

1.0 EXECUTIVE SUMMARY

1.1 PURPOSE

This Draft Environmental Impact Report (Draft EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts associated with the implementation of The Villages at Almond Groves Specific Plan. This EIR has been prepared in conformance with CEQA, California Public Resources Code Section 21000 et seq; the California CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq); and the rules, regulations, and procedures for implementing CEQA as adopted by the City of Madera (herein referred to as the City).

This EIR is intended to serve as an informational document for the public agency decision-makers and the public regarding the potential environmental impacts associated with the construction and long-term buildout of the proposed Specific Plan. In addition to identifying potential environmental impacts, this EIR also identifies development standards and design guidelines that are part of the proposed Specific Plan that would reduce potential significant environmental impacts, and identifies potential mitigation measures and alternatives to reduce potential environmental impacts.

Environmental impacts cannot always be mitigated to a level that is considered less than significant. In accordance with Section 15093(b) of the State CEQA Guidelines, if a lead agency, such as the City of Madera, approves a project (e.g., adoption of a specific plan) that has significant impacts that are not substantially mitigated (i.e., significant unavoidable impacts), the lead agency shall state in writing the specific reasons for approving the project, based on the final CEQA documents and any other information in the public record for the project. This is identified in Section 15093 of the State of CEQA Guidelines, “a statement of overriding considerations.” These potential impacts are discussed in more detail throughout Chapter 4.0 of this EIR.

1.2 PROJECT SUMMARY

The following provides a summary of the project location, project description, project objectives, potential significant and unavoidable impacts that could result from the proposed Specific Plan, and a list of the agencies responsible for implementation of the proposed Specific Plan and approvals required for subsequent projects.

1.2.1 Project Location

The City of Madera is located in Madera County, west of the Sierra Nevada. The City is located along California State Route (SR) 99, 13 miles southeast of Chowchilla and 15 miles northwest of Fresno. Figure 3-1 shows the regional location of the City.

The project area (Specific Plan Area) is 1,883 acres in size and is located on the western edge of the City of Madera. In October 2018, the Madera County Local Agency Formation Commission (LAFCO) approved the expansion of the City’s Sphere of Influence to include the Specific Plan Area.¹ The

¹ Madera Local Agency Formation Commission, Resolution No. 2018-009.

proposed project is bounded by the Fresno River to the south, Road 24 to the east, Avenue 17 to the north, and Road 22 to the west.

The Specific Plan Area is surrounded by primarily agriculture uses on the north and western boundaries, and the Fresno River and agriculture uses to the south. The Madera Municipal Golf Course, Madera Municipal Airport, and residential uses are directly north and east of the project site, as shown in Figure 3-1.

1.2.2 Project Description

The project consists of several components:

- **General Plan Amendment.** The project includes several amendments to the General Plan. The City's General Plan would be amended to create a Specific Plan land use category that would be applied to the Specific Plan Area. In addition, the General Plan would be amended to remove the requirement that residential development shall conform to the "Target Density" requirement for each land use category. The General Plan Amendment would also remove the requirement for a permanent agricultural buffer on the western edge of the Specific Plan Area.
- **Specific Plan.** The purpose of the Specific Plan is to provide guidance for an orderly and cohesive planned community consistent with the City of Madera General Plan and zoning ordinance. The Specific Plan Area is 1,883-acres, consisting of approximately 10,800 residential units, approximately 2.1 million square feet of commercial and office space, approximately 164 acres of parks and recreational area, approximately 55 acres of schools and other public facilities. The proposed Specific Plan provides a development framework for land use, mobility including roadways, utilities and services, resource projection, and implementation to promote the systematic and orderly development of the plan area.
- **Pre-Zoning/Zoning Amendments.** The plan area is currently zoned by Madera County Agricultural Rural Exclusive - 40 Acres (ARE-40) and Agricultural Rural Exclusive - 20 Acres (ARE-20). The entire plan area would be pre-zoned by the City of Madera consistent with City zoning as identified in the Specific Plan.
- **Annexation.** The proposed project includes annexation of 1,883 acres to the City of Madera. Annexation can only occur if and once Madera LAFCo has approved a Sphere of Influence Amendment (SOIA); however, this may happen shortly after a SOIA is approved. Madera LAFCo is the responsible agency for the annexation request. It is anticipated that the Madera LAFCo will use this EIR in its decision-making process as required under CEQA.
- **Zoning Ordinance/Madera Municipal Code Amendments.** The City's Municipal Code would be amended to include a specific plan zone district (SP Zone) to provide a framework for standards and permitted uses in the zone.
- **Vesting Tentative Tract Map No. 2020-02.** Vesting Tentative Tract Map No. 2020-02 pertains to the Southeast Neighborhood of the Specific Plan, consisting of approximately 645 gross acres of property located east of Road 23, between Avenue 16 and the Fresno River. It proposes the

creation of a 2,390-lot residential subdivision with lots ranging in size from 40 feet by 80 feet, to 55 feet by 110 feet. In addition to these residential lots, the tentative tract map proposes to create 29 outlots, 10 of which will be used for parks or open space, 2 for storm drain basins, 12 for future mixed-use developments, 4 for high-density residential uses, and 1 for a future school site. The site will be primarily a mix of Low-Density, Medium-Density, and High-Density residential uses. This tract map will conform to the Permitted Uses pursuant to the Specific Plan; however, conditional uses will require separate land use entitlements pursuant to the Specific Plan and may require future environmental analysis. Because the proposed subdivision is larger than a typical tract map, the map for Tentative Tract Map 2020-02 is currently proposed to be divided into 27 blocks.

- **Vesting Tentative Tract Map No. 2020-03.** Vesting Tentative Tract Map No. 2020-03 pertains to the Northwest Neighborhood of the Specific Plan, consisting of approximately 661 gross acres of property located west of Road 23, between Avenue 16 and Avenue 17. The Map proposes the creation of a 2,815-lot residential subdivision with lots ranging in size from 40 feet by 80 feet to 55 feet by 110 feet. In addition to these residential lots, the tentative tract map proposes to create 17 outlots, 6 of which will be used for parks or open space, 6 for future business park developments, 3 for storm drain basins, 1 for future mixed-use developments, and 1 for a future school site. This tentative tract map will conform to the Permitted Uses pursuant to the proposed Specific Plan; however, conditional uses will require separate land use entitlements pursuant to the proposed Specific Plan and may require future environmental analysis. Because the proposed subdivision is larger than a typical tract map, the map for Tentative Tract Map 2020-03 is currently proposed to be divided into 36 blocks.

Additionally, future development proposals within the Specific Plan Area would be required to be consistent with the Airport Land Use Compatibility Plan for Madera Municipal Airport, and some parcels would require removal of active Williamson Act contracts prior to development, etc. See Chapter 3.0, Project Description of this EIR for a more complete description of the proposed project, and Appendix B, which contains the proposed Specific Plan.

1.2.3 Project Objectives

The Specific Plan is designed to implement a series of project-specific objectives to ensure that the Specific Plan is implemented with quality residential, commercial, and light industrial development. The following is a list of project objectives:

- Address the City of Madera's current and projected housing needs for all segments of the community by providing a range of single- and multi-family homes.
- Promote high quality retail and mixed-use development to attract an array of businesses and employment opportunities.
- Establish a mix of land uses and local-serving activities that meet the General Plan's objectives concerning community character and pedestrian-friendly design.

- Implement the City’s General Plan Land Use Element goal to facilitate annexation of large areas of land that are governed by a specific plan, which provides for compatibility of land uses, fiscal balance, recreation, and resource protection.
- Establish a transportation network that will fulfill the policies of the Madera General Plan’s Circulation Element by allowing residents to live within proximity to schools, recreational opportunities, retail centers, and commercial development, and minimize vehicle trips through utilizing access to a variety of transportation opportunities, including pedestrian pathways, bikeways, regional arterials, and transit.
- Promote opportunities for water efficiency in Plan Area architecture and landscaping to promote water conservation.
- Incorporate green and sustainable practices, as practicable, in developing buildings and infrastructure.
- Undertake development of the Plan Area in a manner that is economically feasible and balanced to address the City’s economic interests.

1.2.4 Significant Unavoidable Adverse Impacts

The proposed Specific Plan would result in the following significant unavoidable impacts:

- Aesthetics – scenic vista, visual character, and light and glare
- Agricultural Resources – loss of farmland and removal of Williamson Act Contract land.
- Air Quality – criteria pollutant emissions and exposure of sensitive receptors to substantial pollutant concentrations
- Noise – exceed noise standards
- Public Services and Recreation - construction of public facilities would have an adverse physical effect on the environment
- Transportation – potentially exceed thresholds of levels of service on roadways in conflict with General Plan
- Utility and Service Systems – construction of water, wastewater, and electric, natural gas, and telecommunications facilities that could cause substantial environmental impacts.

1.2.5 Lead Agency, Responsible and Trustee Agencies

The lead agency for the proposed project is the City of Madera. The City is the public agency that has the principal responsibility for certifying the EIR, approving or carrying out the project, or disapproving the project.

The responsible agencies are State and local public agencies other than the lead agency that have authority to carry out or approve a project or that are required to approve a portion of a project for which the lead agency is preparing or has prepared an EIR or Negative Declaration. There are no

agencies other than the City of Madera that have approval or permitting authority for the adoption of the proposed project, except that Madera LAFCo approval would be required for annexation to allow for implementation of the Specific Plan including development of the proposed maps. It is anticipated that the Madera LAFCo would use this EIR in its decision-making process as required under CEQA.

In addition, implementation of the proposed Specific Plan would involve many responsible agencies depending upon the specifics of the subsequent projects. Following are some of the agencies that could be required to act as responsible agencies for subsequent projects:

- California Air Resources Board (CARB)
- California Department of Conservation
- California Department of Fish and Wildlife
- California Department of Forestry and Fire Protection
- California Department of Housing and Community Development
- California Department of Parks and Recreation
- California Department of Transportation (Caltrans)
- California Department of Transportation (Caltrans), Division of Aeronautics
- California Department of Toxic Substances Control
- California Public Utilities Commission
- California State Office of Historic Preservation
- California State Lands Commission
- California State Water Resources Control Board
- Central Valley Regional Water Quality Control Board
- County of Madera
- Madera County Transportation Commission
- Madera Local Area Formation Commission
- Madera Irrigation District (if applicable)
- Madera County Mosquito and Vector Control District
- San Joaquin Valley Unified Air Pollution Control Agency
- Madera Unified School District
- U.S. Fish and Wildlife Service
- United States Army Corps of Engineers

1.3 SUMMARY OF PROJECT ALTERNATIVES

Below is a summary of the alternatives that were considered and evaluated in Chapter 6.0, Alternatives to the Proposed Project. The analysis of alternatives determined that Alternative 3, Reduced Project Alternative, would be the environmentally superior alternative when compared to the proposed project. Overall, the Reduced Project Alternative would lessen significant environmental impacts or result in impacts similar to those associated with the proposed project, while achieving some, but not all, of the Project Objectives.

1.3.1 No Project Alternative

Under this alternative, no development identified in the proposed Specific Plan would occur, and the Specific Plan Area would continue to be used for agricultural production within an unincorporated area of Madera County. Although the City includes the proposed Specific Plan Area within the Urban Growth Boundary, the proposed Specific Plan Area is located outside of the City limits. Under this Alternative no construction activities or long-term operations associated with the proposed Specific Plan would occur.

1.3.2 Low Density Residential Alternative

Under this alternative, the proposed Specific Plan would be implemented with residential zoning and densities that would be consistent with the City's residential zoning for low density. The City's residential zoning densities for low density range from 3 units to 7 units per acre. For the purpose of this analysis, an average of five units per acre was used to provide a reasonable estimate of development that could occur within the Specific Plan Area. In addition, the acreages identified in the proposed Specific Plan as Village Mixed Use (120 acres) and Village Business Park (30 acres), would be reallocated to low density residential, for a total of approximately 1,521 acres of low density residential acres with a total buildout of approximately 7,600 residential units. Acreages for Parks and Recreation, Natural Areas along the Fresno River, Elementary School Sites, and Major Roadways would be the same as the proposed Specific Plan.

1.3.3 Reduced Project Alternative

Under this alternative approximately 7,600 residential units would be constructed but the mixed-use development occurring within the Specific Plan Area would be removed to reduce potential significant and adverse environmental impacts related to air quality resulting from construction, greenhouse gas emissions, vehicle-generated noise, and conflicts with roadway policies. In addition, 500 acres of agricultural land would be preserved within the Specific Plan Area site to reduce significant and unavoidable impacts related to agricultural conversion that would result from implementation of the proposed Specific Plan. This alternative would likely preserve agricultural land uses in the Southwest Neighborhood area where Williamson Act Contracts are still in place and in the Northwest Neighborhood to ensure that compatibility with the Madera County ALUCP. This alternative was selected to allow for a mix of residential densities within the Specific Plan Area, and to preserve agricultural land uses that would be developed under the proposed Specific Plan.

For the purpose of the analysis in the EIR, acreages identified for the Village Mixed Use district (120 acres), Village Business Park (30 acres), Village Parks and Recreation (64 acres), Village Country Estates (36 acres), Village Low Density (145 acres), and Village High Density (105 acres) would be reallocated to agriculture land uses. This would result in a total of 500 acres of agriculture land uses and a total buildout of 7,601 residential units in the Specific Plan Area. Land uses identified as Village Medium Density, Village Open Space, Village Public Facilities, and Major Roadways would be the same as the proposed Specific Plan.

1.4 AREAS OF CONTROVERSY

Pursuant to CEQA Guidelines Section 15123(b), a summary section includes a discussion of areas of controversy known to the lead agency, including issues raised by agencies and the public. In response to the notice of preparation, the City received seven comment letters regarding the following areas of controversy.

- Agriculture – loss of active agriculture within the Specific Plan Area
- Hydrology – flood protection relative to the Fresno River
- Land Use and Planning – closure of Runway 8-26 of the Madera Municipal Airport
- Transportation – increases in traffic outside of the Specific Plan Area and vehicle miles traveled (VMT)
- Utilities and Service Systems – availability of water supplies and groundwater sustainability

1.5 PUBLIC REVIEW OF THE DRAFT EIR

Upon completion of this Draft EIR, the City of Madera prepared and filed a Notice of Completion (NOC) with the California Office of Planning and Research/State Clearinghouse to begin the public review period (Public Resources Code, Section 21161). Concurrent with the NOC, the City of Madera distributed a Notice of Availability (NOA) in accordance with Section 15087 of the CEQA Guidelines. The NOA was mailed to the organizations and individuals who previously requested such a notice to comply with Public Resources Code Section 21092(b)(3). This Draft EIR was distributed to the California Office of Planning and Research/State Clearinghouse in accordance with Section 15206 of the CEQA Guidelines. This Draft EIR was also published in the Madera Tribune newspaper to comply with Section 15087(a) of the State CEQA Guidelines and was distributed to affected agencies, surrounding cities and municipalities, and all interested parties. During the public review period, this Draft EIR, including the appendices, is available for review at the following location:

City of Madera Planning Department
205 West 4th Street
Madera, CA 93637
Monday through Friday: 8:00 a.m. to 5:00 p.m.
Saturday and Sunday: Closed

In addition, the Draft EIR, including the appendices, is available for review at the following City of Madera website: <https://www.madera.gov/home/departments/planning/>

Agencies, organizations, individuals, and all other interested parties not previously contacted, or who did not respond to the NOP/IS or attended the scoping meeting, currently have the opportunity to comment on this Draft EIR during the 45-day public review period. Written comments on this Draft PEIR should be addressed to:

Gary Conte, AICP, Planning Manager
City of Madera Planning Department
205 West 4th Street
Madera, CA 93637
gconte@madera.gov

Written comments submitted on this Draft EIR via email must be 25 megabytes or less in total size (incoming mail limitations). Written comments submitted via email must include the following subject title: “**Villages at Almond Grove Draft EIR Comment Letter.**” Any attachments to the email must be in Adobe Portable Document Format (PDF). Written comments submitted to the City via email must be follow-up with an original signed printed letter of the written comments mailed to the City of Madera Planning Department.

Upon completion of the public review period, written responses to all substantive environmental issues raised will be prepared and made available for review at least 10 days prior to the public hearing on the project before the City of Madera City Council, at which the certification of the EIR will be considered. Comments received and the responses to comments will be included as part of the record for consideration by decision-makers for the project.

1.6 EXECUTIVE SUMMARY MATRIX

Table 1.A below summarizes the impacts, mitigation measures, and resulting level of significance after mitigation for the relevant environmental issue areas evaluated for the proposed Specific Plan. Table 1.A is intended to provide an overview; narrative discussions for the issue areas are included in the corresponding sections of this Draft EIR. Table 1.A is included in the Draft EIR pursuant to CEQA Guidelines Section 15123(b)(1).

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.1: AESTHETICS			
AES-1: The proposed project would have a substantial adverse effect on a scenic vista.	Potentially Significant Impact.	No feasible mitigation measures are available.	Significant and Unavoidable Impact.
AES-2: The proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	No Impact.	No mitigation is required.	No Impact.
AES-3: The proposed project would 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), and due to the location of the project in an urbanized area, the project would conflict with applicable zoning and other regulations governing scenic quality.	Potentially Significant Impact.	No feasible mitigation measures are available.	Significant and Unavoidable Impact.
AES-4: The project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	Potentially Significant Impact.	Mitigation Measure AES-4: During Development Plan review of future discretionary projects developed under the Specific Plan, the City shall ensure that proposed projects demonstrate that the lighting guidelines identified in the Specific Plan are implemented through preparation of a lighting plan. The lighting plan shall be approved by the City of Madera Community Development Director or designee.	Significant and Unavoidable Impact.
AES-5: The proposed project, in combination with past, present, and reasonably foreseeable projects, would contribute to a significant cumulative impact with respect to aesthetics.	Potentially Significant Impact.	Refer to Mitigation Measures AES-4, above.	Significant and Unavoidable Impact.
4.2: AGRICULTURE AND FORESTRY			
AG-1: The project would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to non-agricultural use.	Potentially Significant Impact.	No feasible mitigation measures are available.	Significant and Unavoidable Impact.

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
AG-2: The project would conflict with existing zoning for agricultural use, or a Williamson Act contract.	Potentially Significant Impact.	No feasible mitigation measures are available.	Significant and Unavoidable Impact.
AG-3: The project would not 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.	No mitigation is required.	No impact.
AG-4: The project would not result in the loss of forest land or conversion of forest land to non-forest use.	No impact.	No mitigation is required.	No impact.
AG-5: The project would not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
AG-6: The project, in combination with past, present, and reasonably foreseeable projects, would result in significant cumulative impacts with respect to agricultural resources.	Potentially Significant Impact.	No feasible mitigation measures are available.	Significant and Unavoidable Impact.
4.3: AIR QUALITY			
AQ-1: The project would not conflict with or obstruct implementation of the applicable air quality plan	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
AQ-2: Implementation of the Specific Plan would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or State ambient air quality standards.	Potentially Significant Impact.	<p>Mitigation Measure AIR-2.1: Consistent with San Joaquin Valley Air Pollution Control District (SJVAPCD) Regulation VIII (Fugitive PM10 Prohibitions) and in order to reduce construction equipment emissions to the extent feasible, the following controls shall be included as specifications for the proposed Specific Plan and implemented during construction:</p> <ul style="list-style-type: none"> All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover. All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or 	Significant and Unavoidable Impact.

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>chemical stabilizer/suppressant.</p> <ul style="list-style-type: none"> • All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking. • When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained. • All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.) • Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emission utilizing sufficient water or chemical stabilizer/suppressant. • The project contractor shall require all off-road diesel-powered construction equipment of greater than 50 horsepower used for the project meet the California Air Resources Board (CARB) Tier 4 emissions standards or better. • The project contractor shall require the use of electric air compressors, cranes, excavators, forklifts, generator sets, and welders. <p>Mitigation Measure AIR-2.2: Prior to issuance of a building permit, the City of Madera Community Development Director or designee shall identify project design details and specifications, where feasible, to document implementation and compliance with the following emission reduction measures. Implementation of the following measures is considered to be applicable, feasible, and effective in reducing criteria pollutant emissions generated by the project:</p>	

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • All Project Applicants shall provide Class I and Class II bicycle parking/storage facilities on-site. Bicycle parking facilities should be near destination points and easy to find. At least one bicycle parking space for every 20 vehicle parking spaces. • All employers shall provide shower and locker facilities to encourage employees to bike and/or walk to work, typically one shower and three lockers for every 25 employees. • All apartment complexes or condominiums without garages shall provide Class I bicycle parking. • All Project Applicants shall install Class I or II bike lanes on arterial/collector streets, or where a suitable route exists. • All Project Applicants shall provide building access and paths which are physically separated from street parking lot traffic and that eliminate physical barriers such as walls, berms, landscaping and slopes that impede the use of pedestrians, bicycle facilities, or public transportation vehicles. • All Project Applicants shall provide continuous sidewalks separated from the roadway by landscaping and on street parking. • All Project Applicants shall provide on and off-site pedestrian facility improvements such as trails linking them to designated pedestrian commuting routes and/or on-site overpasses and wider sidewalks. • All Project Applicants shall link cul-de-sacs and dead-end streets to encourage pedestrian and bicycle travel. • All Project Applicants shall provide traffic reduction modifications to project roads, such as: narrower streets, speed platforms, bulb-outs and intersection modifications designed to reduce vehicle speeds and to encourage pedestrian and bicycle travel. • All Project Applicants shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. • All Project Applicants shall provide pedestrian access between bus service and major transportation points and to destination 	

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>points within the project.</p> <ul style="list-style-type: none"> • All Project Applicants shall provide a display case or kiosk displaying transportation information in a prominent area accessible to employees, residents, or visitors. • All Project Applicants shall display bike route maps, bus schedules, and any other transportation information such as carpooling and car sharing. • All Project Applicants shall design projects using models by the Local Government Commission (LGC) in the “Smart Growth Guidebook,” such as: street block patterns that from an interconnected grid, short block faces, numerous alleys, and narrow streets. • All Project Applicants shall develop and implement parking pricing strategies, such as charging parking lot fees to low occupancy (single occupant vehicles) vehicles. • All Project Applicants shall provide preferential parking spaces near the entrance of buildings for those who carpool/vanpool/rideshare and provide signage. • All Project Applicants shall install efficient heating, and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces, and boiler units beyond Title 24 requirements. • All Project Applicants shall use solar or low-emission water heaters and use central water heaters. • All Project Applicants shall improve the thermal integrity/efficiency of buildings, and reduce the thermal load with automated and timed temperature controls or occupant sensors. • All Project Applicants shall orient buildings to take advantage of solar heating and natural cooling and use passive solar designs. • All employers shall implement at least one of the following: provide a guaranteed ride home; provide a carpool support system; provide a car-sharing services support system; provide a ride share program; employ or appoint an Employee 	

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>Transportation Coordinator; provide incentives to employees to carpool/vanpool, take public transportation, telecommute, walk, and/or bike; participate in an employee "flash-pass" program, which provides free travel on transit buses; or provide transit pass subsidy and/or commute alternative allowance.</p> <ul style="list-style-type: none"> If feasible, employers shall implement alternative work schedules such as compressed workweek schedules where weekly work hours are compressed into fewer than five days. 	
AQ-3: Implementation of the Specific Plan could expose sensitive receptors to substantial pollutant concentrations.	Potentially significant impact.	Mitigation Measure AIR-3.1: Prior to the approval of any construction or building permits for new development proposed under the Specific Plan, the Director of the City of Madera Planning Department or designee shall ensure that when construction occurs within 500 feet of existing residences, the project contractor(s) shall utilize construction equipment rated by the United States Environmental Protection Agency (USEPA) as having Tier 4 (model year 2008 or newer) emission limits. The construction equipment shall be properly serviced and maintained in accordance with manufacturer recommendations.	Significant and Unavoidable Impact.
AQ-4: The project would not result in significant odors that could adversely affect a substantial number of people.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
AQ-5: The project in combination with other projects, would contribute to a significant cumulative impact related to air quality.	Potentially Significant Impact.	Refer to Mitigation Measures AIR-2.1 and AIR-2.2.	Significant and Unavoidable Impact.
4.4: BIOLOGICAL RESOURCES			
BIO-1: The project would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	Potentially significant impact.	<p>Mitigation Measure BIO-1.1: Prior to the issuance of grading permits, the following measures shall be implemented to reduce potential impacts to western burrowing owls:</p> <ul style="list-style-type: none"> Preconstruction surveys for western burrowing owls shall be conducted by a qualified biologist in accordance with the California Department of Fish and Wildlife (CDFW) 2012 Staff Report on Burrowing Owl Mitigation, or the most current guidelines. If burrowing owls are identified during the preconstruction survey, avoidance of occupied burrows during the breeding 	Less than Significant Impact.

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>season shall be implemented or passive exclusion, per CDFW’s 2012 Staff Report on Burrowing Owl Mitigation, or the most current guidelines (installing one-way doors in burrow openings during the non-breeding season to temporarily exclude burrowing owls, or permanently exclude burrowing owls and close burrows after verifying burrows are empty by site monitoring and scoping) shall be implemented), .</p> <ul style="list-style-type: none"> • Following construction activities, all areas temporarily impacted during Project construction and not identified for future development, shall be restored to pre-construction contours and revegetated with native species as specified in Table 4.4.B. <p>Mitigation Measure BIO-1.2: Prior to the issuance of grading permits, the following measures shall be implemented to reduce potential impacts to Swainson’s hawks:</p> <ul style="list-style-type: none"> • If construction begins during the nesting season (February 1 through August 31), an early season preconstruction survey for nesting Swainson’s hawks shall be conducted between January and March in the Biological Study Area (BSA) for the Specific Plan Area and immediate vicinity (an approximately 0.25 mi radius) by a qualified biologist when tree foliage is relatively sparse and nests are easy to identify. A second preconstruction survey for nesting Swainson’s hawks shall be conducted in the BSA and immediate vicinity (an approximately 0.25 mile radius) by a qualified biologist no more than 14 days prior to initiation of earthmoving activities. • If nesting Swainson’s hawks are found within the survey area, a qualified biologist shall evaluate the potential for the project to disturb nesting activities. The California Department of Fish and Wildlife (CDFW) shall be contacted to review the evaluation and determine if the project can proceed without adversely affecting nesting activities. CDFW shall also be consulted to establish protection measures such as buffers. • Disturbance of active nests shall be avoided until it is determined by a qualified biologist that nesting is complete 	

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>and the young have fledged, or that the nest has failed. If work is allowed to proceed, at a minimum, a qualified biologist shall be on-site during the start of construction activities during the nesting season to monitor nesting activity. The monitor shall have the authority to stop work if it is determined the project is adversely affecting nesting activities.</p> <ul style="list-style-type: none"> • Following construction, all fill slopes, temporary impact and/or otherwise disturbed areas not identified for future development shall be restored to preconstruction contours and revegetated with the native seed mix specified in Table 4.4.C. <p>Mitigation Measure BIO-1.3: Prior to the issuance of grading permits, the following measures shall be implemented to reduce potential impacts to northern harrier, California horned lark, and other nesting birds:</p> <ul style="list-style-type: none"> • If construction begins during the nesting season (February 1 through August 31), a qualified biologist shall survey all suitable nesting habitat in the Biological Survey Area (BSA) of the Specific Plan Area for presence of nesting birds. This survey shall occur no more than 10 days prior to the start of construction. If no nesting activity is observed, work may proceed as planned. If an active nest is discovered, a qualified biologist shall evaluate the potential for the proposed project to disturb nesting activities. The evaluation criteria shall include, but are not limited to, the location/orientation of the nest in the nest tree, the distance of the nest from the BSA, the line of sight between the nest and the BSA, and the feasibility of establishing no-disturbance buffers. • If work is allowed to proceed, a qualified biologist shall be on-site weekly during construction activities to monitor nesting activity. The biologist shall have the authority to stop work if it is determined the project is adversely affecting nesting activities. Weekly monitoring shall continue until any young have fledged or the nest fails (as determined by the qualified biologist). 	

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
BIO-2: The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
BIO-3: The project would 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.	Potentially Significant Impact.	<p>Mitigation Measure BIO-3: The following measures shall be implemented once specific development plans are submitted and prior to the issuance of grading permits to mitigate potential impacts to aquatic resources:</p> <ul style="list-style-type: none"> • A jurisdictional delineation shall be performed to determine if any or all of the aquatic features in the Biological Survey Area (BSA) of the Specific Plan Area should be considered jurisdictional by the Army Corps of Engineers (ACOE). The jurisdictional delineation shall be submitted to the ACOE for verification or concurrence. • If the results of the jurisdiction delineation determine that any of the aquatic features in the BSA are jurisdictional waters, and the Project would result in permanent or temporary impacts to those waters, the project proponent shall obtain any necessary regulatory permits prior to the commencement of ground disturbing activities. • If the project would result in the loss of wetlands and/or non-wetland waters, mitigation shall be accomplished by purchasing credits at an approved mitigation bank, payment of in-lieu fees, or a combination of these methods, as determined by the City of Madera. Mitigation ratios shall be at least 1:1. 	Less Than Significant Impact.
BIO-4: The project would not 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.	No mitigation is required.	Less than Significant Impact.
BIO-5: The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
BIO-6: The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
BIO-7: The project would have a substantial adverse cumulative effect on state or federally protected wetlands.	Potentially Significant Impact.	Refer to Mitigation Measures BIO-1.1 through BIO-1.3 and Mitigation Measure BIO-3.	Less Than Significant Impact.
4.5: CULTURAL RESOURCES			
CUL-1: The project could cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines.	Potentially Significant Impact.	Mitigation Measure CUL-1: Prior to the issuance of grading permits for development occurring within APN 030-170-009 and APN 0303-070-004, formal evaluations of the existing canal segments and buildings shall be completed by a qualified historic resources consultant for eligibility for inclusion in the California Register of Historical Resources (CRHR) to assess whether or not they qualify as historic resources under Public Resources Code Section 21084.1. If the resources are determined to be unique historical resources, measures shall be identified by the qualified historic resources consultant monitor and recommended to the City. Appropriate measures for significant resources could include, but are not limited to, avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.	Less Than Significant Impact.
CUL-2: The project could cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5 of the CEQA Guidelines.	Potentially Significant Impact.	Mitigation Measure CUL-2.1: To identify if an archaeological resource is present and if it meets the definition of a historical resource under the California Environmental Quality Act (CEQA), or a unique archaeological resource under Public Resources Code Section 21083.2 located in the southeastern portion of the Specific Plan Area, additional investigation including a field survey and an archaeological sensitivity analysis shall be conducted prior to the initiation of ground-disturbing activities. For projects associated with the Specific Plan that are located in areas with moderate or higher sensitivity for buried archaeological resources as identified by the archaeological sensitivity analysis, subsurface testing shall be conducted to minimize possible disturbance to or inadvertent discoveries of archaeological deposits. A qualified archaeologist shall develop a monitoring plan based on depth of	Less Than Significant Impact.

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>the excavation and data from subsurface testing to be submitted to the City of Madera Community Development Director or designee. The monitoring plan shall include observation of ground disturbing activities (such as grading, trenching and boring) to be focused in areas that are most likely to contain buried resources. The archaeologist shall limit on-site monitoring to only areas where depth of excavation and information from subsurface testing suggests that sensitive resources may be encountered.</p> <p>Mitigation Measure CUL-2.2: If deposits of precontact or historic-period archaeological materials are encountered during construction activities, all work within 25 feet of the discovery shall be redirected and a qualified archaeologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any archaeological materials. Archaeological materials can include flaked-stone tools (e.g., projectile points, knives, and choppers) or obsidian, chert, basalt, or quartzite toolmaking debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, bones, and other cultural materials); and stone-milling equipment (e.g., mortars, pestles, and handstones). Precontact archaeological sites often contain human remains. Historic-period materials can include wood, stone, concrete, or adobe footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, metal, and other refuse.</p> <p>If deposits of precontact or historic-period archaeological materials are encountered and cannot be avoided, they shall be evaluated in consultation with the City and a qualified archaeologist. If the discovery is precontact in nature, geographically affiliated tribal representatives shall be consulted as part of this process. If the deposit meets the definition of a historical resource, unique archaeological resource, or tribal</p>	

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>cultural resource under the California Environmental Quality Act (CEQA), significant impacts to the deposit will need to be avoided or appropriate treatment established. If treatment is required, a plan shall be developed in consultation with applicable parties to mitigate, avoid, or minimize significant impacts to these types of resources. Treatment may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits; recording the resource; preparation of a report of findings; accessioning recovered archaeological materials at an appropriate curation facility; and community outreach. All reports produced as part of the evaluation and treatment of cultural resources identified during the project shall be submitted to the City and the Southern San Joaquin Valley Information Center (SSJVIC).</p>	
<p>CUL-3: The project could disturb human remains, including those interred outside of formal cemeteries.</p>	<p>Potentially Significant Impact.</p>	<p>Mitigation Measure CUL-3: The following procedures shall be implemented in the event that human remains are identified during project activities:</p> <ul style="list-style-type: none"> • If human remains are encountered during project activities, work within 25 feet of the discovery shall be redirected and the Madera County Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission (NAHC) will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. • The archaeologist shall prepare a report that provides recommendations for the treatment of the human remains and any associated cultural materials as well as proposed or implemented methods and results from excavation and analysis. Treatment of the remains and associated cultural materials shall be done in coordination with the 	<p>Less Than Significant Impact.</p>

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		recommendations of the MLD and City. The final report shall be submitted to the Southern San Joaquin Valley Information Center (SSJVIC).	
CUL-4: The project could result in a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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.	Potentially Significant Impact.	Refer to Mitigation Measures CUL-2.1 and CUL-2.2.	Less Than Significant Impact.
CUL-5: The proposed project, in combination with past, present, and reasonably foreseeable projects, could result in cumulative impacts to cultural resources.	Potentially Significant Impact.	Refer to Mitigation Measures CUL-1, CUL-2.1, CUL-2.2, and CUL-3.	Less Than Significant Impact.
4.6: ENERGY			
EN-1: The project would increase energy consumption during the operational phase.	Potentially Significant Impact.	Mitigation Measure EN-1.1: Prior to approval of building permits, the Community Development Director or designee shall ensure that the energy efficiency strategies identified in the Specific Plan are incorporated project construction documents. These energy efficient strategies include, but are not limited to the following: <ul style="list-style-type: none"> • Provide natural lighting, where feasible, to reduce reliance on artificial lighting. • Use Low-E or EnergyStar windows. • Use high-efficiency lighting systems with advanced lighting controls. For nonresidential buildings, consider providing motion sensors tied to dimmable lighting controls. Task lighting may be used to reduce general overhead light levels. • Use a properly sized and energy-efficient heat/ cooling system in conjunction with a thermally efficient building shell. Consider using light colors for roofing and wall finish materials, and installing high R-value wall and ceiling insulation. • Implement some of the strategies of the EnergyStar program. • For retail, commercial and office uses, use light colored roofing with a high solar reflectance to reduce the heat island effect from roofs. 	Less Than Significant Impact.

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> In retail, commercial and office development, encourage the provision of preferred parking spaces for hybrid, fuel cell, electric and/or other fuel efficient vehicles. 	
EN-2: The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less Than Significant Impact.	No mitigation is required.	Less Than Significant Impact.
EN-3: The project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to energy.	Less Than Significant Impact.	No mitigation is required.	Less Than Significant Impact.
4.7: GEOLOGY AND SOILS			
GEO-1: The project could directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: a. 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 California Geological Survey Special Publication 42.); b. Strong seismic ground shaking; c. Seismic-related ground failure, including liquefaction; or d. Landslides.	Potentially Significant Impact.	Mitigation Measure GEO-1.1: Consistent with Section 1803 of the California Building Code and Section 10-2.402.3 of the City of Madera Municipal Code, prior to approval of a tentative subdivision map and for other types of structures, a preliminary soils report shall be reviewed and approved by the City of Madera Community Development Director and City Engineer or their designees. As a part of the geotechnical investigations, testing of samples from subsurface investigations is required, such as from borings or test pits. Investigations shall be conducted by a registered design professional and involve in situ-testing, laboratory testing, or engineering calculations. Studies shall be done as needed to evaluate slope stability, soil strength, position, and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness. The geotechnical investigation shall provide recommendations to be incorporated into final plans and/or improvement plans, if required, to ensure compliance with the UBC and CBC	Less Than Significant Impact.
GEO-2: The project could not result in substantial soil erosion or the loss of topsoil.	Potentially Significant Impact.	Refer to Mitigation Measures GEO-1.1	Less Than Significant Impact.
GEO-3: The project could 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.	Potentially Significant Impact.	Refer to Mitigation Measures GEO-1.1	Less Than Significant Impact.

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
GEO-4: The project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property.	Less Than Significant Impact.	No mitigation is required.	Less Than Significant Impact.
GEO-5: The project does not contain soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.	No impact.	No mitigation is required.	No Impact.
GEO-6: The project may directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Potentially Significant Impact.	<p>Mitigation Measure GEO-6.1: The following measures shall be implemented to reduce potential impacts to paleontological resources:</p> <ul style="list-style-type: none"> In the event that unique paleontological/geological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified paleontologist shall be consulted to determine whether the resource requires further study. The qualified paleontologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to, excavation of the finds and evaluation of the finds. If the resources are determined to be significant, mitigation measures shall be identified by the monitor and recommended to the City. Appropriate mitigation measures for significant resources could include avoidance or capping or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the City approves the measures to protect the identified resources. If unique paleontological/geological resources are found during the field survey, the resources shall be inventoried and evaluated for significance. If the resources are found to be significant, mitigation measures shall be identified by the qualified paleontologist. Similar to above, appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. In addition, 	Less Than Significant Impact.

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		appropriate mitigation for excavation and construction activities in the vicinity of the resources found during the field survey or literature review shall include a paleontological monitor. The monitoring period shall be determined by the qualified paleontologist. If additional paleontological/ geological resources are found during excavation and/or construction activities, the procedure identified above for the discovery of unknown resources shall be followed.	
GEO-7: The proposed project, in combination with past, present, and reasonably foreseeable projects, would result in significant cumulative impacts with respect to paleontological resources.	Potentially Significant Impact.	Refer to Mitigation Measures GEO-6.1.	Less than Significant Impact
4.8: GREENHOUSE GAS EMISSIONS			
GHG-1: The project could generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Potentially Significant Impact.	<p>Mitigation Measure GHG-1.1: Prior to issuance of grading permits, applicants shall submit to the City of Madera Planning Department a Greenhouse Gas Reduction Plan, or proof of compliance with the City’s Climate Action Plan (CAP), referencing construction plans details and specifications to document implementation and compliance with the following applicable CAP measures. Implementation of the following CAP measures is considered to be applicable, feasible, and effective in reducing greenhouse gas emissions generated by the project:</p> <ul style="list-style-type: none"> • Exceed Title 24 Energy Efficiency Building Standards, meet State Green Building Standards voluntary tier levels, become Leadership in Energy and Environmental Design (LEED) Greenpoint rated, or ENERGY STAR rated. • Install solar photovoltaic (PV) systems or solar hot water heaters. • Provide safe routes to adjacent transit stops. • Finance and/or construct bus turnouts and shelters where transit demand warrants such improvements. • Provide public transit vouchers to employees. • Include alternative fueling stations or electric vehicle (EV) charging stations. • By 2020, ensure construction contractors employ five percent 	Less than Significant Impact.

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		of construction vehicles/equipment that utilize new technologies (i.e., repowered engines, electric drive trains), California Air Resources Board (CARB)-approved low carbon fuel, or are electrically-powered. By 2030, ensure construction contractors employ 10 percent of construction vehicles/equipment that utilize new technologies, CARB-approved low carbon fuel, or are electrically-powered. <ul style="list-style-type: none"> • Include low-maintenance native landscaping or xeriscaping. 	
GHG-2: The project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	Potentially Significant Impact.	Refer to Mitigation Measure GHG-1.1.	Less Than Significant Impact.
GHG-3: The proposed project, in combination with past, present, and reasonably foreseeable projects, would result in significant cumulative impacts with respect to greenhouse gas emissions.	Potentially Significant Impact.	Refer to Mitigation Measure GHG-1.1.	Less Than Significant Impact.
4.9: HAZARDS AND HAZARDOUS MATERIALS			
HAZ-1: Implementation of the proposed Specific Plan could result in the demolition of existing structures that may potentially expose the public or environment to hazardous building materials.	Potentially Significant Impact.	Mitigation Measure HAZ-1: Prior to the issuance of demolition permits related to new development proposed under the Specific Plan, asbestos and lead based paint (LBP) surveys shall be conducted in order to determine the presence or absence of asbestos-containing materials (ACMs) and/or LBP within existing structures to be removed. Removal by property owners and/or future developers of LBP, friable ACMs, and non-friable ACMs that have the potential to become friable during demolition, shall be outlined in an inspection report to be submitted for approval by the City of Madera Community Development Director or designee, to conform to the standards set forth by the National Emissions Standards for Hazardous Air Pollutants (NESHAPs). The San Joaquin Valley Air Pollution Control District (SJVAPCD) shall be notified by the property owners and/or future developers of properties (or their designee(s)) prior to any demolition and/or renovation activities.	Less Than Significant Impact.

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
HAZ-2: The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment.	Less Than Significant Impact.	No mitigation is required.	Less Than Significant Impact.
HAZ-3: The project would not 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.	No mitigation is required.	Less Than Significant Impact.
HAZ-4: The project could 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 create a significant hazard to the public or the environment.	Less Than Significant Impact.	No mitigation is required.	Less Than Significant Impact.
HAZ-5: The project would be 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, and would not result in a safety hazard for people residing or working in the project area.	Less Than Significant Impact.	No mitigation is required.	Less Than Significant Impact.
HAZ-6: The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Less Than Significant Impact.	No mitigation is required.	Less Than Significant Impact.
HAZ-7: The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.	Less Than Significant Impact.	No mitigation is required.	Less Than Significant Impact.
HAZ-8: : The proposed project, in combination with past, present, and reasonably foreseeable projects would not result in significant cumulative impacts with respect to implementation of adopted emergency response plan or emergency evacuation.	Less Than Significant Impact.	No mitigation is required.	Less Than Significant Impact.

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.10: HYDROLOGY AND WATER QUALITY			
HYD-1: The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality	Less Than Significant Impact.	No mitigation is required. Regulatory Compliance Measure would be implemented: Regulatory Compliance Measure HYD-1: Prior to approval of each subsequent Specific Plan grading permit, grading plans must be prepared for and approved by the City of Madera Engineering Department and must be in compliance with the General Construction Permit including implementation of SWPPPs with specific BMPs to minimize pollution of stormwater. BMPs shall follow City of Madera Storm drainage BMPs and Storm Drainage Management Plan. The City shall also review and confirm compliance with Statewide National Pollutant Discharge Elimination System (NPDES) permits for construction runoff and municipal storm drain systems (MS4) provisions of water quality control measures.	Less Than Significant Impact.
HYD-2: The project would not 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.	No mitigation is required.	Less Than Significant Impact.
HYD-3: The project would not 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.	Less Than Significant Impact.	No mitigation is required.	Less Than Significant Impact.
HYD-4: The project would not release of pollutants due to project inundation in a flood hazard, tsunami, or seiche zones.	Less Than Significant Impact.	No mitigation is required.	Less Than Significant Impact.
HYD-5: The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (SGMA).	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
HYD-6: The proposed project, in combination with past, present, and reasonably foreseeable projects, would not result in cumulative impacts to hydrology and hydrology.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.11: LAND USE AND PLANNING			
LU-1: The project would not physically divide an established community.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
LU-2: The project would be inconsistent Policy LU-14 related to the preparation of a Public Facilities Financing Plan (PFFP).	Potentially Significant Impact.	Mitigation Measure LU-2.1: Prior to adoption of the Specific Plan by the City, a Public Facilities Financing Plan (PFFP) shall be completed by the project applicant and approved by the Community Development Director or designee. The PFFP shall identify all infrastructure and public facilities required to support the Specific Plan area and shall identify associated costs and financing mechanisms to fund these facilities.	Less than Significant Impact.
LU-3: The proposed Specific Plan, in combination with past, present, and reasonably foreseeable projects, would result in significant cumulative impacts with respect to inconsistency with the General Plan regarding the creation of an agriculture buffer along the western edge of the City of Madera.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
4.12: MINERAL RESOURCES			
MIN-1: 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.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
MIN-2: The proposed project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
MIN-3: The proposed project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to mineral resources.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
4.13: NOISE			
NOI-1: The proposed project would generate 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 in other applicable local, State, or federal standards.	Potentially Significant Impact.	Mitigation Measure NOI-1.1: The project contractor shall implement the following measures during construction of the proposed project: <ul style="list-style-type: none"> Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards. 	Significant and Unavoidable Impact.

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the active project site. • Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all construction activities. • Ensure that all general construction related activities are restricted to between the hours of 6:00 a.m. and 8:00 p.m., consistent with the City’s Noise Ordinance. • Designate a “disturbance coordinator” at the City, at the expense of the project contractor, who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler) and would determine and implement reasonable measures warranted to correct the problem. <p>Mitigation Measure NOI-1.2: In order to comply with the City’s noise compatibility guidelines, prior to the issuance of grading permits, new development proposed under the Specific Plan shall require an acoustic study for approval by the Community Development Director or designee for all noise-sensitive projects located within the following traffic noise contours with noise levels greater than 60 dBA CNEL:</p> <ul style="list-style-type: none"> • Within 572 feet of Road 23 between Avenue 17 and Project Driveway 3; • Within 507 feet of Road 23 between Project Driveway 3 and Avenue 16; • Within 517 feet of Road 23 between Avenue 16 and Cleveland Avenue; • Within 533 feet of Road 23 between Cleveland Avenue and Project Driveway 4; • Within 501 feet of Road 23 between Project Driveway 4 and Project Driveway 5; 	

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Within 504 feet of Road 23 between Project Driveway 5 and Avenue 14 ½; • Within 84 feet of Avenue 17 between Road 22 and Project Driveway 1; • Within 246 feet of Avenue 17 between Project Driveway 1 and Road 23; • Within 50 feet of Avenue 16 between Road 22 and Project Driveway 2/Road 22 ½; • Within 263 feet of Avenue 16 between Project Driveway 2/Road 22 ½ and Road 23; • Within 449 feet of Cleveland Avenue between Road 23 and Project Driveway 6; • Within 452 feet of Cleveland Avenue between Project Driveway 6 and Westberry Boulevard; • Within 50 feet of Road 22 between Avenue 17 and Avenue 16; • Within 50 feet of Road 22 between Avenue 16 and Cleveland Avenue; • Within 50 feet of Road 22 south of Cleveland Avenue; • Within 50 feet of Cleveland Avenue between Road 22 and between Project Driveway 2/Road 22 ½; • Within 98 feet of Cleveland Avenue between Project Driveway 2/Road 22 ½ and Road 23; • Within 56 feet of Project Driveway 2/Road 22 ½ between Avenue 16 and Cleveland Avenue; Within 54 feet of Project Driveway 2/Road 22 ½ between Avenue 17 and Avenue 16; • Within 90 feet of Avenue 16 between Road 22 and Westberry Road; • Within 50 feet of Project Driveway 5 west of Project Driveway 2/Road 22 ½; • Within 50 feet of Project Driveway 5 east of Project Driveway 2/Road 22½; • Within 50 feet of Project Driveway 2/Road 22 ½ north of Project Driveway 5; • Within 119 feet of Project Driveway 4 east of Road 23; • Within 54 feet of Project Driveway 6 south of Cleveland 	

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>Avenue;</p> <ul style="list-style-type: none"> • Within 63 feet of Project Driveway 2/Road 22 ½ between Road 23 and Project Driveway 3; and • Within 103 feet of Project Driveway 4 between Project Driveway 2/Road 22 ½ and Road 23. <p>The acoustic study shall demonstrate that that interior noise levels in habitable rooms shall not exceed 45 dBA CNEL. Acoustical design features shall be incorporated into the proposed project design, which may include a combination of exterior features to reduce noise, such as berms/walls and/or architectural features such as Sound Transmission Class (STC) rated windows and doors. All STC ratings shall be shown on the building plans and incorporated into the construction of the proposed project. Once final architectural plans with the exterior-wall details and window types are available, a Final Acoustic Report shall be prepared by a qualified consultant to confirm that the interior living spaces of residential dwelling units will meet the City’s interior noise standard of 45 dBA CNEL (A weighted decibel Community Noise Equivalent Level) with windows and doors closed. If interior noise levels are still exceeded after the Final Acoustic Report is completed, additional design features shall be incorporated to meet the interior noise.</p> <p>Mitigation Measure NOI-1.3: In order to comply with the City’s General Plan non-transportation related noise standards and Municipal Code standards, prior to the issuance of grading permits, an acoustical study shall be prepared for any stationary sources of noise proposed under the Specific Plan. The stationary source noise study shall demonstrate that noise levels would be consistent with the Noise Ordinance standards outlined in Title III: Public Safety, Chapter 11: Noise Control and shall be approved by the City of Madera Community Development Director or designee.</p>	

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
NOI-2: The proposed project would generate excessive groundborne vibration or groundborne noise levels.	Potentially Significant Impact.	Mitigation Measure NOI-2.1: Prior to the approval of any construction or building permits for new development proposed under the Specific Plan, the City of Madera Community Development Director or designee shall ensure that construction plans include specifications that prohibit the use of heavy construction equipment within 15 feet of existing structures.	Less than Significant Impact.
NOI-3: 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, the proposed project would not expose people residing or working in the project area to excessive noise levels	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
NOI-4: The proposed project, in combination with past, present, and reasonably foreseeable projects, would not contribute to a significant impact related to noise.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
4.14: POPULATION AND HOUSING			
POP-1: The project would not 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.	No mitigation is required.	Less than Significant Impact.
POP-2: The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
POP-3: The proposed project would not contribute to a significant cumulative impact related to population and housing.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
4.15: PUBLIC SERVICES AND RECREATION			
PSR-1: The project would result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.	Potentially Significant Impact.	Refer to Mitigation Measures AES-4, AIR-2.1, AIR-2.2, AIR-3.1, BIO-1.1, BIO-1.2, BIO-1.3, BIO-3, CUL-1, CUL-2.1, CUL-2.2, CUL-3, EN-1.1, GEO-1.1, GEO-6.1, GHG-1.1, HAZ-1, RCM HYD-1, LU-2.1, NOI-1.1, NOI-1.2, NOI-1.3, NOI-2.1, UTL-1.1, UTL-1.2, and UTL-2.	Significant and unavoidable impact.

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
PSR-2: The project would result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.	Potentially Significant Impact.	Refer to Mitigation Measures AES-4, AIR-2.1, AIR-2.2, AIR-3.1, BIO-1.1, BIO-1.2, BIO-1.3, BIO-3, CUL-1, CUL-2.1, CUL-2.2, CUL-3, EN-1.1, GEO-1.1, GEO-6.1, GHG-1.1, HAZ-1, RCM HYD-1, LU-2.1, NOI-1.1, NOI-1.2, NOI-1.3, NOI-2.1, UTL-1.1, UTL-1.2, and UTL-2.	Significant and unavoidable impact.
PSR-3: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives;.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
PSR-4: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for park services.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
PSR-5: The project would result in substantial adverse physical impacts associated with the provision of new or physically altered facilities for other public facilities, need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives.	Potentially Significant Impact.	Refer to Mitigation Measures AES-4, AIR-2.1, AIR-2.2, AIR-3.1, BIO-1.1, BIO-1.2, BIO-1.3, BIO-3, CUL-1, CUL-2.1, CUL-2.2, CUL-3, EN-1.1, GEO-1.1, GEO-6.1, GHG-1.1, HAZ-1, RCM HYD-1, LU-2.1, NOI-1.1, NOI-1.2, NOI-1.3, NOI-2.1, UTL-1.1, UTL-1.2, and UTL-2.	Significant and unavoidable impact.
PSR-6: The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
PSR-7: The project would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	Potentially Significant Impact.	Refer to Mitigation Measures AES-4, AIR-2.1, AIR-2.2, AIR-3.1, BIO-1.1, BIO-1.2, BIO-1.3, BIO-3, CUL-1, CUL-2.1, CUL-2.2, CUL-3, EN-1.1, GEO-1.1, GEO-6.1, GHG-1.1, HAZ-1, RCM HYD-1, LU-2.1, NOI-1.1, NOI-1.2, NOI-1.3, NOI-2.1, UTL-1.1, UTL-1.2, and UTL-2.	Significant and unavoidable impact.
PSR-8: The project, in combination with past, present, and reasonably foreseeable projects, would result in cumulative impacts with respect to fire services, police services, park facilities, and other public facilities.	Potentially Significant Impact.	Refer to Mitigation Measures AES-4, AIR-2.1, AIR-2.2, AIR-3.1, BIO-1.1, BIO-1.2, BIO-1.3, BIO-3, CUL-1, CUL-2.1, CUL-2.2, CUL-3, EN-1.1, GEO-1.1, GEO-6.1, GHG-1.1, HAZ-1, RCM HYD-1, LU-2.1, NOI-1.1, NOI-1.2, NOI-1.3, NOI-2.1, UTL-1.1, UTL-1.2, and UTL-2.	Significant and unavoidable impact.
4.16: TRANSPORTATION			
TRA-1: The project would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.	Potentially Significant Impact.	Mitigation Measure TRA-1.1: As a condition of future project entitlements approved for projects within the Specific Plan Area, improvements identified in Table 9-A of the Traffic Impact Analysis (TIA) shall be implemented by the City.	Significant and unavoidable impact.
TRA-2: The proposed project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
TRA-3: The project would not 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.	No mitigation is required.	Less than Significant Impact.
TRA-4: The project would not result in inadequate emergency access	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
TRA-5: The proposed project would contribute to a significant cumulative impact related to transportation.	Potentially Significant Impact.	No feasible mitigation measures are available.	Significant and unavoidable impact.
4.17: UTILITIES			
UTL-1: The project would 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	Potentially Significant Impact.	Mitigation Measure UTL-1.1: Prior to the issuance of each grading permit for projects within the Specific Plan Area, the City shall ensure that the Infrastructure Master Plan for the Specific Plan is implemented and that General Plan policies requiring capacity analyses of service systems are completed. Mitigation Measure UTL-1.2: Prior to the issuance of each grading permit for projects within the Specific Plan Area, and consistent with policies of the General Plan, the City shall review the City's wastewater facility capacity and shall prepare	Significant and unavoidable impact.

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		environmental review, consistent with the California Environmental Quality Act, and analysis for any future off-site wastewater facility expansions and improvements required to support development of the Specific Plan. The CEQA analysis shall be completed prior to approval of each development project.	
UTL-2: The project could have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years	Potentially Significant Impact.	Mitigation Measure UTL-2: Prior to issuance of each grading permit for projects within the Specific Plan Area, the City shall review water supplies available at the time and ensure that the required groundwater facilities, including replacing and increasing depth of groundwater wells, and the use of reclaimed water as identified in the City's Water Master Plan are adequate to serve the project.	Less than Significant Impact.
UTL-2: The project would 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.	No mitigation is required.	Less than Significant Impact.
UTL-4: The project would not 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.	No mitigation is required.	Less than Significant Impact.
UTL-5: The project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
UTL-6: The proposed project would contribute to a significant cumulative impact related to utilities and service systems.	Potentially Significant Impact.	Refer to Mitigation Measures AES-4, AIR-2.1, AIR-2.2, AIR-3.1, BIO-1.1, BIO-1.2, BIO-1.3, BIO-3, CUL-1, CUL-2.1, CUL-2.2, CUL-3, EN-1.1, GEO-1.1, GEO-6.1, GHG-1.1, HAZ-1, RCM HYD-1, LU-2.1, NOI-1.1, NOI-1.2, NOI-1.3, NOI-2.1, UTL-1.1, UTL-1.2, and UTL-2.	Significant and unavoidable impact.
4.18: WILDFIRE			
WF-1: The project would not substantially impair an adopted emergency response plan or emergency evacuation plan.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.

Table 1.A: Executive Summary Matrix

Potential Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
WF-2: The project, due to slope, prevailing winds, and other factors, would not exacerbate wildfire risks, and thereby would not expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
WF-3: The project would not 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.	No mitigation is required.	Less than Significant Impact.
WF-4: The project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.
WF-5: The project, in combination with past, present, and reasonably foreseeable projects, would not contribute to a significant cumulative impact related to wildfire.	Less than Significant Impact.	No mitigation is required.	Less than Significant Impact.