

Schnoor Avenue/Foxglove Way

General Plan Amendment No. 2022-08

Rezone No. 2022-09

Specific Plan Amendment No. 2022-01

Env. No. 2022-08

Public Review Draft

Initial Study / Mitigated Negative Declaration

March 2024

Prepared by:



Planning Department
205 W. 4th Street
Madera, CA 93637

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Chapter 1 Introduction

Precision Civil Engineering, Inc. (PCE) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) on behalf of City of Madera (City) to address the environmental effects of the proposed Schnoor Avenue and Foxglove Way General Plan Amendment and Rezone (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 Lead Agency for this proposed Project. The site and the proposed Project are described in detail in the [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, a 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 MND 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/MND contains five 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, mandatory findings of significance, and feasible mitigation measures, if applicable. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why the impact is anticipated to be less than significant or why no impacts are expected. If the proposed Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation

measures and/or permit requirements that would reduce those impacts to a less than significant level. **Chapter 5 Mitigation Monitoring and Reporting Program** (MMRP), provides the proposed mitigation measures, implementation timelines, and the entity/agency responsible for ensuring implementation. The CalEEMOD Output Files, California Natural Diversity Database Occurrence Report, and CHRIS Record Search Results are provided as technical attachments in **Appendix A**, **Appendix B**, and **Appendix C** respectively, at the end of this document.

Chapter 2 Project Description

2.1 Project Background

2.1.1 Project Title

Schnoor Avenue/Foxglove Way General Plan Amendment (GPA) No. 2022-08, Rezone (REZ) No. 2022-09, Specific Plan (SP) Amendment No. 2022-01, Environmental (ENV) No. 2022-08

2.1.2 Lead Agency Name and Address

City of Madera
205 West 4th Street
Madera, CA 93637

2.1.3 Contact Person and Phone Number

Lead Agency Contact

Will Tackett
Community Development Director
(559) 661-5451
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Applicant Information

Landmark Real Estate
Edward J .McIntyre
405 N. I St. Ste A
Madera, CA 93637

2.1.4 Study Prepared by

Precision Civil Engineering
1234 O Street
Fresno, CA 93721

2.1.5 Project Location

The proposed Project in the northwestern area of the City of Madera, California, on the northwest corner of Foxglove Way and Schnoor Avenue (see [Figure 2-1](#)). The site consists of one (1) parcel identified as Madera County Assessor Parcel Number (APN) 013-070-014 and is approximately 2.3 acres. The site is a portion of Section 14, Township 11 South, Range 17 East, Mount Diablo Base and Meridian. [Figure 2-2](#) shows the Project vicinity.

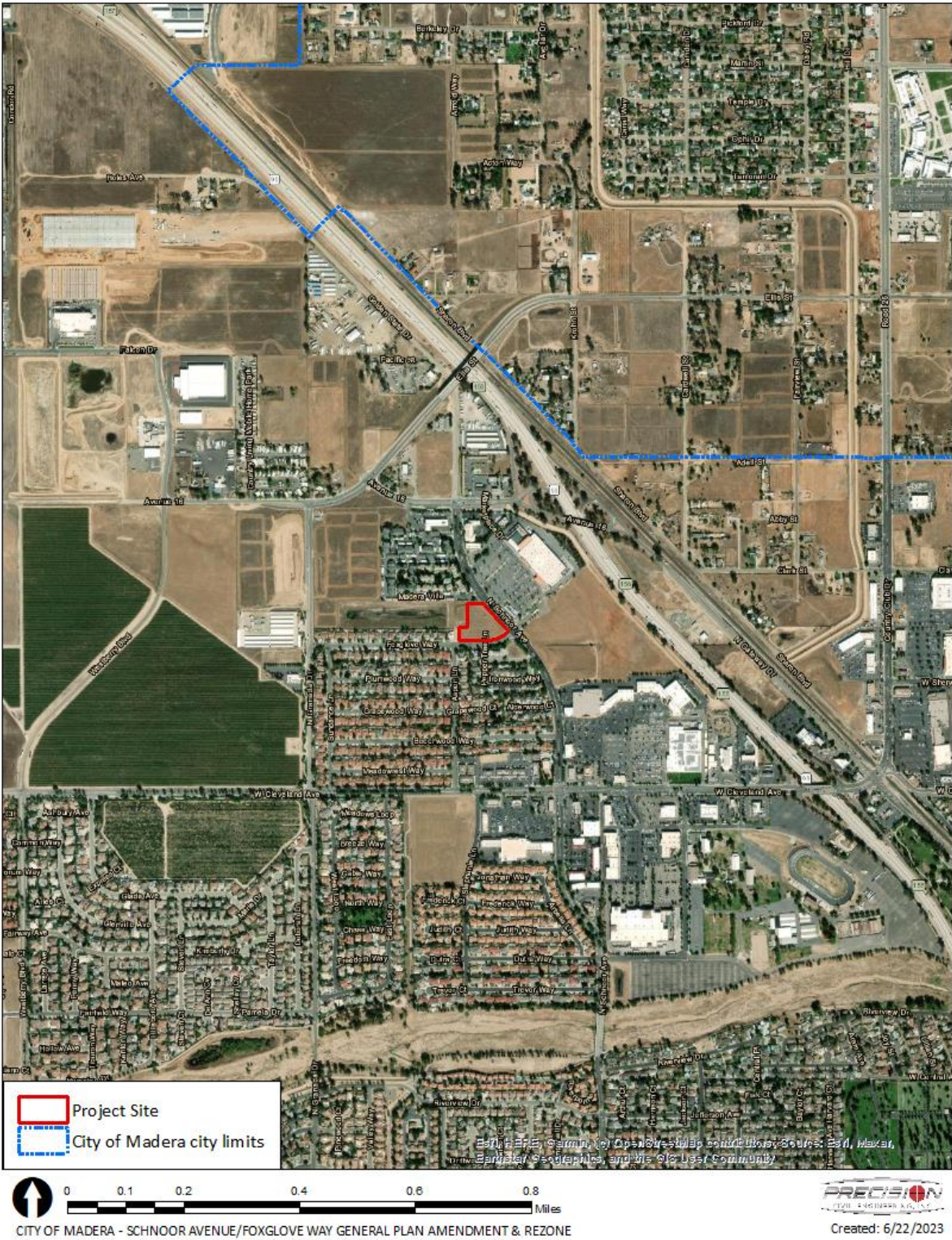


Figure 2-1 Regional Location Map

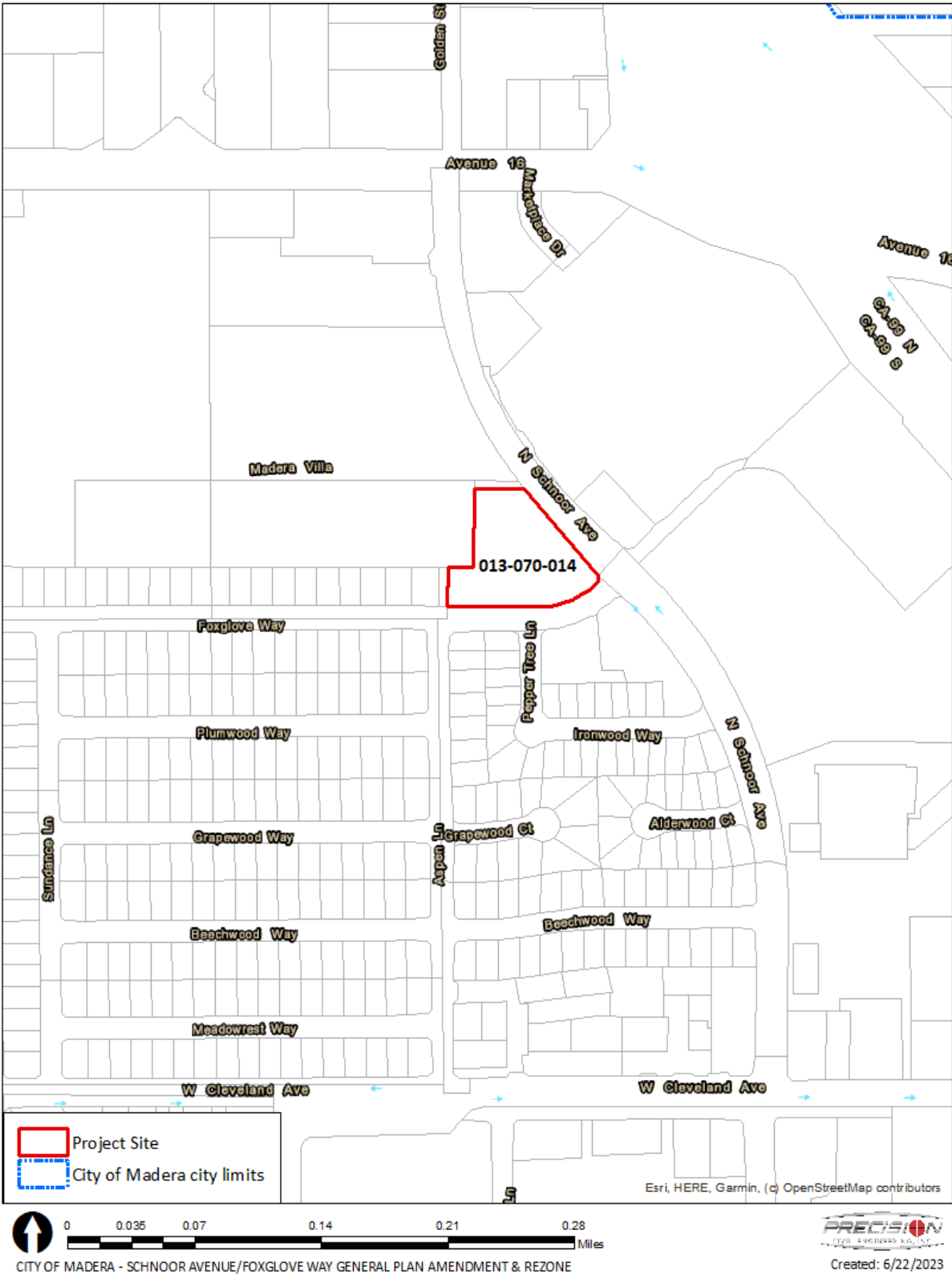


Figure 2-2 Project Vicinity Map



Figure 2-3 Aerial Image of the Project site

2.1.6 Latitude and Longitude

The centroid of the Project area is 36.97874064113181, -120.08698827048453.

2.1.7 General Plan Designation

The Project site has a City of Madera General Plan land use designation of O – Office (see [Figure 2-4](#)). According to the General Plan, the Office land use designation *“provides for the development of office centers near residential areas and is designed to buffer between residential areas and more intense uses or arterial streets. The maximum floor area ratio (FAR) for the Office designation is 1.0 except in the Downtown District where this FAR may be exceeded if determined appropriate by the City.”*

Landmark Real Estate (Applicant) proposes a General Plan Amendment (GPA) to change the land use designation from O – Office to C – Commercial (see [Figure 2-5](#)). According to the General Plan, the Commercial land use designation allows a broad range of commercial uses, including professional offices. The specific character of the commercial development is determined by the zoning designations, including regional shopping centers and neighborhood stores. The maximum floor area ratio (FAR) for the Commercial designation is 0.30.

2.1.8 Zoning

The Project site is in the PO – Professional Office zone district (see [Figure 2-6](#)). The Applicant proposes to change the zoning district from PO – Professional Office to C-1 – Light Commercial (see [Figure 2-7](#)). According to the Madera Municipal Code (MMC), the purpose of the Light Commercial zone district is to provide a diverse range of commercial uses, including but not limited to appliance stores, bakeries, banks, department stores, dry good stores, food stores, hardware stores, offices, restaurants, auto parts stores, laundry mats, pet shops, pharmacies, etc.

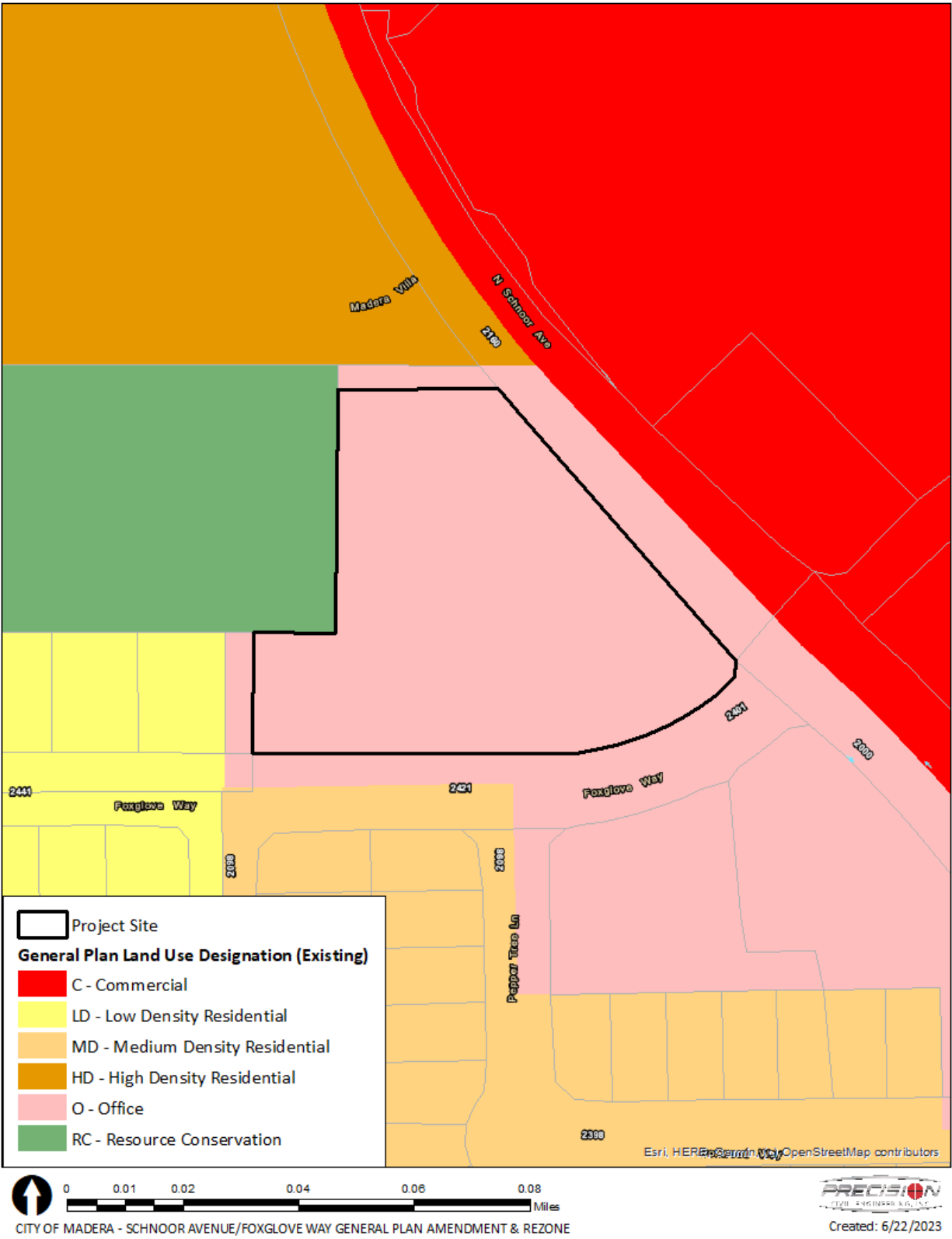


Figure 2-4 General Plan Designated Land Use Map (Existing)

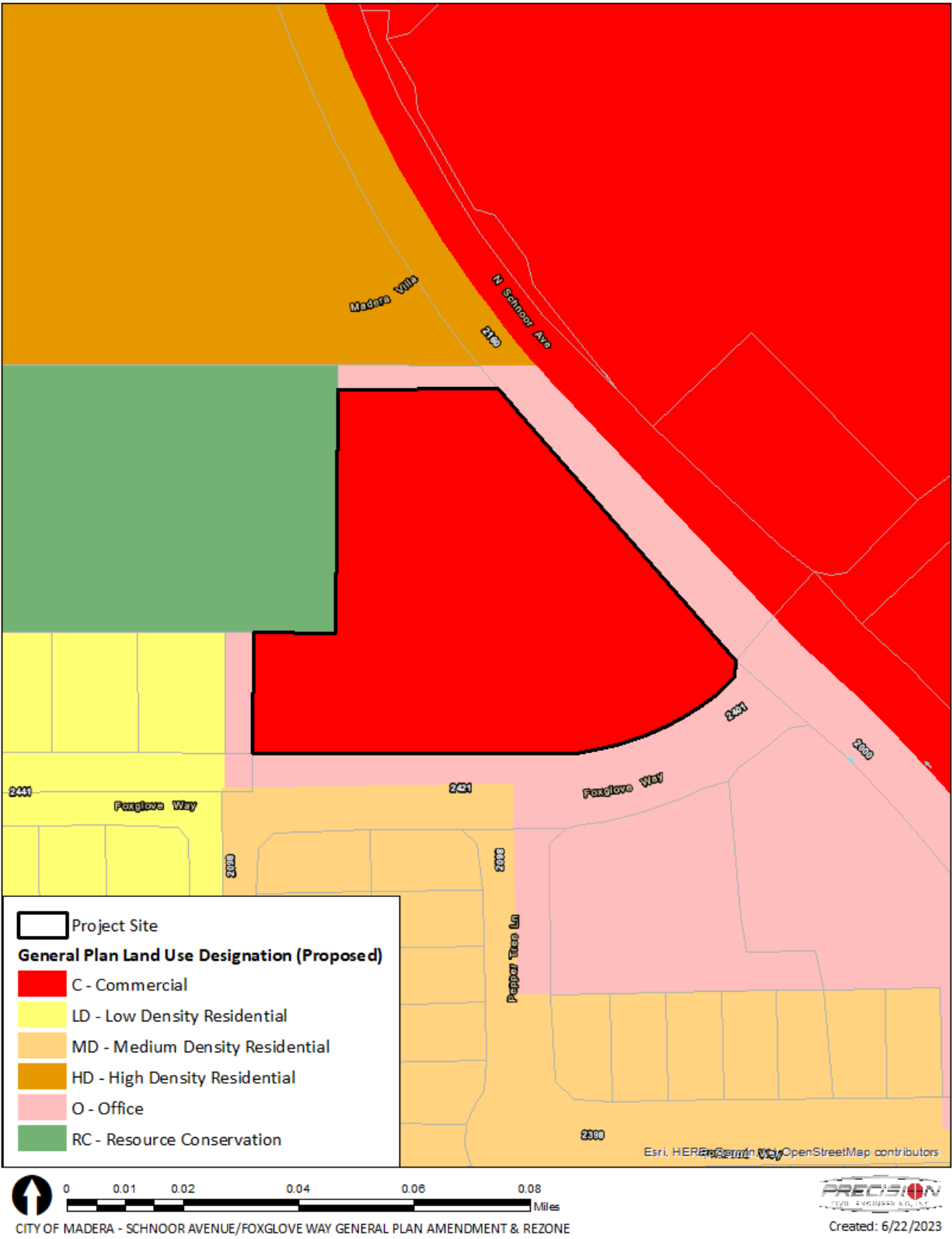
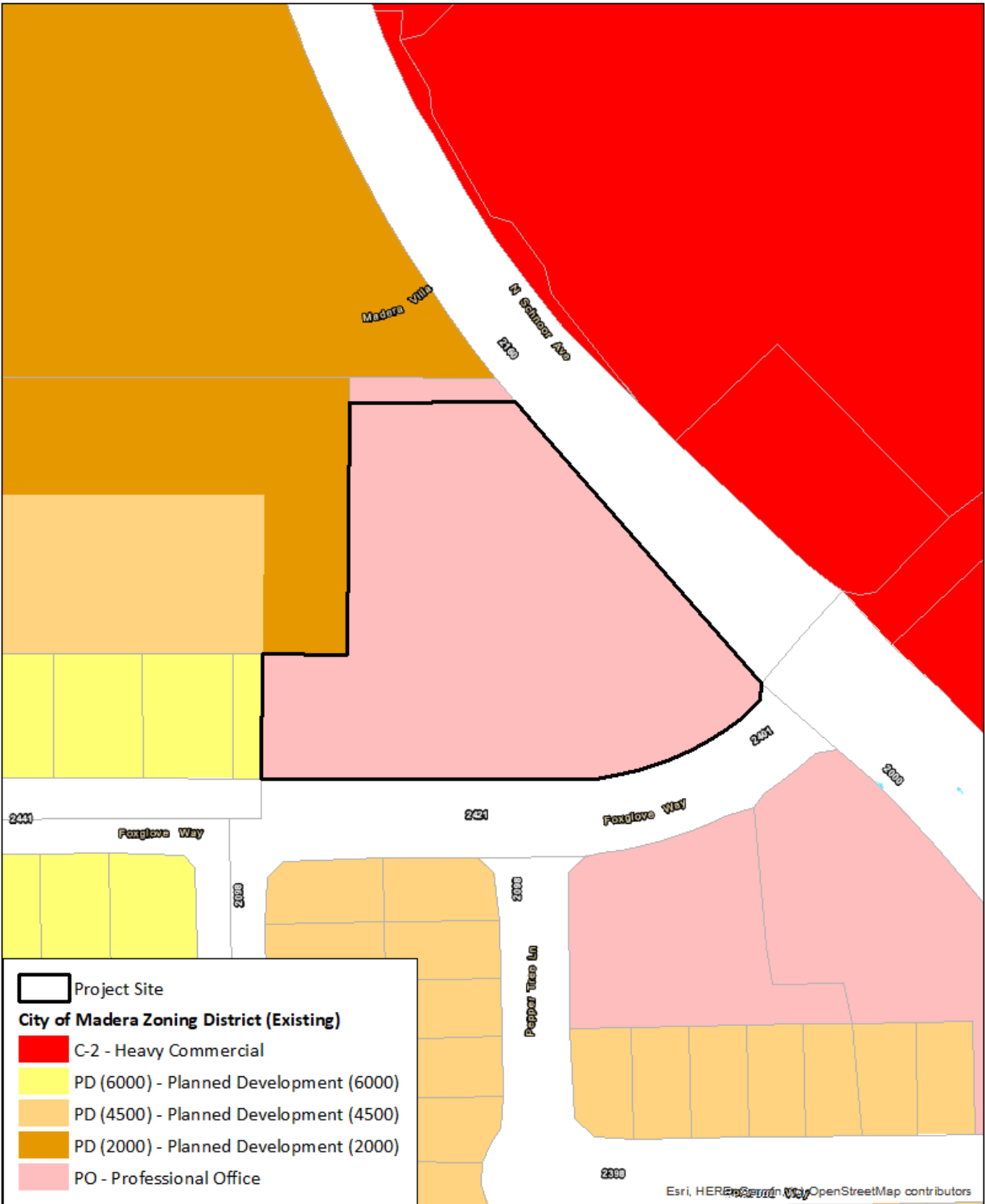


Figure 2-5 General Plan Designated Land Use Map (Proposed)



0 0.01 0.02 0.04 0.06 0.08 Miles
 CITY OF MADERA - SCHNOOR AVENUE/FOXGLOVE WAY GENERAL PLAN AMENDMENT & REZONE

PRECISION
 CIVIL ENGINEERS & ARCHITECTS
 Created: 6/22/2023

Figure 2-6 City of Madera Zoning Map (Existing)

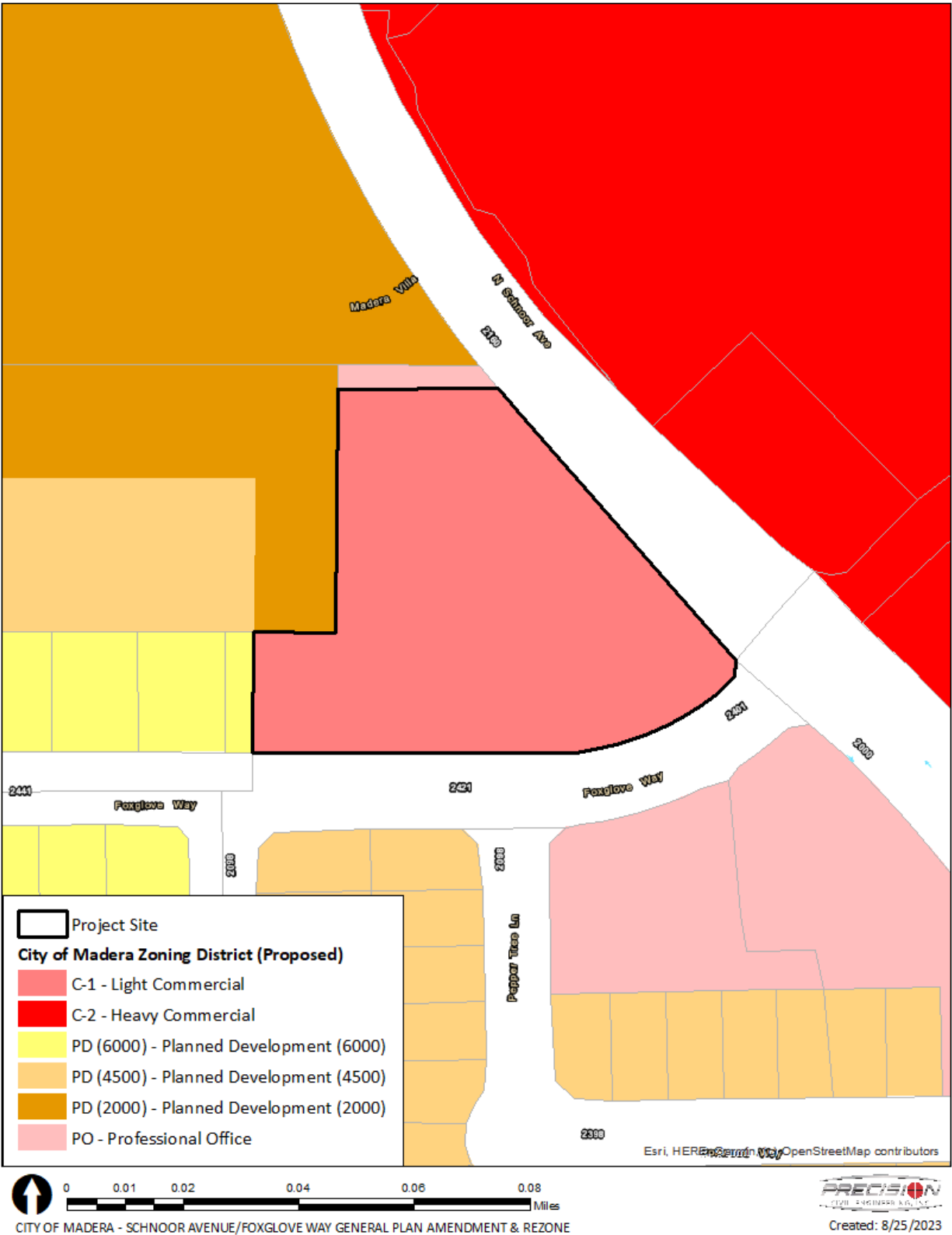


Figure 2-7 City of Madera Zoning Map (Proposed)

2.1.9 Description of Project

This section describes the components of the proposed Project.

Project Description

The Applicant, Landmark Real Estate is requesting General Plan Amendment (GPA No. 2022-08), Rezone (REZ No. 2022-09), Specific Plan Amendment (SPA No. 2022-01), and Environmental Review (ENV. No. 2022-08) pertaining to one (1) parcel located on the northwest corner of Schnoor Avenue and Foxglove Way in the City of Madera, California. The parcel is identified by Madera County Assessor as APN 013-070-014, totaling approximately 2.3 acres. GPA No. 2022-08 and SPA 2022-01 requests to change the Madera General Plan land use designation from O – Office to C – Commercial. Rezone No. 2022-09 requests to change zone district from PO – Professional Office to C1 – Light Commercial, consistent with the proposed land use designation. No physical development is proposed for the site at this time.

Project Assumptions

Although no physical development is proposed by the Project, this Initial Study analyzes the potential buildout of the Project site at a programmatic level, using reasonable assumptions so that future development of the site can tier from this Initial Study pursuant to CEQA Guidelines *Section 15168(C)(1)* and *15168(d)* for evaluations of environmental issues associated with later activities/subsequent projects. However, depending on the final design of future physical development, additional project specific CEQA review may be required as determined by the City through the entitlement review and approval process. The following parameters were utilized for the purposes of the analysis contained in this Initial Study.

- **Project Area.** The Project site is approximately 2.3 acres, or 100,188 square feet (sf.).
- **Permitted Uses.** Pursuant to MMC *Section 10-3.802 Uses Permitted* [in C-1 zones], it is assumed that the future use of the Project site would be retail stores selling new merchandise exclusively and personal service establishments within a building as permitted within the C-1 zone district.
- **Development Standards.** Pursuant to MMC *Section 10-3.803 Site Area, 10-3.804 Height of Structures, add 10-3.805 Yard Requirements*, the minimum lot area for each main building shall be 2,000 square feet; the maximum height of any building shall be 50 feet; and there shall be no front, side, or rear yard requirements except where portions of the lot abut on a R zone. Additionally, the maximum FAR for the Commercial land use designation is 0.30 as allowed in the General Plan.
- **Parking.** Pursuant to MMC *Section 10-3.1202 Parking Spaces Required*, retail stores and personal service establishments such as barber, beauty, and repair shops require one parking space for each 300 square feet of gross floor area.

It is assumed that the type of development that would be eventually built on the Project site would have the components of typical commercial development including retail stores and personal services that would operate 12-14 hours per day, seven (7) days per week with business hours between 8 am and 9 pm, Monday through Sunday. Prospective customers, employees, and truck visits are expected during business hours.

Based on these parameters, the maximum building that could be built on the Project site is 30,056 sf. (calculation: 100,188 sf. multiplied by 0.30 FAR = 30,056 sf.). Therefore, the assumed “project” to be analyzed in this Initial Study is a 30,056-sf. building containing retail stores and personal services with 101 parking spaces (calculation: 30,056 sf. divided by 300 sf. = 100.18 parking spaces).

2.1.10 Site and Surrounding Land Uses and Setting

Project Setting

The Project site is currently vacant with no structures. There are minimal off-site improvements, including curb and gutter along Foxglove Way and Schnoor Avenue, as well as a drive approach on Schnoor Avenue. The aerial image of the Project site is shown in **Figure 2-3**. Street frontage includes Schnoor Avenue, a four (4)-lane north-south arterial and Foxglove Way, a two (2)-lane east-west local street. Topography is generally flat, and the existing biotic conditions and resources of the site can be primarily defined as ruderal. There are no shrubs, trees, or water features present on the site.

Surrounding Land Uses and Setting

The Project site is generally surrounded by a mix of residential and commercial uses. The existing General Plan land use designations surrounding the Project site are high density residential (north), commercial (east), office and medium density residential (south) and low density residential and resource conservation (west). Existing zoning designations surrounding the Project site include Planned Development -PD 2000 (north), Heavy Commercial -C2 (east), Professional Office -PO and PD-4500 (south), and PD-6000 and PD-2000 (west).

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	Multi-family dwellings (Madera Villa Apartments)	High Density Residential	PD (2000) – Planned Development (2000)
East	Commercial (Sonic Drive-in, Home Depot)	Commercial	C2 – Heavy Commercial
South	Office (Central Valley Medical), Single-family dwellings	Office, Medium Density Residential	PO – Professional Office, PD (4500) – Planned Development (4500)
West	Vacant, Single-family dwellings	Low Density Residential, Resource Conservation	PD (6000) – Planned Development (6000), PD (2000) – Planned Development (2000)

2.1.11 Project Construction and Phasing

No physical development is proposed at this time. When a future development project is proposed, construction is expected to require approximately nine (9) months. Construction is anticipated to begin upon obtaining the required permits.

2.1.12 Site Preparation

The Project site is currently vacant and undeveloped; there are no existing structures on site. Site preparation for future development would include typical grading activities to ensure an adequately graded

site for drainage purposes. Part of the preparation would include the removal of any vegetation necessary to accommodate the Project. Other site preparation activities would include minor excavation for the installation of utility infrastructure, for conveyance of water, sewer, stormwater, and irrigation. There are no buildings on site, therefore future development would not require any demolition.

2.1.13 Project Components

This section describes the overall components of the Project known at this time.

Site Layout and Elevations

No development is proposed. Therefore, and site layout and elevations are not available.

Site Circulation and Parking

No development is proposed at this time, site circulation and parking would be determined when a development project is proposed.

Landscaping

Landscaping requirements would be determined when a development is proposed on the Project site.

Utilities

Utilities for the future development would consist of water, sewer, electric, cable, gas, and stormwater infrastructure. When future development is proposed, all utility plans would be required to be reviewed and approved by the appropriate agency, and/or the appropriate department to ensure that installation occurs to pertinent codes and regulations. Utilities to the project site are provided and managed by a combination of agencies, including the City of Madera, Pacific Gas & Electric (PG&E), and Mid Valley Disposal (see [Table 2-2](#)).

Table 2-2 Project Utilities

Utility System	Jurisdiction	Reviewing Agency/Division
Water	City of Madera	Department of Public Works – Water Division
Sewer	City of Madera	Department of Public Works – Sewer Division
Electricity and Gas	Pacific Gas & Electric (PG&E)	PG&E
Stormwater	City of Madera	Department of Public Works
Solid Waste	Mid Valley Disposal	Mid Valley Disposal

2.1.14 Other Public Agencies Whose Approval May Be Required

The Project would require approval by the City of Madera. No permits would be required from other agencies for approval of the Project. However, future redevelopment of the Project site would require entitlement permits, and/or approvals, such as grading, building, encroachment, and sign permits.

2.1.15 Technical Studies

The analysis of the Project throughout this Initial Study relied in part on the technical analyses listed below prepared for the Project, as well as other sources, including, but not limited to, the City of Madera General Plan and Madera Municipal Code.

- **Appendix A:** CalEEMod Output Files by Precision Civil Engineering on June 23, 2023.
- **Appendix B:** CNDDDB Occurrence Report downloaded from California Department of Fish and Wildlife RareFind on June 23, 2023.
- **Appendix C:** CHRIS Record Search Results of CHRIS Record Search conducted by Southern San Joaquin Valley Information Center on July 31, 2023.

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

SB 18, Government Codes Sections 65352.3 and 65352.4 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating General Plans, Specific Plans, and Community Plans. The NAHC has 90 days from receipt of notification to request form 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 negotiation occurred in good faith, but no agreement will be made. The lead agency must allow a 45-day comment period and notice must be sent regardless of whether prior consultation took place. (GC, § 65352(a)(8)) The lead agency must send notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice. (GC, § 65092).

The City of Madera has not received any written correspondence from any California Native American Tribe pursuant to AB 52 requesting notification of proposed project. The City of Madera sent formal tribal notices pursuant to SB 18 (Chapter 905, Statutes 2004) on January 2, 2024, to Big Sandy Rancheria of Western Mono Indians, Dumna Wo-Wah Tribal Government, North Fork Rancheria of Mono Indians, North Valley Yokuts Trike, Picayune Rancheria of Chukchansi Indians, Southern Sierra Miwuk Nation, Tule River Indian Tribe, and Wuksache Indian Tribe/Eshom Valley Band. Consultation ends on April 1, 2024. No responses have been received to date.

Chapter 3 Determination

3.1 Environmental Factors Potentially Affected

As indicated by the discussions of existing and baseline conditions, and impact analyses that follow in this Chapter, 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 checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input checked="" 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).

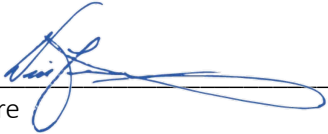
Less Than Significant Impact. This category is identified when the proposed Project would result in impacts below the threshold of significance, and no mitigation measures are required.

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 will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

3.2 Determination

On the basis of this initial evaluation (to be completed by the Lead Agency):

- 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

February 29, 2024

Date

Will Tackett
City of Madera

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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 City of Madera is located within Madera County in the San Joaquin Valley in Central California. The city's visual features predominately include urbanized land uses, agricultural land uses, rivers and creeks, and trees. The Project site is in the northwestern area of the City of Madera, California, on the northwest corner of Foxglove Way and Schnoor Avenue. The Project area (i.e., within a ½-mile radius of the Project site) generally comprises commercial and residential uses, with vacant land located southeast of the site. The Madera Municipal Airport (MAE) is located approximately two and a half (2.5)-miles northwest of the site. The Project site is surrounded by typical infrastructure such as roadways, streetlights, parking lot lights, and ambient light sources typical of the surrounding commercial and residential development. The Project area is relatively flat. Views of the Sierra Nevada mountains to the east are somewhat obstructed by State Route-99 and the views of surrounding vacant land.

California Scenic Highway Program

The California Scenic Highway Program was established in 1963 with the purpose to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. A highway may be designated scenic depending upon how much of the natural landscape can

be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. There are no officially designated State Scenic Highways in the City of Madera, inclusive of the Project area. The nearest eligible State Scenic Highways is State-Route 168 which is approximately 23.5 miles southeast from the Project site, and in the county of Fresno.¹

Madera General Plan

Regarding the proposed use, the Madera General Plan Community Design Element and Land Use Element outline policies related to Goal 12: “Aesthetically Pleasing Commercial Development” The following goals and policies related to aesthetics are applicable to the Project.

Community Design Policy CD-52: *When more than one structure is on a site, they should be linked visually through architectural style, colors and materials, signage, landscaping, design details such as light fixtures, and the use of arcades, trellises, or other open structures.*

Community Design Policy CD-53: *Unarticulated, boxy structures shall be broken up by creating horizontal emphasis through the use of trim, varying surfaces, awnings, eaves, or tother ornamentation, and by using a combination of complementary colors.*

Community Design Policy CD-54: *Buildings should feature outdoor use areas such as plazas and open air seating in cafes and restaurants wherever possible.*

Community Design Policy CD-56: *Buildings shall be integrated into the design of buildings and should complement the architecture. All signs should be compatible with the building and site design relative to colors, materials, and placement and should respect established architectural and/or historical character.*

- *Request all commercial developments to provide a Master Sign Plan defining design, size, and location standards for all signs in the developments.*

Community Design Policy CD-57: *Where possible, parking lots shall be located behind or on the side of buildings to reduce their visual impact.*

Community Design Policy CD-58: *Parking lots shall be screened and separated into smaller units with landscaping or low walls.*

Community Design Policy CD-59: *Parking for alternative modes of transportation, such as preferential parking for carpool/vanpool, motorcycles or alternative fuel vehicles and bicycles, should be incorporated into parking plans for all significant commercial development projects. Transit plazas may be required to be incorporated into significant projects.*

Community Design Policy CD-60: *Commercial site boundaries adjacent to residential areas shall be visually screened with ornamental masonry walls and landscaping. Wall height is to be determined and approved as part of the site plan review process.*

¹ Caltrans. California State Scenic Highway System Map. Accessed on July 27, 2023.
<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>

Community Design Policy CD-61: *All outdoor storage areas shall be visually screened with ornamental fencing or wall, and landscaping.*

Land Use Policy LU-23: Commercial: This is the City’s retail commercial land use category. A broad range of commercial uses is allowed, including professional offices. Various zoning designations shall be used to determine the specific character of commercial development, from regional shopping centers to neighborhood stores. The maximum floor area ratio (FAR) for the Commercial designation is 0.30.

Madera Municipal Code

Madera Municipal Code (MMC), Section 10-3.800 Light Commercial Zones, sets forth the City’s height and yard requirements for light commercial uses. Specific requirements applicable to the Project are as follows.

§ 10-3.803 Site Area. *The minimum lot area for each main building shall be 2,000 square feet.*

§ 10-3.804 Height of Structures. *The maximum height of any building shall be 50 feet,*

§ 10-3.805 Yard Requirements.

(A) Front yards. There shall be no requirements for front yards except where the frontage in a block is partially in a R zone in which case the front yard shall be the same as required in such R zone.

(B) Side yards. There shall be no requirements for side yards except where the side of a lot abuts upon the side of a lot in a R zone in which case the side yard shall not be less than ten feet.

(C) Rear yard. There shall be no requirements for rear yards except where the rear of a lot abuts on an R zone in which case the rear yard shall be not less than ten feet.

4.1.2 Impact Assessment

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

Less than Significant Impact. The Madera General Plan does not identify or designate scenic vistas in the City of Madera, inclusive of the Project site and area. In particular, the Project site is vacant and undeveloped and is within a Project area that is relatively flat and void of visual features. In addition, State Route-99 is located within the Project area to the east of the site, which effectively obstructs long-distance viewsheds of the mountain ranges to the east. Thus, given the flat topography and limited long-distance viewsheds, scenic views from the Project area and site are insignificant. As such, the Project itself would not result in an adverse effect on a scenic vista and a less than significant impact would occur.

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. According to the California State Scenic Highway Program and Madera General Plan, the Project is not located within a state-designated scenic highway. Thus, no impact would occur.

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 within an urbanized area surrounded by a mix of commercial and residential development. Implementation of the Project could result in future development of commercial uses including retail uses and personal services. The visual character of future commercial development would be regulated by applicable MMC standards and thereby would be compatible with the existing development in the area. Therefore, future development would not substantially degrade existing visual character due to its size and character. Although no development is proposed at this time, future development of the Project site would be subject to compliance with applicable zoning and other regulations governing scenic quality including but not limited to the California Building Code, Madera General Plan, and MMC including *Sections 10-3.1003* and *10-3.1004* described above. 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. Although no development is proposed by the Project, future development of the Project site would incrementally increase the amount of light from streetlights, exterior lighting, and vehicular headlights. Such sources could create adverse effects on day or nighttime views in the area.

Future construction would also introduce light and glare resulting from construction activities that could adversely affect day or nighttime views. Although construction activities are anticipated to occur primarily during daylight hours, it is possible that some activities could occur during dusk or early evening hours (pursuant to MMC *Section 3-11.01*, construction activities are permitted between 6:00 AM and 8:00 PM). Construction during these time periods could result in light and glare from construction vehicles or equipment. However, construction would occur primarily during daylight hours and would be temporary in nature. Once construction is completed, any light and glare from these activities would cease to occur.

In addition, future development would be required to comply with the General Plan and MMC, which contain specific, enforceable requirements and/or restrictions intended to prevent light and glare impacts. Compliance with Title 24 lighting requirements would also reduce impacts related to nighttime light. The Title 24 lighting requirements cover outdoor spaces including regulations for mounted luminaires (i.e., high efficacy, motion sensor controlled, time clocks, energy management control systems, etc.). As such, conditions imposed on future development by the City of Madera pursuant to Title 24, the General Plan, and MMC would reduce light and glare impacts to a less than significant impact.

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

The Project site is located within the Madera city limits and is planned and zoned for office uses. The Project site is currently vacant with no structures. There are minimal off-site improvements, including curb and gutter along Foxglove Way and Schnoor Avenue, as well as a drive approach on Schnoor Avenue. Street frontage includes Schnoor Avenue, a four (4)-lane north-south arterial and Foxglove Way, a two (2)-lane east-west local street. Topography is generally flat, and the existing biotic conditions and resources of the site can be primarily defined as ruderal. There are no shrubs, trees, or water features present on the site.

Farmland Monitoring and Mapping Program

The California Department of Conservation manages the Farmland Mapping and Monitoring Program (FMMP) that provides maps and data for analyzing land use impacts to farmland. The FMMP produces the Important Farmland Finder as a resource map that shows quality (soils) and land use information.

Agricultural land is rated according to soil quality and irrigation status, in addition to many other physical and chemical characteristics. The highest quality land is called “Prime Farmland” which is defined by the FMMP as “*farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.*”² Maps are updated every two years. According to the FMMP, California Important Farmland Finder, the Project site, and all properties in its immediate vicinity are classified as “Urban and Built-Up Land.”³

California Land Conservation Act

The California Land Conservation Act of 1965 (i.e., the Williamson Act) allows local governments to enter contracts with private landowners to restrict parcels of land agricultural or open space uses. In return, property tax assessments of the restricted parcels are lower than full market value. The minimum length of a Williamson Act contract is 10 years and automatically renews upon its anniversary date; as such, the contract length is essentially indefinite. The Project site is not subject to the Williamson Act.

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. According to the FMMP, the Project is designated as “Urban and Built-Up Land.” As such, the Project site is not located on lands designated as “Prime Farmland,” “Unique Farmland,” or “Farmland of Statewide Importance.” Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use and no impact would occur.

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

No Impact. The Project site is not planned or zoned for agricultural uses and is not under Williamson Act contract. Thus, the Project would have 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. The Project site does not contain forest land or timberland and it is not planned or zoned for forestry or timberland uses. As a result, the Project would have no impact.

² California Department of Conservation. Important Farmland Categories. Accessed on July 20, 2023, <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx>

³ California Department of Conservation. (2018). California Important Farmland Finder. Accessed on July 20, 2023, <https://maps.conservation.ca.gov/DLRP/CIFF/>

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 does not contain forest land or timberland and it is not planned or zoned for forestry or timberland uses. As a result, the Project would have 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. The Project site is not planned or zoned for agricultural or forest uses nor does it contain agricultural or forestry uses and resources. According to the FMMP, California Important Farmland Finder, the Project site and the properties in its immediate vicinity are classified as “Urban and Built-Up Land.” Therefore, future development of the Project site with mixed use development would be generally consistent with the existing environment of the surrounding, urbanized and non-agricultural or forestry uses. As a result, the Project would not involve other changes in the existing environment that could result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, no impact would occur because of the Project.

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 checked="" type="checkbox"/>	<input 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 proposed project is located within the San Joaquin Valley Air Basin (SJVAB). The San Joaquin Valley Air Pollution Control District (SJVAPCD) regulates air quality in eight counties including: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. The SJVAPCD oversees the SJVAB.

Impacts on air quality result from emissions generated during short-term activities (construction) and long-term activities (operations). Construction-related emissions consist mainly of exhaust emissions (NO_x and PM) from construction equipment and other mobile sources, and fugitive dust (PM) emissions from earth moving activities. Operational emissions are source specific and consist of permitted equipment and activities and non-permitted equipment and activities.

Air pollution in the SJVAB can be attributed to both human-related (anthropogenic) and natural (non-anthropogenic) activities that produce emissions. Air pollution from significant anthropogenic activities in the SJVAB includes a variety of industrial-based sources as well as on- and off-road mobile sources. Four main sources of air pollutant emissions in the SJVAB are motor vehicles, industrial plants, agricultural activities, and construction activities. All four of the major pollutant sources affect ambient air quality throughout the SJVAB. These sources, coupled with geographical and meteorological conditions unique to the area, stimulate the formation of unhealthy air. Air pollutants can remain in the atmosphere for long periods and can build to unhealthy levels when stagnant conditions that are common in the San Joaquin Valley occur. Pollutants are transported downwind from urban areas with many emission sources which are also recirculated back to the urban areas.

Further, the SJVAB is in non-attainment for ozone, PM₁₀, and PM_{2.5}, which means that certain pollutants' exposure levels are often higher than the normal air quality requirements. Air quality standards have been set to protect public health, particularly the health of vulnerable people. Therefore, if the concentration of

those contaminants exceeds the norm, some susceptible individuals in the population are likely to experience health effects. Concentration of the pollutant in the air, the length of time exposed and the individual's reaction are factors that affect the extent and nature of the health effects.

San Joaquin Valley Air Pollution Control District

The SJVAPCD is the agency primarily responsible for ensuring that NAAQS and CAAQS are not exceeded and that air quality conditions are maintained in the SJVAB, within which the Project is located. Responsibilities of the SJVAPCD include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the FCAA and the CCAA.

The SJVAPCD adopted rules and regulations for development projects prior to and during construction to reduce air contaminants, including but not limited to the following:

Rule 2010 – Permits Required. *The purpose of this rule is to require any person constructing, altering, replacing or operating any source operation which emits, may emit, or may reduce emissions to obtain an Authority to Construct or a Permit to Operate. This rule also explains the posting requirements for a Permit to Operate and the illegality of a person willfully altering, defacing, forging, counterfeiting or falsifying any Permit to Operate.*

Rule 2201 – New and Modified Stationary Source Review Rule. *The purpose of this rule is to provide for the following:*

The review of new and modified Stationary Sources of air pollution and to provide mechanisms including emission trade-offs by which Authorities to Construct such sources may be granted, without interfering with the attainment or maintenance of Ambient Air Quality Standards; and

No net increase in emissions above specified thresholds from new and modified Stationary Sources of all nonattainment pollutants and their precursors.

Rule 4001 – New Source Performance Standards. *This rule incorporates the New Source Performance Standards from Part 60, Chapter 1, Title 40, Code of Federal Regulations (CFR).*

Rule 4002 – National Emission Standards for Hazardous Air Pollutants. *This rule incorporates the National Emission Standards for Hazardous Air Pollutants from Part 61, Chapter I, Subchapter C, Title 40, Code of Federal Regulations (CFR) and the National Emission Standards for Hazardous Air Pollutants for Source Categories from Part 63, Chapter I, Subchapter C, Title 40, Code of Federal Regulations (CFR).*

Rule 4102 – Nuisance. *The purpose of this rule is to protect the health and safety of the public.*

Rule 4601 – Architectural Coatings. *The purpose of this rule is to limit VOC emissions from architectural coatings. This rule specifies architectural coatings storage, cleanup, and labeling requirements.*

Rule 4641 – Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations. *The purpose of this rule is to limit VOC emissions from asphalt paving and maintenance operations. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.*

Regulation VIII – Fugitive PM₁₀ Prohibitions. *The purpose of Regulation VIII (Fugitive PM₁₀ Prohibitions) is to reduce ambient concentrations of fine particulate matter (PM₁₀) by requiring actions to prevent, reduce or mitigate anthropogenic fugitive dust emissions.*

Rule 9510 – Indirect Source Review. *The purposes of this rule are to:*

- 1. Fulfill the District’s emission reduction commitments in the PM₁₀ and Ozone Attainment Plans.*
- 2. Achieve emission reductions from the construction and use of development projects through design features and on-site measures.*
- 3. Provide a mechanism for reducing emissions from the construction of and use of development projects through off-site measures.*

Thresholds of Significance

To assist local jurisdictions in the evaluation of air quality impacts, the SJVAPCD has published the *Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI)*. SJVAPCD recommends a three-tiered approach to air quality analysis based on project size to allow quick screening for CEQA impacts:

- Small Project Analysis Level (SPAL):** based on the District’s New Source Review, the District pre-quantified emissions and determined values as thresholds of significance for criteria pollutants. Residential, commercial, retail, industrial, educational, and recreational land uses are eligible to use this for screening. The SPAL was published on November 13, 2020, by the SJVAPCD to determine potential impacts in GAMAQI. ⁴ SPAL is based on a CalEEMod version 2016.3.2.
- Cursory Analysis Level (CAL):** CAL is used to determine significance on projects that exceed the SPAL criteria. Analysis includes using CalEEMod to estimate emissions and air pollutants.
- Full Analysis Level (FAL):** this level of analysis is usually required for an EIR. It requires a full air quality report that describes impacts to the public.

GAMAQI also includes recommended thresholds of significance to be used for the evaluation of short-term construction, long-term operational, odor, toxic air contaminant, and cumulative air quality impacts. Accordingly, the SJVAPCD-recommended thresholds of significance are used to determine whether implementation of the proposed Project would result in a significant air quality impact. Projects that exceed these recommended thresholds would be considered to have a potentially significant impact on human health and welfare. The thresholds of significance are summarized, as follows:

Criteria Air Pollutants

SJVAPCD adopted thresholds of significance for criteria air pollutants, as shown in **Table 4-1**. The thresholds of significance are based on a calendar year basis. For construction emissions, the annual emissions are evaluated on a rolling 12-month period. The following summarizes these thresholds:

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).

⁴ San Joaquin Valley Air Pollution Control District. (2020). “Small Project Analysis Levels (SPAL)”. Accessed on February 17, 2023: <https://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI-SPAL.PDF>

Short-Term Emissions of Ozone Precursors (ROG and NOX): 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.

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.

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

Table 4-1 SJVAPCD Recommended Air Quality Thresholds of Significance⁵

Pollutant	Significance Threshold	
	Construction Emissions (tons/year)	Operational Emission (tons/year)
CO	100	100
NO _x	10	10
ROG	10	10
SO _x	27	27
PM ₁₀	15	15
PM _{2.5}	15	15

Conflict with or Obstruct Implementation of Applicable Air Quality Plan

Air Quality Plans (AQPs) are plans for reaching the attainment of air quality standards. The applicable AQP for the SJVAB is the GAMAQI. 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 be conflicting with the AQP. 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. Vehicle Miles Traveled are analyzed in [Section 4.17](#).

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).

⁵ SJVAPCD. (2015). Guidance for Assessing and Mitigating Air Quality Impacts. Accessed on June 23, 2023, <https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF>

Toxic Air Contaminants

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 one (1).

As recommended by the SJVAPCD, the latest approved California Air Pollution Control Officer's Association (CAPCOA) methodology was utilized as the TAC screening methodology. According to the CAPCOA Guidance Document titled "Health Risk Assessments for Proposed Land Use Projects," there are two types of land use project that have the potential to cause long-term public health risk impacts. These project types are as follows:

- Type A: Land use projects with toxic emissions that impact receptors, and
- Type B: Land use project that will place receptors in the vicinity of existing toxics sources.

In this Guidance document, Type A projects examples are (project impacts receptors):

- combustion related power plants,
- gasoline dispensing facilities,
- asphalt batch plants,
- warehouse distribution centers,
- quarry operations, and
- other stationary sources that emit toxic substances.

Odor

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. Specific land uses that are considered sources of undesirable odors include landfills, transfer stations, composting facilities, sewage treatment plants, wastewater pump stations, asphalt batch plants and rendering plants. The SJVAPCD has identified these common types of facilities that have been known to produce odors in the SJVAB and has prepared screening levels for potential odor sources ranging from one to two miles of distance from the odor-producing facility to sensitive receptors. Odor impacts would be considered significant if the project has the potential to frequently expose members of the public to objectionable odors.

Ambient Air Quality

The SJVAPCD applies the following guidance in determining whether an ambient air quality analysis should be performed: when assessing the significance of project-related impacts on air quality, it should be noted that the impacts may be significant when on-site emission increases from construction activities or operational activities exceed the 100 pounds per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures. Under such circumstances, the SJVAPCD recommends that an ambient air quality analysis be performed.

Small Project Analysis Level

The SPAL identifies pre-quantified emissions and determined values related to project type, size, and number of vehicle trips. According to the SPAL, projects that fit specified descriptions are deemed to have a less than significant impact on air quality and as such are excluded from quantifying criteria pollutant emissions for CEQA purposes.

Madera General Plan

In regard to local measures and thresholds for air quality impacts, the Madera General Plan Conservation Element outlines goals, objectives, and policies for addressing air quality. A sample of applicable goals and policies are as follows:

Goal CON-11 *Air quality that meets or exceeds all state and federal standards.*

GOAL CON-12 *Meet or exceed all current and future state-mandated targets for reducing emissions of greenhouse gases.*

Policy CON-29 *The City shall require new air pollution point sources (such as, but not limited to, industrial, manufacturing, and processing facilities) to be located an adequate distance from residential areas and other sensitive receptors. "Adequate distance" will be based on site-specific conditions, the type and location of sensitive receptors, on the types and amounts of potential toxic emissions, and other factors.*

Policy CON-30 *The creation of dust during construction/demolition activities should be reduced to the extent feasible.*

Methodology

SJVACPD's Guidelines recommend using the CalEEMod software program to calculate project emissions. CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions from land use projects. The model quantifies direct emissions from construction and operation (including vehicle use), as well as indirect emissions, such as emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The model also identifies mitigation measures to reduce criteria pollutant and GHG emissions. The Project's construction and operational emissions were estimated using the CalEEMod version 2020.4.0. CalEEMod Output Files are presented in [Appendix A](#).

(1) CalEEMod Assumptions: Although no specific development project is currently proposed, short-term construction and long-term operational GHG emissions for the Project were estimated using CalEEMod™ (v.2020.4.0) with the following assumptions:

- The Project site is approximately 2.3 acres, or 100,188 square feet (sf.).
- The estimated commercial/retail buildout potential is approximately 30,056 sf., which is based on a 0.30 floor area ratio (FAR) to allow for the maximum intensity permitted in the C-1 Zone District (calculation: 100,188 sf. multiplied by 0.30 FAR = 30,056 sf.). In CalEEMod, this use is modeled as the "Strip Mall" land use, which is a use that contains a variety of retail shops and specialize in quality apparel, hard goods, and services such as real estate offices, dance studios, florists, and small restaurants.
- Based on buildout assumptions of commercial/retail square footage, an estimated 101 parking stalls would be required pursuant to MMC Section 10-3.1202 (calculation: 30,056 sf. divided by 300 sf. = 100.18 parking spaces).

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 conflict with the applicable air quality plan if the Project would not exceed the adopted quantitative thresholds for criteria pollutant emissions that are established in the GAMAQI, as demonstrated in the **Thresholds of Significance** above. CalEEMod was used to determine the potential emissions of regulated criterion pollutants for the Project. **Table 4-2** and **Table 4-3** below shows the Project totals (in tons per year) in relation to the SJVAPCD adopted thresholds outlined in the GAMAQI. The results shown used default CalEEMod factors with the removal of demolition from the Construction factors, as demolition is not required for development of the Project site. As shown, the estimated Construction and Operational emissions of the Project are below all significant thresholds and the Project is therefore consistent with the GAMAQI.

Table 4-2: Operational Emissions of Criteria Air Pollutants, Unmitigated

Emissions Source (ton per year)	CO	NO _x	ROG	PM ₁₀	PM _{2.5}
Area	0.1384	0.0000	0.1384	0.0000	0.0000
Energy	0.0017	0.0156	0.0017	0.0012	0.0012
Mobile	0.4387	0.6300	0.4387	0.7114	0.1947
Total Operational Emissions	0.5788	0.6457	0.5788	0.7126	0.1959
Significance Threshold	100	10	10	15	15
Exceed Threshold?	No	No	No	No	No

Source: CalEEMod, Version 2020.4.0, ran on June 23, 2023 (see Appendix A).

Table 4-3: Construction Emissions of Criteria Air Pollutants, Unmitigated

Emissions Source (ton per year)	CO	NO _x	ROG	PM ₁₀	PM _{2.5}
Construction Year 2024	1.6881	1.5407	0.2528	0.1010	0.0752
Construction Year 2025	0.0065	0.0040	0.1469	0.0002	0.0002
Maximum Construction Emissions	1.6881	1.5107	0.2528	0.1010	0.0752
Significance Threshold	100	10	10	15	15
Exceed Threshold?	No	No	No	No	No

Source: CalEEMod, Version 2020.4.0, ran on June 23, 2023 (see Appendix A).

Lastly, future development of the Project site shall comply with all rules and regulations administered by the SJVAPCD including but not limited to *Rule 9510* (Indirect Source Review) and *Regulation VIII* (Fugitive PM₁₀ Prohibitions), which requires the approval of a Dust Control Plan prior to construction. The Project may also be subject to *Rule 2010* (Permits Required), *Rule 2201* (New and Modified Stationary Source Review), *Rule 4402* (Nuisance), *Rule 4601* (Architectural Coatings), and *Rule 4641* (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations), as well as a Permit to Operate. The Project design anticipates such requirements and incorporates the measures in regard to air quality impacts. Thus, any impacts related to construction activities would be regulated through SJVAPCD regulations and requirements.

Overall, the Project would not have potential emissions of regulated criterion pollutants that exceed the SJVAPCD adopted thresholds as outlined in the GAMAQI. In addition, the Project will be conditioned to meet additional rules and regulations administered by the SJVAPCD to minimize and mitigate on-site

emissions as development is proposed. Consequently, the Project would result in a less than significant impact.

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?

The SJVAB is in non-attainment for ozone, PM₁₀, and PM_{2.5}, which means that certain pollutants' exposure levels are often higher than the normal air quality requirements. The requirements have been set to protect public health, particularly the health of vulnerable populations. Therefore, if the concentration of those contaminants exceeds the norm, some susceptible individuals in the population are likely to experience health effects. Concentration of the pollutant in the air, the length of time exposed and the individual's reaction are factors that affect the extent and nature of the health effects as analyzed in criterion a) above, the Project would have a less than significant impact on air quality and are excluded from quantifying criteria pollutant emissions for CEQA purposes. Therefore, the Project would not result in significant cumulative health impacts because the emissions are not at a level that would be considered cumulatively significant. As such, the Project would have a less than significant impact.

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

Less than Significant with Mitigation Incorporated. Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptors include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units. The nearest sensitive receptors to the Project site are single-family residences adjacent to the southwest of the site. As stated in **Thresholds of Significance** above, project-related impacts on air quality are considered significant when on-site emission increases from construction activities or operational activities exceed the 100 pounds per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures. Under such circumstances, the SJVAPCD recommends that an ambient air quality analysis be performed. As described in criterion a), the Project is below all criteria pollutants thresholds and therefore, the Project is assumed to result in air quality impacts that are below the identified thresholds of significance and thus, a less than significant impact would occur. Since the Project does not exceed the applicable SPAL thresholds, the Project's potential to expose sensitive receptors to substantial pollutant concentrations would be less than significant.

Toxic Air Contaminants

However, future development of the Project could include the construction of a gasoline dispensing facility, which is a Type A use identified in the CAPCOA guidelines, since gasoline/service stations are permitted in the C-2 – Light Commercial zone district. Per SJVAPCD guidance, the nature of the air pollutant emissions and proximity to sensitive receptors should be considered when analyzing TAC impacts. The CARB handbook, *Air Quality and Land Use Handbook: A Community Health Perspective (2005)*, provides additional guidance on siting sensitive land uses. The handbook recommends avoidance of siting sensitive land uses within 300 feet of a large gasoline/service station (facility with a throughput of 3.6 million gals/year or greater) and a 50-foot separation for typical gas dispensing facilities (facility with a throughput of less than 3.6 million gals/year). Since there are sensitive receptors within 300 feet of Project site, **Mitigation Measure AQ-1** is incorporated to ensure that future development of the Project would not result in the production of significant TACs.

Mitigation Measure AQ-1: *If future development on the Project site consists of a 1) gasoline dispensing facility with a throughput of 3.6 million gals/year or greater within 300 feet of sensitive land uses or 2) typical gasoline dispensing facility with a throughput of less than 3.6 million gals/year within 50 feet of sensitive land uses, the Project shall consult with SJVAPCD to conduct a Health Risk Assessment (HRA) prior to the approval of project entitlement. If Toxic Air Contaminant (TAC) impacts are identified as significant in the HRA, the applicant shall implement measures to reduce project-specific emissions to below SJVAPCD health risk threshold of 100 pounds per day.*

Although emissions would be emitted during construction of the site (i.e., through diesel fuel and exhaust from equipment), emissions would be temporary and last only during construction activities. In addition, construction activities would be required to comply with all rules and regulations administered by the SJVAPCD including but not limited to Rule 9510 (Indirect Source Review), Regulation VIII (Fugitive PM₁₀ Prohibitions), Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 4402 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). As such, impacts would be less than significant with the incorporation of the mitigation measure.

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. Specific land uses that are considered sources of undesirable odors include landfills, transfer stations, composting facilities, sewage treatment plants, wastewater pump stations, asphalt batch plants and rendering plants. The Project would not consist of such land uses; rather, implementation of the proposed Project would facilitate future commercial development, and thus is unlikely to produce odors that would be considered to adversely affect a substantial number of people. Further, there are no major odor-generating sources within one to two miles of the Project (e.g., sanitary landfill, transfer station, composting facility, food processing facility, etc.). Although some odors may be emitted during construction of the site (i.e., through diesel fuel and exhaust from equipment), these odors would be temporary and last only during construction activities. For these reasons, any odor impacts associated with the Project would be less than significant.

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 checked="" type="checkbox"/>	<input 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 located within the Madera city limits and is currently planned and zoned for office uses. The Project site is currently vacant with no structures. There are minimal improvements, including curb and gutter along Foxglove Way and Schnoor Avenue, as well as a drive approach on Schnoor Avenue. Street frontage includes Schnoor Avenue, a four (4)-lane north-south arterial and Foxglove Way, a two (2)-lane east-west local street. Topography is generally flat, and the existing biotic conditions and resources of the site can be primarily defined as ruderal. There are no shrubs, trees, or water features present on the site.

U.S. Fish and Wildlife – Special-Status Species Database

The U.S. Fish and Wildlife Service (USFWS) operates an “Information for Planning and Consultation” (IPaC) database, which is a project planning tool for the environmental review process that provides general information on the location of special-status species that are “known” or “expected” to occur (**note:** the database does not provide occurrences; refer to the California Department of Fish and Wildlife – Natural Diversity Database below).⁶ Specifically, the IPaC database identifies eight (8) endangered species, if found, that are potentially affected by activities on the Project site, including: Fresno Kangaroo Rat, San Joaquin Kit Fox, Blunt-nose Leopard Lizard, California Tiger Salamander, Monarch Butterfly (candidate), Valley Elderberry Longhorn Beetle, Vernal Pool Fairy Shrimp, and Hairy Orcutt Grass. According to the database, there are also bald eagles and 15 migratory birds that have potential presence on the site. The probability of presence of the bald eagle spans from the second to third week of January, while the breeding season is from January through August.

U.S. Fish and Wildlife – Critical Habitat Report

Once a species is listed under the federal Endangered Species Act, NOAA Fisheries is required to determine whether there are areas that meet the definition of Critical Habitat. Per NOAA Fisheries, Critical Habitat is defined as:

- Specific areas within the geographical area occupied by the species at the time of listing that contain physical or biological features essential to conservation of the species and that may require special management considerations or protection; and
- Specific areas outside the geographical area occupied by the species if the agency determines that the area itself is essential for conservation.

The process of Critical Habitat designation is complex and involves the consideration of scientific data, public and peer review, economic, national security, and other relevant impacts.

According to the Critical Habitat for Threatened & Endangered Species Report updated March 23, 2023, the City of Madera, inclusive of the Project site and its immediate vicinity (0.5-mile radius from the site) are not located within a federally designated Critical Habitat.⁷ No critical habitats are identified in the city limits. The closest federally designated Critical Habitat is located approximately 6.2 miles northeast of the Project site designated for the San Joaquin Valley Orcutt grass (*Orcuttia inaequalis*).

U.S. Fish & Wildlife Service – National Wetlands Inventory

The USFWS provides a National Wetlands Inventory (NWI) with detailed information on the abundance, characteristics, and distribution of U.S. wetlands. A search of the NWI shows no federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) on the Project site or within the immediate vicinity (0.5-mile radius) of the Project site.⁸ The NWI does not identify any water features within the Project site. The closest water feature identified as a R5UBFx riverine, approximately 0.2 miles

⁶ U.S. Fish and Wildlife Service. Information and Planning Consultation Online System. Accessed on June 23, 2023, <https://ecos.fws.gov/ipac/>

⁷ U.S. Fish & Wildlife. (2023). ECOS Environmental Conservation Online System - USFWS Threatened & Endangered Species Active Critical Habitat Report (updated May 23, 2023). Accessed June 23, 2023, <https://ecos.fws.gov/ecp/report/table/critical-habitat.html>

⁸ U.S. Fish & Wildlife Service. National Wetlands Inventory. Accessed June 23, 2023, <https://www.fws.gov/wetlands/data/Mapper.html>

north of the Project site. R5UBFx indicates Riverine System (R), unknown perennial (5), with an unconsolidated bottom (UB) that is semipermanently flooded (F) and has been excavated by humans (x) (i.e., canal). Additionally, the Project site is not within or adjacent to a riparian area nor does the site contain water features.

Environmental Protection Agency – WATERS Geoviewer

The U.S. Environmental Protection Agency (EPA) WATERS GeoViewer provides a GeoPlatform based web mapping application of water features by location. According to the WATERS GeoViewer, there are no streams, canals, or waterbodies on the Project site. The closest surface water feature is a canal approximately 0.2 miles north of the site.⁹

California Department of Fish and Wildlife – Natural Diversity Database

The California Department of Fish and Wildlife (CDFW) operates the California Natural Diversity Database (CNDDDB), which is an inventory of the status and locations of rare plants and animals in California in addition to the reported occurrences of such species. According to the CDFW CNDDDB, there are 13 special-status species with a total of 23 occurrences that have been observed and reported to the CDFW in or near the Madera Quad as designated by the United States Geological Survey (USGS) (the Madera Quad includes most of the City of Madera, inclusive of the Project site). Of the 13 species, there are five (5) federally or state-listed species: California tiger salamander, vernal pool fairy shrimp, Swainson’s hawk, blunt-nosed leopard lizard, and hairy Orcutt grass.¹⁰ Appendix B lists the CNDDDB-identified animal and plant species within the Madera Quad, including their habitat and occurrences.

The CNDDDB also provides CNDDDB-known occurrences within a set geographic radius. shows the CNDDDB-identified occurrences of animal and plant species within the five (5)-mile radius of the Project site. Table 4-4 lists all federally or state-listed special-status species CNDDDB-known occurrences within the five (5)-mile radius of the Project site, organized by distance to the site. As shown, the nearest occurrences are the vernal pool fairy shrimp approximately 2.6 miles northeast, dated 2017, and the California tiger salamander and vernal pool fairy shrimp approximately 2.7 miles northeast of the site, dated 2018 and 2017,. Many occurrences that are federally or state-listed as threatened or endangered are determined to be “possibly extirpated”¹¹ or “extirpated”¹² due to evidence of habitat destruction or population extirpation (these are not listed in Table 4-4 but is shown in Figure 4-1), such as blunt-nose leopard lizard, California tiger salamander, and hairy Orcutt grass. Other species that are not federally or state-listed that are near the Project site include western spadefoot, burrowing owl, molestan blister beetle, Madera leptosiphon, Munz’s tidy-tips, midvalley fairy shrimp, and San Joaquin Valley hairy grass.

⁹ U.S. Environmental Protection Agency. WATERS GeoViewer. Accessed June 23, 2023, <https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=074cfede236341b6a1e03779c2bd0692>

¹⁰ California Department of Fish and Wildlife. Biogeographic Information and Observation System. Accessed June 23, 2023, <https://apps.wildlife.ca.gov/bios/?tool=cnddbQuick>

¹¹ *Possibly Extirpated: Evidence of habitat destruction or population extirpation has been received by the CNDDDB for this site, but questions remain as to whether the element still exists.* Source: Description of CNDDDB fields. Accessed June 23, 2023, https://map.dfg.ca.gov/rarefind/view/RF_FieldDescriptions.htm#PRESENCE

¹² *Extirpated: Only used when the element has been searched for but not seen for many years or when the habitat is destroyed at this site.* Source: Description of CNDDDB fields. Accessed June 23, 2023, https://map.dfg.ca.gov/rarefind/view/RF_FieldDescriptions.htm#PRESENCE

Table 4-4: Special-Status Species Occurrences within 5-mile radius of Project site

Common Name	Status		Date	Distance to site
	Federal	State		
California tiger salamander	threatened	threatened	9/20/2021	3.2 miles northeast
California tiger salamander	threatened	threatened	7/18/2022	3.0 miles northeast
vernal pool fairy shrimp	threatened	none	1/26/2017	2.6 miles northeast
California tiger salamander	threatened	threatened	5/4/2018	2.7 miles northeast
vernal pool fairy shrimp	threatened	none	2/26/2017	2.7 miles northeast
California tiger salamander	threatened	threatened	7/10/2018	3.2 miles east
vernal pool fairy shrimp	threatened	none	2/11/2016	3.2 miles east
vernal pool fairy shrimp	threatened	none	3/10/1993	4.8 miles northeast

*Only federally or state-listed threatened/endangered species are listed in the table.
 Extirpated or possible extirpated occurrences are not shown in the table.*

Table 4-5 provides an analysis of essential habitats and the potential for the existence of the special-status species to exist on the Project site.

Table 4-5: Essential Habitats and Potential Existence of Special-Status Species on Site

Special-Status Species	General Habitat	Micro Habitat	Assessment
California tiger salamander	Lives in vacant or mammal-occupied burrows throughout most of the year; in grassland, savanna, or open woodland habitats.	Need underground refuges, especially ground squirrel burrows, and vernal pools or other seasonal water sources for breeding.	The Project site is covered with ruderal vegetation and is surrounded by urban development. The site does not contain grassland, burrows, woodland, or waterbodies. As such, the site would not provide suitable habitat.
vernal pool fairy shrimp	Endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in astatic rain-filled pools.	Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.	The Project site does not contain waterbodies. As such, the site would not provide suitable habitat.

California Fish and Game Code

Sections 3503, 3503.5, and 3513 of the California Fish and Game Code specifically protect native birds and raptors. Mitigation for avoidance of impacts to nesting birds is typically necessary to comply with these Sections of the Fish and Game Code in CEQA.¹³

Section 3503: *It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.*

Section 3503.5: *It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.*

Section 3513: *It is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Treaty Act.*

Madera General Plan

The Conservation Element of the City of Madera General Plan provides policies to protect and enhance significant ecological and biological resources within the City. The General Plan identifies resources including sensitive plants and animals species as listed in the CNDDDB. The goals included in the Conservation Element are as follows:

Goal CON-7: *Protection of special-status plant and animal species, including their habitats, in compliance with all applicable state, federal, and other laws and regulations.*

Goal CON-8: *A balance between the protection of special status plants and animals and the need to provide recreational opportunities and other needs.*

Goal CON-9: *Natural areas which are available to the public to help build knowledge and appreciation of these resources.*

Goal CON-10: *A revitalized Fresno River which serves as an amenity, a source of civic pride, and a catalyst for residential and commercial development.*

Policy CON-24: *Residential, commercial, industrial and recreational projects shall avoid impacts to native wildlife and plant habitat to the extent feasible.*

Policy CON-25: *The City encourages the preservation of habitat areas needed for the ongoing viability of native species, and habitat connectivity through the use of conservation easements or other methods.*

¹³ The California Biologist's Handbook. California Fish and Game Code. Accessed on June 23, 2023, <https://biologistshandbook.com/regulations/state-regulations/state-fish-and-game-code/#:~:text=Section%203503,any%20regulation%20made%20pursuant%20thereto.%E2%80%9D>

Policy CON-26: *To offset possible additional losses of native wildlife and plant habitat due to development projects, developers shall be responsible for mitigation. Such mitigation measures may include providing and permanently maintaining similar quality and quantity of replacement habitat, enhancing existing habitat areas or paying in-lieu funds to an approved wildlife habitat improvement and acquisition fund. Replacement habitat may occur either on site or at approved offsite locations, but preference shall be given to on-site replacement.*

Policy CON-27: *The City supports the revitalization of the Fresno River as an amenity which can be enjoyed by both visitors and residents of Madera and serve as a source of civic pride, while continuing to provide for plant and wildlife habitat opportunities.*

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 site is currently vacant and undeveloped with no structures. There are minimal improvements, including curb and gutter along Foxglove Way and Schnoor Avenue, as well as a drive approach on Schnoor Avenue. Topography is generally flat, and the existing biotic conditions and resources of the site can be primarily defined as ruderal. There are no shrubs, trees, or water features present on the site.

As shown in **Table 4-4**, there are no recorded occurrences of special-status species or critical habitats on the Project site. In addition, as described in **Table 4-5**, the site conditions provide low suitability for habitat for any candidate, sensitive, or special-status species that may occur on the Project site or vicinity. In addition, there are no existing trees or shrubs within the site that could provide habitat for birds and raptors that are protected under CFGC *Sections 3503 and 3503.5*. As a result, future development on the Project site would have a less than significant impact on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

- b) **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. According to the General Plan and CDFW and USFWS databases, there are no known riparian habitats or other sensitive natural communities identified on the Project site or within the immediate vicinity of the Project. In addition, the site does not contain any water features that would provide habitat for riparian species. Further, the site consists of scant, ruderal vegetation. For these reasons, it can be determined that the Project site does not provide any riparian or sensitive natural community habitat and thus, no impact would occur because of the Project.

- 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. Based on the search of the NWI, the Project site does not contain any federally protected wetlands. As a result, the Project would not result in any impact on state or federally protected wetlands and no impact would occur because of the Project.

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?

Less than Significant Impact. Wildlife movement corridors are linear habitats that function to connect two (2) or more areas of significant wildlife habitat. These corridors may function on a local level as links between small habitat patches (e.g., streams in urban settings) or may provide critical connections between regionally significant habitats (e.g., deer movement corridors).

Wildlife corridors typically include vegetation and topography that facilitate the movements of wild animals from one area of suitable habitat to another, in order to fulfill foraging, breeding, and territorial needs. These corridors often provide cover and protection from predators that may be lacking in surrounding habitats. Wildlife corridors generally include riparian zones and similar linear expanses of contiguous habitat.

As previously mentioned, the Project site does not contain habitat that could support wildlife species in nesting, foraging, or escaping from predators. This is based on the existing conditions of the site including the site's lack of tree and shrub, or water features. In addition, the site is primarily surrounded by existing residential and commercial development. Due to these conditions, it can be determined that the Project would not interfere with wildlife movement and a less than significant impact would occur.

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 Madera General Plan Conservation Element outlines policies related to conservation of biological resources as listed above. Due to the lack of any identified special-status species or habitat for special-status species on the Project site or within the Project vicinity, the Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, the 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. The Project site is within the PG&E San Joaquin Valley Operation and Maintenance Habitat Conservation Plan (HCP). The HCP covers PG&E's routine operations and maintenance activities and minor new construction, on any PG&E gas and electrical transmission and distribution facilities, easements, private access routes, or lands owned by PG&E. The Project would not conflict or interfere with HCP. The Project is also located in the planning area of the Recovery Plan for Upland Species of the San Joaquin Valley, which addresses recovery goals for several species. The Project would not conflict with the plan since the site does not provide appropriate habitat for the species mentioned and would comply to applicable General Plan policies regarding habitat conservation. The City, County, and Regional Planning Agency do not have any other adopted or approved plans for habitat or natural community conservation. For these reasons, the Project would have no impact.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.5.1 Environmental Setting

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.

Historically, the Project site has been operated as agricultural land for the purposes of dry farming. Today, the Project site is vacant with no improvements or structures. Topography is generally flat, and the site vegetation can be primarily classified as agricultural habitat that contains very little vegetation. There are no shrubs, trees, or water features present on the site. Golden State Boulevard, a two (2)-lane, northwest-southeast collector forms the easterly site boundary and Condor Road, a north-south “other road” forms the westerly site boundary.

Madera General Plan

According to the Madera General Plan, there are approximately 54 historic buildings/structures and sites in the city. Places of contemporary historical significance include the Madera County Courthouse, Luther Burbank School, and Dixie Motel. There are also many paleontological resources that have been discovered at the Fairmead landfill (approximately 18-miles northwest of the city). In addition, it is likely that archaeological and cultural resources exist along waterways.

The Madera General Plan Historic and Cultural Resources Element outlines the following policies related to preservation of cultural resources:

Policy HC-1: *The City encourages the preservation and enhancement of existing historical and archaeological resources in the City.*

Policy HC-2: *The City supports the goals and objectives for the Comprehensive Statewide Historic Preservation Plan for California 2000-2005.*

Policy HC-3: *The City encourages restoration, renovation, and/or rehabilitation of buildings which retain their historic integrity.*

Policy HC-4: *Support use of federal financial incentive programs to encourage preservation of historic structures.*

Policy HC-9: *The City will endeavor to protect and preserve prehistoric and historic archaeological resources, cultural resources (particularly those of importance to existing tribes), and fossils.*

Action Item HC-9.2: *Impose the following conditions on all discretionary projects which may cause ground disturbance:*

“The Planning Department shall 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.”

“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.”

California Historical Resource Information System Record Search

The Southern San Joaquin Valley Information Center (SJVIC) conducted a California Historical Resources Information System (CHRIS) Record Search for the Project site and surrounding area (0.50-mile radius) on July 31, 2023. (SJVIC File Number 23-289). The search results show there are no recorded resources within the project area, and it is not known if any exist there.

There is one recorded resource within the one-half mile radius: P-20-002308, the Madera Irrigation District. Resource P-20-002308 has been given a California Historical Resource Status Code of 2D2, indicating it is a contributor to a multi-component resource determined eligible for listing in the National Register of Historic Places by consensus through Section 106 process. It is also listed in the California Register of Historical Resources. There are no other recorded cultural resources within the project area or radius that are listed in the National Register of Historic Place, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, for the California State Historic Landmarks. The SJVIC Correspondence is provided in [Appendix C](#).

AB 52 and SB 18 Tribal Consultation

The City of Madera has not received any written correspondence from any California Native American Tribe pursuant to AB 52 requesting notification of proposed project. The City of Madera sent formal tribal notices pursuant to 18 (Chapter 905, Statutes 2004) on January 2, 2024, to Big Sandy Rancheria of Western Mono Indians, Dumna Wo-Wah Tribal Government, North Fork Rancheria of Mono Indians, North Valley Yokuts Trike, Picayune Rancheria of Chukchansi Indians, Southern Sierra Miwuk Nation, Tule River Indian Tribe, and Wuksache Indian Tribe/Eshom Valley Band. Consultation ends on April 1, 2024. No responses have been received to date.

4.5.2 Impact Assessment

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

Less than Significant with Mitigation Incorporated. Based on the CHRIS record search conducted on July 31, 2023 and review of the Madera General Plan, there are no local, state, or federal designated historical resources on the Project site. Further, the Project site is vacant, undeveloped, and highly disturbed with ruderal vegetation. Nevertheless, there is some possibility that a non-visible, buried resource may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. The Project shall incorporate **Mitigation Measure CUL-1** in order to reduce any potentially significant impacts to less than significant.

***Mitigation Measure CUL-1:** If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether a historical resources evaluation shall be completed to confirm if the resources qualify as historical resources as defined by Section 15064.5(a) of CEQA Guidelines. . The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualifications Standards (PQS) in architectural history or history. The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the State Office of Historic Preservation to identify any potential historical resources within the proposed project area. All properties 45 years of age or older shall be evaluated within their historic context and documented in a report meeting the State Office of Historic Preservation guidelines. All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report shall be submitted to the City for review and concurrence.*

Any relocation, rehabilitation, or alteration of the resource shall be implemented consistent with the Secretary of the Interior’s Standards for the Treatments of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR Section 15126.4[b][1]). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City for review and concurrence, in addition to the historical resources evaluation.

If significant historical resources are identified on the development site and compliance with the Standards and or avoidance is not feasible, the applicant or developer shall provide a report explaining why compliance with the Standards and or avoidance is not feasible for the City’s review and approval. Site-specific mitigation measures shall be established and undertaken, including, but not limited to, documentation of the historical resource in the form of a Historic American Buildings Survey-Like report. The report shall be commissioned by the project applicant or their consultant to comply with the Secretary of the Interior’s Standards for Architectural and Engineering Documentation and shall generally follow the Historic American Buildings Survey Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the

PQS and submitted to the City prior to issuance of any permits for demolition or alteration of the historical resource.

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

Less than Significant with Mitigation Incorporated. As discussed under criterion a), there is no evidence that cultural resources of any type (including historical, archaeological, paleontological, or unique geologic features) exist on the Project site. Nevertheless, there is some possibility that a non-visible, buried resource may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. To mitigate potential impacts, the Project shall incorporate **Mitigation Measure CUL-1** as described under criterion a). Thus, in the event of the accidental discovery and recognition of previously unknown resources during ground disturbing activities, incorporation of the mitigation measures would reduce any potentially significant impacts to less than significant.

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

Less than Significant with Mitigation Incorporated. There is no evidence that human remains exist on the Project site. It is not anticipated that the proposed Project will disturb any human remains including those interred outside of formal cemeteries. Nevertheless, there is some possibility that a non-visible buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. In the event that human remains are identified during future development resulting from Project implementation, then the future development shall incorporate **Mitigation Measure CUL-2** in accordance with *Section 15064.5* of the CEQA Guidelines to reduce any potentially significant impacts to less than significant.

Mitigation Measure CUL-2: *In the event of the accidental discovery or recognition of any human remains on the Project site during construction, the following steps in accordance with Section 15064.5 of the CEQA Guidelines shall be taken prior to the continuation of, and during, construction activities, in order to mitigate potential impact:*

1. *There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:*
 - a. *The coroner of the County in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required; and,*
 - b. *If the coroner determines the remains to be Native American:*
 - i. *The coroner shall contact the Native American Heritage Commission within 24 hours.*
 - ii. *The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.*
 - iii. *The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.*

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 California Energy Commission updates the Building Energy Efficiency Standards (Title 24, Parts 6 and 11) every three years as part of the California Code of Regulations. The standards were established in 1978 in effort to reduce the state’s energy consumption. They apply for new construction of, and additions and alterations to, residential and nonresidential buildings and relate to various energy efficiencies including but not limited to ventilation, air conditioning, and lighting. ¹⁶ The California Green Building Standards Code (CALGreen), Part 11, Title 24, California Code of Regulations, was developed in 2007 to meet the state goals for reducing Greenhouse Gas emissions pursuant to AB32. CALGreen covers five (5) categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.¹⁷ The 2019 Building Energy Efficiency Standards went into effect on January 1, 2020. Additionally, the CARB oversees air pollution control efforts, regulations, and programs that contribute to reduction of energy consumption. Compliance with these energy efficiency regulations and programs ensure that development will not result in wasteful, inefficient, or unnecessary consumption of energy sources.

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. Although no development is currently proposed, future development that results from Project implementation would consume energy resources. Energy would be consumed through future construction and operations. Construction activities typically include demolition, site preparation, grading, paving, architectural coating, and trenching. The primary sources of energy for construction activities are diesel and gasoline, from the transportation of building materials and equipment and construction worker trips. Operations would involve heating, cooling, equipment, and vehicle trips. Energy consumption related to operations would be associated with natural gas, electricity, and fuel.

All construction equipment and operational activities shall conform to current emissions standards and related fuel efficiencies, including applicable CARB regulations (Airborne Toxic Control Measure), California Code of Regulations (Title 13, Motor Vehicles), and Title 24 standards that include a broad set of energy

conservation requirements (e.g., Lighting Power Density requirements). Compliance with such regulations would ensure that the short-term, temporary construction activities and long-term operational activities do not result in wasteful, inefficient, or unnecessary consumption of energy resources. There are no unusual characteristics or design of the Project that would require increased energy consumption that would cause the Project construction and operations to be less energy efficient than comparable construction sites and industrial operations in the region or other parts of the state.

Energy outputs for short-term construction and long-term operations were estimated using CalEEMod (**Appendix A**). Traffic impacts related to vehicle trips were considered through a Vehicle Miles Traveled (VMT) analysis contained in **Section 4.17**. Results are summarized as follows.

The Project site would be served by PG&E for both electricity and natural gas. As shown in **Table 4-6**, Madera County consumed approximately 1,807.8588 GWh of electricity and approximately 5,132,256.50 MMBtu in 2021^{14 15} Electricity usage and natural gas consumption for the Project was estimated using CalEEMod based on the assumptions identified in **Section 2.1.9**. As shown in **Table 4-6**, future development would consume less than one (1) percent of the total electricity use and natural gas use in Madera County. Energy use is expected to decrease over time as a result of compliance with California Building Code and Title 24 energy conservation requirements. Regarding energy consumed through vehicle trips, development of the Project site would generate approximately 1,637 trips daily trips as described under **Section 4.17**. Annual energy use related to vehicles is expected to decrease over time as a result of vehicle fuel efficiency standards.

Overall, energy consumption for the Project would be limited to the greatest extent feasible through compliance with policies and regulations related to energy conservation including CARB regulations (Airborne Toxic Control Measure), California Code of Regulations (Title 13, Motor Vehicles), and Title 24 standards. As a result, the proposed Project would not consume energy in a manner that is wasteful, inefficient, or unnecessary. For these reasons, the Project would result in a less than significant impact.

Table 4-6: Project Energy Consumption

Energy Consumption	Electricity (GWh per year)	Natural Gas (MMBtu per year)
Project	0.2381	318.99
Madera County	1,807.8588	5,132,256.50
Project Percentage (%)	0.0132	0.06

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

Less than Significant Impact. As discussed under criterion a), the construction and operations of the Project would be subject to compliance with applicable energy efficiency regulations including CALGreen, Title 24, and CARB. Further, **Table 4-7** shows the Project’s compliance with General Plan energy conservation policies. Thus, applicable state and local regulations and programs would be implemented to reduce energy

¹⁴ California Energy Commission. “Electricity Consumption by County.” Accessed on July 28, 2023, <http://ecdms.energy.ca.gov/elecbycounty.aspx>

¹⁵ California Energy Commission. “Natural Gas Consumption by County.” Accessed on July 28, 2023, <http://www.ecdms.energy.ca.gov/gasbycounty.aspx>

waste from construction and operations. In addition, state law ensures construction vehicle idling will be limited. Therefore, through compliance, the Project would not conflict with or obstruct any state or local plan for energy efficiency and a less than significant impact would occur as a result of the Project.

Table 4-7: Consistency with General Plan Energy Conservation Policies

General Plan Energy Conservation Policies	Consistency/Applicability Determination
<i>Policy CON-40: All public and private development—including homes, commercial, and industrial—should be designed to be energy-efficient.</i>	Consistent. Future development facilitated by the Project would be subject to energy efficiency and conditioned for compliance during the entitlement review and approval process.
<i>Policy CON-41: The City will allow renewable energy projects in areas zoned for open space, where significant environmental impacts can be avoided or mitigated to the greatest extent feasible, where consistent with all of the elements of this General Plan, and other uses and values.</i>	Consistent. Future development facilitated by the Project would be subject to energy efficiency and conditioned for compliance during the entitlement review and approval process.
<i>Policy CON-42: The City will promote and encourage co-generation projects for commercial, industrial, and municipal facilities, provided they meet all applicable air quality standards and provide a net reduction in GHG emissions associated with energy production.</i>	Consistent. Future development facilitated by the Project would be subject to air quality standards and provide a net reduction in GHG emissions during the entitlement review and approval process.
<i>Policy CON-43: The City will install renewable energy systems at its facilities where feasible, including solar collection systems at municipal properties and waste-to-energy (methane recovery) systems at the wastewater treatment plant.</i>	Consistent. City policy for municipal properties.
<p><i>Policy CON-44: The City supports the use of green building practices in the planning, design, construction, management, renovation, operations, and demolition of all private buildings and projects, including:</i></p> <ul style="list-style-type: none"> • <i>Land planning and design techniques that preserve the natural environment and minimize disturbance of the land.</i> • <i>Site development to reduce erosion, minimize paved surfaces and runoff and protect vegetation, especially trees.</i> • <i>Water conservation indoors and outdoors.</i> • <i>Energy efficiency in heating/cooling systems, appliances, lighting and the building envelope.</i> • <i>Selection of materials based on recyclability, durability and the amount of energy used to create the material.</i> • <i>Waste reduction, reuse and recycling during construction and throughout the life of the project.</i> 	Consistent. Future development facilitated by the Project would be subject to energy efficiency and conditioned for compliance during the entitlement review and approval process.

<ul style="list-style-type: none"> • <i>Other new aspects of green design and construction included in LEED or other certification programs.</i> • <i>Control nighttime lighting to lower energy use, reduce glare, and prevent illumination of the night sky.</i> 	
<p><i>Policy CON-45:</i> <i>The City supports the use of green building practices in the planning, design, construction, management, renovation, operations, and demolition of facilities constructed, owned, managed, or financed by the City. All new building projects (projects intended for human occupancy) involving the use of local public funds should incorporate green building practices. Except as dictated by unique circumstances associated with a given project, the typical standard for green building will be the equivalent of the “LEED Silver Standard.”</i></p>	<p>Consistent. Future development facilitated by the Project would be subject to green building and energy efficiency standards and conditioned for compliance during the entitlement review and approval process.</p>
<p><i>Policy CON-46:</i> <i>The City will identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and will ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques.</i></p>	<p>Consistent. Future development facilitated by the Project would be subject to energy efficiency, green building materials, practices and techniques and conditioned for compliance during the entitlement review and approval process.</p>

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

4.7.1 Environmental Setting

The City of Madera is located within the San Joaquin Valley which is part of the Great Valley Geomorphic Providence that is bounded to the east by the Sierra Nevada Mountain range, to the west by the Coastal Range, and to the south by the Tehachapi mountains. Madera is generally flat with some areas of slopes

including areas near rivers and streams. A brief discussion of the likelihood of seismic activities to occur in or affect Madera is provided below.

Faulting

There are no active earthquake faults (i.e., faults showing activity within the last 11,000 years) mapped within the City of Madera, inclusive of the Project site, and the city is not in any Alquist-Priolo Special Studies Zone as established by the Alquist-Priolo Fault Zoning Act (*Section 2622* of Chapter 7.5, Division 2 of the California Public Resources Code). The nearest active faults are more than 50 miles from the Project site.¹⁶

Subsurface Soils

A search of the Web Soil Survey by the USDA Natural Resources Conservation Service indicates that the following soils comprise the Project site (**Figure 4-2**).¹⁷

HbA: Hanford fine sandy loam, moderately deep and deep over hardpan, 0 to 1 percent slopes. The HbA soils account for approximately 28% of the site.

SaA: San Joaquin sandy loam, zero (0) to three (3) percent slopes, MLRA 17. The SaA soils account for 72% of the Project site.

Strong Ground Shaking

The Madera County Local Hazard Mitigation Plan (LHMP) assesses a low potential of major earthquake in Madera County and acknowledges that existing building codes would mitigate for potential earthquake.¹⁸ According to the City of Madera General Plan, no earthquakes of magnitude 5.5 or greater have ever been recorded in the city of Madera and there have been no reports on earthquake damage of such magnitude in Madera County. The most recent earthquake occurred on May 30, 2003, with 3.1 magnitude and epicenter located approximately six (6) miles northwest of the city. In addition, Madera is classified by the State as being in a low ground shaking potential (shaking potential 0.35% of gravity) according to the MS48: Earthquake Shaking Potential for California map, which shows the relative intensity of ground shaking in California from anticipated future earthquakes.¹⁹

¹⁶ California Department of Conservation. Fault Activity Map of California. Accessed on July 13, 2023, <https://maps.conservation.ca.gov/cgs/fam/>

¹⁷ United States Department of Agriculture Natural Resources Conservation Service. "Web Soil Survey." Accessed on July 13, 2023, <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

¹⁸ Madera County. (2017). Local Hazard Mitigation Plan Update. Accessed on July 26, 2023, <https://www.maderacounty.com/home/showdocument?id=362>

¹⁹ California Department of Conservation. (2016). Geological Hazards Data & Maps - MS48: Earthquake Shaking Potential for California (ref. 2016). Accessed on July 26, 2023 <https://maps.conservation.ca.gov/geologichazards/#dataviewer>



Figure 4-2 Soil Distribution Map

Source: U.S. Department of Agriculture Natural Resources Conservation Service, Web Soil Survey

Liquefaction

Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Factors that determine liquefaction potential include soil type, soil density, depth to the groundwater table, and duration and intensity of ground shaking. Areas that are most prone to liquefaction are those that are water-saturated, or with a water table of less than 30 feet below the surface. The Madera County LHMP indicates that soil types within the county are not conducive to liquefaction because they are too coarse in texture or too high in clay content. Soil types thereby mitigate against the potential for liquefaction. In addition, neither liquefaction nor lateral spreading have been observed in Madera from any historic earthquake. Liquefaction and lateral spreading potential in the City of Madera is considered very low as due to the nature of the underlying soils, relatively deep-water table, and history of low ground shaking potential.

Ground Subsidence

Ground subsidence is the settling or sinking of surface soil deposits with little or no horizontal motion. Soils with high silt or clay content are subject to subsidence. According to the Madera County LHMP, the probability of future occurrences of subsidence is likely (i.e., between 10% and 100% chance of occurrence in the next year or has a recurrence interval of 10 years or less). However, the likely magnitude/severity is negligible (i.e., less than 10% of property severely damaged; shut down of facilities for less than 24 hours; and/or injuries/illnesses treatable with first aid). In addition, the Madera General Plan indicates the risk of subsidence in Madera County to be “low.”

Landslides

A landslide is the down-slope movement of rock, debris, or earth that can be caused by gravity, earthquakes, disturbance by human activities, etc. Lateral spreading is a related occurrence that results in a fluid-like, down-slope movement. Lateral spreading can be caused by liquefaction. According to the Madera County LHMP, most areas throughout the county are at low to moderate risk for landslides. The central and eastern portions of the county are at high risk. Geographic extent of such occurrences is limited to less than 10% of Madera County.

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.

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 does not have any aspect that could result in a fault rupturing. Thus, no impact would occur.

a-ii) Strong seismic ground shaking?

No Impact. The Project site is in an area traditionally characterized by relatively low seismic activity. The Project site is relatively flat with stable, native soils and is not near any fault lines. In addition, future development would be required to conform to current seismic protection standards in the CBC, which are intended to minimize potential risks. Therefore, because of the Project's stable soils and distance from active fault lines, and because of future development's conformance to CBC seismic safety standards, the Project does not have any aspect that could result in strong seismic ground shaking. Therefore, no impact would occur.

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 as the site is relatively flat with stable soils and no apparent unique or significant landforms. 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. Lastly, the Project does not have any aspect that could result in seismic-related ground failure, including liquefaction. Therefore, no impact would occur.

a-iv) Landslides?

No Impact. Landslides are not expected to affect the Project site as Madera is not located in a zone where landslides, subsidence, or liquefaction could possibly occur. Furthermore, the topography of the Project site is flat with stable, native soils and the site is not in the immediate vicinity of rivers or creeks that would be more susceptible to landslides. As such, development of the Project on a stable site in an area that is not susceptible to seismic activities or geologic instability would not cause landslides. Therefore, no impact would occur.

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

Less Than Significant Impact. Development of the Project site would require typical site preparation activities such as grading and trenching which may result in the potential for short-term soil disturbance or erosion impacts. Construction would also involve the use of water which may cause further soil disturbance. Such impacts would be addressed through compliance with regulations set by the Regional Water Quality Control Board (RWQCB), including standards and regulations set forth by the City of Madera for grading and drainage, and subsequent requirements of the State Water Resources Control Board (SWRCB).

Further, because the Project would disturb one (1) or more acres of soil it would be subject to the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2012-0006-DWQ). The General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer that includes BMPs to be implemented during and post construction. The SWPPP estimates the sediment risk associated with construction activities and includes the BMPs to control erosion and loss of topsoil. BMPs specific to erosion control cover erosion, sediment, tracking, and waste management controls. Implementation of the SWPPP minimizes the potential for the Project to result in impacts to soil and topsoil. Therefore, impacts to soil and topsoil by the Project would be considered 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?

No Impact. The Project site is not located in a zone where landslides, subsidence, or liquefaction could occur. Further, the site is relatively flat with stable soils and no apparent unique or significant landforms. Therefore, development of the Project on a stable site would not cause landslides, lateral spreading, subsidence, liquefaction, or collapse. Therefore, no impact would occur.

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 site is relatively flat and stable, native soils of the HbA, Hanford fine sandy loam, moderately deep and deep over hardpan, 0 to 1 percent slopes and SaA, San Joaquin sandy loam, 0 to 3 percent slopes, MLRA 17. Loam and sandy loam soils are not classified as expansive soils, as defined in Table 18-1-B of the Uniform Building Code and would not create substantial direct or indirect risks to life or property. Therefore, impacts to direct or indirect risk to life or property by the Project would be considered less than significant.

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 site is within city limits. Future development would connect to City wastewater services. . Therefore, no permanent septic tanks or alternative wastewater disposal systems would be installed, and no impact would occur.

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

Less than Significant Impact with Mitigation Incorporated. There are no known paleontological resources or unique geological features known to the City on this site. Nevertheless, there is some possibility that a non-visible, buried resource may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. However, **Mitigation Measure GEO-1** requires that if unknown paleontological resources are discovered during construction activities, work within a 25-foot buffer would cease until a qualified paleontologist determined the appropriate course of action. With implementation of **Mitigation Measure GEO-1**, the Project would have a less than significant impact.

Mitigation Measure GEO-1: *If any paleontological resources are encountered during ground-disturbance activities, all work within 25 feet of the find shall halt until a qualified paleontologist as defined by the Society of Vertebrate Paleontology Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (2010), can evaluate the find and make recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the Natural History Museum of Los Angeles County or another appropriate facility regarding any discoveries of paleontological resources.*

If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations, and fossil recovery may be required to mitigate adverse impacts from project implementation. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, they shall be avoided to ensure no adverse effects or

such effects must be mitigated. Construction in that area shall not resume until the resource-appropriate measures are recommended or the materials are determined to be less than significant. If the resource is significant and fossil recovery is the identified form of treatment, then the fossil shall be deposited in an accredited and permanent scientific institution. Copies of all correspondence and reports shall be submitted to the Lead Agency.

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

In assessing the significance of impacts from GHG emissions, *Section 15064.4(b)* of the CEQA Guidelines states that a lead agency may consider the following:

- The extent to which the project may increase or reduce GHG emissions as compared to the environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;
- 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.

The California Air Resources Board (CARB) 2022 Climate Change Scoping Plan, guidance from the SJVAPCD, and City of Madera Climate Action Plan are discussed below and are utilized as thresholds of significance.

2022 Climate Change Scoping Plan

The CARB 2022 Climate Change Scoping Plan is the adopted statewide plan for reduction and mitigation of GHGs to implement Assembly Bill (AB) 1279. AB 1279 was issued on August 12, 2022, to require California to achieve “net zero greenhouse gas emissions” as soon as possible and to further reduce anthropogenic GHG emissions thereafter. It sets a statewide goal to reduce emissions 85% below 1990 levels no later than 2045.

Consequently, the Scoping Plan involves several measures for cost-effective reduction of GHG emissions, including continuing existing programs such as Renewable Portfolio Standard, Advanced Clean Cars, Low Carbon Fuel Standard, etc., and achieving new mandates to decarbonize several sectors. Along with reducing emissions, environmental justice policies are included to address the ongoing air quality disparities.

Appendix D of the 2022 Scoping Plan include recommendations to build momentum for local government actions to align with State goals, including through CEQA review. The Appendix outlines the priority GHG

reduction strategies for local governments, including transportation electrification, VMT reduction, and building decarbonization.²⁰

SJVAPCD CEQA Air Quality Guidelines

The SJVAPCD's Guidance for Valley Land Use Agencies in Addressing GHG Impacts for New Projects Under CEQA (2009) provides screening criteria for climate change analyses, as well as draft guidance for the determination of significance.^{21,22} These criteria are used to evaluate whether a project would result in a significant climate change impact (see below). Projects that meet one of these criteria would have less than significant impact on the global climate.

- Does the project comply with an adopted statewide, regional, or local plan for reduction or mitigation of GHG emissions? If no, then:
- Does the project achieve 29% GHG reductions by using approved Best Performance Standards (BPS)? If no, then
- Does the project achieve AB 32 targeted 29% GHG emission reductions compared with Business As Usual (BAU)?

Assembly Bill (AB) 32 was enacted by the California State legislature in 2006 with the aim to reduce GHG emissions to levels of 1990 by 2020. Recommended actions to achieve these aims were adopted by the California Air Resources Board (CARB) in 2008 (i.e., the Climate Change Scoping Plan). However, the 29% GHG emission reductions compared to BAU threshold is outdated since it is aimed to meet AB 32's 2020 goals, thus this threshold would not be used for analysis.

San Joaquin Valley Air Pollution Control District

SJVAPCD adopted *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA* and the policy *District Policy—Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency* in 2009. It recognized that project-specific emissions are cumulative and could be considered cumulatively considerable without mitigation. SJVAPCD suggested that the requirement to reduce GHG emissions for all projects is the best method to address this cumulative impact.

The SJVAPCD requires quantification of GHG emissions for all projects which the lead agency has determined that an EIR is required. Although an EIR is not required for the Project, the GHG emissions are quantified below. Short-term construction and long-term operational GHG emissions for project buildout were estimated using CalEEMod™ (v.2020.4.0). (See **Appendix A**). CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify GHG emissions from land use projects. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG

²⁰ California Air Resources Board. (2022). 2022 Scoping Plan Appendix D. Accessed on June 26, 2023, <https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf>

²¹ San Joaquin Valley Air Pollution Control District. (2009). Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. Accessed June 26, 2023, <http://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf>.

²² San Joaquin Valley Air Pollution Control District. (2000). Environmental Review Guidelines: Procedures for Implementing the California Environmental Quality Act. Accessed June 26, 2023, http://www.valleyair.org/transportation/CEQA%20Rules/ERG%20Adopted%20August%202000_.pdf

emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Emissions are expressed in annual metric tons of CO₂ equivalent units of measure (i.e., MTCO₂e), based on the global warming potential of the individual pollutants.

City of Madera Climate Action Plan

The City of Madera Climate Action Plan (CAP) was adopted in 2015. The CAP is consistent with State CEQA Guidelines *Section 15183.5*, which allows it to be used in the cumulative GHG emissions impacts analysis of later projects within the City. CAP's *Appendix E – CAP Consistency Worksheet* lists measures applicable to new development to determine whether a project is consistent with the CAP. Generally, only projects that are consistent with the General Plan land use designations and population and employment projections, upon which the GHG emissions modeling and CAP is based, can apply for a determination of consistency with the CAP. If it is determined that the proposed project is not consistent with the CAP, further analysis would be required and the applicant would be required to demonstrate that the proposed project would not substantially interfere with implementation of the CAP.²³

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 2023 CEQA Guidelines do not establish a quantitative threshold of significance for GHG impacts, leaving lead agencies the discretion to establish such thresholds for their respective jurisdictions. Since the SJVAPCD does not have established GHG significance emissions thresholds and the City of Madera's adopted CAP does not include quantitative thresholds, the following utilizes qualitative analysis for greenhouse gas emission impacts.

Although no development is currently proposed, short-term construction and long-term operational GHG emissions for Project buildout were estimated using CalEEMod™ (v.2020.4.0). Refer to **Section 2.1.9** of this document for the Project assumptions. Emissions are expressed in annual metric tons of CO₂ equivalent units of measure (i.e., MTCO₂e), based on the global warming potential of the individual pollutants.

Construction Emissions

The Sacramento Metropolitan Air Quality Management District (SMAQMD) and Bay Area Air Quality Management District (BAAQMD) have concluded that construction emissions should be assessed for impacts since they may remain in the atmosphere for years after construction is complete. The SMAQMD and BAAQMD both established quantitative significance thresholds of 1,100 MT CO₂e per year for the construction phases of land use projects. As such, annual construction emissions below the 1,100 MT CO₂e would have a less than significant cumulative impact on GHGs. The maximum annual construction emission of GHG associated with development of the project is estimated to be 265.1816 MT CO₂e based on the CalEEMod run. This is less than the 1,100 MTCO₂e threshold of the SMAQMD and BAAQMD.

²³ City of Madera. (2015). Climate Action Plan. Accessed on June 26, 2023, https://www.madera.gov/wp-content/uploads/2017/08/Final-Madera-CAP_September-2015.pdf

Operational Emissions

Regarding the long-term operational related GHG emissions, the estimated operational emissions for buildout of the Project incorporates the potential area source and vehicle emissions, and emissions associated with utility and water usage, and wastewater and solid waste generation. The South Coast Air Quality Management District (SCAQMD) adopted the staff proposal for an interim GHG significance threshold of 10,000 MT CO₂e per year for GHG for construction and operational emissions. The BAAQMD also adopted the 10,000 MT CO₂e per year threshold. Utilizing this as the threshold, annual operational emissions below 10,000 MTCO₂e would have a less than significant cumulative impact on GHGs. The annual operational GHG emissions associated with buildout of the Project is 748.0465 MT CO₂e based on the CalEEMod run. This is less than the 10,000 MTCO₂e threshold of the SCAQMD and BAAQMD.

Further, the Project would not exceed the thresholds of significance for construction or operational emissions as discussed in **Section 4.3**. Cumulatively, these emissions would not generate a significant contribution to global climate change over the lifetime of the proposed Project. As such, it can be determined that the Project would not occur at a scale or scope with potential to contribute substantially or cumulatively to the generation of GHG emissions and therefore the impact would be less than significant.

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. According to the 2022 Scoping Plan, “an individual project that complies with the strategies and actions within a CEQA-qualified CAP can tier and streamline its project-specific CEQA GHG analysis to make a determination “that a project’s incremental contribution to a cumulative [GHG] effect is not cumulatively considerable” (CEQA Guidelines Sections 15064.4 (b)(3) and 15183.5).” Since the City of Madera Climate Action Plan is a CEQA-qualified CAP, the *Appendix E – CAP Consistency Worksheet* is used to determine the proposed Project’s consistency with the CAP, as analyzed in **Table 4-8**.

Table 4-8 City of Madera Climate Action Plan Consistency Worksheet

Measure Name	Project Actions	Project Compliance (Yes/No/NA)	Description/Details *
E-2 Energy Efficient New Construction	Is the project consistent with applicable policies of the Conservation Element of the General Plan?	Yes	As described in Sections 4.3 and 4.10, the Project would be generally consistent with the General Plan’s Conservation Element Goals: CON-11 and CON-12.
	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	No physical project is proposed. However, future development of the Project site would comply with the California Energy Code, Title 24 Energy Efficiency Standards. Title 24 includes mandatory requirements for various building components including but not limited to: ventilation and indoor air quality, space-conditional systems, pipe insulation, air distribution system, lighting systems and equipment, etc.

			Buildings whose permit applications are applied for on or after January 2023, must comply with the 2022 Energy Code. Future development of the site would continue energy conservation programs that adhere to the California Energy Code and would be consistent with the policy.
E-3 On-Site Small-Scale Renewable Energy	Does the project include solar PV systems or solar hot water heaters?	NA	No physical project is proposed. Current California Energy Code require solar PV systems be installed on new residential buildings, however net zero emissions for electricity will be required after 2030.
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 polies of the Land Use Element of the General Plan policies?	No	The Project proposes a General Plan Amendment to change the land use designation from O – Office to C – Commercial. While the Project is not consistent with the General Plan Land Use Map, criteria a) models that future development of the Project site at maximum buildout will not contribute to a cumulatively considerable GHG effect.
	Is the project consistent with the Madera County Blueprint?	Yes	The Project is not expected to conflict with the Madera County Blueprint.
	Does the project include mixed-use, higher density (22.5 to 50 units per acre), or infill development?	Yes	The Project is located within the city limits and is surrounded by existing commercial and residential development. As such, it can be concluded that future development on the Project site will be an infill development.
	Is the project located within 1/4 mile of transit stops or in existing community centers/downtown?	Yes	The Project is located 0.26 of a bus station, which is approximately ¼ mile.
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	No physical project is proposed. However, future development on the Project site will be subject to and reviewed for compliance with General Plan policies.
	Is the project consistent with the Bicycle Master Plan?	Yes	No physical project is proposed. However, future development on the Project site will be subject to and

			reviewed for compliance with the Bicycle Master Plan.
	Does the project meet minimum design criteria for bicycle and pedestrian circulation?	Yes	No physical project is proposed. However, future development on the Project site will be subject to and reviewed for compliance with the MMC for bicycle and pedestrian design.
	Does the project provide adequate and secure bicycle parking?	Yes	No physical project is proposed. However, future development on the Project site will be subject to and reviewed for compliance with the MMC for provision of bicycle parking.
T-3 Transit Travel	Is the project consistent with applicable policies of the Circulation and Community Development Elements of the General Plan?	Yes	No physical project is proposed. However, future development on the Project site will be subject to and reviewed for compliance with General Plan policies.
	Does the project provide safe routes to adjacent transit stops, where applicable?	Yes	While no physical project is proposed, future development on the Project site will be subject to providing sidewalks, which will connect with the nearest bus stop. Vehicle route is currently existing.
	Does the project finance and/or construct bus turnouts and shelters where transit demand warrants such improvements?	NA	While no physical project is proposed, future development on the Project site could be conditioned to such improvements, to which it would need to comply with.
	Does the project provide public transit vouchers to its employees?	NA	No physical project is proposed at this time.
T-4 Commute Trip Reduction	Is the project consistent with applicable policies of the Community Development Element of the General Plan?	Yes	No physical project is proposed. However, future development on the Project site will be subject to and reviewed for compliance with General Plan policies.
	Does the project include and/or promote TDM programs?	NA	No physical project is proposed.
T-5 Traffic Flow and Vehicle Idling	Does the project include measures to improve traffic flow?	NA	No physical project is proposed. However, future development will be reviewed and conditioned by the City Engineer to ensure that traffic flow is adequate.
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	No physical project is proposed. However, future development on the Project site will be subject to and

			reviewed for compliance with General Plan policies.
	Is the project consistent with the San Joaquin Valley Plug-in Electric Vehicle (PEV) Readiness Plan?	Yes	Future development on the Project site will be subject to providing EV charging stations per CalGreen regulations.
	Does the project include alternative fueling stations or EV charging stations?	Yes	Future development on the Project site will be subject to providing EV charging stations per CalGreen regulations.
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)?	NA	No construction activities are proposed at this time. Future construction will be subject to the SJVAPCD Rule 9510 (Indirect Source Review) to ensure that construction emissions does not cause a significant impact.
	Would the project include low maintenance native landscaping or xeriscaping?	NA	No physical project is proposed. However, the Project's landscape plans will be reviewed and conditioned by the City to ensure that it is compliant with the MMC.
W-1 Exceed SB X7-7 Water Conservation Target	Does the project incorporate water efficiency and water conservation measures?	NA	No physical project is proposed at this time.
W-2 Recycled Water	Is the project consistent with applicable policies of the Conservation Element of the General Plan?	Yes	No physical project is proposed. However, future development on the Project site will be subject to and reviewed for compliance with General Plan policies.
	Does the project incorporate recycled/reclaimed water?	NA	No physical project is proposed at this time.
U-1 Trees and Vegetation	Is the project consistent with applicable policies of the Community Design Element of the General Plan?	Yes	No physical project is proposed. However, future development on the Project site will be subject to and reviewed for compliance with General Plan policies.
	Does the project include the planting of new trees or new acres of vegetated land?	Yes	While no physical project is proposed, future development will be subject to the landscaping standards set forth in the MMC.

According to the analysis in [Table 4-8](#), existing policies and regulations will ensure that future development that occurs because of the Project would generally comply with the measures listed. While the proposed Project are not in compliance with some Project Actions listed in [Table 4-8](#), it is not expected that future development of the Project site will cause *“incremental contribution to a cumulative [GHG] effect is not*

cumulatively considerable". As such, the Project is considered to be generally consistent with the Scoping Plan and CAP and therefore, would result in a less than significant GHG impact under CEQA.

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

4.9.1 Environmental Setting

For the purposes of this section, the term “hazardous materials” refers to “injurious substances,” which include flammable liquids and gases, poisons, corrosives, explosives, oxidizers, radioactive materials, and medical supplies and waste. These materials are either generated or used by various commercial and industrial activities. Hazardous wastes are injurious substances that have been or will be disposed. Potential hazards arise from the transport of hazardous materials, including leakage and accidents involving

transporting vehicles. There also are hazards associated with the use and storage of these materials and wastes. Hazardous materials are grouped into the following four categories based on their properties:

- *Toxic: causes human health effect*
- *Ignitable: has the ability to burn*
- *Corrosive: causes severe burns or damage to materials*
- *Reactive: causes explosions or generates toxic gases*

“Hazardous wastes” are defined in California Health and Safety Code Section 25141(b) as wastes that: “...because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause or significantly contribute to an increase in mortality or an increase in serious illness or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.” A hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. The California Code of Regulations, Title 22, Sections 66261.20-24 contains technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

Hazardous waste generators may include industries, businesses, public and private institutions, and households. Federal, state, and local agencies maintain comprehensive databases that identify the location of facilities using large quantities of hazardous materials, as well as facilities generating hazardous waste. Some of these facilities use certain classes of hazardous materials that require risk management plans to protect surrounding land uses. The release of hazardous materials would be subject to existing federal, State, and local regulations and is similar to the transport, use, and disposal of hazard materials.

The proposed development will not involve any of the above mentioned uses or hazardous wastes.

Record Search

The California Department of Toxic Substance Control’s EnviroStor²⁴ database and the State Water Resources Control Board’s GeoTracker²⁵ database include hazardous release and contamination sites. A search of each database was conducted on June 28, 2023. The search revealed no hazardous material release sites on the Project site. The closest hazardous site is a 543-acre cleanup program site, the Madera Municipal Airport, which is approximately two and a half (2.5) miles northwest from the Project site.

Hazardous Materials Business Plan

Facilities that use and/or store hazardous materials and/or hazardous wastes are required to meet the requirements set forth in the California Health and Safety Code (HSC), Division 20, Chapter 6.95, and the California Code of Regulations (CCR), Title 22, Division 4.5. In Madera County, businesses that handle or store hazardous materials and/or hazardous waste are required to submit a Hazardous Materials Business

²⁴ California Department of Toxic Substances Control. Envirostar. Accessed June 28, 2023. <https://www.envirostor.dtsc.ca.gov/public>

²⁵ California State Water Resources Control Board. GeoTracker. Accessed June 28, 2023. <https://geotracker.waterboards.ca.gov/>

Plan (HMBP) to the Madera County Environmental Health Division, pursuant to HSC, Division 20, Chapter 6.95. As a standard practice, the Madera County Department of Public Health will require that the Project submit an HMBP in order to provide for safe storage and use of chemicals.

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. Although no development is proposed, future development of the Project site resulting from Project implementation would result in commercial uses. Uses common to commercial uses typically do not include production or services that would require the routine transport, use or disposal of hazardous materials. Future operations that are likely to routinely transport, use or dispose of hazardous materials could be permitted in the commercial zone district include service stations but not including auto engine and transmission overhauling, tire rebuilding, or battery manufacturing. Any proposed future development would be subject to further review by the Department of Toxic substances Control through the California Hazardous Waste Control Law and Hazardous Waste Control Regulations as well as MBARD through Rule 424 (i.e., asbestos-containing material). Compliance would ensure that construction-related impacts would be less than significant. For these reasons, the Project would not create a significant hazards to the public or the environment through the routine transport, use or disposal of hazardous materials and a less than significant impact would occur.

Construction activities for the Project site would include typical site preparation, grading, paving, architectural coating, and trenching – all of which would require the transportation of building materials and equipment. Demolition would not be required because there are no existing structures. Generally, hazardous materials associated with construction include asbestos, lead, mold, mercury, sewage overflows, pesticides and herbicides, motor oil and fuel, solvents, acids, pressure impregnated wood, septic systems, underground storage tanks and hydro-carbon plumes, and fugitive dust and stormwater runoff.

Because the Project site is vacant and undeveloped, potential hazardous materials associated with construction could result from the use of fuels and lubricants for construction equipment (i.e., motor oil and fuel) in addition to grading and drainage activities (i.e., fugitive dust and stormwater runoff). As described in [Section 4.3](#), the Project is subject to a SJVAPCD Authority to Construct Permit, in addition to SJVAPCD Regulation VIII (Fugitive PM10 Prohibitions) which requires the approval of a Dust Control Plan prior to construction. In addition, the Project's grading and drainage plans are subject to City approval and would determine the limits of grading and disturbance. Compliance with these regulations would limit visible dust and ensure that disturbed surfaces or soils remain stable.

In addition, stormwater runoff resulting from the anticipated buildout of the Project would be managed by the City in compliance with the UWMP, WSMP, SDSMP, SWQMP, and regulatory requirements pursuant to NPDES General Permit Requirements (See [Section 4.7](#)). This includes runoff consisting of any hazardous materials, including fuels and lubricants used for construction equipment. In addition, the quality of stormwater runoff would be maintained by design components specific to the Project including but not limited to 1) the proposed onsite stormwater retention basin, 2) the required preparation of a SWPPP, and 3) the City's approval of the Project's grading and drainage plans. Together, compliance with the aforementioned plans, policies, and regulatory requirements in addition to Project design components, would reduce potential impacts related stormwater quality.

Overall, it is not expected that the Project would transport, use, or dispose of hazardous materials. In addition, while potential impacts could occur during construction, such impacts would be reduced through compliance with local, state, and federal regulations in addition to standard equipment operating practices. For these reasons, the Project would have a less than significant impact.

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. Although no development is proposed, future development of the Project site resulting from Project implementation would result in commercial uses. Uses common to commercial uses typically do not include production or services that would require the routine transport, use or disposal of hazardous materials. Further operations that are likely to routinely transport, use or dispose of hazardous materials could be permitted in the commercial zone district include service stations but not including auto engine and transmission overhauling, tire rebuilding, or battery manufacturing. Any proposed future development would be subject to further review by the Department of Toxic substances Control through the California Hazardous Waste Control Law and Hazardous Waste Control Regulations as well as MBARD through Rule 424 (i.e., asbestos-containing material). Compliance would ensure that construction-related impacts would be less than significant. For these reasons, the Project would not create a significant hazards to the public or the environment through the routine transport, use or disposal of hazardous materials and a less than significant impact would occur

While potential impacts could occur through construction-related transport and disposal of hazardous materials, such impacts would be short-term and temporary, and would be reduced to less than significant levels through compliance with local, state, and federal regulations in addition to standard equipment operating practices. Therefore, the Project would not be expected to cause the release of hazardous materials into the environment and thus, a less than significant impact would occur.

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 subject site. The nearest existing school is John Adams Elementary School located approximately ± two (2) miles south of the Project site. The proposed Project is not proposing uses that would emit hazardous emissions or handle hazardous materials, substances, or waste that would pose a risk or threat to schools or surrounding area. Therefore, the Project would have a less than significant impact.

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. According to EnviroStor and GeoTracker, the Project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and therefore, as a result would not create a significant hazard to the public or the environment. For these reasons, 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?

Less than Significant Impact. The nearest public and public use airport is the Madera Municipal Airport approximately one (1) mile northwest of the Project site. The Madera Municipal Airport is owned and operated by the City of Madera and has two (2) runways that are 5,544 feet long and 3,700 feet long. The applicable airport land use plan for the Madera Municipal Airport is the Madera Countywide Airport Land Use Compatibility Plan (ALUCP) adopted in 2015. According to this land use plan, the Project site is located within the airport influence area of the Madera Municipal Airport and is within the Traffic Pattern Zone. Because the site is within the airport influence area, it is subject to established airport compatibility measures within the Madera General Plan to ensure that projects would not result in a safety hazard or excessive noise for people residing or working in the area. In particular, the following policies are applicable to the review process for the proposed Project.

Policy HS-31: *City shall consider compatibility criteria in the ALUCP and Airport Master Plan in reviewing potential land uses or projects. Projects shall be approved only where consistency with compatibility criteria in the ALUCP can be demonstrated.*

Action Item HS-31.1: *Review projects to ensure consistency with ALUCP and Master Plan at earliest possible stage of planning/ entitlement process. A determination on consistency shall be made by the entity (City Council, Planning Commission, Staff) given authority to approve the project pursuant to the zoning ordinance.*

Action Item HS-31.2: *Establish and maintain a geographic information system to identify all parcels within the airport influence area and establish a standard review checklist applicable to those projects which includes references to airport compatibility criteria.*

Policy HS-32: *City shall ensure that new development near Madera Airport is designed to protect public safety from airport operations consistent with recommendations and requirements of the ALUC, the FAA, and other responsible agencies. It shall be the City's intent to comply with all State laws related to airport land use planning.*

According to the ALUCP's Compatibility Policy Map, the Project site is within the "D" Compatibility Zone designated as "Other Airport Environs." Within this Compatibility Zone, light commercial uses such as a retail commercial plaza are deemed "normally compatible" with two additional criteria for Compatibility Zones B1 and B2: 1) ensure intensity criteria are met and 2) ensure airspace obstruction does not occur. Since the Project is not within the B1 or B2 Compatibility Zones, the additional criteria are not applicable. Therefore, the Project can be deemed compatible with the ALUCP and thereby would not result in a safety hazard or excessive noise. For these reasons, the Project would not result in a safety hazard for people residing or working in the area and impacts would be less than significant.

- 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 new or altered infrastructure associated with evacuation, emergency response, and emergency access routes within the City or County of Madera. Therefore, the Project would have 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?

Less than Significant Impact. The Project site is located on a relatively flat, infill property within an urbanized area that is surrounded by existing development and infrastructure. Further, the Project site is not identified by the California Department of Forestry and Fire Protection (Cal Fire) as a Very High Fire Hazard Severity Zone (VHFHSZ) within the Local Responsibility Area.²⁶ In addition, the Project proposes a construction of structures that would be occupied by humans; as such, the structure shall be constructed in adherence to the California Fire Code, Wildland Urban Interface Codes, and standards of the California Building Code Chapter 7A. Compliance with such regulations would ensure that the Project meets standards to help prevent loss, injury, or death involving wildland fires. For these reasons, the Project would have a less than significant impact.

²⁶ California Department of Forestry and Fire Protection. FHSZ Viewer. Accessed on July 28, 2023, <https://egis.fire.ca.gov/FHSZ/>.

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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 Project site is within city limits and thus, will be required to connect to water and stormwater services. These services are provided by the City of Madera. The City and responsible agencies have reviewed the

Project to determine adequate capacity in these systems and to ensure compliance with applicable connection and discharge requirements. A brief overview of the systems and services is provided below.

Water Supply System

The City of Madera Water Division manages and operates the City of Madera’s water supply system. Groundwater is the sole source of water supply through 18 active wells that pump from the Madera Subbasin of the San Joaquin groundwater basin directly into the City’s distribution system. The distribution system consists of 200 miles of water mains that are maintained as a single pressure zone. The system also contains a one (1) million-gallon storage reservoir. The system’s connections are primarily “looped,” which provides increased capacity and reliability.

Water Supply and Demand

The City’s long-term water resource planning for existing and future demand is addressed in the City’s 2020 Urban Water Management Plan (UWMP).²⁷ While the City also utilizes the 2014 Water System Master Plan (WSMP), the methodology used in the WSMP differs from the UWMP. As a result, the demand analysis in the UWMP supersedes the analysis of the WSMP.

According to the UWMP, water demand in the city has declined and is expected to grow at a slower rate than the anticipated population growth. The decline is attributed to conservation programs and water meter installations, in addition to state-imposed water conservation requirements in 2015. Peak water demand for the City is typically during summer whereby most groundwater wells are operated at capacity. During these periods of high demand, the City’s storage reservoir is incorporated. As of 2014, the City’s existing average daily domestic water demand was estimated at 9.8 million gallons per day (GPD), with commercial uses accounting for 13.2% of total water usage.

Potable water demands were estimated in the UWMP and WSMP using land-use based water demand factors. According to the land-use based water demand factors, the Commercial/Institutional land use designation is expected to generate a demand of 1,282 gallons per day per acre (GPD/ac). **Table 4-15** summarizes the total water demand to be expected for a commercial project based on the acreage of the Project site, if the total site was developed.

Table 4-9 Summary of Total Water Demands by Land Use

Land Use	Area (ac)	Gallons Per Day/Acre	Daily Demand
Commercial/Institutional	2.3	1,282	29,486 gpd

Source: City of Madera, 2020 UWMP Update.

Groundwater Sustainability

To consider long-term sustainability, a groundwater sustainability plan (GSP) was adopted for the Madera Subbasin in 2020 by the Madera Subbasin groundwater sustainability agencies (GSAs) of which the City of

²⁷ City of Madera (2017). 2020 Urban Water Management Plan. Accessed June 28, 2023, <https://www.madera.gov/wp-content/uploads/2017/03/2015-Madera-UWMP-Draft-1.pdf>

Madera is a member.²⁸ The GSP was prepared in response to the California Department of Water Resources (DWR) identifying the Madera Subbasin as a critically over drafted basin. The intent of the GSP is to identify groundwater conditions, evaluate the overdraft conditions, establish sustainability goals, and determine programs and management actions to achieve sustainable groundwater management by 2040.

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. The City’s Water Division, Water Conservation Program oversees enforcement of water conservation regulations as outlined in the Chapter 5 – Water System of the MMC. In particular, Chapter 5 of the MMC requires all new construction to install Automatic Meter Reading and all landscaping irrigation to be compliant with the Model Water Efficient Landscape Ordinance (MWELO).

Lastly, the Madera General Plan Conservation Element addresses groundwater recharge and supplies through the following policies:

Conservation Element Policy CON-1: *The City will coordinate with local, regional, and state water suppliers and water resource managers to identify water management strategies and issues that ensure a clean and sustainable water supply.*

Conservation Element Policy CON-2: *The City supports the consideration and implementation of a broad range of strategies to ensure the long-term sustainability of its water supply, including strategies related to conservation, reclamation, recharge, and diversification of supply.*

Conservation Element Policy CON-3: *The City supports natural groundwater recharge and new groundwater recharge opportunities through means such as:*

- Developing a comprehensive groundwater recharge program to be applied in conjunction with new development
- Increasing the area on developed sites into which rainwater can percolate
- Providing areas where rainwater and other water can collect and percolate into the ground.
- Providing for groundwater recharge in storm drainage facilities.
- The use of reclaimed water to recharge the groundwater table.

Water Quality

The GMP identifies sources of groundwater contamination including but not limited to the results of naturally occurring, point source contamination, and/or regional contamination. Typical sources of point source contamination include gas stations, dry cleaners, high-density animal enclosures, applied fertilizers, leaky sewer lines, wastewater treatment plants, and septic systems. The proposed Project does not propose any of these uses. Another concern for water quality includes non-point source pollutions and associated runoff whereby rain causes pollutants to “runoff” impervious surfaces. Stormwater runoff is addressed in the section below. According to the UWMP, groundwater within the Madera Subbasin has

²⁸ County of Madera. (2014). Madera Regional Groundwater Management Plan. Accessed June 28, 2023, <https://www.maderacountywater.com/wp-content/uploads/2018/08/Madera-Regional-Groundwater-Management-Plan-2014.pdf>

been high quality and as of 2014, the City's water system meets state and federal guidelines for regulation of water quality.

Storm Drainage System

There are four (4) major watersheds that collect and convey stormwater runoff in Madera. These watersheds include Cottonwood Creek, Root Creek/San Joaquin, Middle Fresno River, and Dry Creek. Within these watersheds there are smaller drainage basins, which have existing or natural conveyance systems and may discharge to retention basins, pump stations, or direct outfalls to Madera Irrigation District (MID) canals, or Fresno River. Some basins are connected to MID facilities that receive surface water for recharge. In recent years, captured stormwater has been held in the basins to maximize percolation opportunities. When runoff exceeds basin capacity, water is sent to local streams and irrigation canals to allow basins to accommodate further runoff.

The discharge areas of basins, or "drainage subbasins," contain overland flow routing (i.e., routing rainfall runoff to stormwater conveyance system) or a combined pipe street conveyance system (i.e., conveyance from gutters to catchments). According to the City's 2014 Storm Drainage System Master Plan (SDSMP), the Project site is within the FG, "Foxglove," drainage subbasin. In this subbasin, there are existing storm drainpipes located in Schnoor Avenue and Foxglove Way. There is also an existing City-owned basin approximately 150 feet west of the Project site.

Stormwater Quality

Discharges to municipal storm drain systems are regulated by the National Pollutant Discharge Elimination System (NPDES) permit. There are two (2) rules – Phase I and Phase II – that regulate pollutant discharges. Phase I Final Rule requires that an operator (i.e., City of Madera) of a regulated municipal separate storm sewer system (MS4) must develop, implement, and enforce a program to reduce runoff pollutants from new development that disturbs one (1) acre or more of land. Phase II Final Rule requires an operator (i.e., City of Madera) to reduce stormwater runoff pollutants through implementation of erosion and sediment controls on construction sites, such as procedures, enforcement measures, sanitation, and BMPs.

The City of Madera's 2004 Storm Water Quality Management Program (SWQMP) outlines a series of best management practices (BMPs) designed to reduce the discharge of pollutants from the municipal storm drain systems in order to protect water quality pursuant to the Clean Water Act and in compliance with NPDES. General permit requirements and BMPs are outlined in the SWQMP. In particular, future development of the Project site would be subject to preparation of a Stormwater Pollution Prevention Plan (SWPPP), to obtain coverage under the State Construction General Permit (NPDES General Permit for Stormwater Discharge Association) with construction activity (Order 2009-0009 DWQ), and submission of the SWPPP with a Notice of Intent to the RWQCD. Pursuant to NPDES, this is prepared by a Qualified SWPPP Developer (QSD) and implemented by a Qualified SWPPP Practitioner (QSP). The SWPPP is required to incorporate BMPs, which would prevent water quality degradation, control erosion and siltation, and minimize any impacts to water quality to a level that is less than significant.

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 with Mitigation Incorporated. 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. According to the UWMP, groundwater within the Madera Subbasin has been high quality and meets state and federal guidelines. Potential concerns for water quality and groundwater contamination include but are not limited to naturally occurring contamination, point source contamination, regional contamination, and non-point source pollutants and associated runoff (i.e., stormwater runoff). Of these concerns, stormwater runoff is most applicable to the proposed Project.

Generally, stormwater runoff resulting from the anticipated buildout of the Project would be managed by the City in compliance with the UWMP, WSMP, SDSMP, SWQMP, and regulatory requirements pursuant to NPDES General Permit Requirements. In addition, the quality of stormwater runoff would be maintained by design components specific to the Project site including but not limited to: 1) the required connection to storm drainage facilities, 2) the required preparation of a SWPPP, and 3) the City's approval of the future development's grading and drainage plans. Together, these design components would help maintain stormwater quality through proper site drainage (e.g., grading and drainage plans, SWPPP) and reduction of sediments and pollutants (e.g., retention basin).

However, to further reduce any potentially significant impacts to less than significant, future development shall incorporate **Mitigation Measure HYD-1** as described below. All other requirements noted above, including the SWPPP are normal project conditions and do not require additional project specific mitigation measures. As a result, continued compliance with the aforementioned plans, policies, and regulatory requirements in addition to design components and incorporation of the mitigation measure, would reduce potential impacts related to water quality and waste discharge to less than significant levels.

Mitigation Measure HYD-1: *Prior to issuing of grading or building permits, (a) the Project applicant shall submit to the Lead Agency (1) the approved Storm Water Pollution Prevention Plan (SWPPP) and (2) the Notice of Intent (NOI) to comply with the General National Pollutant Discharge Elimination System (NPDES) from the Central Valley Regional Water Quality Control Board. The requirements of the SWPPP and NPDES shall be incorporated into design specifications and construction contracts.*

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. As previously mentioned, 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 is discussed in the Madera Subbasin GSP, Madera Regional GMP, UWMP, and WSMP. 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, future development would be required to connect to water and stormwater services as provided by the City. As a

new connection, future development would be required to comply with Chapter 5 of the MMC 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 Project would result in a land use change from professional office to commercial in an area where uses are similar in nature, 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. Erosion is a natural process in which soil is moved from place to place by wind or from flowing water. The effects of erosion within the Project area can be accelerated by ground-disturbing activities associated with development. Siltation is the settling of sediment to the bed of a stream or lake which increases the turbidity of water. Turbid water can have harmful effects to aquatic life by clogging fish gills, reducing spawning habitat, and suppress aquatic vegetation growth.

During construction activities, and in compliance with the Project's SWPPP, construction-related erosion controls and BMPs would be implemented to reduce potential impacts related to erosion and siltation. These BMPs would include, but are not limited to, covering and/or binding soil surfaces to prevent soil from being detached and transported by water or wind, and the use of barriers such as straw bales and sandbags to control sediment. Together, the controls and BMPs are intended to limit soil transportation and erosion.

In addition, development of the Project site would increase impervious surfaces by installing paving, concrete pads, and sidewalks. As discussed under criterion a) above, stormwater runoff resulting from the anticipated buildout of the Project would be managed by the City in compliance with the UWMP, WSMP, SDSMP, SWQMP, and regulatory requirements pursuant to NPDES General Permit Requirements. In addition, the quality of stormwater runoff would be maintained by design components specific to the Project including but not limited to: 1) the required connection to storm drainage facilities, 2) the required preparation of a SWPPP, and 3) the City's approval of the Project's grading and drainage plans. Together, compliance with the aforementioned plans, policies, and regulatory requirements in addition to Project design components and mitigation measures described under criterion a), would reduce potential impacts related to erosion and siltation to less than significant levels.

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. Although no development is proposed, future development of the Project site resulting from implementation of the Project would be subject to the entitlement review and approval process through the City of Madera. Through the entitlement review and approval process, future development would be reviewed and conditioned for compliance with the General Construction Permits,

BMPs, approved grading and drainage plans, and MS4 Permit. Further, if on-site retention facilities are required to manage surface runoff so as not result in flooding on- or off-site, then the size and capacity of such facilities would be determined through the site design, review and conditioning of future development. Therefore, the entitlement review and approval process conducted by the City would ensure that surface runoff is controlled in a manner which would not result in flooding on- or off-site. For this reason, a less than significant impact would occur as a result of the Project.

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. Although no development is proposed, future development of the Project site resulting from implementation of the Project would be subject to the entitlement review and approval process through the City of Madera. Through the entitlement review and approval process, future development would be reviewed and conditioned for compliance with the General Construction Permits, BMPs, approved grading and drainage plans, and MS4 Permit. Further, if on-site retention facilities are required to manage surface runoff so as not result in flooding on- or off-site, then the size and capacity of such facilities would be determined through the site design, review and conditioning of future development. Therefore, the entitlement review and approval process conducted by the City would ensure that surface runoff is controlled in a manner which would not exceed capacity or contribute to additional sources of polluted runoff. For this reason, a less than significant impact would occur as a result of the Project.

iv) impede or redirect flood flows?

Less than Significant Impact. Because the site has curb and gutter, and is located within city limits, there are existing stormwater and drainage pipes in place. Given the existing stormwater drainage system, future development of the site is not expected to substantially change the topography of the site and therefore would not be expected to impede or redirect flood flows. Although no development is proposed, future development of the Project site resulting from implementation of the Project would be subject to the entitlement review and approval process through the City of Madera. Therefore, the entitlement review and approval process conducted by the City would ensure that surface runoff is controlled in a manner which would not impede or redirect flood flows. For this reason, a less than significant impact would occur because of the Project.

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

Less than Significant Impact. The Project site is not in a flood hazard, tsunami, or seiche zone (i.e., standing waves on river, reservoirs, ponds, and lakes). In addition, the Project site is approximately 110 miles from the Pacific Ocean and there are no rivers, reservoirs, ponds, or lakes within the site or Project area. Furthermore, the Project site is designated as Zone X on the most recent Flood Insurance Rate Map (FIRM) No. 06039C1155E dated September 26, 2008. Zone X is an area of minimal flood hazards with a 0.2 percent-annual-chance of flood (i.e., 500-year flood). Lastly, the Project area as well as the city as a whole has historically been subject to low to moderate ground shaking and has a relatively low probability of shaking. As such, seiches are unlikely to form due to the low seismic energy produced in the area. Therefore, as a low-risk area, the Project would have a less than significant impact as it relates to the risk release of pollutants due to project inundations.

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 Groundwater sustainability Plan (GSP) that was adopted in 2020. The GSP was prepared in response to the CA DWR identifying the subbasin as a critically over drafted basin. 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. The City’s Water Division, Water Conservation Program oversees enforcement of water conservation regulations as outlined in the Chapter 5 – Water System of the MMC. In particular, Chapter 5 of the MMC requires all new construction to install Automatic Meter Reading and all landscaping irrigation to be compliant with the Model Water Efficient Landscape Ordinance (MWELO). In turn, future development of the Project site 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

4.11.1 Environmental Setting

The Project site is within the city limits of Madera and is planned and zoned for office uses. Project site is surrounded by a mix of residential and commercial uses. The Project site is surrounded by commercial and residential uses. The existing land use general plan designations surrounding the project site are high density residential (north), office (east), commercial (east), and medium density residential (west). Existing zoning designations surrounding the project site include Planned Development -PD 2000 (north), Light Industrial -C1 (east), Office -O (south), Medium Density Residential PD 4500 (west) of the project site.

Impact Assessment

4.11.2 Impact Assessment

a) Would the project physically divide an established community?

Less than Significant Impact. Typically, physical division of an established community would occur if a project introduced new incompatible uses inconsistent with the planned or existing land uses or created a physical barrier that impeded access within the community. Typical examples of physical barriers include the introduction of new, intersecting roadways, roadway closures, and construction of new major utility infrastructure (e.g., transmission lines, storm channels, etc). The surrounding land uses of commercial and residential are already established in the area. In addition, no new streets are proposed that would result in a physical barrier. While no development is proposed, implementation of the Project would result in future development of commercial uses. Future development would be accessible by the existing circulation system and will not physically divide an established community and is compatible with the surrounding uses, circulation system and will connect to the City infrastructure. For these reasons, a less than significant impact would occur as a result of the Project.

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?

Less than Significant Impact. Generally, policy conflicts are environmental impacts only when they would result in direct physical impacts or where those conflicts relate to avoiding or mitigating environmental impacts. As such, associated physical environmental impacts are discussed in this document under specific topical sections, such as Biological Resources, Cultural Resources, and Tribal Cultural Resources; however, a discussion of certain land use plans, policies, and regulations that are applicable to the proposed Project

are included below in **Table 4-10**. **Table 4-10** provides a comparison of the Project’s characteristics with all applicable policies included in the General Plan as they relate to land use issues. As discussed below, the proposed Project is generally consistent with the General Plan. As such, the Project would have a less than significant impact.

Table 4-10 Discussion on Land Use Policies in the General Plan

General Plan Policy	Project Consistency
<p>Policy LU-23: This is the City’s retail commercial land use category. A broad range of commercial uses is allowed, including professional offices. Various zoning designations shall be used to determine the specific character of commercial development, from regional shopping centers to neighborhood stores. The maximum floor area ratio (FAR) for the Commercial designation is 0.30</p>	<p>Although no development is proposed, implementation o the Project would result in commercial uses such as retail uses and personal services. Future development would be subject to compliance with the General Plan through the entitlement review and approval process. Future proposed uses would be required to comply with the site’s land use designation and FAR. Therefore, the Project would be consistent with this policy.</p>
<p>Policy LU-32: Zoning shall be consistent with General Plan land use designations. In areas where the zoning and the land use designation are not identical, Table LU-A shall be used to determine consistency for rezoning applications</p>	<p>The Project proposes a General Plan Amendment to change the land use designation from O-Office to C-Commercial and a Rezone to change the zone district from PO-Professional Office to C-Commercial. The proposed land use designation and zone district are consistent. Therefore, the Project would be consistent with this policy.</p>
<p>Policy LU-42: The City will seek to ensure that sufficient land in all employment generating categories is available at all times to provide jobs that match the needs of workers in Madera.</p>	<p>Project proposes a General Plan Amendment to change the land use designation from O-Office to C-Commercial and a Rezone to change the zone district from PO-Professional Office to C-Commercial. The proposed land use designation and zone district which would still be an employment generating land use that match the needs of workers in the city. Therefore, the Project is consistent with this policy.</p>
<p>Policy LU-43: The City supports jobs/housing balance programs at the local and regional scale intended to reduce the need for workers to commute outside their communities.</p>	<p>The current and proposed land uses and zone districts are both employment generators. Implementation of the Project would result in the development of commercial uses, such as retail uses or personal services, in an area with existing residents and infrastructure. There, the Project would increase the jobs/housing balance..</p>

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) classifies and designates areas within California that contain or potentially contain significant mineral resources. Lands are classified into Aggregate and Mineral Resource Zones (MRZs), which identify known or inferred significant mineral resources. According to the California Department of Conservation, CGS’s Surface Mining and Reclamation Act (SMARA) Mineral Lands Classification (MLC) data portal, there are no mineral resource zones (MRZs) in the city of Madera and the Project area does not contain any state or locally designated mineral resource.²⁹ The nearest mineral resource areas to the city of Madera are in the San Joaquin River Resource Area which is classified as Mineral Resource Zone (MRZ)-2. The Project site is more than 14.2 miles northwest of the San Joaquin River Resource Area (see **Figure 4-3**). Further, according to the Madera General Plan EIR, the Project Area, inclusive of the Project site, does not have the potential to affect the availability of any state or locally designated mineral resource.

²⁹ California Department of Conservation. Surface Mining and Reclamation Act Mineral Lands Classification. Accessed on June 28, 2023, <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>

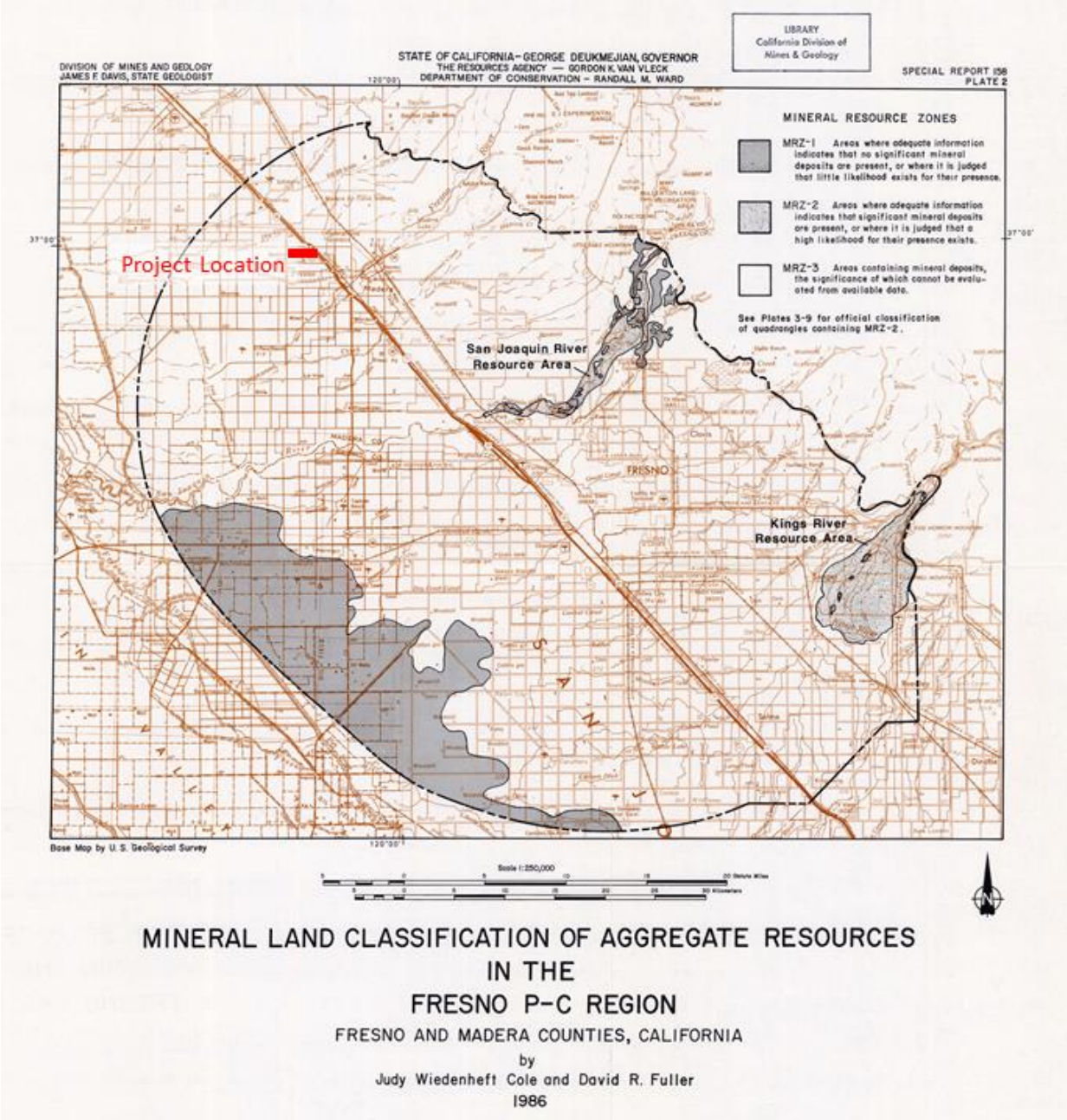


Figure 4-3 Mineral Resource Zones

Source: California Department of Conservation, 1986

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 located in an area designated for mineral resource preservation or recovery. Therefore, 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, no impact would occur.

- 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. As described above, the Project site is not located in an area designated for mineral resource preservation or recovery and as a result, the Project would not result in the loss or availability of a known mineral resource that would be of value to the region and the residents of the state. Therefore, no impact would occur.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 Project site is generally surrounded by a mix of residential and commercial uses. The existing land use general plan designations surrounding the Project site are high density residential (north), office (east), commercial (east), and medium density residential (west). Existing zoning designations surrounding the Project site include Planned Development -PD 2000 (north), Light Industrial -C1 (east), Office -O (south), Medium Density Residential PD 4500 (west) of the project site.

The Project proposed a General Plan Amendment and Rezone to change the land use designation from Office to Commercial and change the zone district from PO – Professional Office to C-1 Light Commercial. Surrounding properties are developed with residential and commercial uses. As a result, there are existing ambient noise sources typical of such uses. Although the Project does not proposed development implementation of the Project would facilitate future commercial uses such as retail stores, personal services and restaurants which would be compatible with surround uses.

It is assumed that the type of development that would be eventually built on the Project site would have the components of typical commercial development including retail stores and personal services that would operate 12-14 hours per day, seven (7) days per week with business hours between 8 am and 9 pm, Monday through Sunday. Prospective customers, employees, and truck visits are expected during business hours.

In general, there are two (2) types of noise sources: 1) mobile sources and 2) stationary sources. Mobile source noises are typically associated with transportation including automobiles, trucks, trains, and aircraft.

Stationary sounds are sources that do not move such as machinery or construction sites. Stationary sources can also include events, recreational uses, amplified systems, automotive repair facilities, building mechanical systems, and landscape maintenance. These sources can vary based on factors such as site conditions, equipment operated, and specific activities conducted. Noises generated are also directional but can vary based on site and operational characteristics.

Noise-related impacts typically affect sensitive receptors and land uses such as residential, schools, churches, nursing homes, hospitals, and open space/recreation areas. Commercial, farmland, and industrial areas are not considered noise sensitive and generally have higher tolerances for exterior and interior noise levels. Noise levels for noise-sensitive receptors will vary depending on location, distance from the source, shielding by terrain and structures, and ground attenuation rates.

Madera General Plan

The Madera General Plan Noise Element outlines goals and policies to mitigate health effects of noise in the community and prevent exposures to excessive noise levels. The following goals and policies are applicable to the Project.

Noise Policy N-1. *The City will protect residential areas and other noise-sensitive uses from excessive noise by doing the following:*

- 1) *Requiring that land uses, roadways, and other sources do not create incompatible noise levels on adjacent parcels.*
- 2) *Allowing homes or noise-sensitive uses to be developed only in places where existing and projected noise levels will meet the exterior noise guidelines and standards shown in Policies N-5 and N-6.*
- 3) *Requiring that City decisions which would cause or allow an increase in noise created by stationary or mobile sources (such as development of noise-generating land uses or the construction of new or wider roadways) be informed by a noise analysis and accompanied by noise reduction measures to keep noise at acceptable levels. The analysis may be accomplished by reviewing available noise data, by requiring additional information on potential noise that would be created, or by a noise analysis prepared as part of the project's environmental analysis. Roadway projects which are consistent with the Circulation Map in this General Plan will generally not require the preparation of a noise analysis.*

Noise Policy N-2. *To implement Policy N-1, the following shall apply:*

- 1) *No use regulated by the City shall be permitted to generate noise that would cause the ambient noise on any adjacent parcel to exceed the "completely compatible" 24-hour guidelines shown in Policy N-5 or the 30-minute noise standards in Policy N-6.*
- 2) *The City shall ensure that noise mitigation to achieve a "completely compatible" 24-hour exterior noise level and conformance with the 30-minute exterior noise standard is provided in conjunction with any decision it makes that would cause a violation of item 1) above.*
- 3) *Developers of new residential or other noise-sensitive uses which are placed in environments subject to existing or projected noise that exceeds the "completely compatible" guidelines in Policy N-5 shall be responsible for ensuring that acceptable exterior and interior noise levels will be achieved.*
- 4) *The City shall ensure that transportation projects such as new or widened roadways include mitigation measures to maintain at least "tentatively compatible" noise levels as shown in Policy N-5. Mitigation for roadway noise need not be provided where "tentatively compatible" noise guidelines would be exceeded on vacant lands but shall be installed as part of the transportation project where the noise would affect existing homes. In those instances where noise mitigation is not initially triggered, it shall be the responsibility of the project which places residential units on the vacant lands.*

Noise Policy N-3. *The following definitions shall be used to interpret and implement the policies in this Noise Element.*

- *“Noise-Sensitive Use” is any use other than residential or commercial for which an acceptable interior or exterior noise level is defined in this General Plan or other uses as determined by the City. Generally, noise-sensitive uses will be those which require a reasonable level of quiet as part of their ordinary functioning.*
- *Noise standards in residential areas shall be applied to outdoor activity areas. Where the outdoor activity areas are not known, the exterior noise standard shall be applied to all areas within 50 feet of the residential dwelling.*
- *“Outdoor Activity Areas” for residential uses include rear yard areas, including patios located in a rear yard; private ground-floor patios; and community play areas, pools, etc.*
- *“Projected Noise Levels” shall be those projected to exist at a time 20 (twenty) years in the future, based on projected future development, traffic, and other factors.*
- *“Residential Area” is any area designated for residential uses on the Land Use Map of this General Plan.*
- *“Transportation Noise” consists of noise generated by motor vehicles, trains, and aircraft takeoffs and landings.*

Noise Policy N-4. *The following compatibility standards shall be used to determine whether a proposed use is appropriate for its location, given the projected ambient noise level.*

- *“Completely Compatible” means that the specified land use is satisfactory, and both the indoor and outdoor environments are pleasant.*
- *“Tentatively Compatible” means that noise exposure may be of concern, but common building construction practices will make the indoor living environment acceptable, even for sleeping quarters, and outdoor activities will not be unduly disturbed by noise.*
- *“Normally Incompatible” means that noise exposure warrants special attention, and new construction or development should generally be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features are included in the design. Careful site planning or exterior barriers may be needed to make the outdoor environment tolerable.*
- *“Completely Incompatible” means that the noise exposure is so severe that new construction or development should generally not be undertaken.*

Noise Policy N-5. *The following are the maximum 24-hour exterior noise levels for land designated by this General Plan for residential, commercial/retail, and public parks.*

- *See Policy N-4 for the definitions of these levels of compatibility.*
- *These guidelines apply to land designated by this General Plan for these uses. Residential, retail, or public parks which have been developed on land designated for other uses shall be subject to the exterior noise guidelines for the land on which they are located.*
- *Non-residential uses located on residentially designated land shall be subject to the exterior noise guidelines for residential lands.*
- *All uses on commercial lands, including non-commercial uses, shall be subject to the standards for commercial land.*
- *Land use designations not listed above do not have exterior noise compatibility standards. Land use designations with no exterior noise compatibility standard include office and industrial.*
- *Standards for public schools are set and enforced by the State of California and are not regulated by the City of Madera. Therefore, no standards for public schools are shown in Table N-B.*

TABLE N-B: EXTERIOR NOISE COMPATIBILITY GUIDELINES FOR NOISE FROM ALL SOURCES, INCLUDING TRANSPORTATION NOISE (24-HOUR DAY-NIGHT AVERAGE [CNEL/Ldn])

Land Use Designations	Completely Compatible	Tentatively Compatible	Normally Incompatible	Completely Incompatible
All Residential (Single- and Multi-Family)	Less than 60 dBA	60-70 dBA	70-75 dBA	Greater than 75 dBA
All Commercial	Less than 70 dBA	70-75 dBA	Greater than 75 dBA	(1)
Public Parks (Lands designated as Open Space on which public parks are located or planned)	Less than 65 dBA	65-70 dBA	70-75 dBA	Greater than 75 dBA

(1) No "Completely Incompatible" category is shown for commercial uses because not all commercial uses are incompatible with noisy environments. The City may determine as part of the review of individual development proposals that some types of commercial uses are incompatible with noise environments in excess of 75 dBA CNEL.

Noise Policy N-6. The following are the City's standards for maximum exterior non transportation noise levels to which land designated for residential land uses may be exposed for any 30-minute period on any day.

- Where existing ambient noise levels exceed these standards, the ambient noise level shall be highest allowable noise level as measured in dBA Leq (30 minutes).
- The noise levels specified above shall be lowered by 5 dB for simple tonal noises (such as humming sounds), noises consisting primarily of speech or music, or for recurring impulsive noises (such as pile drivers, punch presses, and similar machinery). Example: the Single Family/Duplex standard from 10 p.m. to 7 a.m. for these types of noises is 45 dBA.
- The City may impose exterior noise standards which are less restrictive than those specified above, provided that: 1) The noise impact on the residential or other noise-sensitive use is addressed in an environmental analysis, 2) A finding is made by the approving body stating the reasons for accepting a higher exterior noise standard, and 3) Interior noise standards will comply with those identified in Policy N-7.

TABLE N-C: EXTERIOR NOISE LEVEL STANDARDS FOR NON-TRANSPORTATION NOISE, MEASURED AS dBA Leq (30 MINUTES)⁷

Land Use Type	Time Period	Maximum Noise Level (dBA)
Single-Family Homes and Duplexes	10 p.m. to 7 a.m.	50
	7 a.m. to 10 p.m.	60
Multiple Residential 3 or More Units Per Building (Triplex +)	10 p.m. to 7 a.m.	55
	7 a.m. to 10 p.m.	60

Noise Policy N-7. The following are the City’s standards for acceptable indoor noise levels for various types of land uses. These standards should receive special attention when projects are considered in “Tentatively Compatible” or “Normally Incompatible” areas.

- *Noise created inside a use listed above shall not count toward the acceptable noise levels to be maintained in accordance with this policy.*

Noise Policy N-9. *The City’s preferences for providing noise mitigation are, in order (#1 is the most preferred, #5 the least)*

- 1) *Reduce noise at the source.*
- 2) *If #1 is not practical, seek to designate land uses which are compatible with projected noise levels.*
- 3) *If #1 or #2 are not practical, use distance from the source to reduce noise to acceptable levels.*
- 4) *If #1, #2, or #3 are not practical, use buildings, berms, or landscaping or a combination of these to reduce exterior noise to acceptable levels. Use construction techniques (sound-reducing windows, etc.) to reduce interior noise to acceptable levels.*
- 5) *The last measure which should be considered is the use of a sound wall to reduce noise to acceptable levels.*

Noise Policy N-10. *Where they are constructed, sound walls should be:*

- 1) *Considered only if proven effective by accompanying noise studies.*
- 2) *Be visually attractive, complement the surroundings, and require a minimum of maintenance. (See Community Design Element references to sound wall designs).*
- 3) *As small/low as possible consistent with the need to reduce noise to acceptable levels.*

Noise Policy N-13. *For the purposes of CEQA analysis, a 5 db increase in CNEL or Ldn noise levels shall be normally considered to be a significant increase in noise.*

Madera Municipal Code

Madera Municipal Code, Chapter 11, Noise Control, sets forth the City’s noise controlling regulations. Specific noise prohibitions applicable to the Project are as follows.

§ 3-11.02 Specific Noise Prohibitions.

The following activities are specifically prohibited:

- A. *Operating, playing, or permitting the operation or playing of any radio, television set, loudspeaker, stereo, drum, musical instrument, or similar device which produces or reproduces sound which is in violation of the provisions of § 3-11.01 of this title.*
- B. *Between the hours of 8:00 p.m. and 6:00 a.m. of the following day. Noise sources associated with operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, remodeling, paving, or grading of any real property or demolition work which creates sound which is in violation of §3-11.01 of this title is prohibited. Provided, however, the Community Development Director or their designated representative may, for good cause, exempt certain construction work from the provisions of this chapter for a limited time when an unforeseen or unavoidable condition occurs during a construction project and the nature of the project necessitates that work in process be continued until a specific phase is completed. In such circumstance, the contractor or owner shall be allowed to work after 8:00 p.m. and to operate machinery and equipment necessary until the specific work in progress can be completed in a manner which will not jeopardize the inspection or acceptance of a project or create undue financial hardships for the contractor or property owner.*

Between the hours of 10:00 p.m. and 6:00 a.m. of the following day. Operating or permitting the operation of any mechanically powered saw, drill, grinder, lawn or garden tool, or similar tool which creates sound which is in violation of §3-11.01 of this title.

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 with Mitigation Incorporated. While no development is currently proposed, implementation of the Project could result in future development that would have noise generating activities. It is not anticipated that future development would generate 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 in other applicable local, state, or federal standards, given the type of development that would be permitted in the Project area (i.e., commercial, residential).

Short-Term Construction Noise

Future development of the Project site would require typical construction activities including site preparation, grading, building construction, paving, and architectural coating. These activities would require typical construction equipment such as dozers, tractors, excavators, cranes, and forklifts. Construction phases, equipment types, quantity, and usage factors were estimated using CalEEMod (See [Appendix A](#)).

Construction details and the dBa for each equipment type are summarized in [Table 4-11](#).³⁰ These details are based on equivalent equipment identified in the Federal Highway Administration's (FHWA) "Roadway Construction Noise Model User's Guide" (FHWA Guide) dated January 2006. Further, the FHWA Guide indicates whether the equipment is considered an "impact device," meaning the equipment generates impulsive noise at a high intensity. The Project would not involve any impact devices.

Noise generated from future construction would be temporary and would not take place during evening or more noise-sensitive time periods as regulated by the MMC. Construction noise is typically not considered to be a significant impact if construction is limited to the daytime hours and construction equipment is adequately maintained and muffled. In addition, construction noise would cease upon completion of construction. However, since there are sensitive receptors within 300 feet of the Project site, construction noise related impacts could occur. Therefore, the Project shall incorporate **Mitigation Measure NOI-1** to reduce impacts related to construction noise to less than significant.

Mitigation Measure NOI-1:

- *Per the City of Madera Municipal Code, construction activities should not occur outside the hours of 6:00 a.m. to 8:00 p.m.*
- *All construction equipment shall be properly maintained and muffled as to minimize noise generation at the source.*

³⁰ Note: demolition equipment was excluded from this assessment because the Project site is vacant with no existing structures. Demolition would not be required for future construction.

- *Noise-producing equipment shall not be operating, running, or idling while not in immediate use by a construction contractor.*
- *All noise-producing construction equipment shall be located and operated, to the extent possible, at the greatest possible distance from any noise-sensitive land uses.*
- *Locate construction staging areas, to the extent possible, at the greatest possible distances from any noise-sensitive land uses.*
- *Signs shall be posted at the construction site and near adjacent sensitive receptors displaying hours of construction activities and providing the contact phone number of a designated noise disturbance coordinator.*

Traffic Noise

The primary source of traffic noise would be from vehicles traveling to and from the Project site along Schnoor Avenue or Foxglove Way. Because there is existing development in the Project Area, there are existing temporary or permanent traffic noise sources typical of commercial and residential uses that utilize the adjacent roadways. The trip generation analysis for the Project estimates future vehicular activity that would not exceed roadway capacity ([Section 4.17](#)). Given the amount of existing vehicular activity in the Project area and relatively low number of new trips to be generated by the Project, the Project would not introduce a new significant source of traffic noise that is not already occurring in the area. Therefore, traffic noise impacts would be less than significant.

Operational Noise

A wide variety of noise sources can be associated with commercial uses including retail uses and personal services. The noise levels produced by such sources can also be highly variable and could potentially impact existing on-site and off-site sensitive receptors. From the perspective of the City's noise standards, noise sources not associated with transportation sources are considered stationary noise sources. Typical examples of stationary noise sources include:

- Fans and blowers
- HVAC/Mechanical equipment
- Truck deliveries
- Car doors
- Compactors

Since no physical development is proposed, noise levels from new stationary noise sources cannot be predicted with certainty at this time since specific uses have not yet been proposed and the specific locations of stationary noise sources relative to locations of noise sensitive uses are not known. However, under some circumstances, there is a potential for such uses to exceed the City's noise standards for stationary noise sources at the location of sensitive receptors. Future development resulting from Project implementation would be required to comply with the General Plan and MMC, requiring that stationary sources are minimized. As such, the Project would have a less than significant impact on the generation of ambient noise levels.

Table 4-11 Proposed Construction Equipment and Noise Levels for Project

Construction Phase	Equipment Type	Amount	Usage	dBa (Lmax @ 50 ft)	Impact Device?
Site Preparation	Graders	1	41	85	No
Site Preparation	Scrapers	1	48	85	No
Grading	Graders	1	41	85	No
Grading	Tractors/Loaders/Backhoes	2	37	80	No
Grading	Rubber Tired Dozers	1	40	85	No
Building Construction	Cranes	1	29	85	No
Building Construction	Forklifts	2	20	80	No
Building Construction	Generator Sets	1	74	70	No
Building Construction	Tractors/Loaders/Backhoes	1	37	80	No
Paving	Pavers	1	42	85	No
Paving	Paving Equipment	1	36	85	No
Paving	Rollers	2	38	85	No
Paving	Cement and Mortar Mixers	1	56	80	No
Architectural Coating	Air Compressors	1	48	80	No

Source: CalEEMod (Appendix A) and FHWA's Roadway Construction Noise Model User's Guide, 2006

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

Less than Significant Impact with Mitigation Incorporated. Due to the allowed uses within the Commercial land use designation, future operations would likely not include uses or activities that typically generate groundborne vibration or groundborne noise levels in excess. However, temporary groundborne vibration may result from construction, depending on the use of equipment (e.g., pile drivers, bulldozers, jackhammers, etc.), distance to affected structures, and soil type. **Table 4-12** shows vibration levels generated by construction equipment per the Federal Transit Administration (FTA). Depending on the method, equipment-generated vibrations could spread through the ground and affect nearby buildings. The nearest buildings to the Project site are approximately 35 feet west of the Project site.

It is not anticipated that future construction would generate excessive ground borne vibration or ground borne noise levels, given the type of improvements associated with the development. From the FTA list, Project construction may involve any of the equipment with the exception of a pile driver (impact or sonic). Vibration from the potential construction equipment would be temporary, intermittent, and not continual.

Table 4-12: Vibration Levels Generated by Construction Equipment

Equipment Type	Peak Particle Velocity (PPV)(inches/second) at 25 feet	Approximate Vibration Level (LV) at 25 feet
Pile Driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile Driver (sonic)	0.734 (upper range)	105
	0.170 (typical)	93
Clam Shovel Drop (slurry wall)	0.202	94
Hydromill (slurry wall)	0.008 (in soil)	66
	0.017 (in rock)	75
Vibratory Roller	0.210	94

Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drill	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

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

However, to further assure construction activities do not generate excessive groundborne vibration or groundborne noise levels, the Project shall incorporate **Mitigation Measure NOI-2**. Incorporation of this mitigation measure would reduce construction-related vibration and restrict heavy construction equipment in close proximity to existing structures. As a result, the Project would have a less than significant impact with mitigation incorporated.

***Mitigation Measure NOI-2:** The use of heavy construction equipment including a pile driver, clam shovel drop, and vibratory roller shall be restricted from being within 25 feet of existing structures.*

- 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 site is located approximately one (1) mile from the Madera Municipal Airport. The Madera Countywide Airport Land Use Compatibility Plan³¹ provides land use compatibility guidelines for the area surrounding the Madera Municipal Airport. The ALUCP sets noise compatibility standards for specific land use types. According to the ALUCP Compatibility Policy Map for the Madera Municipal Airport, the project site is located within Compatibility Zone D, considered to be “Other Airport Environs.” According to the “Basic Compatibility Criteria” table provided in the ALUCP, land uses categorized as commercial uses are not considered a “noise-sensitive land use” by the ALUCP. In addition, there are no private airstrips operating within or near the Project. As a result, any noise associated with private airstrips would not result in substantial noise levels for the Project. Therefore, no impact would occur.

³¹Madera County. (2015). Madera Countywide Airport Land Use Compatibility Plan. Accessed on July 28, 2023, <https://www.madera.gov/wp-content/uploads/2018/02/2015-ALUCP.pdf>

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

CEQA Guidelines *Section 15126.2(d)* requires that a CEQA document discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The CEQA Guidelines provide the example of a major expansion of a wastewater treatment plant that may allow for more construction within the service area. The CEQA Guidelines also note that the evaluation of growth inducement should consider the characteristics of a project that may encourage or facilitate other activities that could significantly affect the environment. Direct and Indirect Growth Inducement consists of activities that directly facilitate population growth, such as construction of new dwelling units.

A key consideration in evaluating growth inducement is whether the activity in question constitutes “planned growth.” A project that proposes a use that is consistent with the underlying General Plan land use designation and zone district would generally be considered “planned growth” because it was previously contemplated by long-range planning documents. In this case, a proposed use deemed consistent with the land use designation and zone district would not result in significant growth-inducing effects. In addition, the extension of urban infrastructure to serve a proposed project may be considered “growth accommodating” as it could facilitate growth.

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 includes a General Plan Amendment and a Rezone which requests a land use change from Office to Commercial and a rezone from Professional Office to C-1 Light Commercial. Therefore, implementation of the Project would result in future commercial uses, such as retail use and personal services that would be compatible with existing uses within the surrounding area. While the Project would generate employment (the amount is not known at this time), 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, the improvements associated with the Project would not 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, with no improvements, people, or housing onsite. In addition, the Project site is not planned or zoned for residential uses. 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
<ul style="list-style-type: none"> 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.15.1 Environmental Setting

The Project is located within the Madera city limits and thus, would receive public services provided by the City of Madera and will be subject to fees to provide such services. To address impacts to public facilities and services, the City of Madera has implemented development impact fees pursuant to *Section 10-8* of the MMC, which requires developers to pay the “fair share” of the costs of public improvements and facilities generated by new development. These services and fees include:

Fire Protection Services

Fire protection and emergency medical services in the city are provided by the Madera Fire Department (MFD), which is administered by the California Department of Forestry and Fire Protection (CalFire) through a cooperative fire protection agreement. Policy direction remains with the Madera City Council, and all permanent Fire Department staff are CalFire employees. The city operates three (3) fire stations that are staffed 24 hours a day, located at 317 North Lake Street (Station #56), 200 South Schnoor Avenue (Station #57), and 2558 Condor Drive (Station #58). Station #58 is within a 0.50-mile radius of the Project site. The MDF staffs two (2) fire engines and one (1) mini pumper. City fire protection services provided include fire prevention and suppression, emergency medical assistance, rescue, public assistance, fire menace standby, safety inspections, and review of building plans for compliance with applicable codes and ordinances. The City also receives automatic aid responses from the County Fire Station #1 located 14225 Road 28. A Fire Department Impact Fee will be assessed for the proposed Project based on the facility size.

Police Protection Services

Police protection services in the city are provided by the Madera Police Department (MPD). MPD Headquarters are located at 330 South C Street, approximately three (3) miles from the Project site. According to the MPD annual report for 2019, the MPD has 70 sworn officers and 34 non-sworn employees. In 2019, the MPD handled 60,432 events with an average response time of five (5) minutes and 21 seconds, including calls such as an armed robbery or burglary in progress, person not breathing, or traffic collisions involving injuries. Response times of emergency, priority 1, and priority 2 calls have decreased between 2017 and 2019.³² A Police Facilities Fee will be assessed for the proposed Project based on the facility size.

Schools

Educational services within the Project area are primarily served by the Madera Unified School District (MUSD). The General Plan provides policy which focuses on collaboration with school districts serving Madera in order to obtain mitigation for impacts of new development in addition to planning of future land use and facilities. The development is consistent with the General Plan land use designation and would be subject to School Impact Fees in order to mitigate the effect of the Project on school facilities. In particular, funding for schools and school facilities impacts is outlined in Education Code *Section 17620* and Government Code *Section 65995 et. seq.*, which governs the amount of fees that can be levied against new development. These fees are used to construct new or expanded school facilities. Payment of fees authorized by the statute is deemed “full and complete mitigation.” The current developer fee rate for industrial development within the MUSD jurisdictional boundaries is \$0.66 per sf.

Parks and Recreation

Park and Recreation Facilities are overseen by the City of Madera Parks and Community Services (PCS) Department. The City of Madera owns and maintains 26 parkland facilities, including three (3) community parks, five (5) neighborhood parks, four (4) pocket parks, four (4) linear parks, two (2) trails, and eight (8) special use facilities. The facilities include 320 acres, not included building grounds, landscape buffer areas, median islands, and park strips. Pursuant of MMC *Section 10-2.1308*, Park Development Impact Fees are only applicable to residential development and therefore would not be required for the Project as the Project proposes a non-residential use.

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. The Project site is within the city limits and therefore would be served by the MFD. MFD Station #56 is located at 317 N Lake St is approximately 2 miles from the Project site. The

³² City of Madera. (2019). City of Madera Police Department Annual Report 2019. Accessed on July 28, 2023, <https://www.madera.gov/wp-content/uploads/2020/10/PD-Annual-Report-Final.pdf>

Project's proximity to existing stations would support adequate service ratios, response times, and other performance objectives for fire protection services. In addition, the MFD reviewed the Project for requirements related to water supply, fire hydrants, and fire apparatus access to the building(s) on site. Based on MFD's review, it can be determined that the Project can be served by existing facilities and would not result in the need for new or altered facilities. Further, to offset any potential impacts to fire protection services, the Project is subject to the Fire Department Impact Fee which would minimize the need for new or altered facilities. Therefore, through compliance with MFD requirements and payment of the impact fee for fire protection services, it can be concluded that the Project would have a less than significant impact.

Police Protection

Less than Significant Impact. The Project site is within the city limits and therefore would be served by the MPD. MPD headquarters are approximately three (3) miles from the site. The Project site is located in an area that is currently served by the MPD, it can be presumed that the development of the Project site within an existing mixed-use area would not cause the MPD to significantly expand its existing service area or construct a new facility to serve the Project. Thus, the Project would be operated within a secured environment and is not anticipated to result in adverse physical impacts or the need for new or altered facilities for the City's Police Department. However, to further reduce potential Project impacts, the Project is subject to the Police Department Impact Fee which would minimize the need for new or altered facilities. Therefore, through the Project's proposed security measures and payment of the impact fee for police protection services, it can be concluded that the Project would have a less than significant impact.

Schools

Less than Significant Impact. Implementation of the Project could result in future development of commercial uses and would therefore not result in an increase in the area 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 which is deemed "full and complete mitigation" by the state statute. Thus, through payment of the applicable impact fees, a less than significant impact would occur as a result of the Project.

Parks

No Impact. Park and recreational facilities are typically impacted by an increase in use from proposed residential development. Implementation of the Project could result in future development of commercial uses and therefore would not result in a net increase in the area population. Thus, because of the nature of the Project, there would be no increased demand for existing neighborhood and regional parks, or other recreation facilities associated with the Project. The Project would thereby not result in adverse physical impacts or the need for altered or new park facilities. Therefore, the Project would have no impact.

Other Facilities

No Impact. As previously discussed, the Project would not result in an increase in residential population that would require other public services such as libraries or post offices. Thus, the Project would not result in the need for new or altered facilities to provide other public services and no impact would occur as a result of the Project.

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

4.16.1 Environmental Setting

Park and Recreation Facilities are overseen by the City of Madera Parks and Community Services (PCS) Department. The City of Madera owns and maintains 26 parkland facilities, including three (3) community parks, five (5) neighborhood parks, four (4) pocket parks, four (4) linear parks, two (2) trails, and eight (8) special use facilities. The facilities include 320 acres, not including building grounds, landscape buffer areas, median islands, and park strips. Pursuant of MMC *Section 10-2.1308*, Park Development Impact Fees are only applicable to residential development and therefore would not be required for the Project as the proposed land use is non-residential.

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?**

No Impact. Park and recreational facilities are typically impacted by an increase in use from proposed residential development. Implementation of the Project could result in future development comprising commercial uses such as retail uses and personal services and would not result in a net increase in the area population. Thus, because of the nature of the Project and the characteristics of the area (i.e., industrial), there would be no increased demand for existing neighborhood and regional parks, or other recreation facilities associated with the Project. In addition, the Project would not generate enough employment to cause population growth that could result in the need for new or expanded parks. The Project would thereby not result in physical deterioration of such facilities. Therefore, the Project would have no 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 recreational facilities. Therefore, no impact would occur as a result of the Project.

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 in the northwest area of the City of Madera, California, on the northwest corner of Foxglove Way and Schnoor Avenue. Street frontage includes Schnoor Avenue, a four (4)-lane north-south arterial and Foxglove Way, a two (2)-lane east-west local street. Minimal street frontage improvements are present, including curb and gutter along Foxglove Way and Schnoor Avenue, as well as a drive approach on Schnoor Avenue. In addition, no fixed-route transit service, bicycle facilities, or pedestrian facilities currently serve the Project site. The nearest bus stop is 1,400 feet south of the Project site on West Cleveland Avenue (Route 2, Stop ID: 108) operated by Madera Metro with service every hour.

SB 743 and Vehicle Miles Traveled

Senate Bill (SB) 743 requires CEQA analysis of transportation impacts be conducted using the Vehicle Miles Traveled (VMT) metric instead of a Level of Service (LOS) metric. The VMT metric became mandatory on July 1, 2020.

CEQA Guidelines

Under Senate Bill 743 (SB743), traffic impacts are related to Vehicle Miles Traveled (VMT). The VMT metric became mandatory on July 1, 2020. Senate Bill (SB) 743 requires that relevant CEQA analysis of transportation impacts be conducted using a metric known as vehicle miles traveled (VMT) instead of Level of Service (LOS). VMT measures how much actual automobile travel (additional miles driven) a proposed Project would create on California roads. If the project adds excessive automobile travel onto roads, then the project may cause a significant transportation impact. Therefore, LOS measures of impacts on traffic facilities are no longer a relevant CEQA criteria for transportation impacts.

To implement SB 743, the CEQA Guidelines were amended by adding *Section 15064.3*. According to *Section*

15064.3, VMT measures the automobile travel generated from a proposed project (i.e., the additional miles driven). Here, 'automobile' refers to on-road passenger vehicles such as cars and light-duty trucks. If a proposed project adds excessive automobile travel on California roads thereby exceeding an applicable threshold of significance, then the project may cause a significant transportation impact.

Among its provisions, *Section 15064.3(b)* establishes criteria for analyzing transportation impacts. Specifically, *Section 15064.3(b) (1)* establishes a less than significant presumption for certain land use projects that are proposed within ½-mile of an existing major transit stop or along a high-quality transit corridor. If this presumption does not apply to a land use project, then the VMT can be qualitatively or quantitatively analyzed.

In the case that quantitative models or methods are not available to the lead agency to estimate the VMT for the project being considered, provisions of CEQA Guidelines *Section 15064.3(b)(3)* permits the lead agency to conduct a qualitative analysis. The qualitative analysis may evaluate factors including but not limited to the availability of transit, proximity to other destinations, and construction traffic.

Lastly, *Section 15064.3(b)(4)* of the CEQA Guidelines states that “[a] lead agency has discretion to evaluate a project’s vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project’s vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revision to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.”

OPR’s Technical Advisory

In April 2018, the Governor’s Office of Planning and Research (OPR) issued the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) (revised December 2018) to provide technical recommendations regarding VMT, thresholds of significance, and mitigation measures for a variety of land use project types.

According to OPR’s Technical Advisory, lead agencies may use “screening thresholds” to identify when a project should be expected to create a less-than-significant impact without conducting a detailed study. The Technical Advisory suggests the following screening criteria to screen out VMT impacts including project size, maps, transit availability, and provision of affordable housing.

- *Screening Threshold for Small Projects (110 Daily Trips or Less)*. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact. This threshold is based on a CEQA categorical exemption for existing facilities, including additions to existing structures of up to 10,00 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area.
- *Map-Based Screening for Residential and Office Projects*. Residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are currently below threshold

VMT. Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.

- *Presumption of Less than Significant Impact Near Transit Stations.* Proposed CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less-than-significant impact on VMT. This presumption would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT.
- *Presumption of Less than Significant Impact for Affordable Residential Development.* Adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT. Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT.

Madera County Transportation Commission Active Transportation Plan

Madera County Transportation Commission (MCTC) adopted an Active Transportation Plan (ATP) on May 23, 2018. The ATP addresses all forms of human-powered/active transportation, including walking, biking, strollers, skateboarding, rollerblading, etc. The vision of the ATP is to make active transportation more comfortable for people of all ages and abilities, and to plan for a system that can accommodate growth and enhance circulation. Most strategies focus on the development of pedestrian and bicycle infrastructure, in addition to promoting active transportation.³³

Section 5 – City of Madera Active Transportation Network provides an overview of the existing and future bicycle network in the City of Madera. There are no existing bicycle facilities (Class I, II, or III) that connect to the Project site. The closest bike facility is a Class II bike lane that is approximately 850 feet north of the site along Avenue 16. A Class IV, Separated Bikeway, is proposed to be constructed along North Schooner Street, from Jefferson Avenue to Avenue 16 (Corridor Number 7.E). This corridor is not on ranked a priority bikeway project within the City of Madera. According to the ATP, Separated Bikeways (Class IV) are “*bicycle lanes that are fully protected from auto traffic through raised elements such as curbs, plastic bollards, landscaping, or parking. They are a key element of all ages and abilities network due to their comfort and safety benefits. They are also known as protected bike lanes or cycle tracks.*” There are no pedestrian facility/intersection improvements within the Project vicinity.

City of Madera General Plan

The Madera General Plan’s Circulation and Infrastructure Element provides background information on the City’s circulation features (compact grid street system in the downtown area, State Route (SR) 99 as the main transportation corridor, SR 145 running east-west leading to downtown area, Municipal Airport, two (2) railroad lines) and transportation mode (vehicle, walking, biking, public transit, etc.). The element identifies the following objective and policy related to analyzing transportation impacts. The General Plan identifies the following objective and policy related to analyzing transportation impacts.

³³ Madera County Transportation Commission. 2018. Active Transportation Plan. Accessed on July 20, 2023, <https://www.maderactc.org/transportation/page/active-transportation-plan>

Policy CI-1: *The City will implement this Master Plan through the policies contained in this and other Elements of the Madera General Plan.*

Policy CI-3 establishes a street classification system to categorize roadways and transportation facilities. The classification system is used for engineering design and traffic operation standards. The following roadway classifications are applicable to the Project site, as defined by the **Policy CI-3**:

Arterial: *Streets which provide the principle network for traffic flow in the community, connecting areas of major activity to each other and to state highways and important County roads. Arterials will generally include up to four lanes (two in each direction) ³⁴, although total widths of six lanes may be appropriate in some locations. To reduce traffic interruptions and improve safety, direct access via driveways is generally not permitted.*

Local Streets: *Roadways which provide access to individual homes and businesses. Local streets have one lane in each direction. Local streets are shown on the Circulation Map for informational purposes only; the General Plan does not define the desired alignments of local streets.*

Policy CI-5: *The City shall require the dedication or irrevocable offer of dedication of right of way for all arterials and collectors at the earliest opportunity in the development process in order to implement the Roadway Master Plan. Generally, the earliest opportunity to implement this policy will be the first of the following discretionary approvals which is available:*

- *Change of Zoning or General Plan Land Use Designation;*
- *Approval of a Comprehensive Plan, Specific Plan, or other master plan;*
- *Any subdivision map (such as a parcel map or tentative tract map);*
- *Conditional Use Permit;*
- *Site plan or design approval*

If any of these discretionary approvals is not being sought, right of way dedication may be required as a condition of building permit approval.

Policy CI-6: *The City shall protect future right-of-way needed for freeways, arterial and collector streets, and interchanges and railroad corridors and crossings from encroachment by development or other incompatible uses or structures.*

Policy CI-7: *In order to ensure adequate circulation capacity of collectors, arterials and larger streets, turning movements and driveway approaches to adjoining properties and onto local streets shall be limited so through traffic speeds are not reduced by more than 10 (ten) miles per hour based on the street design speed. This policy will not be applied where the City determines that existing land use patterns and unique site constraints make it impossible. Direct access to sites along arterial and larger streets should typically be provided from adjacent local streets or signalized shared access points. This should be implemented as early as possible in development when zoning and parcels are established.*

Policy CI-8: *Priority will be given to upgrades on those streets where any of the following exist:*

- *High current and projected traffic volumes are involved;*
- *Joint funding is possible;*

³⁴ Left- or right-turn lanes or median turn lanes do not count toward the lane totals

- *Significant contributions of private or assessment district funds are involved as part of the cost of developing adjacent lands; or*
- *Where the rate of serious accidents has been high and where hazards to public safety are great;*
- *Where circulation improvements can help stimulate economic growth consistent with this General Plan.*

Policy CI-11: *Development projects shall be required to provide funding or to construct roadway/intersection improvements to implement the City’s Circulation Master Plan. The payment of established traffic impact or similar fees shall be considered to provide compliance with the requirements of this policy with regard to those facilities included in the fee program, provided that the City finds that the fee adequately funds all required roadway and intersection improvements. If payment of established fees is used to provide compliance with this policy, the City may also require the payment of additional fees if necessary to cover the fair share cost of facilities not included in the fee program.*

Policy CI-12: *New development shall provide funding acceptable to the City for the construction and permanent maintenance of all roadway facilities. Potential funding mechanisms may include assessment districts, community facility districts, or other methods.*

Policy CI-14: *“Right-of-way” shall be defined as including the full paved roadway, landscape strip, utility easements, bicycle/pedestrian pathway/trail, and potential transit travel lanes along public roadways.*

Policy CI-16: *Proposals to allow left turn lanes from collector and arterial streets shall be evaluated on a case-by-case basis, and allowed only where an engineering analysis confirms that traffic operations and safety conditions are not negatively impacted.*

Policy CI-17: *Shared driveways, driveway consolidation, reciprocal access easements, and cross access easements to commercial centers shall be required along arterials and collector roads in new development projects and in the redevelopment or redesign of existing development to minimize traffic hazards associated with driveways and curb cuts.*

Policy CI-20: *To keep Local street volume within design capacity, street length (not block length) shall be kept under 1,600 feet or two blocks where possible unless interrupted by an arterial or collector street.*

Policy CI-21: *Installation and maintenance of curb, gutter, sidewalk and paving on Local streets shall be the responsibility of affected property owners.*

Policy CI-22: *The City shall seek to maintain Level of Service (LOS) C at all times on all roadways and intersections in Madera, with the following exceptions:*

- On arterial roadways or roadways with at-grade railroad crossings that were experiencing congestion exceeding LOS C during peak hour travel times as of the date this General Plan Update is adopted the City shall seek to maintain LOS D or better.*
- This policy does not extend to freeways (where Caltrans policies apply) or to private roadways.*
- In the Downtown District (as defined in the Land Use Element of this General Plan), the City shall seek to maintain LOS D.*

Policy CI-23: *Projects contributing traffic to roadways exceeding the desired level of service per Policy CI-22 may be required to fund system wide traffic improvements, including cumulative traffic mitigation at off-site locations (as applicable), and to assist in promoting non-vehicular transportation as a condition of project approval.*

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. Although no development is proposed by the Project, future development of the Project site would be required by the City to comply with all project-level requirements implemented by a program, plan, ordinance, or policy addressing the circulation system, roadway, pedestrian and bicycle, and transit facilities. The Project's consistency for each facility type is addressed below.

Roadway Facilities

Street frontage includes Schnoor Avenue, a four (4)-lane north-south arterial and Foxglove Way, a two (2)-lane east-west local street. The Project site is a vacant, undeveloped site with minimal off-site improvements, including curb and gutter along Foxglove Way and Schnoor Avenue. Per the Madera General Plan Circulation and Infrastructure Element and MCTC ATP, the design of the Schnoor Avenue should include four lanes (two in each direction) with a separated bike lane (Class IV), and sidewalks. In addition, direct access via driveways is generally not permitted. To ensure compliance with implementation actions identified in the MCTC ATP, the Project shall incorporate **Mitigation Measure TRANS-1**. Compliance with the General Plan policies are described below.

Mitigation Measure TRANS-1: *Future development of the Project site shall provide a Class IV separated bike lane. The bike lane shall be fully protected from auto traffic through raised elements such as curbs, plastic bollards, landscaping, or parking. This measure should be conditioned before approval of the project.*

Although no development is proposed by the Project, future development of the Project site would result in public street improvements along Foxglove Way and Schnoor Avenue including concrete curb, gutter, sidewalk, and paving per City of Madera Public Works Standards and Specifications. Future development of the Project site would be required to submit Site Plan for the required off-site improvements through the Building Permit process, for review and approval by the City to ensure improvements would be consistent with adopted City of Madera Public Works Standards and Specifications, as well as the approved street plans. Through compliance, the Project would result in improvements to the roadway network consistent with the goals, objectives, and policies of the General Plan as shown on the Circulation Diagram (General Plan *Policy CI-1*) and maintain a coordinated and well-integrated land use pattern, local circulation network, and transportation system. In addition, as part of the approval of the proposed Project (rezone and GPA), the Project would be conditioned to the dedication or irrevocable offer of dedication of right of way for Schnoor Avenue, if applicable (General Plan *Policy CI-5*).

CEQA Guidelines no longer use motorist delays or level of service (LOS) to measure transportation impacts. However, in evaluating Project consistency with the General Plan, a comparison of LOS is required per General Plan *Policy CI-22*. Therefore, an LOS analysis is provided here for informational purposes. Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, trip generation rates

for strip retail plaza less than 40,000 square feet ground floor area (GFA) (ITE 822), the Project would generate an estimated total average daily trip (ADT) generation of 1,637 trips, with an estimated 288 AM peak hour trips and 398 PM peak hour trips.³⁵

According to the Madera General Plan EIR, the capacity of LOS C and D for 4-lane arterial roads are 27,600 ADT and 31,050, respectively.³⁶ To provide a conservative analysis, Project-generated trips were applied to Schnoor Avenue/Avenue 16 and Schnoor Avenue/Cleveland Avenue intersection. The two (2) intersections have a reported total volume of 9,240 ADTs and 11,534 ADTs in 2022, respectively.³⁷ Assuming all Project-generated trips use these intersections, 10,877 ADTs and 13,171 ADTs³⁸ would be expected on these intersections resulting in a LOS of A (below 20,700 trips) per General Plan Update Draft EIR for a four (4)-lane urban arterial. Therefore, future development of the Project would be consistent with General Plan *Policy CI-22*, which aims to maintain LOS C for all roadways in the city. As such, impacts to roadway facilities would be less than significant.

Pedestrian and Bicycle Facilities

There are existing sidewalks on Schnoor Avenue and Foxglove Way adjacent to the Project site. However, there are no existing biking facilities adjacent within the vicinity of the site. MCTC ATP proposes the construction of a Class IV, Separated Bikeway, along Schooner Avenue, from Jefferson Avenue to Avenue 16. Although no development is currently proposed, future development of the Project site would be commercial/retail uses, which is not expected to result in an increase in residents. As such, it is expected that there would not be an increased demand for pedestrian and bicycle facilities.

Future development would be subject to review and approval by the City to ensure compliance with existing City plans and policies regarding pedestrian and bicycle facilities, including the MCTC ATP improvements as identified in **Mitigation Measure TRANS-1** above. Further, all future development would be subject to the Public Works Impact Fee whereby any new development occurring within city limits is required to contribute its proportionate share of the costs of new public facilities intended to serve said development. Through compliance with City plans and policies and payment of the Public Works Impact Fee, impacts to pedestrian and bicycle facilities would be less than significant.

Transit Facilities

The nearest bus transit route to the Project site is Route 2, with the nearest bus stop at Cleveland Avenue and Schnoor Street (Stop ID: 108), which is approximately 1,450 feet from the Project site. Route 2 provides service every 1 hour or 0.5 hour. Although no development is currently proposed, future development of the Project site is expected to result in an increase in customers which could result in an increased demand for transit in the area. Increased demand for transit would result in fewer automobile trips, which would not cause an adverse environmental impact. The Project would generate new automobile trips, which could

³⁵ According to ITE 822, the weekday average daily trip generation rate of 54.45 per 1,000 sf. GLA multiplied by 30,056 sf. equals approximately 1,637 average daily trips. The average rate of the weekday AM peak hour generator is 7.60 and the weekday PM peak hour generator is 13.24.

³⁶ There are no LOS thresholds for local streets.

³⁷ Madera County Transportation Commission. (2023). Traffic Monitoring Program – Traffic Volumes Report. Accessed July 21, 2023, https://www.maderactc.org/sites/default/files/fileattachments/transportation/page/3524/final_2022_mctc_traffic_volume_report_r.pdf

³⁸ 9,240 plus 1,637 equals 10,877. 10,877 plus 1,637 equals 13,171.

cause a delay for buses utilizing Cleveland Avenue. However, as discussed above, the projected traffic volumes would not have a significant impact. For these reasons, impacts to transit facilities would be less than significant.

Therefore, through compliance with the programs, plans, ordinances, and policies addressing the circulation system (inclusive of transit, roadway, bicycle, and pedestrian facilities), a less than significant impact would occur because of the Project.

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

Less than Significant Impact. Pursuant to CEQA Guidelines *Section 15064.3*, “vehicle miles traveled’ refers to the amount and distance of automobile travel attributable to a project.” The term “automobile” refers to on-road passenger vehicles, specifically cars and light trucks. Thus, trips associated with large trucks are excluded from the VMT analysis and only employee and customer trips must be considered for VMT analysis.

The Madera County Transportation Commission has established a screening map to determine if project impacts related to VMT can be determined less than significant based on proposed use and project location.³⁹ The map utilizes the Madera County Travel Demand Model. According to the VMT Baseline Table, *“The SB743 VMT Tool can be used to calculate VMT per capita by TAZ for a residential development project, or VMT per job by (Transportation Analysis Zone) TAZ for an office development project for SB743 analysis using the MCTC Model outputs. The Madera County subregional baseline VMT per capita/job for the selected TAZ will also be reported for screening purposes.”*⁴⁰

According to the above-mentioned document, *“VMT per job were generated by home-based work (HW) trips at the attraction ends. Thus, for work VMT we summed up all inbound HW trips to each internal TAZ. The origin-destination (O-D) distances were skimmed off the highway network between each O-D pair in the model including gateway TAZs. For the IX/XI trips, external average trip lengths, per gateway, were added to the skimmed O-D distances. The product of total HW trips and the total O-D distance was the work VMT for that TAZ. The baseline VMT per job for an air basin was calculated by dividing the total work VMT by the total jobs in that air basin.”* As such, Madera County VMT Screening Maps for VMT per job are used for the proposed Project since the Project facilitates commercial development, which are employment-based uses.

According to the screening map, the proposed project is located in Transportation Analysis Zone (TAZ) 259. TAZ 259 has a total of 1,175 work/employment related vehicle miles traveled with a current employment population of 157. This is equivalent to 7.48 VMTs per job, which is more than 15% below the County Average of 16.9 VMTs per job. Given that this is below the identified threshold of significance, it can be determined that a less than significant impact would occur, and the Project would not conflict or be inconsistent with CEQA Guidelines *Section 15064 (b)*.

³⁹ Madera County Transportation Commission. (2019). Madera County - VMT Screening Maps. Accessed June 23, 2023, <https://www.maderactc.org/transportation/page/vehicle-miles-traveled-resources>

⁴⁰ Madera County Transportation Commission. (2019). SB 743 VMT Tool. Accessed June 23, 2023, https://www.maderactc.org/sites/default/files/fileattachments/transportation/page/6137/sb743_vmt_baseline.pdf

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. Although no development is currently proposed, future development of the Project site would be subject to review and approval by the City through the entitlement process. Review by the City would ensure that project design does not include hazardous design features such as sharp curves or dangerous intersections, or incompatible uses. As discussed under criterion a) above, the Project will be subject to standard frontage improvements which would be designed pursuant to applicable federal, state, and local design standards. Compliance with such standards would ensure that any traffic hazards are minimized. Further, the Project is generally consistent with other development in the area because it is similar in nature to surrounding uses. As a result, implementation of the Project would result in a less than significant impact related to hazards due to roadway design features or incompatible uses.

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, future development of the Project site will be subject to review by the City's Engineering Department and Fire Department to ensure adequate site access including emergency access. In the case that Project construction requires lane closures, access through the frontage roads would be maintained through standard traffic control and therefore, potential lane closures would not affect emergency evacuation plans. Thus, a less than significant impact would occur because of the Project.

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

4.18.1 Environmental Setting

See Section 4.5.

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*

Less than Significant with Mitigation Incorporated. As discussed in [Section 4.5](#), the Project site does not contain any known property or site features that are eligible for listing in the California Register of Historical Sources, or in a local register of historical resources as defined in PRC *Section 5020.1(k)*. Nevertheless, there is some possibility that a non-visible, buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. Incorporation of **Mitigation Measure CUL-1** (described in [Section 4.5](#)) would reduce any potentially significant impacts to less than significant.

- 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 with Mitigation Incorporated. The Project site has not been determined by the City of Madera to be a significant resource pursuant to Public Resources Code *Section 5024.1* and to-date, no substantial information has been provided to the City to indicate otherwise. Further, the Project site, inclusive of site features, is not listed in the California Register of Historical Sources. However, there is some possibility that a non-visible, buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. Incorporation of **Mitigation Measures CUL-1** and **CUL-2** (described in [Section 4.5](#)) would reduce any potentially significant impacts to less than significant. In such a case, the California Native American Heritage Commission would also be notified. Thus, if such resources were discovered, implementation of the required condition would further reduce the impact to less than significant. As such, the Project would have a less than significant impact.

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"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.19.1 Environmental Setting

The Project site is within city limits and thus, future development of the Project site would be required to connect to water, sewer, stormwater, and wastewater services. Natural gas, electricity, and telecommunications are provided by private companies. Each utility system is described below.

Water

The City of Madera water supply system is described in [Section 4.10](#).

Wastewater

The City of Madera Sewer Division is responsible for the maintenance and operation of the city's sewer collection system, with a goal to effectively collect and deliver wastewater to the treatment plant. In the City of Madera, wastewater is collected through a network of sanitary systems of approximately 140 miles

of sewer mains ranging from six (6) to 48 inches in diameter in addition to five (5) sewer lift stations. The influent is gravity-fed to the Wastewater Treatment Plant (WWTP) that is located seven (7) miles west of the city. The WWTP is a 10.1 million gallons per day (MGD) primary and secondary treatment facility that currently operates at an average flow of 5.7 MGD. To estimate the buildout wastewater flows from the City's Planning Area (i.e., buildout accounted for in the General Plan), the SSSMP utilized unit flow factors based on land use designations.

Due to topography, the sanitary sewer system is divided into five (5) dendritic sewer collection basins including: Westberry, Schnoor, Fourth Street, Stadium, and Pecan. According to the City's Sanitary Sewer System Master Plan (2014)⁴¹, the Project site is in the Schnoor Basin which includes the Schnoor Trunk that flows into the WWTP. There is also an existing sewer pipe in Schnoor Avenue adjacent to the Project site.

Solid Waste

Solid waste recycling and composting services are provided by a private contractor, Mid Valley Disposal. The Madera General Plan outlines goals and policies for source reduction and recycling including the following policies listed below.

There is currently one active, permitted landfill that services available to the City of Madera. The Fairmead Solid Waste Disposal Site (Solid Waste Information System [SWIS] Number: 20-AA-0002) is a Class III landfill located at 21739 Avenue 22 At Road 19 south of the City of Chowchilla. The Fairmead Solid Waste Disposal site is owned by the County of Madera and operated by Madera County Public Works Division. It is located on approximately 120 acres with a total permitted disposal area of 77 acres surrounded by agricultural, open space, residential, and rural land uses. This landfill accepts wood waste, dead animals, agricultural, construction/ demolition, green materials, industrial, tires, asbestos, and mixed municipal wastes with a maximum of 1,100 tons accepted per day. The estimated permitted capacity of the landfill is 9.4 million cubic yards, with approximately 5,552,894 cubic yards of capacity remaining. As of 2020, the estimated closure date of the landfill is 2028.

Circulation and Infrastructure Policy CI-62: *The City will promote solid waste source reduction, reuse, recycling, composting and environmentally safe transformation of waste. The City will seek to comply with the requirements of AB 939 with regard to meeting state mandated targets for reductions in the amount of solid waste generated in Madera.*

Circulation and Infrastructure Policy CI-63: *The City itself will be a leader in promoting waste reduction and recycling through a variety of means when feasible, including:*

- *Adopting requirements for the use of recycled base materials (e.g., recycled raw batch materials, rubberized asphalt from recycled tires, and other appropriate materials), if practicable, in requests for bids for public roadway construction projects.*
- *Procurement policies and procedures, which facilitate purchase of recycled, recyclable, or reusable products and materials where feasible.*
- *Requiring contractors to provide products and services to the City, including printing services, demonstrating that they will comply with the City's recycled materials policies.*

⁴¹ City of Madera. 2014. Sewer System Master Plan. Accessed July 28, 2023.

Circulation and Infrastructure Policy CI-64: *The City supports efforts to provide solid waste resource recovery facilities and household hazardous waste collection facilities convenient to residences, businesses, and industries.*

Circulation and Infrastructure Policy CI-65: *The City will promote waste diversion and material recycling in private development, business and operations, and will encourage businesses or nonprofit entities to provide source reduction services.*

Stormwater

The City of Madera storm drainage system is described in [Section 4.10](#).

Natural Gas and Electricity

PG&E, the natural gas and electric service provider for the area, incrementally expands and updates its service system as needed to serve its users.

Telecommunications

Accordingly, telecommunications providers in the area incrementally expand and update their service systems in response to usage and demand.

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, future development would be required to connect to water, stormwater, solid waste, and wastewater services. Natural gas, electricity, and telecommunications are provided by private companies. 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 area. Therefore, all wet and dry public utilities, facilities, and infrastructure are in place and available to serve the Project site without the need for relocated, new, or expanded facilities. While new utility and service connections would need to be extended to and from the Project site (e.g., sewer, stormwater runoff, electrical), these new connections would not result in a need to modify the larger off-site infrastructure. Therefore, the Project would not require or result in the relocation or construction of new or expanded facilities and as such, and impact would be less than significant.

- 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 discussed in detail in [Section 4.10](#), 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 is discussed in the Madera Subbasin GSP, Madera Regional GMP, UWMP, and WSMP.

According to the UWMP, the City's water supply has historically been very consistent due in part to the reliability of the groundwater aquifer and it is anticipated this will continue in the future. However, the UWMP acknowledges that it is possible that there will be further restrictions on groundwater pumping especially in critical dry and multiple dry years. The UWMP addresses the City's efforts to implement Demand Management Measures (DMM) including water waste prevention, implementing water metering programs, conservation pricing, public education, assessing and managing system losses, and other measures. Implementation of these efforts helps the City respond to water conservation needs to increase water supply reliability in dry years.

Overall, based on the information collected from the UWMP, future development resulting from Project implementation would not generate significantly greater water demand than would otherwise occur with the existing land use, since the UWMP classifies and analyzes office and commercial land uses as non-residential, commercial. As a result, it can be presumed that the existing and planned water distribution system should be adequate to serve the Project during normal, dry, and multiple dry years. In addition, 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. For these reasons, a less than significant impact would occur.

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 City's long-term wastewater planning is addressed in the City's Sanitary Sewer System Master Plan (Master Plan). Land use types are important to determine projected demand and adequate sizing and capacity for pipes and facilities to maintain effective sanitary sewer system facilities. The land use assumptions in the Master Plan were based on the General Plan and projected future development within the City's proposed growth boundary. The Master Plan estimates the future quantity of wastewater generated at build out of the collections system. Wastewater flows associated with build out are projected to be approximately 26.3 MGD.

The Project proposes a GPA to change the planned land use designation from Office to Commercial. As shown in Table 3.3. of the Master Plan, office and commercial land uses are both characterized under the non-residential, commercial classification which has an average daily wastewater unit flow factor of 750 gallons per day per gross acre. Given the Project proposes a use and intensity that does not exceed the scale anticipated in the General Plan or Master Plan, it can be presumed that that existing and planned wastewater system should be adequate to collect the Project's anticipated flow. In addition, payment of Sewer Connection Charges and ongoing user fees would ensure that the Project's impacts on existing wastewater facilities are adequately offset (i.e., ensuring that sufficient capacity is available). A less than significant impact would occur.

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. The City of Madera disposes municipal solid waste at the Fairmead Solid Waste Disposal Site (SWIS Number 20-AA-0002). The Fairmead Solid Waste Disposal Site will continue operation until 2028. It currently has a remaining capacity of 5,552,894 cubic yards, and a maximum permit capacity of 9.4 million cubic yards.⁴² The Madera General Plan contains policies addressing waste collection and service in compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires each jurisdiction in California to divert at least 50% of its waste stream away from landfills either through waste reduction, recycling, or other means.

Construction

CALGreen mandates locally permitted new construction and demolition to recycle and/or salvage for reuse a minimum 65% of the nonhazardous construction and demolition debris generated. Further, the recycling of construction and demolition materials is required for any City-issued building or demolition permit that generates at least eight cubic yards of material by volume. Therefore, future construction would be required to implement techniques to reduce and recycle waste during construction activities in accordance with mandatory requirements under CALGreen as implemented through the building permit process. Compliance would be ensured through the building permit process. Therefore, through compliance, solid waste generated through future construction activities is not anticipated to generate solid waste in excess of state or local standards, in excess of the capacity of the local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Therefore, the Project would have a less than significant impact.

Operations

Although no development is currently proposed, future development of the Project is anticipated to generate 31.57 tons per year (or 116.92 cubic yards) of solid waste as estimated by CalEEMod (**Appendix A**). Solid waste generated through assumed operations would account for less than 0.1 percent of the permitted throughput capacity of the disposal site. As such, future operations are not anticipated to generate solid waste in excess of state or local standards, in excess of the capacity of the local infrastructure, or otherwise impair the attainment of solid waste reduction goals. 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?

Less than Significant Impact. As described under criterion d), future construction and operational activities that generate solid waste would be handled, transported, and disposed of in accordance with AB 939 and CALGreen regulations related to solid waste. Future commercial development would also be subject to AB 341, the state’s mandatory commercial recycling law, AB 827, the state’s customer access to recycling law. AB 341 requires all businesses that generate four cubic yards or more of solid waste per week and multi-family properties with five or more units to arrange for recycling services. AB 827 requires recycling and organics recycling containers at the “front-of-house” to collect waste generated. These containers are required to be placed adjacent to trash containers and be visible, easily accessible, and clearly marked. Compliance would be ensured through the building permit process. Therefore, through compliance, the Project would comply with laws and regulations that would ensure impacts related to solid waste are reduced to less than significant levels.

⁴² California Department of Resources Recycling and Recovery (2023). “SWIS Facility/Site Search.” Accessed on July 28, 2023, <https://www2.calrecycle.ca.gov/SolidWaste/Site/Search>

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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.20.1 Environmental Setting

The Project site is located on a relatively flat property within the City limits in an area planned for and developed with urban uses, including industrial and commercial uses. 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” (VHFHSZ). 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.⁴³ Lastly, the Project would be required to be developed and operate in compliance with all regulations of the current California Fire Code.

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?

Less than Significant 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” that is

⁴³ Cal Fire, “FHSZ Viewer.” Accessed on July 27, 2023, <https://egis.fire.ca.gov/FHSZ/>

considered to be an area of low fire risk. The project site is located within the City limits. Future development of the site would be reviewed and conditioned by the City for adequate provision of vehicular and pedestrian circulation and emergency access. While future development of the site could cause temporary lane closures, access would be maintained through standard traffic control. Review and approval by the City would ensure that future development does not substantially impair the adopted emergency response plan or emergency evacuation plan. For these reasons, a less than significant impact would occur.

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 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” that is considered to be an area of low fire risk. Further, the Project site is located on a relatively flat property with minimal slope and is not in an area that is subject to strong prevailing winds or other factors that would exacerbate wildfire risks. For these reasons, no impact would occur.

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?

Less than Significant 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” that is considered to be an area of low fire risk. Further, the Project site is located within city limits in an area with infrastructure already in place. The area around the Project site is almost entirely developed except for the vacant parcel to the southeast. Future development of the site would be reviewed and conditioned by the City for compliance with applicable standards, specifications, and codes related to infrastructure. Such infrastructure would be typical for urban uses and would not exacerbate fire risks or result in temporary or ongoing impacts to the environment. Therefore, a less than significant impact would occur.

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. 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” that is considered to be an area of low fire risk. The Project site is located on a relatively flat property with minimal slope and is not subject to downslope, downstream flooding, or landslides. Therefore, the Project would not expose people or structures to significant risks and no impact would occur as a result of the Project.

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 checked="" type="checkbox"/>	<input 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 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 with Mitigation Incorporated. The analyses of environmental issues contained in this Initial Study indicate that the Project is not expected to have substantial impact on the environment or on any resources identified in the Initial Study. Standard requirements that will be implemented through the entitlement process and the mitigation monitoring and reporting program with mitigation measures that have been incorporated in the project to reduce all potentially significant impacts to less than significant. Therefore, the Project would have a less than significant impact.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are

considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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

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

Less than Significant Impact. The analyses of environmental issues contained in this Initial Study indicate that the project is not expected to have substantial impact on human beings, either directly or indirectly. Standard requirements and conditions have been incorporated in the project to reduce all potentially significant impacts to less than significant. Therefore, the Project would have a less than significant impact.

Chapter 5 Mitigation Monitoring and Reporting Program

This Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for the Schnoor Avenue/Foxglove Way GPA & Rezone in the City of Madera. The MMRP lists mitigation measures recommended in the IS/MND for the Project and identifies monitoring and reporting requirements.

Table 5-1 presents the mitigation measures identified for the proposed Project. Each mitigation measure is numbered with a symbol indicating the topical section to which it pertains, a hyphen, and the impact number.

The first column **Table 5-1** of identifies the mitigation measure. The second column, entitled “When Monitoring is to Occur,” identifies the time the mitigation measure should be initiated. The third column, “Frequency of Monitoring,” identifies the frequency of the monitoring of the mitigation measure. The fourth column, “Agency Responsible for Monitoring,” names the party ultimately responsible for ensuring that the mitigation measure is implemented. The last columns will be used by the City of Madera to ensure that individual mitigation measures have been complied with and monitored.

Table 5-1 Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
Air Quality					
<p>Mitigation Measure AQ-1: If future development on the Project site consists of a gasoline dispensing facility with a throughput of 3.6 million gals/year or greater, the Project shall consult with SJVAPCD to conduct a Health Risk Assessment (HRA) prior to the approval of project entitlement. If Toxic Air Contaminant (TAC) impacts are identified as significant in the HRA, the applicant shall implement measures to reduce project-specific emissions to below SJVAPCD health risk threshold of 100 pounds per day.</p>	14 days prior to Project Construction	Prior to and During Project Construction	City of Madera	Review of Documentation Submittal	
Cultural Resources					
<p>Mitigation Measure CUL-1: If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether a historical resources evaluation shall be completed to confirm if the resources qualify as historical resources as defined by Section 15064.5(a) of CEQA Guidelines. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualifications Standards (PQS) in architectural history or history. The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the State Office of Historic Preservation to identify any potential historical resources within the proposed project area. All properties 45 years of age or older shall be evaluated within their historic context and documented in a report meeting the State Office of Historic Preservation guidelines. All evaluated properties shall be documented on Department of Parks and Recreation Series 523</p>	During Project Construction	During Project Construction	City of Madera	Review of Documentation Submittal	

Chapter 5 Mitigation Monitoring and Reporting Program

Schnoor Avenue/Foxglove Way GPA & Rezone

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<p>Forms. The report shall be submitted to the City for review and concurrence.</p> <p>Any relocation, rehabilitation, or alteration of the resource shall be implemented consistent with the Secretary of the Interior’s Standards for the Treatments of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR Section 15126.4[b][1]). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City for review and concurrence, in addition to the historical resources evaluation.</p> <p>If significant historical resources are identified on the development site and compliance with the Standards and or avoidance is not feasible, the applicant or developer shall provide a report explaining why compliance with the Standards and or avoidance is not feasible for the City’s review and approval. Site-specific mitigation measures shall be established and undertaken, including, but not limited to, documentation of the historical resource in the form of a Historic American Buildings Survey-Like report. The report shall be commissioned by the project applicant or their consultant to comply with the Secretary of the Interior’s Standards for Architectural and Engineering Documentation and shall generally follow the Historic American Buildings Survey Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic</p>					

Chapter 5 Mitigation Monitoring and Reporting Program

Schnoor Avenue/Foxglove Way GPA & Rezone

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
research. The documentation shall be completed by a qualified architectural historian or historian who meets the PQS and submitted to the City prior to issuance of any permits for demolition or alteration of the historical resource.					
<p>Mitigation Measure CUL-2: In the event of the accidental discovery or recognition of any human remains on the Project site during construction, the following steps in accordance with Section 15064.5 of the CEQA Guidelines shall be taken prior to the continuation of, and during, construction activities, in order to mitigate potential impact:</p> <ol style="list-style-type: none"> 1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: <ol style="list-style-type: none"> a. The coroner of the County in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required; and, b. If the coroner determines the remains to be Native American: <ol style="list-style-type: none"> i. The coroner shall contact the Native American Heritage Commission within 24 hours. ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. <p>The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.</p>	During Project Construction	During Project Construction	City of Madera	Review of Documentation Submittal	

Chapter 5 Mitigation Monitoring and Reporting Program

Schnoor Avenue/Foxglove Way GPA & Rezone

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
Geology and Soils					
<p>Mitigation Measure GEO-1: If any paleontological resources are encountered during ground-disturbance activities, all work within 25 feet of the find shall halt until a qualified paleontologist as defined by the Society of Vertebrate Paleontology Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (2010), can evaluate the find and make recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the Natural History Museum of Los Angeles County or another appropriate facility regarding any discoveries of paleontological resources.</p> <p>If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations, and fossil recovery may be required to mitigate adverse impacts from project implementation. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, they shall be avoided to ensure no adverse effects or such effects must be mitigated. Construction in that area shall not resume until the resource-appropriate measures are recommended or the materials are determined to be less than significant. If the resource is significant and fossil recovery is the identified form of treatment, then the fossil shall be deposited in an accredited and permanent scientific institution. Copies of</p>					

Chapter 5 Mitigation Monitoring and Reporting Program

Schnoor Avenue/Foxglove Way GPA & Rezone

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
all correspondence and reports shall be submitted to the Lead Agency.					
Hydrology and Water Quality					
Mitigation Measure HYD-1: Prior to issuing of grading or building permits, (a) the Project applicant shall submit to the Lead Agency (1) the approved Storm Water Pollution Prevention Plan (SWPPP) and (2) the Notice of Intent (NOI) to comply with the General National Pollutant Discharge Elimination System (NPDES) from the Central Valley Regional Water Quality Control Board. The requirements of the SWPPP and NPDES shall be incorporated into design specifications and construction contracts.	Prior to issuing of grading or building permits	Prior to Project Construction	City of Madera	Review of Documentation Submittal	
Noise					
Mitigation Measure NOI-1: <ul style="list-style-type: none"> Per the City of Madera Municipal Code, construction activities should not occur outside the hours of 6:00 a.m. to 8:00 p.m. All construction equipment shall be properly maintained and muffled as to minimize noise generation at the source. Noise-producing equipment shall not be operating, running, or idling while not in immediate use by a construction contractor. All noise-producing construction equipment shall be located and operated, to the extent possible, at the greatest possible distance from any noise-sensitive land uses. Locate construction staging areas, to the extent possible, at the greatest possible distances from any noise-sensitive land uses. 					

Chapter 5 Mitigation Monitoring and Reporting Program
 Schnoor Avenue/Foxglove Way GPA & Rezone

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
<ul style="list-style-type: none"> Signs shall be posted at the construction site and near adjacent sensitive receptors displaying hours of construction activities and providing the contact phone number of a designated noise disturbance coordinator. 					
<p>Mitigation Measure NOI-2: The use of heavy construction equipment including a pile driver, clam shovel drop, and vibratory roller shall be restricted from being within 25 feet of existing structures.</p>	During Project Operations	During Project Operations	City of Madera	Developer to provide (or comply), City of Madera to verify	

Appendix A

CalEEMod

CalEEMod prepared by Precision Civil Engineering on June 23, 2023.

Schnoor Avenue/Foxglove Way GPA & Rezone - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

**Schnoor Avenue/Foxglove Way GPA & Rezone
San Joaquin Valley Unified APCD Air District, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	30.07	1000sqft	2.30	30,065.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2026
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The Project site is 2.3 acres.

Construction Phase - The site is vacant. No demolition required.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	1/26/2024	12/31/2023
tblLandUse	LotAcreage	0.69	2.30

2.0 Emissions Summary

Schnoor Avenue/Foxglove Way GPA & Rezone - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.2528	1.5407	1.6881	3.1400e-003	0.0370	0.0639	0.1010	0.0142	0.0611	0.0752	0.0000	263.4496	263.4496	0.0481	1.7800e-003	265.1816
2025	0.1469	4.0200e-003	6.4800e-003	1.0000e-005	6.0000e-005	1.8000e-004	2.4000e-004	1.0000e-005	1.8000e-004	2.0000e-004	0.0000	0.9368	0.9368	5.0000e-005	0.0000	0.9383
Maximum	0.2528	1.5407	1.6881	3.1400e-003	0.0370	0.0639	0.1010	0.0142	0.0611	0.0752	0.0000	263.4496	263.4496	0.0481	1.7800e-003	265.1816

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.2528	1.5406	1.6881	3.1400e-003	0.0370	0.0639	0.1010	0.0142	0.0611	0.0752	0.0000	263.4493	263.4493	0.0481	1.7800e-003	265.1813
2025	0.1469	4.0200e-003	6.4800e-003	1.0000e-005	6.0000e-005	1.8000e-004	2.4000e-004	1.0000e-005	1.8000e-004	2.0000e-004	0.0000	0.9368	0.9368	5.0000e-005	0.0000	0.9383
Maximum	0.2528	1.5406	1.6881	3.1400e-003	0.0370	0.0639	0.1010	0.0142	0.0611	0.0752	0.0000	263.4493	263.4493	0.0481	1.7800e-003	265.1813

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2024	3-31-2024	0.3421	0.3421
2	4-1-2024	6-30-2024	0.4774	0.4774
3	7-1-2024	9-30-2024	0.4826	0.4826
4	10-1-2024	12-31-2024	0.5056	0.5056
5	1-1-2025	3-31-2025	0.1386	0.1386
		Highest	0.5056	0.5056

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1384	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Energy	1.7200e-003	0.0156	0.0131	9.0000e-005		1.1900e-003	1.1900e-003		1.1900e-003	1.1900e-003	0.0000	39.0538	39.0538	3.8900e-003	7.4000e-004	39.3728
Mobile	0.4387	0.6300	3.3619	7.0800e-003	0.7049	6.5200e-003	0.7114	0.1886	6.1200e-003	0.1947	0.0000	674.7037	674.7037	0.0431	0.0417	688.1921
Waste						0.0000	0.0000		0.0000	0.0000	6.4084	0.0000	6.4084	0.3787	0.0000	15.8766
Water						0.0000	0.0000		0.0000	0.0000	0.7066	1.5572	2.2638	0.0728	1.7400e-003	4.6044
Total	0.5788	0.6457	3.3753	7.1700e-003	0.7049	7.7100e-003	0.7126	0.1886	7.3100e-003	0.1959	7.1151	715.3153	722.4303	0.4985	0.0441	748.0465

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1384	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Energy	1.7200e-003	0.0156	0.0131	9.0000e-005		1.1900e-003	1.1900e-003		1.1900e-003	1.1900e-003	0.0000	39.0538	39.0538	3.8900e-003	7.4000e-004	39.3728
Mobile	0.4387	0.6300	3.3619	7.0800e-003	0.7049	6.5200e-003	0.7114	0.1886	6.1200e-003	0.1947	0.0000	674.7037	674.7037	0.0431	0.0417	688.1921
Waste						0.0000	0.0000		0.0000	0.0000	6.4084	0.0000	6.4084	0.3787	0.0000	15.8766
Water						0.0000	0.0000		0.0000	0.0000	0.7066	1.5572	2.2638	0.0728	1.7400e-003	4.6044
Total	0.5788	0.6457	3.3753	7.1700e-003	0.7049	7.7100e-003	0.7126	0.1886	7.3100e-003	0.1959	7.1151	715.3153	722.4303	0.4985	0.0441	748.0465

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2024	12/31/2023	5	0	
2	Site Preparation	Site Preparation	1/27/2024	1/31/2024	5	3	
3	Grading	Grading	2/1/2024	2/8/2024	5	6	

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4	Building Construction	Building Construction	2/9/2024	12/12/2024	5	220
5	Paving	Paving	12/13/2024	12/26/2024	5	10
6	Architectural Coating	Architectural Coating	12/27/2024	1/9/2025	5	10

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 45,098; Non-Residential Outdoor: 15,033; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37

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Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	10.00	5.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8600e-003	0.0197	0.0144	4.0000e-005		7.5000e-004	7.5000e-004		6.9000e-004	6.9000e-004	0.0000	3.2300	3.2300	1.0400e-003	0.0000	3.2561
Total	1.8600e-003	0.0197	0.0144	4.0000e-005	2.3900e-003	7.5000e-004	3.1400e-003	2.6000e-004	6.9000e-004	9.5000e-004	0.0000	3.2300	3.2300	1.0400e-003	0.0000	3.2561

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3.3 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.8000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0757	0.0757	0.0000	0.0000	0.0764
Total	3.0000e-005	2.0000e-005	2.8000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0757	0.0757	0.0000	0.0000	0.0764

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8600e-003	0.0197	0.0144	4.0000e-005		7.5000e-004	7.5000e-004		6.9000e-004	6.9000e-004	0.0000	3.2300	3.2300	1.0400e-003	0.0000	3.2561
Total	1.8600e-003	0.0197	0.0144	4.0000e-005	2.3900e-003	7.5000e-004	3.1400e-003	2.6000e-004	6.9000e-004	9.5000e-004	0.0000	3.2300	3.2300	1.0400e-003	0.0000	3.2561

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3.3 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.8000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0757	0.0757	0.0000	0.0000	0.0764
Total	3.0000e-005	2.0000e-005	2.8000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0757	0.0757	0.0000	0.0000	0.0764

3.4 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9000e-003	0.0415	0.0261	6.0000e-005		1.7200e-003	1.7200e-003		1.5800e-003	1.5800e-003	0.0000	5.4311	5.4311	1.7600e-003	0.0000	5.4750
Total	3.9000e-003	0.0415	0.0261	6.0000e-005	0.0213	1.7200e-003	0.0230	0.0103	1.5800e-003	0.0119	0.0000	5.4311	5.4311	1.7600e-003	0.0000	5.4750

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3.4 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	6.0000e-005	6.9000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1894	0.1894	1.0000e-005	1.0000e-005	0.1910
Total	9.0000e-005	6.0000e-005	6.9000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1894	0.1894	1.0000e-005	1.0000e-005	0.1910

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9000e-003	0.0415	0.0261	6.0000e-005		1.7200e-003	1.7200e-003		1.5800e-003	1.5800e-003	0.0000	5.4311	5.4311	1.7600e-003	0.0000	5.4750
Total	3.9000e-003	0.0415	0.0261	6.0000e-005	0.0213	1.7200e-003	0.0230	0.0103	1.5800e-003	0.0119	0.0000	5.4311	5.4311	1.7600e-003	0.0000	5.4750

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3.4 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	6.0000e-005	6.9000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1894	0.1894	1.0000e-005	1.0000e-005	0.1910
Total	9.0000e-005	6.0000e-005	6.9000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1894	0.1894	1.0000e-005	1.0000e-005	0.1910

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1757	1.4106	1.5510	2.7500e-003		0.0592	0.0592		0.0567	0.0567	0.0000	228.4853	228.4853	0.0426	0.0000	229.5492
Total	0.1757	1.4106	1.5510	2.7500e-003		0.0592	0.0592		0.0567	0.0567	0.0000	228.4853	228.4853	0.0426	0.0000	229.5492

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3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.9000e-004	0.0243	7.2700e-003	1.1000e-004	3.6500e-003	1.6000e-004	3.8100e-003	1.0500e-003	1.5000e-004	1.2100e-003	0.0000	10.4625	10.4625	4.0000e-005	1.5600e-003	10.9299
Worker	3.1800e-003	2.0400e-003	0.0253	7.0000e-005	8.7900e-003	4.0000e-005	8.8400e-003	2.3400e-003	4.0000e-005	2.3800e-003	0.0000	6.9429	6.9429	2.0000e-004	1.9000e-004	7.0049
Total	3.7700e-003	0.0264	0.0326	1.8000e-004	0.0124	2.0000e-004	0.0127	3.3900e-003	1.9000e-004	3.5900e-003	0.0000	17.4054	17.4054	2.4000e-004	1.7500e-003	17.9348

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1757	1.4106	1.5510	2.7500e-003		0.0592	0.0592		0.0567	0.0567	0.0000	228.4851	228.4851	0.0426	0.0000	229.5489
Total	0.1757	1.4106	1.5510	2.7500e-003		0.0592	0.0592		0.0567	0.0567	0.0000	228.4851	228.4851	0.0426	0.0000	229.5489

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3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.9000e-004	0.0243	7.2700e-003	1.1000e-004	3.6500e-003	1.6000e-004	3.8100e-003	1.0500e-003	1.5000e-004	1.2100e-003	0.0000	10.4625	10.4625	4.0000e-005	1.5600e-003	10.9299
Worker	3.1800e-003	2.0400e-003	0.0253	7.0000e-005	8.7900e-003	4.0000e-005	8.8400e-003	2.3400e-003	4.0000e-005	2.3800e-003	0.0000	6.9429	6.9429	2.0000e-004	1.9000e-004	7.0049
Total	3.7700e-003	0.0264	0.0326	1.8000e-004	0.0124	2.0000e-004	0.0127	3.3900e-003	1.9000e-004	3.5900e-003	0.0000	17.4054	17.4054	2.4000e-004	1.7500e-003	17.9348

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.2100e-003	0.0405	0.0585	9.0000e-005		1.9800e-003	1.9800e-003		1.8300e-003	1.8300e-003	0.0000	7.7574	7.7574	2.4600e-003	0.0000	7.8188
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.2100e-003	0.0405	0.0585	9.0000e-005		1.9800e-003	1.9800e-003		1.8300e-003	1.8300e-003	0.0000	7.7574	7.7574	2.4600e-003	0.0000	7.8188

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3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.4000e-004	1.7300e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4734	0.4734	1.0000e-005	1.0000e-005	0.4776
Total	2.2000e-004	1.4000e-004	1.7300e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4734	0.4734	1.0000e-005	1.0000e-005	0.4776

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.2100e-003	0.0405	0.0585	9.0000e-005		1.9800e-003	1.9800e-003		1.8300e-003	1.8300e-003	0.0000	7.7573	7.7573	2.4600e-003	0.0000	7.8188
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.2100e-003	0.0405	0.0585	9.0000e-005		1.9800e-003	1.9800e-003		1.8300e-003	1.8300e-003	0.0000	7.7573	7.7573	2.4600e-003	0.0000	7.8188

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3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.4000e-004	1.7300e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4734	0.4734	1.0000e-005	1.0000e-005	0.4776
Total	2.2000e-004	1.4000e-004	1.7300e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4734	0.4734	1.0000e-005	1.0000e-005	0.4776

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0627					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-004	1.8300e-003	2.7200e-003	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	0.3830	0.3830	2.0000e-005	0.0000	0.3835
Total	0.0630	1.8300e-003	2.7200e-003	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	0.3830	0.3830	2.0000e-005	0.0000	0.3835

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3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0189	0.0189	0.0000	0.0000	0.0191
Total	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0189	0.0189	0.0000	0.0000	0.0191

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0627					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-004	1.8300e-003	2.7200e-003	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	0.3830	0.3830	2.0000e-005	0.0000	0.3835
Total	0.0630	1.8300e-003	2.7200e-003	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	0.3830	0.3830	2.0000e-005	0.0000	0.3835

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3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0189	0.0189	0.0000	0.0000	0.0191
Total	1.0000e-005	1.0000e-005	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0189	0.0189	0.0000	0.0000	0.0191

3.7 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1463					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0000e-004	4.0100e-003	6.3300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	0.8936	0.8936	5.0000e-005	0.0000	0.8949
Total	0.1469	4.0100e-003	6.3300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	0.8936	0.8936	5.0000e-005	0.0000	0.8949

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3.7 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.5000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.0431	0.0431	0.0000	0.0000	0.0435
Total	2.0000e-005	1.0000e-005	1.5000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.0431	0.0431	0.0000	0.0000	0.0435

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1463					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0000e-004	4.0100e-003	6.3300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	0.8936	0.8936	5.0000e-005	0.0000	0.8949
Total	0.1469	4.0100e-003	6.3300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	0.8936	0.8936	5.0000e-005	0.0000	0.8949

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3.7 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.5000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.0431	0.0431	0.0000	0.0000	0.0435
Total	2.0000e-005	1.0000e-005	1.5000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.0431	0.0431	0.0000	0.0000	0.0435

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4387	0.6300	3.3619	7.0800e-003	0.7049	6.5200e-003	0.7114	0.1886	6.1200e-003	0.1947	0.0000	674.7037	674.7037	0.0431	0.0417	688.1921
Unmitigated	0.4387	0.6300	3.3619	7.0800e-003	0.7049	6.5200e-003	0.7114	0.1886	6.1200e-003	0.1947	0.0000	674.7037	674.7037	0.0431	0.0417	688.1921

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	1,332.48	1,263.93	614.23	1,878,965	1,878,965
Total	1,332.48	1,263.93	614.23	1,878,965	1,878,965

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Strip Mall	0.522587	0.052580	0.171418	0.151108	0.026705	0.007202	0.013509	0.026273	0.000644	0.000311	0.023008	0.001408	0.003247

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	22.0313	22.0313	3.5600e-003	4.3000e-004	22.2491
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	22.0313	22.0313	3.5600e-003	4.3000e-004	22.2491
NaturalGas Mitigated	1.7200e-003	0.0156	0.0131	9.0000e-005		1.1900e-003	1.1900e-003		1.1900e-003	1.1900e-003	0.0000	17.0225	17.0225	3.3000e-004	3.1000e-004	17.1237
NaturalGas Unmitigated	1.7200e-003	0.0156	0.0131	9.0000e-005		1.1900e-003	1.1900e-003		1.1900e-003	1.1900e-003	0.0000	17.0225	17.0225	3.3000e-004	3.1000e-004	17.1237

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Strip Mall	318990	1.7200e-003	0.0156	0.0131	9.0000e-005		1.1900e-003	1.1900e-003		1.1900e-003	1.1900e-003	0.0000	17.0225	17.0225	3.3000e-004	3.1000e-004	17.1237
Total		1.7200e-003	0.0156	0.0131	9.0000e-005		1.1900e-003	1.1900e-003		1.1900e-003	1.1900e-003	0.0000	17.0225	17.0225	3.3000e-004	3.1000e-004	17.1237

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Strip Mall	318990	1.7200e-003	0.0156	0.0131	9.0000e-005		1.1900e-003	1.1900e-003		1.1900e-003	1.1900e-003	0.0000	17.0225	17.0225	3.3000e-004	3.1000e-004	17.1237
Total		1.7200e-003	0.0156	0.0131	9.0000e-005		1.1900e-003	1.1900e-003		1.1900e-003	1.1900e-003	0.0000	17.0225	17.0225	3.3000e-004	3.1000e-004	17.1237

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Strip Mall	238115	22.0313	3.5600e-003	4.3000e-004	22.2491
Total		22.0313	3.5600e-003	4.3000e-004	22.2491

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Strip Mall	238115	22.0313	3.5600e-003	4.3000e-004	22.2491
Total		22.0313	3.5600e-003	4.3000e-004	22.2491

6.0 Area Detail

6.1 Mitigation Measures Area

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1384	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Unmitigated	0.1384	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0209					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1174					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Total	0.1384	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004

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6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0209					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1174					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Total	0.1384	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

Schnoor Avenue/Foxglove Way GPA & Rezone - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.2638	0.0728	1.7400e-003	4.6044
Unmitigated	2.2638	0.0728	1.7400e-003	4.6044

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Strip Mall	2.22736 / 1.36516	2.2638	0.0728	1.7400e-003	4.6044
Total		2.2638	0.0728	1.7400e-003	4.6044

Schnoor Avenue/Foxglove Way GPA & Rezone - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Strip Mall	2.22736 / 1.36516	2.2638	0.0728	1.7400e-003	4.6044
Total		2.2638	0.0728	1.7400e-003	4.6044

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.4084	0.3787	0.0000	15.8766
Unmitigated	6.4084	0.3787	0.0000	15.8766

Schnoor Avenue/Foxglove Way GPA & Rezone - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Strip Mall	31.57	6.4084	0.3787	0.0000	15.8766
Total		6.4084	0.3787	0.0000	15.8766

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Strip Mall	31.57	6.4084	0.3787	0.0000	15.8766
Total		6.4084	0.3787	0.0000	15.8766

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Schnoor Avenue/Foxglove Way GPA & Rezone - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Appendix B

CNDDDB Occurrence Report

CNDDDB Occurrence Report downloaded from California Department of Fish and Wildlife RareFind on June 23, 2023.



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Query Criteria: Quad IS (Madera (3612081))

Ambystoma californiense pop. 1		Element Code: AAAAA01181	
California tiger salamander - central California DPS			
Listing Status:	Federal: Threatened	CNDDB Element Ranks:	Global: G2G3T3
	State: Threatened		State: S3
	Other: CDFW_WL-Watch List, IUCN_VU-Vulnerable		
Habitat:	General: LIVES IN VACANT OR MAMMAL-OCCUPIED BURROWS THROUGHOUT MOST OF THE YEAR; IN GRASSLAND, SAVANNA, OR OPEN WOODLAND HABITATS.		
	Micro: NEED UNDERGROUND REFUGES, ESPECIALLY GROUND SQUIRREL BURROWS, AND VERNAL POOLS OR OTHER SEASONAL WATER SOURCES FOR BREEDING.		

Occurrence No.	507	Map Index:	30806	EO Index:	46463	Element Last Seen:	1944-12-XX
Occ. Rank:	None	Presence:	Extirpated	Site Last Seen:		1944-12-XX	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2001-11-09	

Quad Summary: Madera (3612081)
County Summary: Madera

Lat/Long:	36.96034 / -120.06173	Accuracy:	1 mile
UTM:	Zone-10 N4094507 E761603	Elevation (ft):	270
PLSS:	T11S, R17E, Sec. 24 (M)	Acres:	0.0

Location: MADERA. NO OTHER LOCATION INFORMATION GIVEN.
Detailed Location:
Ecological:
General: MVZ #42705 COLLECTED DEC 1944 BY A. HAWBECKER. JENNINGS CONSIDERS THIS LOCATION EXTIRPATED.
Owner/Manager: UNKNOWN

Occurrence No.	1049	Map Index:	A7971	EO Index:	109759	Element Last Seen:	2018-07-10
Occ. Rank:	Poor	Presence:	Presumed Extant	Site Last Seen:		2018-07-10	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2021-05-18	

Quad Summary: Madera (3612081)
County Summary: Madera

Lat/Long:	36.98538 / -120.03043	Accuracy:	specific area
UTM:	Zone-10 N4097373 E764304	Elevation (ft):	293
PLSS:	T11S, R18E, Sec. 8, SW (M)	Acres:	22.0

Location: RAILROAD RIGHT OF WAY ACROSS FRESNO RIVER AND NEAR RAYMOND RD CROSSING, 1.0 MI NE OF HWY 145 AT STOREY RD IN MADERA.
Detailed Location: MAPPED TO PROVIDED COORDINATES. DETECTIONS WERE ASSOCIATED WITH BIOLOGICAL MONITORING DURING CONSTRUCTION ACTIVITIES ASSOCIATED WITH RAILROAD IMPROVEMENTS FOR HIGH SPEED RAIL INCLUDING NEW BRIDGE CONSTRUCTION OVER FRESNO RIVER.
Ecological: PONDED AREAS ADJACENT TO DIRT ROADS AND RAILROAD TRACKS, IN HEAVILY DISTURBED GRASSLAND, AS WELL AS ALONG FRESNO RIVER CHANNEL.
General: 100S OF LARVAE OBSERVED IN PONDED AREA ALONG DIRT ROAD ON 29 MAR 2017. 100S MORE WELL-DEVELOPED LARVAE OBSERVED IN ADDITIONAL POOLS ON 10 APR 2017. 1 ADULT FEMALE FOUND WONDERING THROUGH CONSTRUCTION SITE ON 10 JUN 2018.
Owner/Manager: PVT-BNSF RAILROAD



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	1224	Map Index:	B7294	EO Index:	120426	Element Last Seen:	2018-05-04
Occ. Rank:	Fair	Presence:	Presumed Extant	Site Last Seen:		2018-05-04	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2021-05-18	
Quad Summary:	Madera (3612081)						
County Summary:	Madera						
Lat/Long:	36.99629 / -120.044			Accuracy:	80 meters		
UTM:	Zone-10 N4098546 E763058			Elevation (ft):	298		
PLSS:	T11S, R18E, Sec. 7, NE (M)			Acres:	5.0		
Location:	EAST END OF AVENUE 17 AT RAILROAD TRACKS, ABOUT 2.5 MILES NNE OF CENTRAL MADERA.						
Detailed Location:	MAPPED WITH RESPECT TO PROVIDED COORDINATES AND AERIAL IMAGERY.						
Ecological:	RURAL RESIDENTIAL DEMOLITION SITE RELATING TO HIGH SPEED RAIL CONSTRUCTION AND EMINENT DOMAIN.						
General:	1 ADULT FOUND UNDER DEBRIS PILE DURING DEMOLITION ACTIVITIES ON 4 MAY 2018.						
Owner/Manager:	STATE-HIGH SPEED RAIL AUTH						

Occurrence No.	1225	Map Index:	B7359	EO Index:	120432	Element Last Seen:	2019-05-02
Occ. Rank:	Excellent	Presence:	Presumed Extant	Site Last Seen:		2019-05-02	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2021-05-18	
Quad Summary:	Madera (3612081)						
County Summary:	Madera						
Lat/Long:	36.95971 / -120.00395			Accuracy:	specific area		
UTM:	Zone-10 N4094598 E766751			Elevation (ft):	286		
PLSS:	T11S, R18E, Sec. 21, W (M)			Acres:	10.0		
Location:	E SIDE OF RAILROAD ABOUT 0.7 MILES S OF AVENUE 15, 0.8 MILES E OF ROAD 29 AT AVE 14 1/2, 3 MILES E OF CENTRAL MADERA.						
Detailed Location:	MAPPED TO PROVIDED COORDINATES AND MAPS. CURRAN RANCH VERNAL POOL #1.						
Ecological:	2,520 ACRE RANCH WITH PORTIONS THAT CONSISTED OF AGRICULTURE (ORCHARDS), VERNAL POOLS, AND RAILROAD RIGHT OF WAY. WESTERN SPADEFOOT ALSO FOUND HERE.						
General:	DETECTED DURING AQUATIC SAMPLING ON 3 APR 2019 AND 2 MAY 2019.						
Owner/Manager:	PVT						

<i>Spea hammondi</i>		Element Code: AAABF02020	
western spadefoot			
Listing Status:	Federal: None	CNDDB Element Ranks:	Global: G2G3
	State: None		State: S3S4
	Other: BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_NT-Near Threatened		
Habitat:	General: OCCURS PRIMARILY IN GRASSLAND HABITATS, BUT CAN BE FOUND IN VALLEY-FOOTHILL HARDWOOD WOODLANDS.		
	Micro: VERNAL POOLS ARE ESSENTIAL FOR BREEDING AND EGG-LAYING.		



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California Natural Diversity Database



Occurrence No.	1257	Map Index: B4670	EO Index: 117610	Element Last Seen:	2015-02-12
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	2015-02-12
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2020-01-07
Quad Summary:	Madera (3612081), Kismet (3712011)				
County Summary:	Madera				
Lat/Long:	37.00061 / -120.11112		Accuracy:	specific area	
UTM:	Zone-10 N4098842 E757069		Elevation (ft):	258	
PLSS:	T11S, R17E, Sec. 4, SE (M)		Acres:	10.0	
Location:	0.6 AIR MILE NW OF THE JUNCTION OF HIGHWAY 99 AND AVENUE 17, NORTH OF MADERA MUNICIPAL AIRPORT, MADERA.				
Detailed Location:	MAPPED TO COORDINATES PROVIDED.				
Ecological:	AERIAL IMAGERY SHOWS ADJACENT LAND USE INCLUDES AGRICULTURAL FIELDS AND RESIDENTIAL DEVELOPMENT.				
General:	2 ADULTS OBSERVED ON 27 APR 2014. 1 ADULT OBSERVED ON 12 FEB 2015.				
Owner/Manager:	PVT				
Occurrence No.	1260	Map Index: B4672	EO Index: 117613	Element Last Seen:	2021-02-11
Occ. Rank:	Excellent		Presence: Presumed Extant	Site Last Seen:	2021-02-11
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2021-05-18
Quad Summary:	Gregg (3611988), Madera (3612081)				
County Summary:	Madera				
Lat/Long:	36.96311 / -120.00547		Accuracy:	specific area	
UTM:	Zone-10 N4094972 E766604		Elevation (ft):	284	
PLSS:	T11S, R18E, Sec. 21, NE (M)		Acres:	61.0	
Location:	0.3 TO 0.9 MILES SE OF THE INTERSECTION OF AVENUE 15 AND SANTA FE DRIVE, MADERA.				
Detailed Location:	MAPPED TO PROVIDED MAP AND COORDINATES. OCCURRENCE REPRESENTS DETECTIONS IN HIGH QUALITY HABITAT EAST OF RAILROAD AND DETECTIONS ALONG RAILROAD WHERE ACTIVE CONSTRUCTION RELATING TO HIGH SPEED RAIL IS OCCURRING.				
Ecological:	VERNAL POOLS. EAST SIDE OF RAILROAD APPEARS TO BE PRIVATE CONSERVATION LANDS. RAILROAD PART OF CALIFORNIA HIGH SPEED RAIL AUTHORITY.				
General:	DETECTED ON 3 APR 2019. 60-70 LARVAE CLOSE TO METAMORPHOSIS OBSERVED ON 2 MAY 2019. 1 RECENTLY METAMORPHOSED OBSERVED ON 3 JUN 2019. 3 DETECTED ALONG RAILROAD ON 10 & 11 FEB 2021.				
Owner/Manager:	PVT, STATE-HIGH SPEED RAIL				
Occurrence No.	1292	Map Index: A2132	EO Index: 117766	Element Last Seen:	2016-04-07
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	2016-04-07
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2020-01-27
Quad Summary:	Madera (3612081)				
County Summary:	Madera				
Lat/Long:	36.98655 / -120.03176		Accuracy:	80 meters	
UTM:	Zone-10 N4097499 E764182		Elevation (ft):	292	
PLSS:	T11S, R18E, Sec. 8, SW (M)		Acres:	5.0	
Location:	0.3 MILE NNE OF THE INTERSECTION OF ROAD 28 1/4 AND RAYMOND ROAD, NORTH OF FRESNO RIVER, MADERA.				
Detailed Location:	AT A POOL ADJACENT TO THE BNSF RAILROAD TRACKS, 0.2 MILES NW OF THE RAYMOND ROAD CROSSING.				
Ecological:					
General:	1 LARVA, 1 JUVENILE, AND 1 ADULT CAUGHT AND RELEASED BETWEEN 17 MAR AND 7 APR 2016.				
Owner/Manager:	PVT				



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California Natural Diversity Database



Occurrence No.	1293	Map Index: B4829	EO Index: 117768	Element Last Seen:	2018-06-29
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	2018-06-29
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2020-01-27

Quad Summary: Madera (3612081)
County Summary: Madera

Lat/Long:	36.96679 / -120.01148	Accuracy:	80 meters
UTM:	Zone-10 N4095363 E766056	Elevation (ft):	287
PLSS:	T11S, R18E, Sec. 21, NW (M)	Acres:	5.0

Location: JUST SE OF THE INTERSECTION OF AVENUE 15 AND SANTA FE DRIVE, MADERA.
Detailed Location: MAPPED TO COORDINATES PROVIDED.
Ecological: AERIAL IMAGERY SHOWS AVENUE 15 WAS UNDERGOING CONSTRUCTION IN THIS AREA IN 2018.
General: 1 ADULT WAS CAPTURED RELOCATED TO NEARBY BURROW ON 29 JUN 2018.
Owner/Manager: UNKNOWN

Occurrence No.	1437	Map Index: B8955	EO Index: 120363	Element Last Seen:	2023-04-26
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	2023-04-26
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2023-05-26

Quad Summary: Madera (3612081)
County Summary: Madera

Lat/Long:	36.99578 / -120.04396	Accuracy:	specific area
UTM:	Zone-10 N4098490 E763064	Elevation (ft):	298
PLSS:	T11S, R18E, Sec. 7, N (M)	Acres:	45.0

Location: EAST END OF AVENUE 17 AT RAILROAD TRACKS AND 0.25 MI S ALONG TRACKS, ABOUT 2.5 MILES NNE OF CENTRAL MADERA.
Detailed Location: MAPPED WITH RESPECT TO PROVIDED COORDINATES AND AERIAL IMAGERY.
Ecological: RURAL RESIDENTIAL DEMOLITION SITE RELATING TO HIGH SPEED RAIL CONSTRUCTION AND EMINENT DOMAIN. CALIFORNIA TIGER SALAMANDER ALSO DETECTED AT THIS LOCATION.
General: 5 ADULTS FOUND AND RELOCATED OFFSITE IN MAY 2018. 1 JUVENILE FOUND AND RELOCATED IN JAN 2022. 1 JUVENILE FOUND AND RELOCATED IN FEB 2023. 2 ADULTS FOUND IN FEB 2023. 3 ADULTS FOUND IN MAR 2023. ABOUT 192 LARVAE AND 1 ADULT FOUND IN APR 2023
Owner/Manager: STATE-HIGH SPEED RAIL AUTH



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<i>Buteo swainsoni</i>		Element Code: ABNKC19070	
Swainson's hawk			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G5
	State: Threatened		State: S4
	Other: BLM_S-Sensitive, IUCN_LC-Least Concern		
Habitat:	General: BREEDS IN GRASSLANDS WITH SCATTERED TREES, JUNIPER-SAGE FLATS, RIPARIAN AREAS, SAVANNAHS, AND AGRICULTURAL OR RANCH LANDS WITH GROVES OR LINES OF TREES.		
	Micro: REQUIRES ADJACENT SUITABLE FORAGING AREAS SUCH AS GRASSLANDS, OR ALFALFA OR GRAIN FIELDS SUPPORTING RODENT POPULATIONS.		

Occurrence No.	2691	Map Index:	A2000	EO Index:	103593	Element Last Seen:	2016-04-16
Occ. Rank:	Fair	Presence:	Presumed Extant	Site Last Seen:		2016-04-16	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2016-09-28	

Quad Summary:	Madera (3612081)						
County Summary:	Madera						
Lat/Long:	36.95316 / -120.10889		Accuracy:	80 meters			
UTM:	Zone-10 N4093583 E757427		Elevation (ft):	250			
PLSS:	T11S, R17E, Sec. 22, SW (M)		Acres:	5.0			
Location:	NORTH SIDE OF AVE 14, ABOUT 0.1 MILES NE OF ITS INTERSECTION WITH RD 24 IN MADERA.						
Detailed Location:	MAPPED TO SYCAMORE/PLANE TREE IN FRONT YARD OF RESIDENCE, VISIBLE IN AIR PHOTOS AND GOOGLE STREET VIEW (COORDINATES GIVEN ARE CLOSE BUT NOT EXACT).						
Ecological:	NEST IN SYCAMORE/PLANE TREE IN FRONT YARD OF RESIDENCE (NEST TREE SPECIES DETERMINED FROM PROVIDED PHOTO). DISTURBANCE FROM ADJACENT BUSY ROAD AND RESIDENCES.						
General:	1 ADULT OBSERVED CIRCLING NEST TREE AND SITTING ON NEST ON 16 APR 2016.						
Owner/Manager:	UNKNOWN						

Occurrence No.	2696	Map Index:	A2418	EO Index:	104028	Element Last Seen:	2016-07-12
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		2016-07-12	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2016-10-31	

Quad Summary:	Madera (3612081)						
County Summary:	Madera						
Lat/Long:	36.92609 / -120.01794		Accuracy:	80 meters			
UTM:	Zone-10 N4090828 E765622		Elevation (ft):	273			
PLSS:	T11S, R18E, Sec. 33, SW (M)		Acres:	5.0			
Location:	NORTH SIDE OF COTTONWOOD CREEK ABOUT 0.25 MILES NW OF HWY 99 AT AVE 12, 3 MILES SE OF MADERA.						
Detailed Location:	MAPPED TO PROVIDED COORDINATES.						
Ecological:	NEST IN COTTONWOOD IN RIPARIAN AREA BETWEEN CANAL AND COTTONWOOD CREEK. AREA NORTH OF CANAL WAS INDUSTRIAL; SURROUNDING AREA AGRICULTURAL.						
General:	ACTIVE NEST MONITORED THROUGH 2016 SEASON; BY 12 JUL, 3 YOUNG HAD FLEDGED.						
Owner/Manager:	UNKNOWN						



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California Natural Diversity Database



<i>Athene cunicularia</i>		Element Code: ABNSB10010	
burrowing owl			
Listing Status:	Federal: None	CNDDB Element Ranks:	Global: G4
	State: None		State: S3
Other:	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFWS_BCC-Birds of Conservation Concern		
Habitat:	General:	OPEN, DRY ANNUAL OR PERENNIAL GRASSLANDS, DESERTS, AND SCRUBLANDS CHARACTERIZED BY LOW-GROWING VEGETATION.	
	Micro:	SUBTERRANEAN NESTER, DEPENDENT UPON BURROWING MAMMALS, MOST NOTABLY, THE CALIFORNIA GROUND SQUIRREL.	

Occurrence No.	757	Map Index:	62822	EO Index:	62876	Element Last Seen:	2005-02-24
Occ. Rank:	None	Presence:	Possibly Extirpated	Site Last Seen:		2005-02-24	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2005-10-17	

Quad Summary: Madera (3612081)
County Summary: Madera

Lat/Long:	36.98492 / -120.09909	Accuracy:	80 meters
UTM:	Zone-10 N4097134 E758193	Elevation (ft):	255
PLSS:	T11S, R17E, Sec. 10, SE (M)	Acres:	0.0

Location: 0.2 MILE NORTH OF AVENUE 16 AND 0.7 MILE WEST OF HIGHWAY 99, JUST EAST OF MADERA AIRPORT.
Detailed Location:
Ecological: HABITAT CONSISTED OF RUDERAL/NON-NATIVE GRASSLAND ON A WEST-FACING SLOPE. SURROUNDED BY A PONDING BASIN AND AGRICULTURE.
General: AFTER THE OWL HAD LEFT THE BURROW, AND IT WAS DETERMINED THAT THERE WERE NO EGGS OR YOUNG INSIDE, THE SITE WAS GRADED TO ENLARGE THE PONDING BASIN.
Owner/Manager: USBOR



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California Department of Fish and Wildlife
California Natural Diversity Database



<i>Lasiurus cinereus</i>		Element Code: AMACC05032	
hoary bat			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G3G4
	State: None		State: S4
	Other: IUCN_LC-Least Concern		
Habitat:	General: PREFERS OPEN HABITATS OR HABITAT MOSAICS, WITH ACCESS TO TREES FOR COVER AND OPEN AREAS OR HABITAT EDGES FOR FEEDING.		
	Micro: ROOSTS IN DENSE FOLIAGE OF MEDIUM TO LARGE TREES. FEEDS PRIMARILY ON MOTHS. REQUIRES WATER.		

Occurrence No.	64	Map Index:	68509	EO Index:	68823	Element Last Seen:	1944-02-25
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		1944-02-25	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2007-03-16	

Quad Summary:	Madera (3612081)
County Summary:	Madera

Lat/Long:	36.95701 / -120.06666	Accuracy:	1/10 mile
UTM:	Zone-10 N4094125 E761175	Elevation (ft):	270
PLSS:	T11S, R17E, Sec. 24, SW (M)	Acres:	0.0

Location:	MADERA, AT L AND YOSEMITE AVE.
Detailed Location:	MAPPED ACCORDING TO LOCALITY GIVEN BY MANIS.
Ecological:	
General:	1 MALE SPECIMEN (MVZ #109120) COLLECTED BY ALBERT C. HAWBECKER JR. ON 26 FEB 1944.
Owner/Manager:	UNKNOWN



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Gambelia sila		Element Code: ARACF07010	
blunt-nosed leopard lizard			
Listing Status:	Federal: Endangered	CNDDDB Element Ranks:	Global: G1
	State: Endangered		State: S2
	Other: CDFW_FP-Fully Protected, IUCN_EN-Endangered		
Habitat:	General: RESIDENT OF SPARSELY VEGETATED ALKALI AND DESERT SCRUB HABITATS, IN AREAS OF LOW TOPOGRAPHIC RELIEF.		
	Micro: SEEKS COVER IN MAMMAL BURROWS, UNDER SHRUBS OR STRUCTURES SUCH AS FENCE POSTS; THEY DO NOT EXCAVATE THEIR OWN BURROWS.		
Occurrence No.	107	Map Index:	14160
		EO Index:	27810
Occ. Rank:	None	Presence:	Possibly Extirpated
Occ. Type:	Natural/Native occurrence	Trend:	Unknown
		Element Last Seen:	1916-06-20
		Site Last Seen:	1916-06-20
		Record Last Updated:	2020-11-03
Quad Summary:	Madera (3612081), Bonita Ranch (3612082)		
County Summary:	Madera		
Lat/Long:	36.90299 / -120.11127	Accuracy:	1 mile
UTM:	Zone-10 N4088008 E757384	Elevation (ft):	232
PLSS:	T12S, R17E, Sec. 09, NE (M)	Acres:	0.0
Location:	VICINITY OF COTTONWOOD CREEK PLAIN, ABOUT 5 MILES SW OF MADERA.		
Detailed Location:	PRESUMABLY J. BRODE (DFG) REVIEWED THIS SPECIMEN & TAG IN THE 1970S-1980S AND RECORDED IT AS "5 MI. SW MADERA." VAN DENBURGH'S ARTICLE REFERENCED "NEAR MADERA" AND "5 MI S FROM MADERA." THE CAS CATALOG LEDGER STATES "MADERA."		
Ecological:	THE AREA BETWEEN MADERA, 5 MILES SW OF MADERA, TO 5 MILES S OF MADERA HAS BEEN CONVERTED TO EXTENSIVE AGRICULTURE SINCE THE TIME OF COLLECTION.		
General:	COLLECTED ALIVE IN THIS AREA BY VAN DENBURGH ON 20 JUN 1916 AND PHOTOGRAPHED FOR HIS PUBLICATION (PLATE 9), AND THEN PRESERVED INTO THE CAS COLLECTION ON 14 JUL 1916.		
Owner/Manager:	UNKNOWN		



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Northern Hardpan Vernal Pool		Element Code: CTT44110CA	
Northern Hardpan Vernal Pool			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G3
	State: None		State: S3.1
	Other:		
Habitat:	General: <input type="checkbox"/>		
	Micro: <input type="checkbox"/>		
Occurrence No.:	129	Map Index:	14334
Occ. Rank:	Fair	EO Index:	26027
Occ. Type:	Natural/Native occurrence	Presence:	Presumed Extant
		Trend:	Decreasing
Quad Summary:	Madera (3612081)		
County Summary:	Madera		
Lat/Long:	36.96793 / -120.00583	Accuracy:	specific area
UTM:	Zone-10 N4095505 E766555	Elevation (ft):	290
PLSS:	T11S, R18E, Sec. 16, SE (M)	Acres:	14.6
Location:	ON NORTH AND SOUTH SIDES OF AVENUE 15, 1/2 MILE EAST OF TOPEKA AND SANTA FE RAILWAY.		
Detailed Location:			
Ecological:	REMNANT VERNAL POOLS IN VALLEY GRASSLAND. POOLS ON SOUTH SIDE OF ROAD ARE IN DISKED WHEAT FIELD. ORCUTTIA PILOSA, PHALARIS, ERYNGIUM, LYTHRUM, AND PSILOCARPUS. UNABLE TO CONVERT TO FLORISTIC CLASSIFICATION, LACKS SPP. INFO.		
General:	FEWER ORCUTTIA PLANTS IN '86 THAN IN '83. HYDROLOGY OF POOL PROBABLY ALTERED BY DISKING. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.		
Owner/Manager:	PVT		



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<i>Branchinecta lynchi</i>		Element Code: ICBRA03030	
vernal pool fairy shrimp			
Listing Status:	Federal: Threatened	CNDDDB Element Ranks:	Global: G3
	State: None		State: S3
	Other: IUCN_VU-Vulnerable		
Habitat:	General: ENDEMIC TO THE GRASSLANDS OF THE CENTRAL VALLEY, CENTRAL COAST MOUNTAINS, AND SOUTH COAST MOUNTAINS, IN ASTATIC RAIN-FILLED POOLS.		
	Micro: INHABIT SMALL, CLEAR-WATER SANDSTONE-DEPRESSION POOLS AND GRASSED SWALE, EARTH SLUMP, OR BASALT-FLOW DEPRESSION POOLS.		

Occurrence No.	902	Map Index: A2132	EO Index: 103727	Element Last Seen:	2016-02-11
Occ. Rank:	Poor		Presence: Presumed Extant	Site Last Seen:	2016-02-11
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2016-10-13
Quad Summary:	Madera (3612081)				
County Summary:	Madera				
Lat/Long:	36.98655 / -120.03176		Accuracy:	80 meters	
UTM:	Zone-10 N4097499 E764182		Elevation (ft):	292	
PLSS:	T11S, R18E, Sec. 8, SW (M)		Acres:	5.0	
Location:	ALONG RAILROAD TRACK, ABOUT 0.2 MILES W OF ELLIS ST AT RD 28 1/2 & 1.1 MILES NE OF HWY 145 AT TOZER ST, MADERA.				
Detailed Location:	MAPPED TO PROVIDED COORDINATES.				
Ecological:	SEASONAL POOL/DIRT ROADSIDE PUDDLE ADJACENT TO RAILROAD RIGHT-OF-WAY IN RURAL RESIDENTIAL AREA. WITHIN PLANNED HIGH SPEED RAIL ALIGNMENT, SITE IS PERMITTED BUT HAS NOT BEEN DISTURBED YET (2016).				
General:	THOUSANDS OBSERVED, DOZENS OF ADULTS COLLECTED AND POSITIVELY IDENTIFIED ON 27 JAN, 5 FEB & 11 FEB 2016.				
Owner/Manager:	STATE-HS RAIL				

Occurrence No.	909	Map Index: A6634	EO Index: 108404	Element Last Seen:	2017-02-26
Occ. Rank:	Fair		Presence: Presumed Extant	Site Last Seen:	2017-02-26
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2017-10-18
Quad Summary:	Madera (3612081)				
County Summary:	Madera				
Lat/Long:	36.99606 / -120.04928		Accuracy:	specific area	
UTM:	Zone-10 N4098506 E762589		Elevation (ft):	294	
PLSS:	T11S, R18E, Sec. 7, NW (M)		Acres:	10.0	
Location:	SOUTH SIDE OF AVENUE 17 ABOUT 0.3 TO 0.4 MILES EAST OF N LAKE ST, N OF MADERA.				
Detailed Location:	MAPPED TO PROVIDED COORDINATES.				
Ecological:	TWO BASINS BETWEEN ROWS OF AN INACTIVE VINEYARD IN AGRICULTURAL AREA. RAILROAD TRACKS NEARBY; HIGH SPEED RAIL PROJECT MAY IMPACT AREA. B. MESOVALLENSIS ALSO FOUND.				
General:	1 ADULT OBSERVED IN E POOL, 1 IN W POOL ON 26 FEB 2017. 100S-1000S OF NAUPLII PRESENT, UNKNOWN WHAT PERCENT WERE B. LYNCHI VS. B. MESOVALLENSIS.				
Owner/Manager:	PVT				



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<i>Branchinecta mesovallensis</i>		Element Code: ICBRA03150	
midvalley fairy shrimp			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G2
	State: None		State: S2S3
	Other:		
Habitat:	General: VERNAL POOLS IN THE CENTRAL VALLEY.		
	Micro: <input type="checkbox"/>		

Occurrence No.	137	Map Index:	A6634	EO Index:	108403	Element Last Seen:	2017-02-26
Occ. Rank:	Fair	Presence:	Presumed Extant	Site Last Seen:		2017-02-26	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2017-10-02	
Quad Summary:	Madera (3612081)						
County Summary:	Madera						
Lat/Long:	36.99606 / -120.04928		Accuracy:	specific area			
UTM:	Zone-10 N4098506 E762589		Elevation (ft):	294			
PLSS:	T11S, R18E, Sec. 7, NW (M)		Acres:	10.0			
Location:	SOUTH SIDE OF AVENUE 17 ABOUT 0.3 TO 0.4 MILES EAST OF N LAKE ST, N OF MADERA.						
Detailed Location:	MAPPED TO PROVIDED COORDINATES.						
Ecological:	TWO BASINS BETWEEN ROWS OF AN INACTIVE VINEYARD IN AGRICULTURAL AREA. RAILROAD TRACKS NEARBY; HIGH SPEED RAIL PROJECT MAY IMPACT AREA. B. LYNCHI ALSO FOUND.						
General:	7 ADULTS OBSERVED IN W POOL, 3 IN E POOL ON 26 FEB 2017. 100S-1000S OF NAUPLII PRESENT, UNKNOWN WHAT PERCENT WERE B. LYNCHI VS. B. MESOVALLENSIS.						
Owner/Manager:	PVT						



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<i>Lytta molesta</i>		Element Code: IICOL4C030	
molestan blister beetle			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G2
	State: None		State: S2
	Other:		
Habitat:	General: INHABITS THE CENTRAL VALLEY OF CALIFORNIA, FROM CONTRA COSTA TO KERN AND TULARE COUNTIES.		
	Micro:	☐	

Occurrence No.	6	Map Index:	30806	EO Index:	64457	Element Last Seen:	19XX-XX-XX
Occ. Rank:	Unknown	Presence:	Possibly Extirpated	Site Last Seen:		Record Last Updated:	2006-03-30
Occ. Type:	Natural/Native occurrence	Trend:	Unknown				
Quad Summary:	Madera (3612081)						
County Summary:	Madera						
Lat/Long:	36.96034 / -120.06173		Accuracy:	1 mile			
UTM:	Zone-10 N4094507 E761603		Elevation (ft):	270			
PLSS:	T11S, R17E, Sec. 24 (M)		Acres:	0.0			
Location:	MADERA.						
Detailed Location:							
Ecological:							
General:	LOCALITY FROM CALIFORNIA BEETLE PROJECT ONLINE DATABASE; COLLECTION INFORMATION NOT GIVEN. HISTORICAL RECORD; EXACT LOCATION UNKNOWN.						
Owner/Manager:	UNKNOWN						

<i>Layia munzii</i>		Element Code: PDAST5N0B0	
Munz's tidy-tips			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G2
	State: None		State: S2
	Other:	Rare Plant Rank - 1B.2, BLM_S-Sensitive, SB_SBBG-Santa Barbara Botanic Garden	
Habitat:	General: CHENOPOD SCRUB, VALLEY AND FOOTHILL GRASSLAND.		
	Micro:	HILLSIDES, IN WHITE-GREY ALKALINE CLAY SOILS, W/GRASSES AND CHENOPOD SCRUB ASSOCIATES. 45-765 M.	

Occurrence No.	81	Map Index:	B4500	EO Index:	117431	Element Last Seen:	1937-04-06
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		Record Last Updated:	2019-12-10
Occ. Type:	Natural/Native occurrence	Trend:	Unknown				
Quad Summary:	Gregg (3611988), Madera (3612081), Daulton (3711918), Kismet (3712011)						
County Summary:	Madera						
Lat/Long:	37.02072 / -120.02319		Accuracy:	5 miles			
UTM:	Zone-10 N4101315 E764826		Elevation (ft):				
PLSS:	T10S, R18E, Sec. 32 (M)		Acres:	49683.0			
Location:	NE OF MADERA.						
Detailed Location:	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS JUST NE OF MADERA.						
Ecological:	GRASSLAND.						
General:	ONLY SOURCE OF INFORMATION FOR THIS SITE IS A 1937 VESTAL COLLECTION. NEEDS FIELDWORK.						
Owner/Manager:	UNKNOWN						



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Leptosiphon serrulatus		Element Code: PDPLM09130	
Madera leptosiphon			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G3
	State: None		State: S3
	Other: Rare Plant Rank - 1B.2, BLM_S-Sensitive, SB_SBBG-Santa Barbara Botanic Garden, USFS_S-Sensitive		
Habitat:	General: CISMONTANE WOODLAND, LOWER MONTANE CONIFEROUS FOREST.		
	Micro: DRY SLOPES; OFTEN ON DECOMPOSED GRANITE IN WOODLAND. 80-1645 M.		

Occurrence No.	10	Map Index:	30806	EO Index:	20975	Element Last Seen:	1889-05-XX
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		1889-05-XX	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2009-04-16	
Quad Summary:	Madera (3612081)						
County Summary:	Madera						
Lat/Long:	36.96034 / -120.06173		Accuracy:	1 mile			
UTM:	Zone-10 N4094507 E761603		Elevation (ft):	270			
PLSS:	T11S, R17E, Sec. 24 (M)		Acres:	0.0			
Location:	NEAR MADERA.						
Detailed Location:	MAPPED AT CNDDDB IN VICINITY OF THE COMMUNITY OF MADERA.						
Ecological:							
General:	ONLY SOURCE OF INFORMATION FOR THIS SITE IS AN 1889 COLLECTION BY BUCKMINSTER. NEEDS FIELDWORK.						
Owner/Manager:	UNKNOWN						



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<i>Orcuttia pilosa</i>		Element Code: PMPOA4G040	
hairy Orcutt grass			
Listing Status:	Federal: Endangered	CNDDDB Element Ranks:	Global: G1
	State: Endangered		State: S1
Habitat:	Other: Rare Plant Rank - 1B.1, SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden		
	General: VERNAL POOLS.		
	Micro: 25-125 M.		

Occurrence No.	15	Map Index:	14329	EO Index:	22325	Element Last Seen:	1941-05-31
Occ. Rank:	None	Presence:	Extirpated	Site Last Seen:		1987-06-02	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		1995-07-21	
Quad Summary:	Madera (3612081)						
County Summary:	Madera						
Lat/Long:	36.99300 / -120.00543		Accuracy:	1/5 mile			
UTM:	Zone-10 N4098288 E766503		Elevation (ft):	300			
PLSS:	T11S, R18E, Sec. 09, NE (M)		Acres:	0.0			
Location:	4 MILES EAST OF MADERA.						
Detailed Location:	MAPPED ALONG HIGHWAY 145. COLLECTION MADE "3 MILES OUT OF MADERA ON THE NORTHFORK ROAD" ARE ALSO ATTRIBUTED TO THIS SITE. AREA NEAR HIGHWAY 145 AND ROADS 300 AND 400 SEARCHED IN 1981.						
Ecological:	AREA SEARCHED IN 1981 & 1987 BUT NO SUITABLE HABITAT REMAINS; SITE EXTIRPATED. INCLUDES FORMER OCCURRENCE #14.						
Owner/Manager:	PVT						

Occurrence No.	19	Map Index:	B8293	EO Index:	25989	Element Last Seen:	2021-10-19
Occ. Rank:	Good	Presence:	Presumed Extant	Site Last Seen:		2021-10-19	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2022-09-21	
Quad Summary:	Gregg (3611988), Madera (3612081)						
County Summary:	Madera						
Lat/Long:	36.9633 / -120.0058		Accuracy:	specific area			
UTM:	Zone-10 N4094992 E766574		Elevation (ft):	282			
PLSS:	T11S, R18E, Sec. 21, SE (M)		Acres:	28.0			
Location:	ALONG BNSF RAILWAY AND AVE 15, ~0.5-1.6 MILES NORTH OF COTTONWOOD CREEK, EAST OF MADERA.						
Detailed Location:	13 POLYGONS MAPPED ACCORDING TO A 1986 STEBBINS MAP, 2016 & 2017 COORDINATES FROM HERMANSEN, DE GROOT, & TOEWS, AND MAPS FROM A 2022 WESTERVELT ECOLOGICAL SERVICES REPORT. INCLUDES HOG FLATS PRESERVE.						
Ecological:	DEPRESSIONAL FEATURES WITHIN CULTIVATED GRAIN FIELDS, VERNAL POOLS. ASSOCIATED WITH ELEOCHARIS MACROSTACHYA, TYPHA ANGUSTIFOLIA, DOWNINGIA BICORNUTA, SAGITTARIA LATIFOLIA, PLAGIOBOTHRYIS SP., ERYNGIUM VASEYI, POLYGONUM AVICULARE, ETC.						
General:	POP #S FOR PORTIONS OF SITE: 1000 PLANTS IN 1982. 3 PLANTS IN 1986, NO PLANTS FOUND IN 2 N POLYS IN 2010, 27 PLANTS IN 2016, 580,541 PLANTS IN 2017, 752,437 IN 2019, 3786 IN 2020, 11,460 IN 2021. INCLUDES FORMER EO#49.						
Owner/Manager:	PVT						

Appendix C

CHRIS Record Search Results

Prepared by SSJVIC dated July 31, 2023.



To: Sheri Provost
Precision Civil Engineering, Inc.
1234 O Street
Fresno, CA 93721

Record Search 23-289

Date: July 31, 2023

Re: Schnoor Ave/Foxglove Way - ISMND

County: Madera

Map(s): Madera 7.5'

CULTURAL RESOURCES RECORDS SEARCH

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

The following are the results of a search of the cultural resource files at the Southern San Joaquin Valley Information Center. These files include known and recorded cultural resources sites, inventory and excavation reports filed with this office, and resources listed on the National Register of Historic Places, the OHP Built Environment Resources Directory, California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the OHP are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area.

PRIOR CULTURAL RESOURCE STUDIES CONDUCTED WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

According to the information in our files, there have been no previous cultural resource studies completed within the project area. There have been ten studies completed within the one-half mile radius: MA-00083, 00309, 00344, 00929, 00932, 01026, 01048, 01101, 01203, and 01217.

KNOWN/RECORDED CULTURAL RESOURCES WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

According to the information in our files, there are no recorded resources within the project area, and it is not known if any exist there. There is one recorded resource within the one-half mile radius: P-20-002308, the Madera Irrigation District.

Resource P-20-002308 has been given a California Historical Resource Status Code of 2D2, indicating it is a contributor to a multi-component resource determined eligible for listing in the National Register of Historic Places by consensus through Section 106 process. It is also listed in the California Register of Historical Resources. There are no other recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, for the California State Historic Landmarks.

COMMENTS AND RECOMMENDATIONS

We understand the project proposes to rezone of a 2.3-acre parcel (APN: 013-070-014) from PO – Professional office to C1 – Light Commercial. Further we understand this project will not result in any ground disturbance activities. Therefore, no further cultural resource investigation is recommended at this time. However, prior to any future ground disturbance activities, we recommend a qualified, professional consultant conduct a field survey to determine if cultural resources are present. A list of qualified consultants can be found at www.chrisinfo.org.

We also recommend that you contact the Native American Heritage Commission in Sacramento. They will provide you with a current list of Native American individuals/organizations that can assist you with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed. Finally, please consult with the lead agency on this project to determine if any other cultural resource investigation is required. If you need any additional information or have any questions or concerns, please contact our office at (661) 654-2289.

By:



Celeste M. Thomson, Coordinator

Date: July 31, 2023

Please note that invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.