

**SPECIAL MEETING AGENDA  
CITY OF MADERA  
PLANNING COMMISSION**

**COUNCIL CHAMBERS - CITY HALL  
TUESDAY  
FEBRUARY 19, 2019  
6:00 pm**

**CALL TO ORDER**

**ROLL CALL**

Commissioner Robert Gran, Jr. (Chairperson)  
Commissioner Israel Cortes (Vice Chairperson)  
Commissioner Richard Broadhead  
Commissioner Ryan Cerioni  
Commissioner Ramon Lopez-Maciel  
Commissioner Pamela Tyler  
Commissioner Alex Salazar

**INTRODUCTION OF STAFF**

**PLEDGE OF ALLEGIANCE**

**PUBLIC COMMENT**

The first fifteen minutes of the meeting are reserved for members of the public to address the Commission on items which are within the subject matter jurisdiction of the Commission. Speakers shall be limited to three minutes. Speakers will be asked to identify themselves and state the subject of their comment. If the subject is an item on the Agenda, the Chairperson has the option of asking the speaker to hold the comment until that item is called. Comments on items listed as a Public Hearing on the Agenda should be held until the hearing is opened. The Commission is prohibited by law from taking any action on matters discussed that are not on the Agenda and no adverse conclusions should be drawn if the Commission does not respond to public comment at this time.

**MINUTES:** None

**NON-PUBLIC HEARING ITEMS**

**CONSENT ITEMS:**

**PUBLIC HEARING ITEMS:**

**1. CUP 2019-03 & SPR 2019-05 – FTS Enterprises Inc.**

A noticed public hearing to consider a conditional use permit to allow for an automotive parts manufacturing, assembly and installation use with outdoor display activities, and a site plan review to allow for the construction of a 101,000 square foot manufacturing and warehousing building and two 20,000 square foot light industrial/manufacturing building located southeast of the intersection of Condor Drive and Aviation Drive in the C2 (Heavy Commercial) Zone District with a C (Commercial) general plan land use

designation (APN: 013-050-006). A Negative Declaration will also be considered by the Planning Commission

**ADMINISTRATIVE REPORTS:**

**COMMISSIONER REPORTS:**

**ADJOURNMENT:**

The next regular meeting will be held on March 12, 2019.

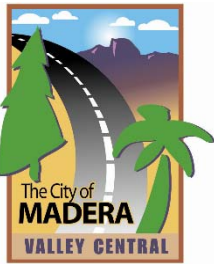
In compliance with the Americans with Disabilities Act, the meeting room is accessible to the physically disabled and the services of a translator can be made available. Requests for additional accommodations for the disabled, signers, assistive listening devices or translators needed to assist participation in the public meeting should be made at least seventy-two (72) hours before the meeting. If you need special assistance to participate in a City meeting or other services offered by this City, please contact the Planning Department office at (559) 661-5430. Those who are hearing impaired, may call 711 or 1-800-735-2929 for TTY Relay Services. Any and all persons interested in this matter may provide comments.

Any writing related to an agenda item for the open session of this meeting distributed to the Planning Commission less than 72 hours before this meeting is available for inspection at the City of Madera – Planning Department, 205 W. 4th Street, Madera, CA 93637 during normal business hours.

Pursuant to Section 65009 of the Government Code of the State of California, notice is hereby given that if any of the foregoing projects or matters is challenged in Court, such challenge may be limited to only those issues raised at the public hearing, or in written correspondence delivered to the Planning Commission at or prior to the public hearing.

All Planning Commission actions may be appealed to the City Council. The time in which an applicant may appeal a Planning Commission action varies from 10 to 30 days depending on the type of project. The appeal period begins the day after the Planning Commission public hearing. There is NO EXTENSION for an appeal period.

If you have any questions or comments regarding this hearing notice, you may call the Planning Department at (559) 661-5430. Si usted tiene preguntas, comentarios o necesita ayuda con interpretación, favor de llamar el Departamento de Planeamiento por lo menos 72 horas antes de esta junta (559) 661-5430.



## CITY OF MADERA PLANNING COMMISSION

205 W. Fourth Street  
Madera CA 93637  
(559) 661-5430

### Staff Report: Full Throttle Suspension CUP 2019-03, CUP 2019-04, SPR 2019-05 & Negative Declaration Item #1 – February 19, 2019

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**PROPOSAL:** Consideration of a request for conditional use permits and site plan review to allow for the establishment of an automotive suspension components and agricultural equipment manufacturing, assembly, and installation business within a 101,000 square foot structure. Outdoor display areas along the Falcon Drive frontage are proposed. Two additional 20,000 square foot structures are proposed to be constructed for use by separate users.

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<b>APPLICANT:</b>	Brandon Rodriguez	<b>OWNER:</b>	Frank and Joe Bertao
<b>ADDRESS:</b>	No address assigned	<b>APN:</b>	013-050-006
<b>APPLICATION:</b>	CUP 2019-03, 04 and SPR 2019-05	<b>CEQA:</b>	Negative Declaration

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**LOCATION:** The project is located on the southeast corner of the intersection of Aviation Drive and Condor Drive.

**STREET ACCESS:** The project site has access to Condor Drive.

**PARCEL SIZE:** Approximately 9.62 acres.

**GENERAL PLAN DESIGNATION:** C (Commercial)

**ZONING DISTRICT:** C2 (Heavy Commercial)

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**SITE CHARACTERISTICS:** The property is an unimproved commercial site. Vacant industrial land is to the north, beyond the future Aviation Drive right-of-way. A trucking company is located immediately south. A mobile home/trailer park is located to the east. Vacant commercial land and the future home of a City fire station is located to the west.

**ENVIRONMENTAL REVIEW:** An initial study and negative declaration have been prepared for consideration by the Planning Commission (Commission), consistent with California Environmental Quality Act (CEQA) guidelines.

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**SUMMARY:** The applicant is proposing to establish a manufacturing, assembly, and installation business. Use permits are required for the use itself as well as a request for outdoor display of vehicles. The project is compatible with the Airport Land Use Compatibility Plan, Specific Plan No. 1, the C2 (Heavy Commercial) Zone District and the goals and policies of the General Plan. A negative declaration has been prepared in support of the project.

## **APPLICABLE CODES AND PROCEDURES**

MMC §10-3.406 Non-Conforming Buildings & Uses  
MMC §10-3.902 Heavy Commercial – Uses Permitted  
MMC §10-3.4.0101 Site Plan Review  
MMC §10-3.1202 Parking Regulations  
MMC §10-3.1301 Use Permits

The City's Zoning Ordinance allows for the granting of a use permit by the Planning Commission subject to the Planning Commission being able to make findings that the establishment, maintenance or operation of the use or building will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood of the use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city.

If the Commission cannot make the appropriate findings, the use should be denied. Conditions may be attached to the approval of the use permit to ensure compatibility. Project design may be altered and on or off-site improvements required in order to make the project compatible with nearby uses. In addition, the application may be subject to further review, modification or revocation by the Commission as necessary.

Site plan review is required for all uses of property which involve construction of new structures, new uses which necessitate on-site improvements, including uses subject to the approval of a use permit.

## **PRIOR ACTION**

Tentative Parcel Map 2006-13 created the 9.62-acre property. The map was approved in January of 2007.

## **ANALYSIS**

The following analysis for the requested conditional use permits (CUPs) and site plan review (SPR) includes a background of the business, applicability of the use permits, review for consistency with applicable planning documents, analysis of parking impacts, and site improvement requirements.

### **Business Model**

The applicant, Full Throttle Suspension (FTS), is an automotive suspension components, custom automotive accessory, and agricultural equipment manufacturing, assembly, and installation business currently based in Fresno. Development of this new commercial/industrial campus will allow for the logical growth of the company moving forward into the future. The 9.62-acre project site is proposed to be improved with the construction of a 101,000 square foot structure. The structure would include an approximately 5,000 square foot administrative office, with additional powder coating, machine shop, fabrication, manufacturing, warehousing, and installation areas. An approximately 15,000 square foot covered lean-to is proposed on the

structure's northern elevation, as well as a 1,500 square foot lean-to on the southern elevation. An additional 20,000 square foot structure is proposed in conjunction with the primary structure with a second 20,000 square foot structure identified for future construction.

Other improvements to the site include parking fields and paved driveway surfaces, landscaping and fencing, and other appurtenances necessary for the development of the commercially-zoned project site. FTS anticipates twenty-two employees will work in their 101,000 square foot building at opening, with as many as fifty at full build out. The two 20,000 square foot structures do not have tenants identified at this time and no employment data is available.

#### Conditional Use Permits

Two conditional use permits are under review. Cumulatively, they provide an allowance for the desired use of the property.

CUP 2019-03 requests an allowance for the light manufacturing and assembly use in a commercial zone. Typically, such activities are encouraged in the industrial zones of the City. Ordinance does provide for a "machine shop" use in the C2 (Heavy Commercial) Zone District, and also allows for "other uses, which in the opinion of the Commission are of a similar nature," both subject to the approval of a CUP. It is recommended that CUP 2019-03 be approved to allow for the light manufacturing and assembly use on the property since the use, or portions of the use, are of a similar nature to uses requiring the approval of a CUP by the Commission. Conditions of approval are included that provide enhanced compatibility with surrounding uses. CUP 2019-03 is specific to FTS and the 101,000 square foot structure they will occupy.

CUP 2019-04 requests an allowance for outdoor display of vehicles outfitted with FTS suspension products. This is an important component of promoting the FTS brand and is a desired allowance specifically requested by the applicant. Ordinance does provide for "outdoor storage of goods and materials" uses in the C2 (Heavy Commercial) Zone District subject to the approval of a use permit by the Commission. Conditions of approval are included that guide the allowance for vehicle display and provide enhanced compatibility with surrounding uses.

#### General Plan Consistency

All proposed improvements will be developed consistent with the General Plan's goals and policies for development which mandate "well-designed" and "aesthetically pleasing" development. Policy CD-62 summarizes that goal by requiring that "development in industrial areas which are visible from public roadways and/or from adjacent properties shall incorporate high-quality design principles, including:

- Offices and enclosed structures oriented toward street frontages.
- Building facades that provide visual interest.
- Loading facilities and storage areas which are screened from public view along collectors and arterials.
- Visually appealing fences and walls.
- The use of landscaped buffers around parking lots and industrial structures.

Policy CD-65 adds additional direction on the quality of construction by requiring that “regardless of building materials or construction techniques, such as tilt up concrete or prefabricated metal buildings, all buildings shall meet all of the City’s standards and guidelines for excellence in design.” All elevations of the proposed structures fronting the public right-of-way have enhanced architectural treatments which cumulatively satisfy General Plan Policy CD-53, which requires the “Unarticulated, boxy structures shall be broken up by creating horizontal emphasis through the use of trim, varying surfaces, awnings, eaves, or other ornamentation, and by using a combination of complementary colors.” Please review the attached elevations.

#### Specific Plan No. 1

Within Specific Plan No. 1, the project site is envisioned for industrial activities, with industrial uses desiring larger sites encouraged in the easterly and southerly portions of the Industrial Park. The proposed site plan is also in conformance with the development standards of the plan, which require twenty-five (25’) foot front yard setbacks and expansive landscaping of street frontages. The applicant has enhanced conformity with wrought-iron fencing and split-faced CMU block walls providing screening for loading docks and interior circulation. It is recommended that the applicant provide two trash enclosures within final site design, one dedicated to serving the FTS structure and one to serve the two 20,000 square foot structures.

#### Madera Countywide Airport Land Use Compatibility Plan

The Madera Countywide Airport Land Use Compatibility Plan (ALUCP) has the fundamental purpose of promoting land use compatibility around the airport, in order to ensure “the orderly expansion of airports” over time. A primary concern is the safety of citizens both on the ground and in the air, hoping to minimize loss of life in the event of an airport accident.

With the retirement of Runway 8-26 (agricultural runway) all of the project parcel will be located in the D (Other Airport Environs) Zone of the ALUCP. Within this zone, the development of light industrial uses, specifically “machine shops” and “warehousing” typical of the FTS business model, are compatible land uses.

#### Parking

The Municipal Code requires that industrial uses provide one space for each two employees, plus one space for each 300 square feet of office space and customer net floor area plus one loading space for each 10,000 square feet of gross floor area. As proposed, the facility is required to provide a minimum of 29 parking stalls serving the FTS use. With 36 stalls proposed, sufficient parking is provided. Suitable parking is also provided for the two 20,000 square foot structures, contingent upon similar heavy commercial/light industrial uses occupying the buildings. Based on the current site plan, it is recommended that no retail commercial tenants be allowed on the project site.

#### Ingress and Egress

Three driveways are proposed to provide ingress and egress for the site. Of primary concern in site design, the southernmost drive approach is aligned with the soon-to-be constructed fire station site. This driveway is the primary entry to the two 20,000 square foot structures. The two other drive approaches to the north primarily serve the FTS structure. In the future, Aviation Drive will be extended along the northern boundary of the project parcel to an intersection with

Kennedy Street to the southeast of the project. When that occurs, the FTS site will also front onto the extension of Aviation Drive. The intersection of Condor Drive and Aviation Street will likely require signalization at some future date. When that occurs, the northmost drive approach will need to be abandoned and replaced with a drive approach on the Aviation Drive frontage of the property.

#### Other Department and Agency Comments

The project was reviewed by various City Departments and outside agencies. The responses and recommendations have been incorporated into the recommended conditions of approval included in this report.

### **CONSISTENCY WITH THE VISION MADERA 2025 PLAN**

Though approval of an automotive suspension components and agricultural equipment manufacturing, assembly, and installation business is not specifically addressed in the vision or action plans, the overall project does directly support the Vision Statement, “Good Jobs and Economic Opportunities” and the creation of “a strong and diverse economy, supporting the local tax base and essential community services that provides living wage opportunities for all its community members.”

### **RECOMMENDATION**

The information presented in this report provides support for the conditional approval of the conditional use permits and site plan review request. It is recommended that the Commission consider the information in this report, as well as testimony in the public hearing, and approve CUP 2019-03, CUP 2019-04, and SPR 2019-05, subject to the findings and conditions of approval.

### **PLANNING COMMISSION ACTION**

The Commission will be acting on CUP 2019-03, CUP 2019-04, and SPR 2019-05.

Motion 1a: Move to adopt a negative declaration prepared for the project, consistent with the requirements of the California Environmental Quality Act (CEQA), based on and subject to the findings as listed;

#### Findings

- An initial study and negative declaration have been prepared pursuant to the California Environmental Quality Act (CEQA) that determines there is no substantial evidence the project will have a significant effect on the environment, and that the document reflects the independent judgement of the Planning Commission of the City of Madera after considering all of the information in the entire record before it, and is hereby adopted in accordance with CEQA.

Motion 1b: Move to approve CUP 2019-03, CUP 2019-04, and SPR 2019-05, subject to the findings and conditions of approval as listed:

## Findings

- An initial study and negative declaration have been prepared pursuant to the California Environmental Quality Act (CEQA) that determines there is no substantial evidence the project will have a significant effect on the environment, and that the document reflects the independent judgement of the Planning Commission of the City of Madera after considering all of the information in the entire record before it, and is hereby adopted in accordance with CEQA..
- An automotive suspension components and agricultural equipment manufacturing, assembly, and installation business is consistent with the purposes of the C (Commercial) general plan land use designation and the C2 (Heavy Commercial) Zone District which provide for the use, subject to the issuance of a conditional use permit.
- Outdoor display of vehicles in association with an automotive suspension components and agricultural equipment manufacturing, assembly, and installation business is consistent with the purposes of the C (Commercial) general plan land use designation and the C2 (Heavy Commercial) Zone District which provide for the use, subject to the issuance of a conditional use permit.
- As conditioned, development of the site is consistent with the Madera General Plan principles, goals and policies, Specific Plan No. 1 and the Madera Countywide Airport Land Use Compatibility Plan.
- As conditioned, the project will be consistent with established codes, standards and policies relating to traffic safety, street improvements and environmental quality.
- As conditioned, the establishment, maintenance or operation of the use will not, under the circumstances of this particular case, be detrimental to the health, safety, peace, morals, comfort and general welfare or persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood or general welfare of the City.

## **CONDITIONS OF APPROVAL**

### **General Conditions**

1. Project approval is conditioned upon acceptance of the conditions of approval contained herein, as evidenced by receipt in the Planning Department of the applicant's signature upon an Acknowledgement and Acceptance of Conditions within thirty days of the date of approval for this use permit.
2. Site Plan Review 2019-05 shall expire one year from date of issuance unless positive action is taken on the project as provided in the Municipal Code or a request to extend the approval is received before the expiration date (Municipal Code Section 10-3.4.0114, Lapse of Site Plan Approval).

3. The applicant's failure to utilize Conditional Use Permit 2019-03 within one year following the date of this approval shall render the conditional use permit null and void unless an application for extension has been submitted to the Planning Department before the one-year expiration, followed by approval of the request by the Planning Commission.
4. The applicant's failure to utilize Conditional Use Permit 2019-04 within one year following the date of this approval shall render the conditional use permit null and void unless an application for extension has been submitted to the Planning Department before the one-year expiration, followed by approval of the request by the Planning Commission.
5. Conditional Use Permits 2019-03 and 04 may be made null and void without any additional public hearing at any time upon both benefactors of the use permits and owners of the property voluntarily submit to the City a written request to permanently extinguish the conditional use permit(s).
6. Conditional Use Permits 2019-03 and 04, and Site Plan Review 2019-05 shall be subject to periodic reviews and inspection by the City to determine compliance with the conditions of approval and applicable codes. If at any time, the use is determined by Staff to be in violation of the conditions, staff may schedule a public hearing before the Planning Commission within 45 days of the violation to revoke the permits or modify the conditions of approval.
7. All plans submitted for on-site construction or building permits must incorporate and reflect all requirements outlined in the herein listed conditions of approval. Should the need for any deviations from these requirements arise, or for any future changes or additions not considered by the Planning Commission, they may be requested in writing for consideration of approval by the Planning Manager. The Planning Manager may determine that substantive changes require formal modification to the conditional use permit and/or site plan review by the Planning Commission.
8. All conditions of approval shall be the sole financial responsibility of the applicant/owner, except where specified in the conditions of approval listed herein or mandated by statutes.
9. It shall be the responsibility of the property owner to ensure that any required permits, inspections and approvals from any regulatory agency shall be obtained from the concerned agency prior to any building permit final issuance.
10. The project shall be developed in accordance with the conditions of approval listed herein and the approved site plan, floor plans, and elevation drawings. Minor modifications to the approved plans necessary to meet regulatory or engineering constraints may be made with the approval of the Planning Manager. All on- and off-site improvements shall be completed in advance of any request for building permit final inspection.

11. Project components identified as “future” shall require an amendment to the approved site plan review at such time as construction of those components is desired.

### **Building Department**

12. At time of submittal for building permit plan check, a minimum of three (3) sets of the following plans to the Building Department is required. Plans shall be prepared by an individual licensed to practice architecture and include the following required drawings drawn to an appropriate scale:
  - a) Site plan bearing City approval or a plan incorporating all site related conditions
  - b) Grading plan prepared by an individual licensed to practice land surveying, civil engineering or architecture
  - c) Floor plan - The uses of all rooms and activity areas shall be identified on the plans
  - d) All exterior elevations
  - e) Site utilities plan showing on-site sanitary sewer, water, storm sewer, water meters, backflow prevention devices, roof drains, etc., and the connections to off-site utilities
13. Current State of California and federal accessibility requirements shall apply to the entire site and all structures and parking thereon. Compliance shall be checked at permit stage, shall be confirmed at final inspection, and shall apply to proposed and future development.

### **Engineering Department**

#### General

14. Nuisance onsite lighting shall be redirected as requested by City Engineer within 48 hours of notification.
15. Impact fees shall be paid at time of building permit issuance.
16. The developer shall pay all required fees for completion of project. Fees due may include but shall not be limited to the following: plan review, easement acceptance, encroachment permit processing, and improvement inspection fees.
17. Improvement plans signed and sealed by an engineer shall be submitted to the Engineering Division in accordance with the submittal process.
18. The improvement plans for the project shall include the most recent version of the City's General Notes.
19. In the event archeological resources are unearthed or discovered during any construction activities on site, construction activities shall cease and the Community Development Director or City Engineer shall be notified so that procedures required by state law can be implemented.

20. Improvements within the City right-of-way require an encroachment permit from the Engineering Division.

#### Water

21. Water service connection(s) shall be constructed to current City standards including Automatic Meter Reading (AMR) water meter installed within City right-of-way and backflow prevention device installed within private property.
22. A separate water meter and backflow prevention device will be required for landscape area.
23. Existing wells if any shall be abandoned as directed and permitted by City of Madera for compliance with the State standards.
24. The developer shall reimburse its fair share cost to the city for previously constructed water main along the entire project frontage on Condor Drive. The reimbursement shall be paid prior to the issuance of a Business License.

#### Sewer

25. Sewer service connections shall be constructed to current City standards.
26. Sewer main connections 6" and larger diameter shall require manhole installation.
27. Existing septic tanks, if found, shall be removed, permitted, and inspected by City of Madera Building Department.

#### Storm Drain

28. Storm runoff from this project site is planned to go to the Airport Basin located west of this project. Runoff volume calculations shall be provided, and the developer shall excavate basin to an amount equivalent to this project's impact on the basin. The master plan shows a pipe capacity deficiency in the system downstream of this project's location based on anticipated demand from all parcels once fully developed in the vicinity of this project. Support calculations shall be provided that substantiate the existing storm drain facilities in Condor Drive are capable of intercepting runoff in accordance with the provisions of the Storm Drainage System Master Plan. Any deficiency in the system that may be a result of runoff from this project can be offset by improving the storm drainage conveyance (pipe) system or providing on-site design improvements that hold runoff on-site rather than directing the flow to the adjacent street. The construction or upgrade replacement of public storm drain lines is considered 100% reimbursable, subject to availability of funds, under the City's Development Impact Fee Program.
29. This project shall comply with the design criteria as listed on the National Pollutant Elimination Systems (NPDES) General Permit for Storm Water Discharges from Small Municipal Separate Storm Sewer System (MS4's) as mandated by Water Quality Order No. 2013-0001-DWQ, NPDES General Permit NO. CAS0000004.

### Streets

30. The developer shall construct concrete sidewalk along the entire project parcel frontage in its ultimate location per current City standards relative to the existing property line on Condor Drive per City standards.
31. Access ramps shall be installed at all curb returns per City standards.
32. Driveway approach(es) along Condor Drive shall be constructed to street type entrance with a minimum face curb radius of 15 feet and be constructed to current City and ADA standards.
33. Access to the site along Condor Drive shall be limited to three (3) drive approaches as shown on the site plan that was submitted to the City on 2/11/19. The northernmost drive approach shall be removed and replaced with sidewalk, curb, gutter and landscaping per City standards within 90 days of receiving notice by the City Engineer. Said notice shall not be delivered prior to the extension of Aviation Drive along the northern border of the subject property to create a "3-way" intersection at Condor Drive and Aviation Drive.
34. For planning purposes, the project will be limited to 1 driveway approach along the future Aviation Drive with a minimum separation of 150 from the intersection with Condor Drive and with an anticipated limitation to right-in, right out vehicular movements from the driveway.
35. Throat lengths for driveways shall be sufficient in length as to eliminate the possibility of vehicles queuing into the City right-of-way.
36. "No Parking" signs shall be installed along Condor Drive project frontage per City standards.
37. It is anticipated that Condor Drive will be widened to the current 80-foot collector standard roadway at some point in the future. This change will result in the existing curb and gutter being reconstructed at a point 10-feet from the property line. As such, all proposed improvements shall account for this future reconstruction of Condor Drive.
38. The developer shall dedicate a 10-foot wide public utility easement along the entire project parcel frontage with Condor Drive.
39. The developer shall dedicate a 10-foot wide public utility easement along the entire northern boundary of the project parcel (the future frontage with Aviation Drive).
40. The developer shall annex into and execute such required documents that may be required to participate in Landscape Maintenance District Zone 1 for the purposes of participating in the cost of maintaining landscape improvements within said zone.

## **Fire Department**

41. Fire access must be available. Knox box or Knox padlocks are required.
42. The address must be posted and plainly visible from the street for each structure.
43. Building permits are required for all development.
44. Fire Sprinklers are required in accordance with the CFC and NFPA 13 for the primary structure "A" and may be required in buildings "B" and "C". Separate permits are required. NOTE: Canopies, "lean-tos" etc., that are attached/adjacent to the structure will also require fire sprinkler protection.
45. On-site fire hydrants in accordance with the CFC and NFPA 24 are required and must be able to deliver the required fire flow in accordance with CFC appendices B and C. A separate permit is required. The anticipated fire flow is 3650 GPM at 20 PSI.
46. A fire sprinkler supervisory fire alarm system is required in accordance with the CFC and NFPA 72. A separate permit is required.
47. On-site fire lanes must be properly posted.
48. All special processes, such as powder-coating, shall comply with the CFC and applicable national standards. It should be noted that, as presently depicted, the powder coating area may be classified as an H2 area since individual spray application booths are not shown.
49. Material safety data sheets for all materials shall be available at all times as required by law.

## **Planning Department**

### General

50. Site Plan Review 2019-05 allows for the development of a 9.62-acre property (APN 013-050-006), including the construction of an approximately 101,120 square foot structure, with an approximately 14,560 square foot attached covered lean-to on the structure's northern elevation and a 1,500 square foot attached covered lean-to on the southern elevation. The 101,120 square foot structure may include an approximately 5,000 square foot administrative office, and additional powder coating, machine shop, fabrication, manufacturing, warehousing, and installation areas. A 20,000 square foot structure is also approved for construction, with an additional 20,000 square foot structure identified as future construction. Site improvements in support of the structures, including parking and drive aisles, loading docks, landscaping, and walls and fences shall be constructed as a component of site development. All development shall be in close conformance with

the site plan and elevations submitted on 2/11/19, as reviewed and approved by the Planning Commission.

51. Vandalism and graffiti shall be corrected per the Madera Municipal Code.
52. The property owner, operator and/or manager shall keep the property clear of all trash, rubbish and debris at all times, and disposal of refuse shall be restricted to the dumpster owned by the property owner.
53. The property owner, operator and/or manager shall operate in a manner that does not generate noise, odor, blight or vibration that adversely affects any adjacent properties.
54. The applicant shall comply with all federal, state and local laws. Material violations of any of those laws concerning the use may be cause for revocation of these permits.

#### Parking

55. Parking stalls shall be developed in close conformance with the site plan submitted on 2/11/19.
56. All parking and loading areas shall be marked and striped to city standards: Perpendicular (90 degree) parking spaces shall measure a minimum of nine feet (9') wide by 19' deep. No compact stalls shall be incorporated into the parking field. Minimum drive aisle/backing/maneuvering space is twenty-six (26') feet.
57. On-site parking shall be provided at all times in conformance with the Municipal Code. Further expansion of the use or additional or accessory uses may require the provision of additional parking spaces in compliance with city standards prior to establishment of the use. All required parking shall be permanently maintained with all parking spaces to be shown on plans submitted for building permits. Any modifications in the approved parking layout shall require approval by the Planning Department.
58. Bicycle parking facilities shall be provided for patrons and employees in accordance with plans approved by the Planning Department as to number and location.

#### Building and Site Aesthetics

59. The construction of all buildings approved as part of Site Plan Review 2019-05 shall be in close conformance with the elevation drawings submitted on 2/11/19, as reviewed and approved by the Planning Commission.
60. The construction of buildings approved as part of site plan review shall be consistent with an approved color and materials board and representative color section rendering of the proposed buildings to be reviewed and approved by the Planning Manager. Any substantial alteration shall require Planning Commission approval.
61. Prior to the issuance of building permits, applicant to identify on the site plan the following information for Planning Department review and approval:

- The location of all natural gas and electrical utility meter locations
  - The location of all HVAC (heating, ventilation or air conditioning) equipment
  - The location of all compressor equipment, and mechanical and electrical equipment
62. Wherever feasible, electrical/mechanical equipment shall be located in the interior of the proposed new structure within electrical/mechanical service rooms. When not feasible, electrical/mechanical equipment located either on the exterior of the building or ground mounted shall be located such that it is not visible from the public right-of-way and screened with landscaping and/or fencing.
  63. The specifications and types of exterior lighting fixtures to be installed on the site shall be submitted to and approved by the Planning Department prior to issuance of building permits. All exterior lighting shall be directed away from adjoining properties and not interfere with the driving safety of vehicular traffic. Exposed bulbs will not be permitted.
  64. All parking lot lights/lighting shall be incorporated into landscaped areas.
  65. The developer shall contact the City Engineer when all site lighting is operational. Additional light screening may be required.
  66. Roof access ladders shall be located within the interior of the building or shall be located such that they are not visible from the public right-of-way.
  67. The construction of buildings approved as part of site plan review shall be consistent with an approved color and materials board and representative color section rendering of the proposed building to be reviewed and approved by the Planning Manager. Any substantial alteration shall require Planning Commission approval.

#### Signage

68. Signage shall be in accordance with city standards, and all signing shall be reviewed and approved by the Planning Department prior to issuance of a separate sign construction permit which may be required by the Building Department.
69. Address sign designs shall be approved by the Planning Department prior to issuance of building permits.
70. All proposed construction announcement sign uses shall conform to the Municipal Sign Ordinance.

#### Landscaping

71. On-site and off-site landscaping and irrigation shall not be installed until plans are approved by the Engineering Department and the Parks and Community Services Department. Any deviation shall require prior written request and approval. Removal or modification shall be at developer's expense.

72. The property owner shall maintain all landscaping in a healthy and well-manicured appearance to achieve and maintain the landscaping design that was approved by the city. This includes, but is not limited to, ensuring properly operating irrigation equipment at all times, trimming and pruning of trees and shrubs, mowing lawns consistent with industry standards, and replacing dead or unhealthy vegetation.
73. A detailed landscaping and irrigation plan shall be prepared by a licensed landscape architect and submitted to and approved by the Planning Department prior to issuance of building permits. The plan shall include:
- Demonstration of compliance with the State of California Model Water Efficient Landscape Ordinance.
  - Areas throughout the project shall be planted so as to provide a minimum of 70% vegetative cover upon maturity.
  - Landscaped areas shall be developed along all street frontages and within parking fields.
  - Shade trees shall be planted throughout the parking lot, with a minimum of one tree per five parking spaces.
  - Landscaped areas are to be provided with permanent automatic irrigation systems.
  - A detailed planting list for landscaping, with the number, size, spacing (where applicable) and specie of all plantings shall be included as part of the approved landscaping plan prepared by a licensed landscape architect.

#### Walls and Fences

74. Trash enclosure shall be constructed of masonry block consistent with city standards with a finish color to match the primary structure. One trash enclosure shall be constructed to serve the primary (approximately 101,000 square foot) structure. One trash enclosure shall be constructed to serve the two (approximately 20,000 square foot each) secondary structures. The final locations of the trash enclosures shall be determined by the Public Works Director.
75. A seven-foot CMU block wall is approved as a component of site design, to be located consistent with the site plan drawings submitted on 2/11/19, as reviewed and approved by the Planning Commission. Wherever the seven-foot tall wall is visible from the public right-of-way, it shall be constructed of decorative split-faced masonry block, of a style to be approved by the Planning Manager.
76. Decorative wrought iron fencing is approved as a component of site design, to be located consistent with the site plan drawings submitted on 2/11/19, as reviewed and approved by the Planning Commission. Wrought iron gates shall be incorporated as a component of the fencing.

#### Outdoor Display

77. Outdoor display of vehicles is allowed per CUP 2019-05. Vehicle display is to be located consistent with the site plan drawings submitted on 2/11/19, as reviewed and approved

by the Planning Commission. Vehicles display shall be limited to vehicles outfitted with FTS suspension products and accessories, or other vehicle accessory products available from the FTS business.

78. Outdoor storage of goods and materials is permitted per CUP 2019-05. Outdoor storage of goods and materials shall be situated such that outdoor storage is not visible from the public-right-of-way. Goods and materials shall not be stacked higher than the approved seven-foot tall block wall. Trash and debris shall be restricted to the required trash enclosure.

#### Light Manufacturing

79. Light manufacturing, assembly, and installation is permitted per CUP 2019-03. CUP 2019-03 is specific to FTS and the 101,000 square foot structure they will occupy. For the purposes of CUP 2019-03, light manufacturing, assembly and installation shall encompass the following:
- Manufacturing of automotive suspension components
  - Manufacturing of agricultural equipment
  - Powder coating as a component of the manufacturing process
  - Machine shop activities associated with manufacturing and assembly of product
  - Warehousing of raw materials and finished inventory for sale
  - Installation of aftermarket automotive accessories
  - Other activities consistent with the applicant's operational statement.
80. Based on the current site plan, no retail commercial tenants shall be allowed on the project site.

#### **San Joaquin Valley Air Pollution Control District**

81. The applicant shall comply with the rules and regulations of the San Joaquin Valley Air Pollution Control District, including the applicability of District Rule 9510 (Indirect Source Review) to the project.

**(OR)**

Motion 2: Move to continue the public hearing on CUP 2019-03, CUP 2019-04, and SPR 2019-05 to the March 12, 2019 Commission hearing, for the following reasons: (specify)

**(OR)**

Motion 3: Move to deny the application for CUP 2019-03, CUP 2019-04, and SPR 2019-05, based on the following findings: (specify)

## **ATTACHMENTS**

Attachment 1: Aerial Map

Attachment 2: Negative Declaration

Attachment 3: Site Plan and Elevations

Attachment 1: Aerial Map



## INITIAL STUDY AND ENVIRONMENTAL ASSESSMENT

### **Full Throttle Suspension Conditional Use Permit 2019-03 Site Plan Review 2019-05**

This environmental assessment has been prepared to evaluate the impacts of the proposed project as required by the California Environmental Quality Act (CEQA). CEQA requires that public agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects (Public Resources Code [PRC] 21000 et seq.). For this project, the City is the lead agency under CEQA because it has the primary responsibility for approving and implementing the project, and therefore the principal responsibility for ensuring CEQA compliance.

**Project:** Conditional Use Permit 2019-03  
Site Plan Review 2019-05

**Applicant:** Full Throttle Suspension

**Owner:** Frank Bertao, et al.

**Location:** The project site encompasses approximately 9.62 acres of land. The project is located on the southeast corner of the intersection of Aviation Drive and Condor Drive (APN: 013-050-006).

**Proposal:** An application for a conditional use permit and site plan review to allow for the establishment an automotive suspension components and agricultural equipment manufacturing, assembly, and installation business within a 101,000 square foot structure. The structure would include an approximately 5,000 square foot administrative office, powder coating, machine shop, fabrication, manufacturing, warehousing, and installation areas. An approximately 15,000 square foot covered lean-to is proposed on the structure's northern elevation, as well as a 1,500 square foot lean-to on the southern elevation. Outdoor display areas along the Falcon Drive frontage are proposed. The site would be significantly screened by a seven-foot tall masonry block perimeter wall. A second 20,000 square foot structure is proposed to be constructed for use by a separate user, with an additional 20,000 square foot structure proposed for future construction. Site improvements in support of the structures is proposed, including parking and drive aisles, loading docks, landscaping, and walls and fences.

**Existing Zone District:** C2 (Heavy Commercial)

**Existing General Plan Land Use Designation:** C (Commercial)

**Surrounding Land Uses and Zoning:**

- South – Trucking Company
- North – Vacant Industrial
- West – Vacant Property and City Fire Station (under construction)
- East – Country Living Mobile Home and RV Park

**Responsible and Interested Agencies:**

- Madera Irrigation District
- San Joaquin Valley Air Pollution Control District

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. None of these factors represents a "Potentially Significant Impact" as indicated by the checklist on the following pages

- |   |   |  |
|---|---|--|
| <input checked="" type="checkbox"/> Aesthetics                  | <input type="checkbox"/> Agriculture Resources                | <input checked="" type="checkbox"/> Air Quality            |
| <input checked="" type="checkbox"/> Biological Resources        | <input type="checkbox"/> Cultural Resources                   | <input type="checkbox"/> Geology /Soils                    |
| <input checked="" type="checkbox"/> Hazards & Hazardous Mat.    | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning               |
| <input type="checkbox"/> Mineral Resources                      | <input checked="" type="checkbox"/> Noise                     | <input checked="" type="checkbox"/> Population / Housing   |
| <input checked="" type="checkbox"/> Public Services             | <input type="checkbox"/> Recreation                           | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Greenhouse Gas Emissions  | <input type="checkbox"/> Mandatory Findings                |

## DETERMINATION:

On the basis of this initial evaluation:

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

Signature \_\_\_\_\_  
Printed Name: Christopher Boyle, Planning Manager

Date: January 21, 2019

## ***Explanation of Environmental Checklist***

### **I. AESTHETICS.** Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:** The project proposes the establishment an automotive suspension components and agricultural equipment manufacturing, assembly, and installation business within a 101,000 square foot structure. The structure would include an approximately 5,000 square foot administrative office, powder coating, machine shop, fabrication, manufacturing, warehousing, and installation areas. An approximately 15,000 square foot covered lean-to is proposed on the structure's northern elevation, as well as a 1,500 square foot lean-to on the southern elevation. Outdoor display areas along the Falcon Drive frontage are proposed. The site would be significantly screened by a seven-foot tall masonry block perimeter wall. A second 20,000 square foot structure is proposed to be constructed for use by a separate user, with an additional 20,000 square foot structure proposed for future construction. Site improvements in support of the structures is proposed, including parking and drive aisles, loading docks, landscaping, and walls and fences.

The project will not affect a scenic vista and will not have an overall adverse visual impact on the immediate area. The project will not affect a scenic highway, and will not have an overall adverse visual impact on any scenic resources. The project would result in some sources of light. Existing City Standards will insure that the impact is less than significant and will not substantially degrade the existing visual character or quality of the property and its surroundings.

a) **No Impacts.** The project will not result in the obstruction of federal, state or locally classified scenic areas, historic properties, community landmarks, or formally classified scenic resources such as a scenic highway, national scenic area, or state scenic area. The project will not have a substantial adverse effect on a scenic vista. The City of Madera is located in a

predominantly agricultural area near the base of the Sierra Nevada Mountain Range, which provides for aesthetically pleasing views and open spaces. By developing land within the city's sphere of influence, the proposed project will reduce development pressure on rural lands.

b) **No Impacts.** The project will not damage scenic resources, including, but not limited to, rock outcroppings, and historic buildings within a state scenic highway.

c) **Less Than Significant Impacts.** The project would not degrade the existing visual character or quality of the site and surroundings under examination. The proposed project would not alter the landforms, view sheds, and overall character of the area. Site development is consistent with the heavy commercial zoning on the site, and applicable specific plans and the General Plan.

d) **Less Than Significant Impacts.** There will be an increase in light and glare and other aesthetic impacts associated with urban development as a result of the project, although it will be a less than significant impact.

**II. AGRICULTURE RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepare 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. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** The project area is located on land identified as Farmland of Local Importance within the 2016 California Farmland Mapping and Monitoring Program.

a.) **No Impacts.** The project would not convert prime farmland, unique farmland, or farmland of statewide importance (as shown on the maps prepared pursuant to the farmland mapping and monitoring program of the California resources agency) to non-agricultural use. The project site is identified as Farmland of Local Importance on the 2016 Important Farmland Map. The project site has been identified for heavy commercial uses within the City of Madera General Plan, and the land has not being utilized for any agricultural purposes for an extended length of time.

a) **No Impacts.** The project would not conflict with existing zoning for agricultural use and there are no Williamson Act contracts in the affected territory. The City of Madera General Plan identifies this site for industrial uses.

b) **No Impacts.** The development of this property will not influence surrounding properties to convert from farmland to non-agricultural uses since this property is surrounded by property designated for urban development, consistent with the Madera General Plan.

**III. AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management 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 Incorporation	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. 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 (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** The project area is located within the San Joaquin Valley Air Basin (SJVAB). Air quality conditions in the SJVAB are regulated by San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD). The region is classified as a State and Federal non-attainment area for PM10 (airborne particulate matter with an aerodynamic diameter of less than 10 microns), and ozone (O3).

Air quality is determined primarily by the type and amount of contaminants emitted into the atmosphere, the size and topography of the Basin, and its meteorological conditions. National and state air quality standards specify the upper limits of concentrations and duration in the ambient air for O3, CO, nitrogen dioxide (NO2), PM10, sulfur dioxide (SO2) and lead (Pb). These are "criteria pollutants." The SJVUAPCD also conducts monitoring for two other state standards: sulfate and visibility.

The State of California has designated the project area as being a severe non-attainment area for 1-hour O3, a non-attainment area for PM10, and an attainment area for CO. The EPA has designated the project area as being an extreme non-attainment area for 1-hour O3, a serious non-attainment area for 8-hour O3, a serious non-attainment area for PM10, and a moderate maintenance for CO.

The project will not conflict with or obstruct the implementation of applicable Regional Air Quality Control Plans. The type of proposed development is subject to Rule 9510 (Indirect

Source Review) by the Regional Air Pollution Control District. Short-term construction impacts on air quality, principally from dust generation, will be addressed as part of Indirect Source Review (ISR). The project would not create substantial air emissions or deterioration of ambient air quality, and any future development would be subject to Air Pollution Control District review. Construction equipment will produce a small amount of air emissions from internal combustion engines and dust. The project will not violate any air quality standard or substantially contribute to an existing or projected air quality violation. The project will not result in a considerable net increase in non-attainment pollutants in this area. The project will not expose sensitive receptors to any significant amount of pollutants. The project will not create any objectionable odors.

The project will be required to comply with all applicable rules and regulations of the SJVUAPCD, including but not limited to Rules 8041, 8051, 8061 and 8071.

- a) **Less Than Significant Impacts.** The proposed project would not conflict with or obstruct implementation of the applicable air quality plan.
- b) **Less Than Significant Impacts.** The proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- c) **Less Than Significant Impacts.** The project will not 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, including releasing emissions which exceed quantitative thresholds for ozone precursors.
- d) **No Impacts.** The proposed project would not expose sensitive receptors to substantial pollutant concentrations.
- e) **No Impacts.** The proposed project would not create any new/permanent objectionable odors affecting a substantial number of people.

**IV. BIOLOGICAL RESOURCES.** Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	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, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

**Discussion:** With the preparation of the City of Madera General Plan, no threatened or endangered species were identified in the project area. The project area, although currently vacant, has anticipated heavy commercial and warehousing development for an extended period of time, resulting in a highly maintained and disturbed habitat. There is no record of special-status species in this project area. Development of the project area is consistent with the urbanization of the Madera area, as evaluated in the General Plan and its EIR; therefore impacts in this category are not anticipated to exceed the impacts addressed in those documents.

- a) **Less Than Significant Impacts.** The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- b) **No Impacts.** The proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.
- c) **No Impacts.** The project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act, including, but not limited to, marsh, vernal pool, coastal, etc., through direct removal, filling, hydrological interruption, or other means.
- d) **Less Than Significant Impacts.** The project would not interfere 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.
- e) **No Impacts.** The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- f) **No Impacts.** 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.

**V. CULTURAL RESOURCES.** Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** The project does not have the potential to cause a physical change that would affect unique historic, ethnic, or cultural values. The project will not disturb archaeological resources. The project will not disturb any unique paleontological or geologic resources. The project will not disturb any human remains. Prior clearances have been granted to the City of Madera relative to archeological surveys conducted in the same area. In the event any archeological resources are discovered with project construction, all activities shall cease and the Community Development Department shall be notified so that the procedures required by State Law may be applied.

a) **No Impacts.** The proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines. There are no known historical resources located in the affected territory.

b) **No Impacts.** The proposed project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines. There are no known archaeological resources located in the project area.

c) **No Impacts.** The proposed project would not directly or indirectly destroy a unique a paleontological resources or sites or unique geologic features. There are no known paleontological resources or sites or unique geologic features located in the affected territory.

d) **No Impacts.** The project would not likely disturb any human remains, including those interred outside of formal cemeteries. If development occurs in the future and any remains are discovered, the requirements of CEQA that regulate archaeological and historical resources (Public Resources Code Section 21083.2 and 21084.1), and all local, state and federal regulations that regulate archaeological and historical resources would be complied with.

**VI. GEOLOGY AND SOILS.** Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<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 type="checkbox"/>	<input checked="" 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 risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste 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"/>

**Discussion:** There are no known faults on the project site or in the immediate area. The project site is subject to relatively low seismic hazards compared to many other parts of California. Potential ground shaking produced by earthquakes generated on regional faults lying outside the immediate vicinity in the project area may occur. Due to the distance of the known faults in the region, no significant ground shaking is anticipated on this site. Seismic hazards on the built environment are addressed in *The Uniform Building Code* that is utilized by the Madera Building Division to monitor safe construction in the City.

**ai.) No Impacts.** No known faults with evidence of historic activity cut through the valley soils in the project vicinity. The major active faults and fault zones occur at some distance to the east, west, and south of the project site. Due to the geology of the project area and its

distance from active faults, the potential for loss of life, property damage, ground settlement, or liquefaction to occur in the project vicinity is considered minimal.

**aii) No Impacts.** Ground shaking generally decreases with distance and increases with the depth of unconsolidated alluvial deposits. The most likely source of potential ground shaking is attributed to the San Andreas, Owens Valley, and the White Wolf faults. Based on this premise, and taking into account the distance to the causative faults, the potential for ground motion in the vicinity of the project site is such that a minimal risk can be assigned.

**aiii) No Impacts.** Liquefaction describes a phenomenon in which a saturated, soil loses strength during an earthquake as a result of induced shearing strains. Lateral and vertical movement of the soil mass, combined with loss of bearing usually results. Loose sand, high groundwater conditions (where the water table is less than 30 feet below the surface), higher intensity earthquakes, and particularly long duration of ground shaking are the requisite conditions for liquefaction. There is no evidence of the presence of these requisite conditions.

**aiv) No Impacts.** The project will not result in or expose people to potential impacts from landslides or mudflows.

**b) No Impacts.** Construction of urban uses would create changes in absorption rates, drainage patterns, and the rate and amount of surface runoff on the selected project site. Standard construction practices that comply with City of Madera ordinances and regulations, The California Building Code, and professional engineering designs approved by the Madera Engineering Division will mitigate any potential impacts from future urban development, if any.

**c) No Impacts.** The project site would not 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 off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

**d) No Impacts.** The project will not result in or expose people to potential impacts from expansive soils.

**e) No Impacts.** Should urban uses be approved in the project area, the City of Madera would provide necessary sewer and water systems.

**VII. Greenhouse Gas Emissions. Would the project:**

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

**Discussion:** In the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is currently too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. The City General Plan includes policies in support of GHG emissions reduction and climate change. The City supports local, regional, and statewide efforts to reduce the emission of greenhouse gases linked to climate change.

In that this project proposes to utilize a site identified for development consistent with the 2009 General Plan, it is within reason to determine that no additional impacts beyond those anticipated within the General Plan's EIR with respect to greenhouse gas emissions will occur as a result of the development of the project. In that the proposed use will consolidate the activities of a business currently utilizing multiple sites, it is within reason to anticipate a net reduction in overall greenhouse gas emissions attributable to the activities of the proposed user.

No significant impacts related to greenhouse gas emissions will occur with implementation of this project.

**VIII. HAZARDS AND HAZARDOUS MATERIALS.** Would the project:

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

**Discussion:** The project site is not in proximity to a school campus. The project will not bring about a direct increase in the risk of accidental explosion or release of hazardous substances. The project site has not been identified as a hazardous material site. The project will not result in a substantial air safety hazard for people residing in the area or future

residents of the project. The project is within the boundaries of the Madera County Airport Land Use Compatibility Plan. The project will not result in any hazards to air traffic or be a substantial air safety hazard because the project will comply with the compatibility criteria of the Madera County Airport Land Use Compatibility Plan. The project will not interfere with any emergency response or evacuation plans. Truck traffic generated with construction of the project is expected to be insignificant. Traffic generated with development is not expected to be substantially higher than current volumes. The project will not bring about an increase in fire hazards in areas from flammable brush, grass, or trees

- a) **Less Than Significant Impacts.** The proposed project would not create any hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- b) **Less Than Significant Impacts.** The proposed project would not create any hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. MSDS sheets for products to be stored on the site identify no hazardous conditions as a result of the project.
- c) **No Impacts.** The project would not emit hazardous emissions or require the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- d) **No Impacts.** The land within the project site is not included on a list of hazardous materials sites. The Department of Toxic Substances Control's Hazardous Waste and Substances Site List (Cortese List) does not list any hazard waste and substances sites within the City of Madera ([www.dtsc.ca.gov/database/Calsites/Cortese\\_List.cfm](http://www.dtsc.ca.gov/database/Calsites/Cortese_List.cfm)).
- e) **Less Than Significant Impacts.** The project site is located within an airport land use plan, within two miles of a public airport or public use airport. The proposed project would not bring about a safety hazard related to the airport or aviation activities for people residing or working in the project area because the project will comply with the compatibility criteria of the Madera County Airport Land Use Compatibility Plan.
- f) **No Impacts.** The project site is not located within the vicinity of a private airstrip, and would not result in a safety hazard for people residing or working in the project vicinity related to an airstrip or aviation activities.
- g) **No Impacts.** The proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.
- h) **No Impacts.** The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

**IX. HYDROLOGY AND WATER QUALITY.** Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The proposed project would not violate any water quality standards or waste discharge requirements. There will not be a significant reduction in the amount of groundwater otherwise available for public water supplies as a result of this project. Services will be provided in accordance with the City's Master Plans. The project will not change any drainage patterns or stream courses, or the source or direction of any water movement. During construction, the project site may be exposed to increased soil erosion from wind and water. Dust control will be used during construction. With completion, the project will not bring about erosion, significant changes in topography or unstable soil conditions.

The project will not expose people or property to water related hazards. During future construction, the project site may be exposed to increased soil erosion from wind and water. Dust control will be used during any future construction. With completion, the project will not bring about erosion, significant changes in topography or unstable soil conditions. Standard construction practices and compliance with City ordinances and regulations, *The Uniform Building Code*, and adherence to professional engineering design approved by the Madera Engineering Department will mitigate any potential impacts from this project. This development will be required to comply with all City ordinances and standard practices which will assure that storm water will be adequately drained into the approved storm water system. The project will not create any impacts on water quality.

Based on a review of the City's FEMA maps, the site is in a Zone X, and the project will not place housing or other land uses in a 100-year flood hazard area. These are areas outside of the 500-year flood area. The project will not expose people or structures to a significant risk because of dam or levee failure. The project will not expose people or structures to a significant risk because of a seiche, mudflow, or tsunami.

a) **No Impacts.** Development of the project site would be required to comply with all City of Madera ordinances and standard practices which assure proper grading and storm water drainage into the approved storm water systems. Any development would also be required to comply with all local, state, and federal regulations to prevent any violation of water quality standards or waste discharge requirements.

b) **No Impacts.** The proposed project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

c) **No Impacts.** The proposed project would not alter the existing drainage pattern of the site or area through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site.

d) **No Impacts.** The proposed project would not alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off-site.

- e) **Less Than Significant Impacts.** The proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.
- f) **No Impacts.** The proposed project would not degrade water quality.
- g) **No Impacts.** The project would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- h) **No Impacts.** The project would not place within a 100-year flood hazard area structures that would impede or redirect flood flows.
- i) **No Impacts.** The project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.
- j) **No Impacts.** The project would not have any potential to be inundated by a seiche, tsunami, or mudflow.

**X. LAND USE AND PLANNING.** Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** Development of the project area is consistent with the urbanization of the project area, as evaluated in the General Plan and its EIR; therefore impacts in this category are avoided.

a) **No Impacts.** The project would not physically divide an established community. Rather, it logically allows development to occur in an orderly manner, adjacent to and within the urbanized area of the City.

b) **No Impacts.** The proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

c) **No Impacts.** The project would not conflict with any applicable habitat conservation plan or natural community conservation plan.

**XI. MINERAL RESOURCES.** Would the project:

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

a) **No Impacts.** The project would not result in the loss or availability of mineral resources.

b) **No Impacts.** The proposed project would not result in the loss of availability of any locally important mineral resource recovery sites.

**XII. NOISE.** Would the project result in:

Impact	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Incorporation	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 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"/>
f. For a project within the vicinity of a private airstrip, 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"/>

**Discussion:** These potential impacts were addressed in the General Plan EIR, and goals and mitigation measures were adopted to reduce potential impacts to a less than significant level. Development of the project area is consistent with the urbanization of the Madera area, as evaluated in the General Plan, and its EIR; therefore impacts in this category are not anticipated to exceed the impacts addressed in those documents.

- a) **No Impacts.** The proposed project would not result in exposure of persons to or the generation of noise.
- b) **No Impacts.** The proposed project would not result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels.
- c) **Less than significant impact.** The proposed project would not result in any permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

- d) **Less than significant impact.** The proposed project may result in some temporary increase in ambient noise levels in the project vicinity during construction of the site.
- e) **No Impacts.** The proposed project site is located within an airport land use plan and is located within two miles of a public airport or public use airport. Figure 14 of the Madera Municipal Airport Master Plan Report demonstrates that all 60 and 65 CNEL noise contours are contained entirely within the boundaries of the airport.
- f) **No Impacts.** The project will is not located within the vicinity of a private airstrip.

**XIII. POPULATION AND HOUSING.** Would the project:

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

**Discussion:** The proposed project will not induce additional substantial growth in this area. The property involved does not have any existing residential uses and the project would not displace any housing. Likewise, the project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

- a) **Less than significant impact.** The proposed automotive suspension components and agricultural equipment manufacturing, assembly, and installation business will provide employment opportunities which may induce a minimal growth in population by individuals and/or families who move to Madera in response to opportunities for employment. Roads and other infrastructure will be improved to handle the proposed development.
- b) **No Impacts.** The proposed project would not displace any existing housing, thereby necessitating the construction of replacement housing elsewhere, since the site is vacant.
- c) **No Impacts.** The proposed project would not displace any people.

#### XIV. PUBLIC SERVICES.

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

**Discussion:** Development of this site, under the current or requested land use and zoning, will result in an increased demand for public services. As development occurs, there will be a resultant increase in job opportunities, and a greater demand placed upon services such as fire and police protection, and additional park and school facilities.

The project will not bring about a significant increase in demand for public services. There will be an increase in street, and water and sewer system maintenance responsibility because of this project. However, based on the density of the proposal, the increase in manpower requirements for the Public Works Department will be minimal.

The project will not bring about the need for new wastewater treatment facilities. The project will not significantly increase the demand on water supplies. There will not be a significant reduction in the amount of groundwater otherwise available for public water supplies as a result of this project. The project will not increase the need for additional storm water drainage facilities beyond the existing and master planned drainage basin facilities that are available to serve the project. The project area will be required to provide additional facilities within the development, and comply with the City's Master Plan, Ordinances, and standard practices. The County's current landfill continues to have sufficient capacity. The project will not bring about a significant increase in the demand for solid waste disposal services and facilities.

- i) Fire protection. **Less than significant Impacts.** The proposed project would not result in substantial adverse physical impacts to fire protection services.
- ii) Police protection. **Less than significant Impacts.** The proposed project would not result in substantial adverse physical impacts associated with the provision of police protection.

iii) Schools. **Less than significant Impacts.** The Madera Unified School District levies a school facilities fee to help defray the impact of industrial development. The proposed project would not generate a significant impact to the schools in Madera.

iv) Parks. **Less than Significant Impacts.** The proposed project would not generate a significant impact to the park facilities in Madera.

v) Other public facilities. **Less than significant Impacts.** The proposed project would not have any impacts on other public facilities.

## XV. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** Industrial development is consistent with the City of Madera General Plan and Zoning Ordinance. Impacts in this category are not anticipated to exceed the impacts addressed in those documents.

a) **No Impacts.** 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.

b) **No Impacts.** The project does not include recreational facilities or facilities which might have an adverse physical effect on the environment.

**XVI. TRANSPORTATION/TRAFFIC.** Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** This property was included in the General Plan and its EIR and the potential traffic generated from this land use considered. The goals and policies of the General Plan serve to mitigate traffic impacts that occur as a result of new development. Aviation Drive, north of the project site, will be developed as an Arterial per the General Plan. Condor Drive, which provides access to the project site, is identified as a Collector per the General Plan.

a) **Less-Than-Significant Impacts.** The proposed project would not cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system that would result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections.

b) **No Impacts.** The project would not exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

c) **Less-Than-Significant Impacts.** The proposed project would not result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

- d) **No Impacts.** The proposed project would not increase hazards to transportation systems due to design features such as sharp curves, dangerous intersections, or incompatible uses.
- e) **No Impacts.** The proposed project would not result in inadequate emergency access.
- f) **No Impacts.** The proposed project would not result in inadequate parking capacity.
- g) **No Impacts.** The project will not conflict with adopted policies, plans, or programs supporting alternative transportation.

**XVII. UTILITIES AND SERVICE SYSTEMS.** Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider that 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** The City's community sewage disposal system will continue to comply with Discharge Permit requirements. The project will not bring about the need for new wastewater treatment facilities. The project will not significantly increase the demand on water supplies, adequate domestic water and fire flows should be available to the property. There will not be a significant reduction in the amount of groundwater otherwise available for public water supplies as a result of this project. The project will not increase the need for additional storm water drainage facilities beyond the existing and master planned drainage basin facilities that are available to serve the project. The project area will be required to comply with the City's Master Plan, Ordinances, and standard practices. The County's current landfill continues to have sufficient capacity. The project will not bring about a significant increase in the demand for solid waste disposal services and facilities.

a) **No Impacts.** The project will not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

- b) **Less-Than-Significant Impacts.** The proposed project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- c) **Less-Than-Significant Impacts.** The proposed project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- d) **Less-Than-Significant Impacts.** There will be sufficient water supplies available to serve the project.
- e) **No Impacts.** The project would not require a determination by a wastewater treatment provider.
- f) **No Impacts.** The project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
- g) **No Impacts.** Any development project that might be proposed on the project site would be required to comply with federal, state, and local statutes as well as regulations related to solid waste by the City of Madera.

## XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

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

### Determination:

Based upon staff analysis and comments from experts, it has been determined that the proposed project could generate some limited adverse impacts in the areas of Aesthetics, Air Quality, Biological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Population and Housing, Public Services, Transportation and Traffic, and Utilities and Service Systems.

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



Eric Vincent	Owner
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Project Title:	Project Location:
Proposed Manufacturing and warehousing Facility for FTS Enterprises, Inc.	Condor Drive Madera, CA. APN: 013-050-006

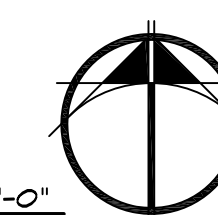
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prosecuting the violator.

1. Existing off-site concrete curb & gutter to remain/typical.
2. Existing storm drain inlet to remain/typical.
3. Existing AC Dike to remain/typical.
4. Existing fire hydrant to remain/typical.
5. Existing street light to remain/typical.
6. Existing off-site accessible corner ramp to remain.
7. Existing centerline of street/property line.
8. Existing fence to remain
9. Existing fence to be removed
10. Existing water main. See civil plans
11. Existing sewer main. See civil plans
12. Existing storm drain main. See civil plans
13. Construct 6" high Concrete Curb/Typical
14. Proposed 6" High Concrete Curb & Gutter/Typical.
15. Proposed Van Accessible Parking Stall and Unloading Zone. Refer to Detail 1/T-1 & T/C-2 for specific details, required slopes, and required signage.
16. Constructed concrete curb and gutter to remain/typical.
17. Proposed Accessible Route to building entrance. Slopes shall not exceed 5% and cross slopes shall not exceed 2%/typical.
18. Install sign at each entrance to off-street parking per Site note 19 on Sheet T-1
19. Proposed 5' x 5' (min.) 4" thick concrete landing with slopes not exceeding 2% in any direction/typical.
20. Proposed Trash and Recycling area. No enclosure required as screened from view.
21. Proposed trash enclosure per PW Standards
22. Proposed Striped 12' x 40' loading zone.
23. Proposed 7' high black wall/typical.
24. Proposed 7' high wood iron fencing/typical.
25. (2) - 15' wide x 7' high 1" heavy duty roll-up tarping rolling gates with black backing to screen view. Coordinate Lock box location for all gates with Fire Department
26. 24' wide x 7' high wood iron rolling gate with black siding to screen view.
27. Coordinate Lock box location for all gates with Fire Department
28. N/A
29. (2)-15' wide x 7' high wood iron swinging gates with solid steel backing to screen view. Coordinate Lock box location for all gates with Fire Department
30. Proposed Display Area (Display Vehicles, Product Display)/Typical.
31. Construct new 30' wide concrete drive approach per City of Madera PW Strds/typical
32. N/A
33. Shading indicates proposed 3" AC pavement over 4" AB Installed per PW Standards and soils report/typical.
34. 6" thick concrete paving/typical.
35. 4" Base rock left 3" low to accommodate future 3" AC Pavement on top/typical.
36. Indicates proposed landscaped area. If adjacent to parking stalls, ensure there are no obstructions within 10 feet of the parking stall driveway/typical.
37. Proposed location of main electrical service. Coordinate with electrical plans and local utility company/typical.
38. Proposed gas meter location. Coordinate with local utility company/typical.
39. Proposed fire sprinkler riser. Coordinate with Fire Sprinkler plans/typical.
40. New on-site fire hydrant off of fire line to building
41. Indicates proposed parking stall striping 18" wide white striping/typical.
42. Existing road dimensions are based on Survey by Yamabe and Horn Engineers.
43. Street Curb
44. Future AC Pavement with Phase II Building "C". 3" AC over 4" AB Base per PW Standards
45. Future 6" concrete curb and gutter with Phase II Building "C"
46. Development/typical.
47. Future curbs and flanking against building (similar to Building "B") to be installed with Phase II Building "C"
48. Future Accessible Route to building entrance. Slopes shall not exceed 5% and cross slopes shall not exceed 2%. Path of travel to building per Keynotes 15 and 17 to be installed with Phase II Building "C"
49. Future 7' high wood iron fence with 22' wide x 7' high wood iron rolling gates.
50. 10' P.O.L. to be dedicated. Refer to civil plans.
51. Future sidewalk to be installed per pattern as determined by City of Madera once Right away Alignment is finalized. Owner request deferred if road is to be widened and therefore sidewalk turn up. Extremely hard to install sidewalk at right angles if future grades are not known at this time.
52. Street Trees. Type, species and exact location to be coordinated with the City.
53. Coordinate with landscape plans.
54. Appropriate location of drive approach being installed by Fire Department

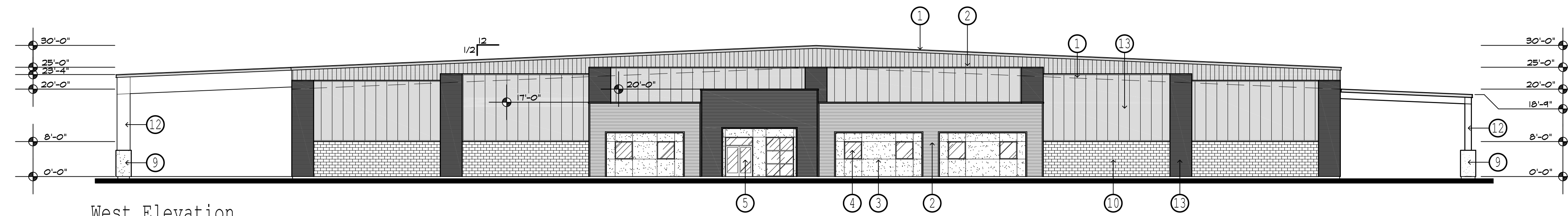
LINE	DISTANCE	BEARING	DISTANCE	BEARING
L1	30.00	S0°13'35"E	30.00 (R4)	
L2	29.00	S0°13'35"E	29.00 (R4)	S0°02'52"W (R3)
L3	28.00	S0°13'35"E	28.00 (R4)	S0°02'52"W (R3)
L4	57.34	N0°12'23"E	36.00 (R4)	N0°03'14"E (R4)
L5	18.00	N0°12'23"E	18.00 (R4)	N0°03'14"E (R4)
L6	19.80	N45°03'14"E	19.80 (R4)	N45°03'14"E (R4)
L7	54.4	S44°58'03"E	12.72 (R4)	S44°58'03"E (R4)
L8	21.00	S0°13'34"W	21.00 (R3)	S0°01'49"E (R4)
L9	54.4	S44°58'03"E	54.4 (R4)	S44°58'03"E (R4)
L10	52.00	S89°55'22"E	52.00 (R4)	S89°55'22"E (R4)
L11	52.00	S89°55'22"E	52.00 (R4)	S89°55'22"E (R4)
L12	50.00	N0°13'35"E	50.00 (R4)	N0°03'14"E (R4)
L13	16.39	S44°59'27"W	16.39 (R3)	S44°59'27"W (R3)
L14	50.00	N0°13'35"E	50.00 (R4)	N0°03'14"E (R4)

CURVE	DELTA M & (R3)* (R4)**	RADIUS M & (R3)* (R4)**	ARC LENGTH M & (R3)* (R4)**
C1	1° 32' 06"	1190.00	31.88
C2	14° 07' 19"	1190.00	293.30
C3	15° 09' 29"	1110.00*	293.66*
C4	10° 22' 24"	1190.00*	215.45*
C5	25° 31' 41"	1110.00**	194.55**
C6	15° 09' 29"	1190.00**	314.82**
C7	10° 22' 24"	1110.00*	206.95*
C8	0° 52' 16"	1150.00	105.02
C9	10° 22' 24"	1150.00*	208.21*
C10	25° 31' 41"	1150.00*	512.38*
	15° 09' 29"	1150.00	104.24*

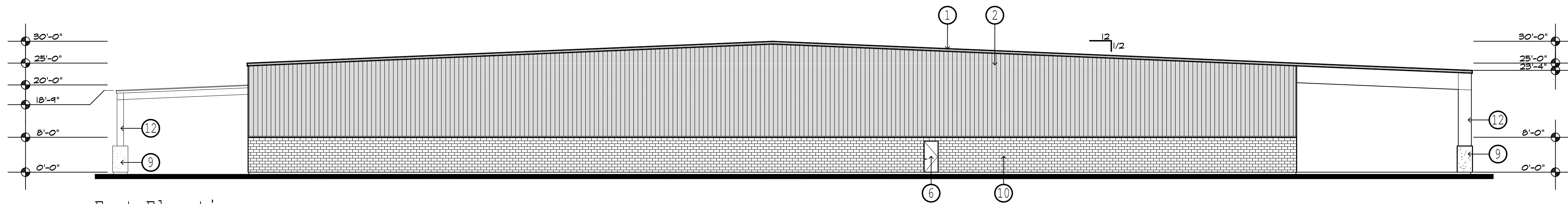
# Site Plan



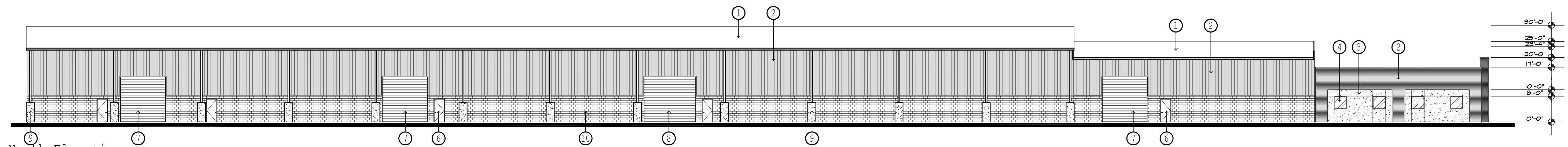
C-1



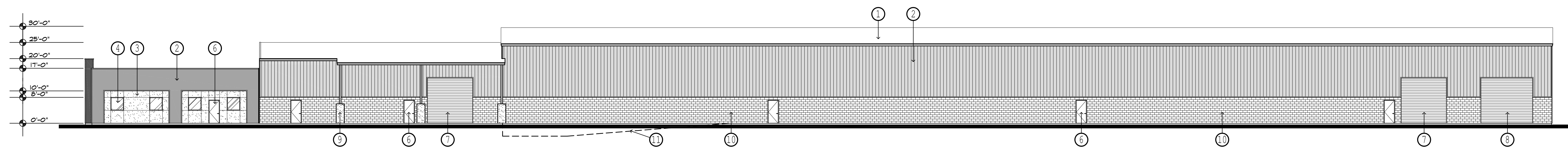
West Elevation



East Elevation



North Elevation



South Elevation

## Keynotes

- 24 ga. standing seam roof panels/typical.
- 26 ga. metal wall panels/typical.
- 3 coat cement plaster over welded wire lath at insets.
- 2" x 4-1/2" dual glazed aluminum storefront/typical.
- (2)-3070 storefront doors/typical.
- 3070 flush steel door/typical.
- 14'x14' roll-up door/typical.
- 16'x14' roll-up door/typical.
- Concrete bases around exposed frames/typical.
- Concrete block to +8'-0"/typical.
- Dashed line indicates approximate profile of future recessed dock.
- Exposed frames at open bays/typical.
- Insulated metal wall panels/typical.



1859 Athens Avenue  
Clovis, Ca. 93611  
(559) 500-2089

Eric Vincent Owner



Project Location: Project Title:

Proposed Manufacturing and  
Warehousing Facility for FTS  
Madera, CA.  
Enterprises, Inc. APN: 013-050-006

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1. Finished Floor: 0'-0"
2. Soffit Elevation: 9'-0"
3. Eave Height: 16'-0"
4. Ridge Height: 20'-2"
5. Roof Slope: 1:12
6. 26 ga. screw down roof panels/typical.
7. 26 ga. metal wall panels/typical
8. 3 coat cement plaster over welded wire lath at insets.
9. 2" x 4-1/2" dual glazed aluminum storefront/typical.
10. 3070 storefront door/typical.
11. 3070 flush steel door/typical.
12. 12"x14" roll-up door/typical.
13. Insulated Metal Panels. Thicker panel used to create "column" effect.



Proposed Manufacturing and Warehousing Facility for FTS Enterprises, Inc.	Condor Drive Madera, CA. APN: 013-050-006
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[illegible]