating to capacity or any other reduction goal related standards for the Project. Therefore, the Project would have a ***less than significant impact***.

e) Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

³⁹ (City of Madera, 2022)

No impact. The Project would be required to comply with federal, State, and local management and reduction statutes and regulations related to solid waste. Therefore, there would be **no impact**.

4.20 Wildfire

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

4.20.1 Environmental Setting

The Project site is located on a relatively flat property within the Madera city limits. The site is planned and zoned for commercial use. In addition, the site nor the City of Madera are identified by the California Department of Forestry and Fire Protection (Cal Fire) as being in a “Very High Fire Hazard Severity Zone”. Rather, the City inclusive of the Project site are located in an “area of local responsibility” that is considered to be an area of low fire risk.⁴⁰

4.20.2 Impact Assessment

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

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

⁴⁰ (CAL FIRE, 2022)

No impact. The Project site is not located in or near state responsibility areas or lands classified as very high fire severity zones, rather the site is within an “area of local responsibility”. Local responsibility areas are considered to be an area of low fire risk. Development of the Project would not impair access to the existing roadway network and therefore would not impact circulation and emergency vehicle access for the site and surrounding properties. The Project would not substantially impair any emergency response plan and **no impact** would occur as a result of the Project.

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

No impact. The Project site is located on a relatively flat property with minimal slope and is not subject to strong prevailing winds or other factors that would exacerbate wildfire risks. Further, the site is not identified by Cal Fire or the City as a very high fire severity zone. Therefore, the Project would have **no impact**.

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

No impact. The Project site is not located in or near state responsibility areas or lands classified as very high fire severity zones, rather the site is within an “area of local responsibility”. Local responsibility areas are considered to be an area of low fire risk. The Project would result in installation and maintenance of new infrastructure that has been reviewed and approved by the City. Through compliance with regulations and conditions, such infrastructure would not exacerbate fire risk or result in temporary or ongoing impacts to the environment and **no impact** would occur as a result of the Project.

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

No impact. As the Project site is relatively flat, and not located in or near a State Responsibility Area nor land classified by either Cal Fire or the City as a Very High Fire Hazard Severity Zone, it is not subject to the risk of downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. Therefore, there would be **no impact**.

4.21 CEQA Mandatory Findings of Significance

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

4.21.1 Environmental Setting

Based upon staff analysis and comments from experts, it has been determined that the Project could generate some limited adverse impacts in the areas of Aesthetics, Air Quality, Biologic Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, and Utilities and Service Systems.

The potential impacts identified in this Initial Study are considered to be less than significant since they would cease upon completion of construction or do not exceed a threshold of significance. Therefore, a Negative Declaration is the appropriate level of documentation for the Project.

4.21.2 Impact Assessment

- a) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than significant impact. The analysis conducted in this Initial Study/Negative Declaration results in a determination that the Project would have a *less than significant* impact on the environment. Accordingly, the Project would involve no potential for significant impacts through the degradation of the quality of the environment, the reduction in the habitat or population of fish or wildlife, including endangered plants or animals, the elimination of a plant or animal community or example of a major period of California history or prehistory.

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

Less than significant impact. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the Project are cumulatively considerable. The assessment of the significance of cumulative effects of a project must be conducted in connection with the effects of past projects, other current projects, and probable future projects. The Project would include the construction of a new commercial development, including a gas station, convenience store, and fast food restaurant with an associated drive through.

The Project would not directly result in population growth. The Project site is planned and zoned to accommodate the commercial uses proposed as a part of the Project. Therefore, implementation of the Project would not result in significant cumulative impacts and all potential impacts would be reduced to *less than significant* through the implementation of basic regulatory requirements incorporated into Project design.

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

Less than significant impact. The Project would not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Impacts are considered to be *less than significant*.

Chapter 5 References

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Appendix A: CalEEMod Output Files