South Schnoor Avenue Industrial Warehouse Project

Site Plan Review (SPR) 2021-24

Initial Study / Mitigated Negative Declaration

July 2021

Prepared for:

The City of MADERA

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

Table of Contents

List of Figures

List of Tables

Chapter 1 Introduction

Precision Civil Engineering, Inc. has prepared this Initial Study/Negative Declaration (IS/ND) on behalf of City of Madera to address the environmental effects of the proposed South Schnoor Avenue Industrial Project (Project). This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. The City of Madera is the CEQA lead agency for this proposed Project. The site and the proposed Project are described in detail in Chapter 2 Project Description.

1.1 Regulatory Information

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

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

1.2 Document Format

This Initial Study/Mitigated Negative Declaration (IS/MND) contains five chapters plus appendices. Chapter 1 Introduction, provides an overview of the proposed Project and the CEQA process. Chapter 2 Project Description provides a detailed description of proposed Project components. Chapter 3 Determination identifies the environmental factors potentially affected based on the analyses contained in this IS and includes with the Lead Agency's determination based upon those analyses. Chapter 4 Impact Analysis presents the CEQA checklist and environmental analyses for all impact areas and the mandatory findings of significance. A brief discussion of the reasons why the Project impact is anticipated to be potentially significant, less than significant with mitigation incorporated, less than significant or why no impacts are expected is included. Chapter 5 Mitigation Monitoring and Reporting Program presents mitigation measures recommended in the IS/MND for the Project. The CalEEMod Output Files, Cultural Resources

Information, Trip Generation Memo, and SJVAPCD Comments are provided as technical Appendix A, Appendix B, Appendix C, and Appendix D, respectively, at the end of this document.

Chapter 2 Project Description

2.1 Project Background

2.1.1 Project Title

South Schnoor Avenue Industrial Warehouse Project (Site Plan Review 2021-24)

2.1.2 Lead Agency Name and Address

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

2.1.3 Contact Person and Phone Number

Lead Agency Contact

Derek Sylvester, Associate Planner
(559) 661-5436
dsylvester@madera.gov

Applicant Information

Madera Industrial WHSE, LLC
1967 N. Gateway Blvd., Suite 102
Fresno, CA 93727

2.1.4 Study Prepared By

Precision Civil Engineering, Inc.
1234 O Street
Fresno, CA 93721

2.1.5 Project Location

The proposed Project is located in southwest area of the City of Madera, California, approximately 1.5 miles southwest of State Route 99 (SR 99) and 1.4 miles west of SR 145 (Figure 2-1). The Project site is composed of approximately 16.57 acres of property east of South Schnoor Avenue between Modoc Street and West Almond Avenue (Figure 2-2). The 16.57-acre Project site occupies a portion of Section 26 of Township 11 South, Range 17 East, Mount Diablo Base and Meridian.[1] The Project site is identified as Madera County Assessor's Parcel Number (APN) 009-330-011 (See Figure 2-3).

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

2.1.6 Latitude and Longitude

The centroid of the Project area is 36.948419, -120.081434.

2.1.7 General Plan Designation

The Project site is planned I – Industrial. (See Figure 2-4)

2.1.8 Zoning

The Project site is zoned I – Industrial. (See Figure 2-5)

2.1.9 Description of Project

Project Description

Madera Industrial WHSE, LLC (Applicant) proposes the development of four (4) single-story, pre-engineered metal buildings (PEMB) for flex/warehouse spaces to occupy approximately 9.0 acres of the total 16.57-acre parcel (not including the required storm drainage infiltration pond at the northeast corner of the site) located east of South Schnoor Avenue between Modoc Street and West Almond Avenue in Madera, CA (APN: 009-330-011).

The Site Plan Review (SPR) would allow for the construction of four (4) buildings ranging in size from 35,100 square feet (sf.) (Buildings C and D) to 37,050 sf. (Buildings A and B) for a total of 74 leasable units at 1,950 sf. each, totaling a gross building area of 144,300 sf (Figure 2-6). Conceptual elevations are shown in Figures 2-7 and 2-8. As shown, Buildings A-D propose a maximum height of 21-feet. The exterior has a modern look and feel with use of grey and blue color ribbed accent panels (horizontal and vertical), back-lit signage, and ornamental light fixtures. Each leasable area will offer these amenities:

- 18-foot clear height
- 8x10-foot office with cooling
- Interior restroom
- Shop sink in the warehouse area
- Evaporate cooler for warehouse cooling
- Approximately 16x30-foot grated and secure yard space with privacy fencing
- Interior double man-door access to the private yard
- Tenants have the option of leasing more than one (1) unit to increase their square footage

Each leasable area contains incidental office/administrative areas to be leased by tenants that are not engaged in high pile storage or operations that will utilize hazardous materials in excess of the maximum allowable quantities of hazardous materials listed in Table 307.1(1) per CBC Section 311.2.

Tenants are expected to be a combination of established local businesses, regional companies, and national corporations requiring a foothold in the Central Valley. The Applicant has a strict approval process for tenants, has extensive experience in recognizing the signs of an inappropriate tenants, and thoroughly vet all tenants before being accepted. Acceptable tenant uses will strictly align with the in-place zoning ordinances. Accepted uses include but are not limited to service businesses (e.g., contractors, electricians,

maintenance providers, security companies, HVAC vendors, etc.), personal and professional storage, e-commerce warehousing, last-mile delivery. Uses that will not be accepted include but are not limited to automotive repair (or any use that stores/changes oil on-site), cannabis and cannabis paraphernalia, faith-based meeting facilities, gyms and other athletic group facilities.

Access to and from the site would be provided by ingress/egress on South Schnoor Avenue. On-site parking would be provided per Madera Municipal Code (MMC) Section 10-3.1202, Off-Street Parking Requirements. The Project proposes 134 standard parking stalls (9x19-feet). One hundred and six spaces are required pursuant to MMC Section 10-3.1202. In addition, the Project proposes loading spaces for box truck/trailer unloading based on anticipated operations to be located at the areas between passenger parking stalls (See Figure 2-2). Installation of sidewalks and other paths of travel would be required as part of the Project along South Schnoor Avenue.

Other site improvements include landscaping, signage, lighting, fencing, trash enclosures, curb/gutter, bike parking, and a storm drainage infiltration pond at the northeast corner of the site. The capacity of the infiltration pond is 315,456 cubic feet with a footprint of approximately 36,500 sf. at a depth of 12 ft. Off-site improvements include sidewalk installation; there is existing curb and gutter. There are currently no future phases planned for the project site.

Required Actions

The City of Madera Planning Commission would be requested to act on the adoption of the Mitigated Negative Declaration with appropriate findings, adoption of a Mitigation Monitoring and Reporting Program and approval of Site Plan Review No. 2021-24. The City of Madera would also issue the following permits if and once the above actions are taken grading permit, encroachment permit, sign permits, building permits.

2.1.10 Site and Surrounding Land Uses and Setting

Project Setting

The existing project site is vacant with no improvements or structures. A Pacific Gas and Electric Company (PG&E) easement diagonally crosses the northeast section of Project site. Topography is generally flat with a gentle slope from northeast to southwest. The existing biotic conditions and resources of the Project site can be defined as ruderal and is composed of herbaceous vegetation. There are no shrubs or trees present on the site. Schnoor Avenue, a two-lane, north-south Collector with a center turn lane forms the westerly Project site boundary. Street frontage improvements include curb and gutter, storm drains and streetlights. A curb cut for a driveway egress is located at the northwest corner of the Project site. No sidewalk improvements are present. A Union Pacific railroad spur line serving industrial uses south of the Project forms the Project's southern boundary. As referenced in Table 2-1, the project site is surrounded primarily by vacant land planned for Industrial to the north and east, and industrial development to the south, and west. (See Table 2-1).

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

Direction from Project Site	Existing Use	General Plan Designation	Zone District
North	Vacant	Industrial	I – Industrial
East	Vacant	Industrial	I – Industrial
South	Industrial	Industrial	I – Industrial
West	Industrial	Industrial	IP – Industrial Park

2.1.11 Other Public Agencies Whose Approval May Be Required

Other agencies may have the authority to issue permits prior to implementation of the project including, but not limited to, the San Joaquin Valley Air Pollution Control District (SJVAPCD) and the California Regional Water Quality Control Board. The Project is subject to the SJVAPCD District Rule 9510 (Indirect Source Review) because it will receive a project-level discretionary approval from a public agency and will equal or exceed 25,000 sf. of light industrial space. The Project will also be subject to a SJVAPCD Authority to Construct Permit, and District Regulation VIII (Fugitive PM10 Prohibitions) which requires the approval of a Dust Control Plan prior to construction. The Project may also be subject to District Rule 2010 (Permits Required and Rule 2201 (New and Modified Stationary Source Review), Rule 4402 (Nuisance), Rule 4601 (Architectural Coatings) or to Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations), as well as a Permit to Operate. The Regional Water Quality Control Board will review the Project for compliance and issue a Notice of Intent (NOI) to Comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit, and Storm Water Pollution Prevention Plan.

2.1.12 Consultation with California Native American Tribes

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

The City of Madera has not received written correspondence from any California Native American Tribe pursuant to Public Resources Code Section 21080.3.1 requesting notification of proposed projects in the City of Madera.

Figure 2-1 Regional Location

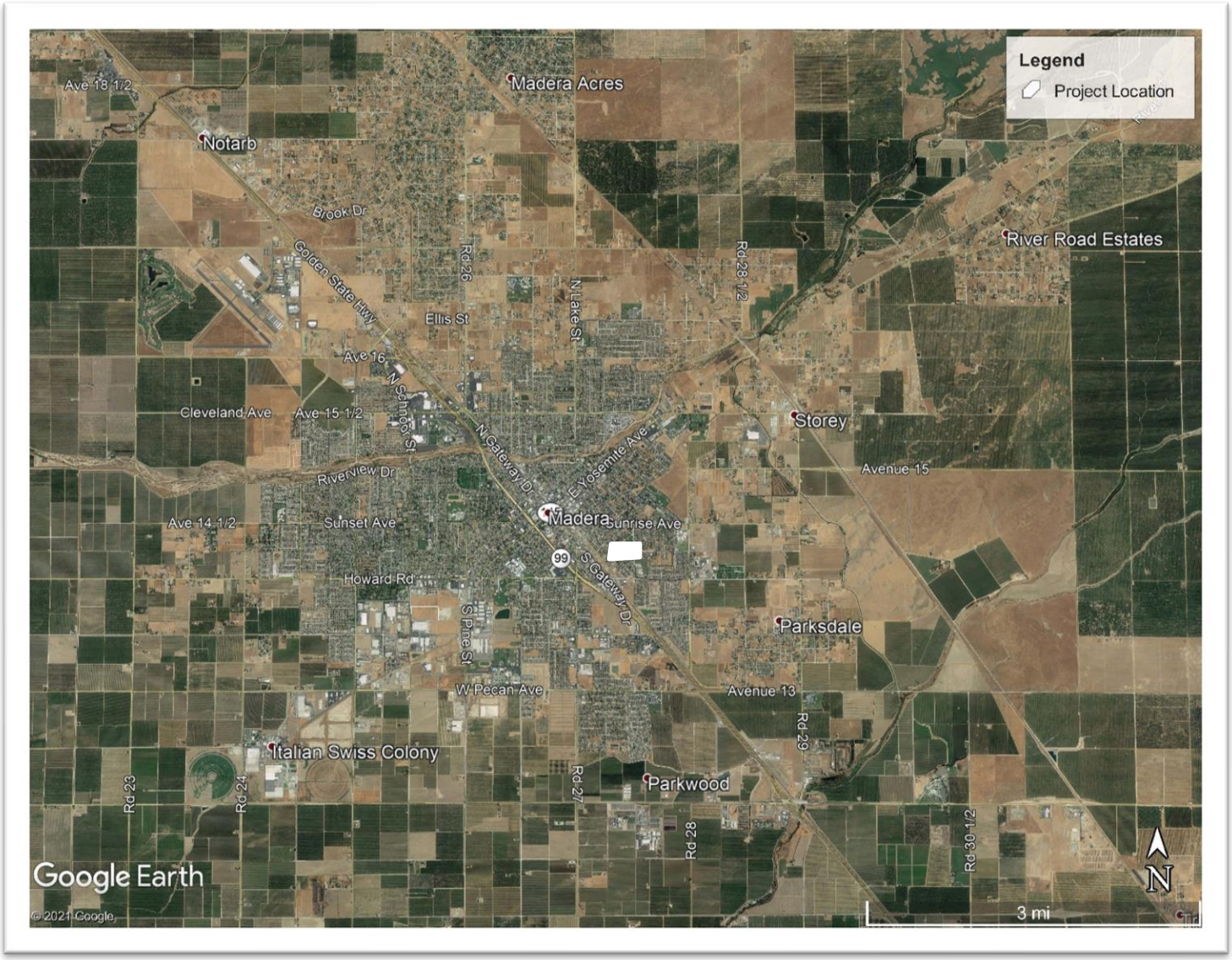


Figure 2-2 Project Vicinity

Figure 2-3 Parcel Map

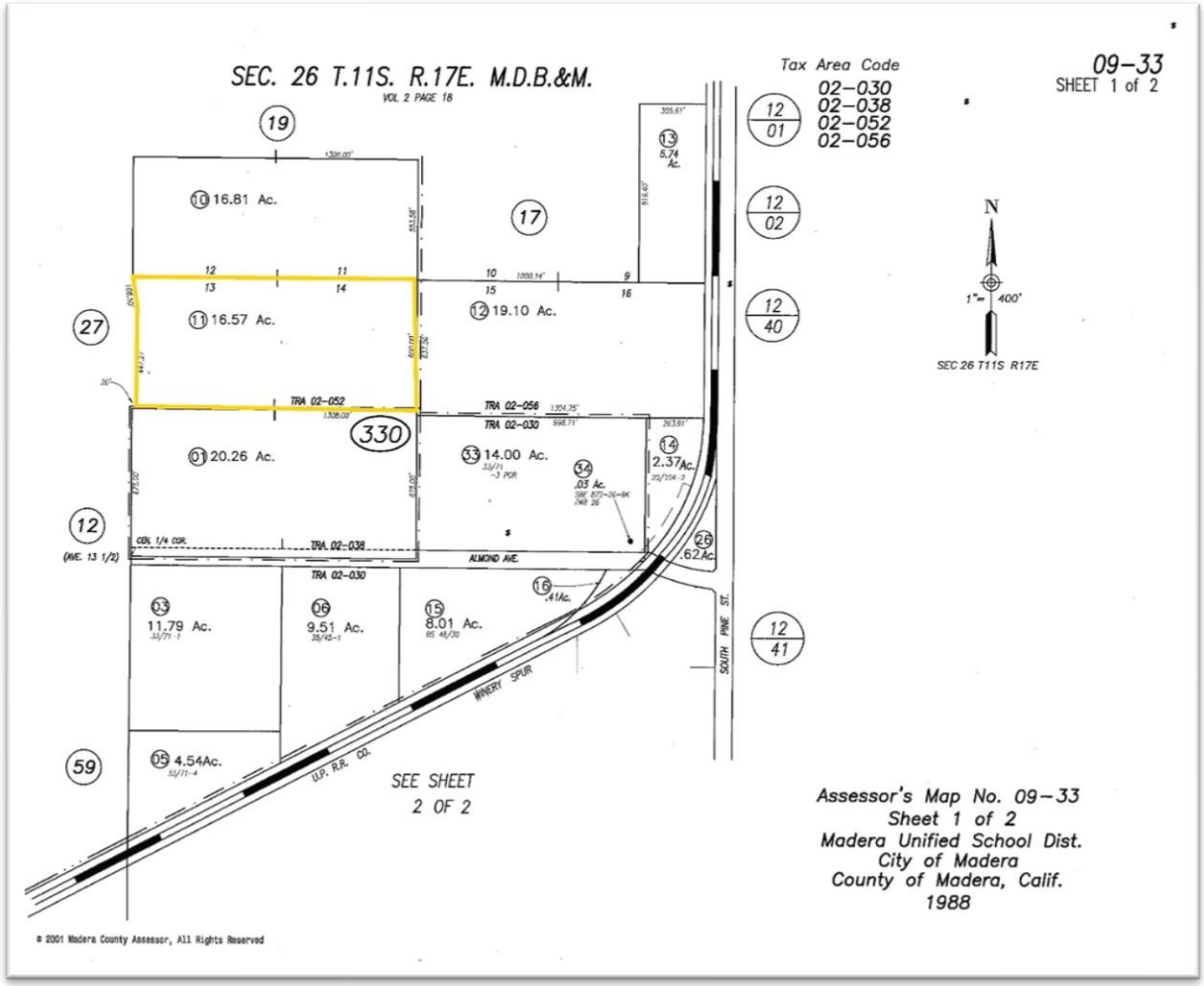


Figure 2-4 Zone District Map

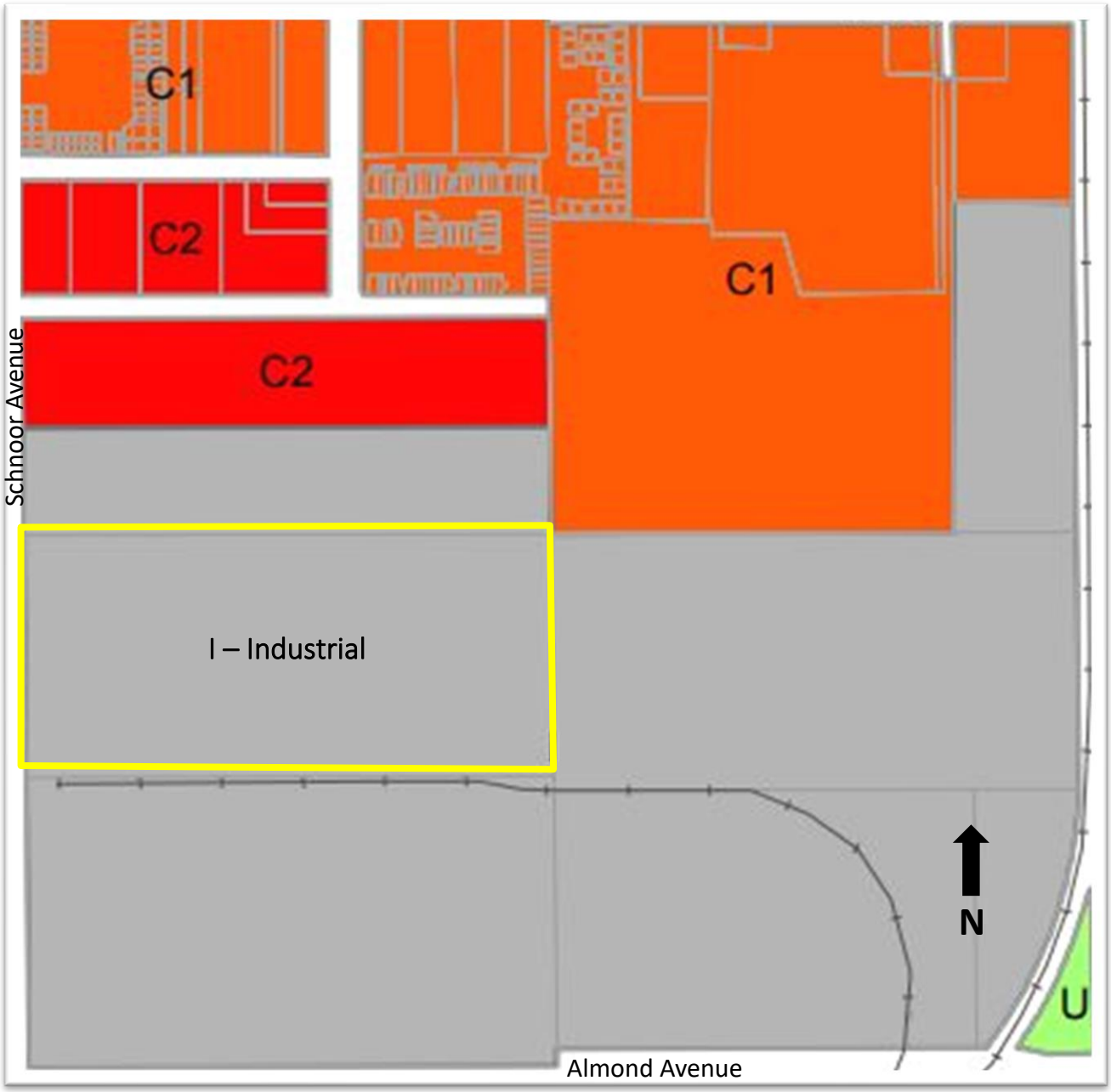


Figure 2-5 General Plan Land Use Designation Map

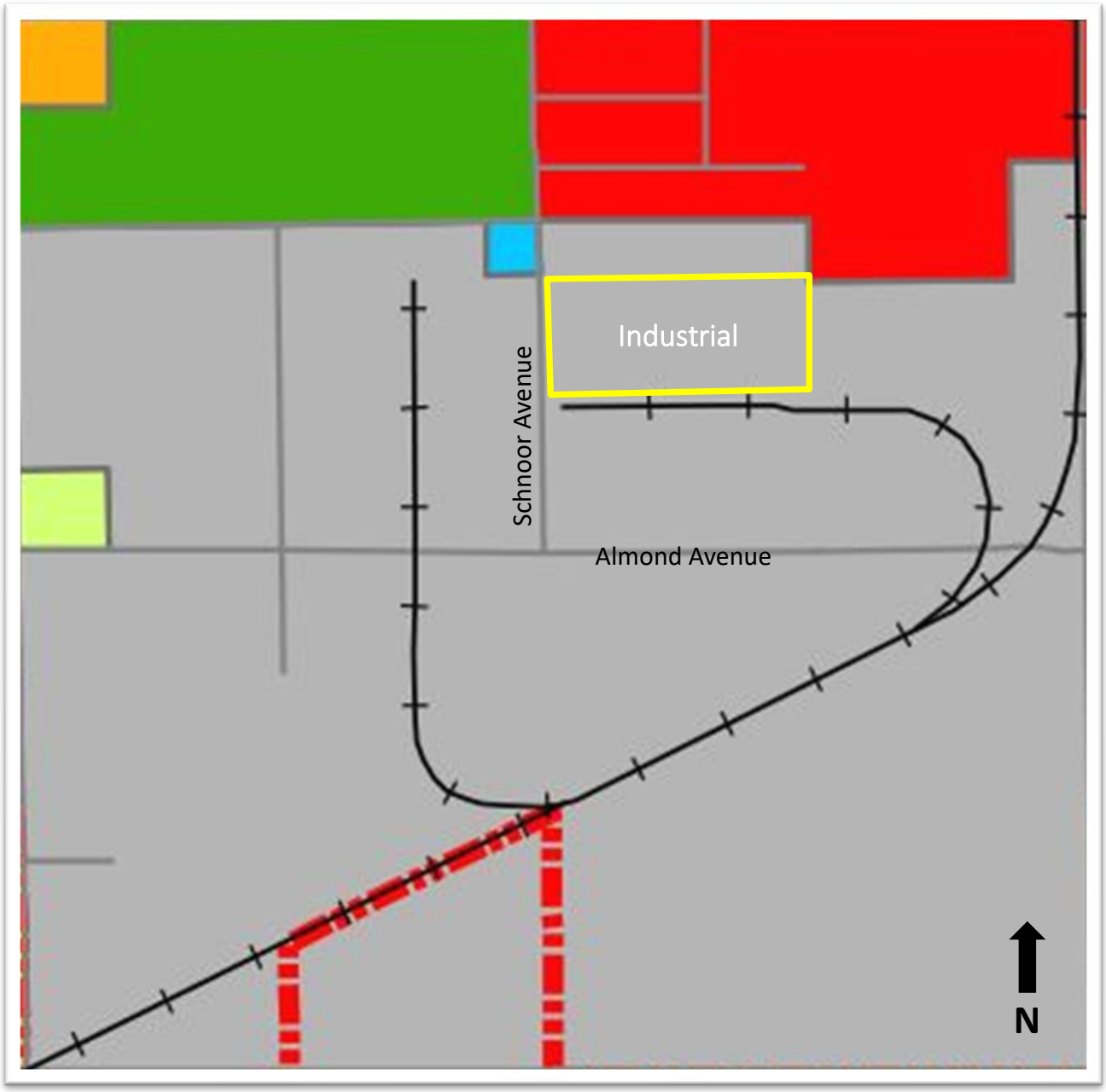


Figure 2-6 Site Plan

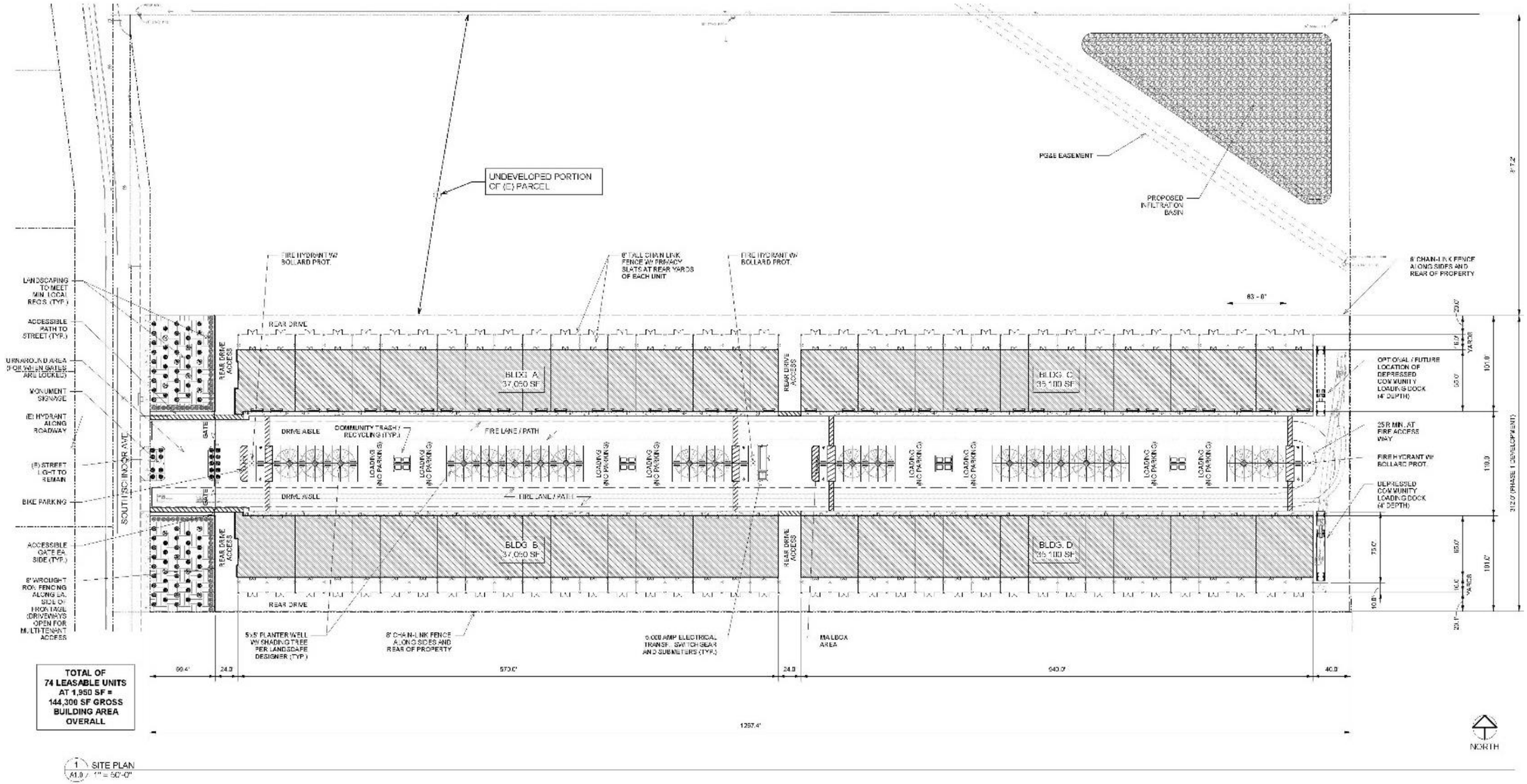


Figure 2-7 Project Elevations, Buildings A-D

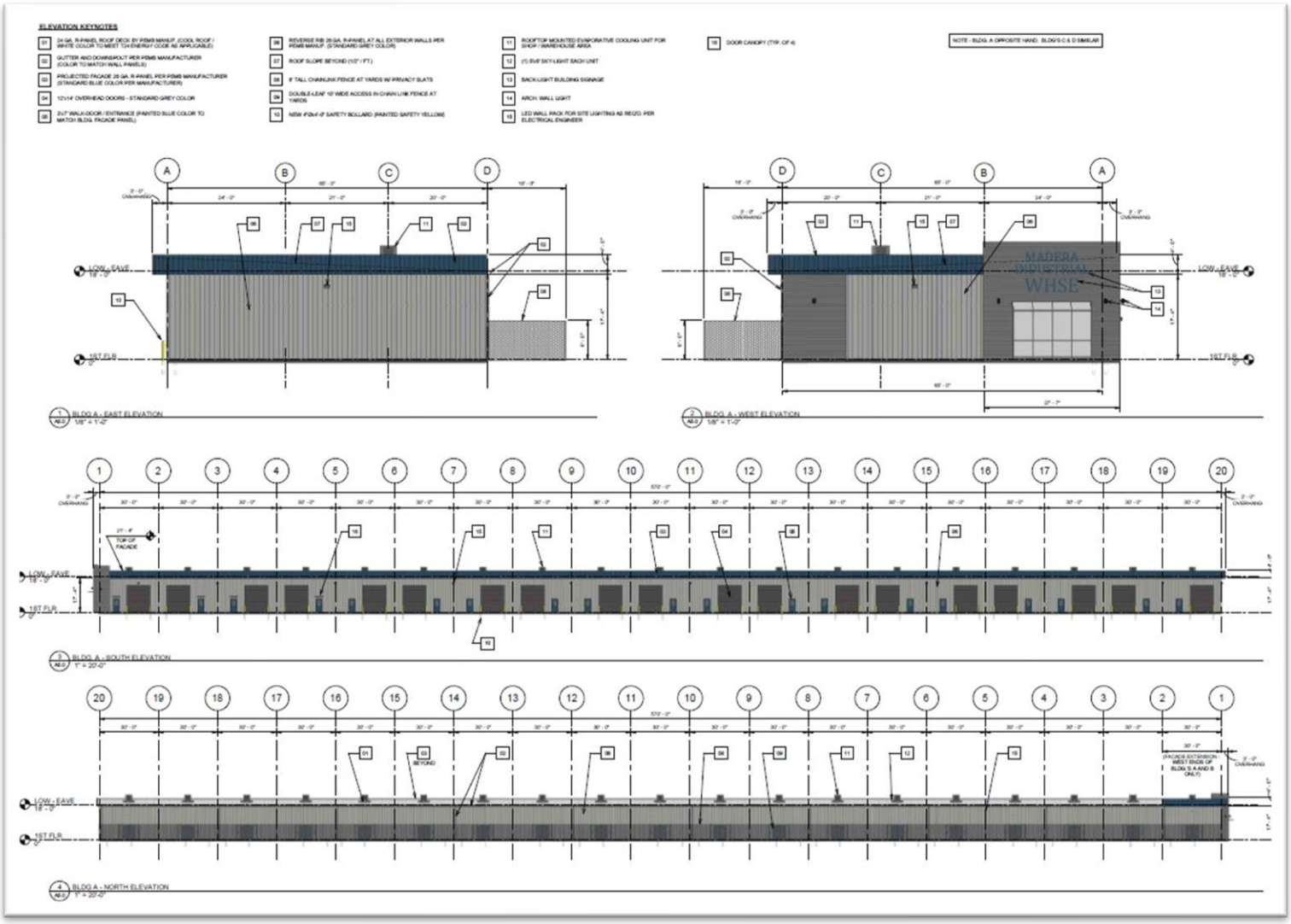
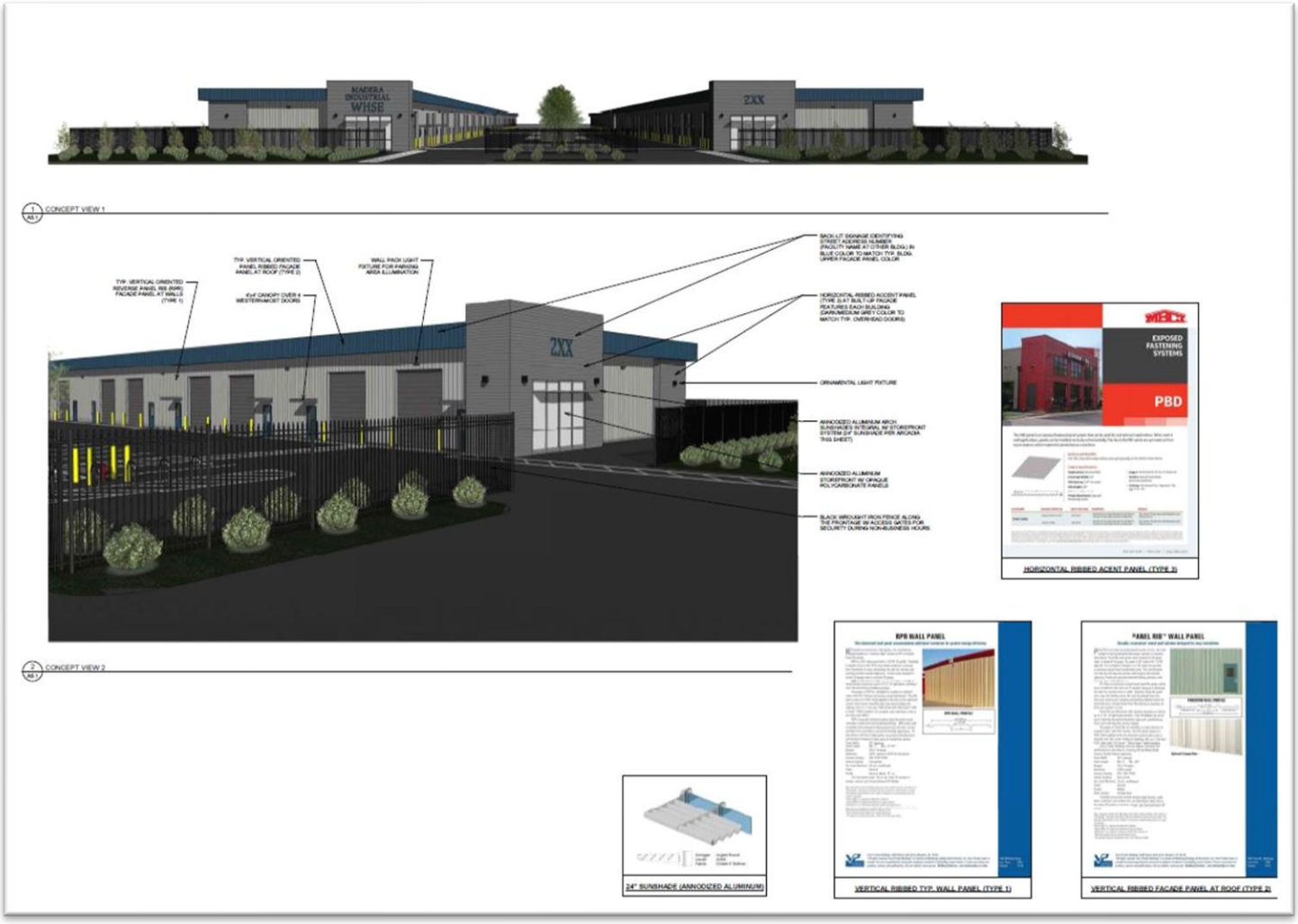


Figure 2-8 Project Elevations, Frontage



Chapter 3 Determination

3.1 Environmental Factors Potentially Affected

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

☐ Aesthetics	☐ Agriculture & Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☒ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

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

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

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

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

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

3.2 Determination

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

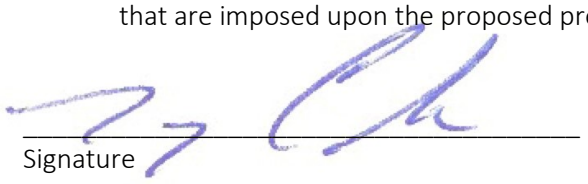
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

July 9, 2021
Date

Gary Conte, AICP, Planning Manager

Chapter 4 Impact Analysis

4.1 Aesthetics

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

4.1.1 Environmental Setting

The City of Madera is located within Madera County in the San Joaquin Valley, Central California. The city's visual features predominately include urbanized land uses, agricultural land uses, rivers and creeks, and trees. The Project site is within the city limits of Madera located east of South Schnoor Avenue between Modoc Street and West Almond Avenue within an urbanized area characterized by a mix of industrial land uses. The Project site is relatively flat and void of natural drainages. The nearest natural visual features include the Fresno River, approximately 1.4 miles north of the site, and the San Joaquin River, approximately 3.5 miles south of the site. There are no designated state scenic highways within the Project area. Overall, the Project area (i.e., within ½-mile radius of the Project site) is characterized by a mix of urbanized development types and uses, and as a result is surrounded by typical infrastructure such as roadways, streetlights, parking lot lights, and ambient light sources typical of industrial or commercial development.

Regarding the proposed use, the Madera General Plan Community Design Element and Land Use Element outline policies related to Goal 13: "Well-Design Industrial Development." The following goals and policies related to aesthetics are applicable to the Project.

Community Design Policy CD-62: 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.

For the purposes of implementing this Policy, a "building" shall include any structure which is designed to be used by humans or whose purpose is to warehouse materials or enclose an industrial process.

Community Design Policy CD-64: Where industrial development abuts non-industrial uses, appropriate buffering techniques shall be employed such as, enhanced architecture, increased setbacks, screening landscaping, or some combination of these features.

Community Design Policy CD-65: 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.

Land Use Policy LU-28: To maintain the quality of life and aesthetic value of the major circulation routes used by both industrial and non-industrial traffic; the portions of industrial sites in public view along arterials and collectors shall be subject to the same standards for architectural review as commercial buildings, including architecture, street trees, frontage and parking lot landscaping, and screening of outdoor storage visible from public rights-of-way.

Madera Municipal Code, Section 10-3.1000, Industrial Zones, sets forth the City's height and yard requirements for industrial uses. Specific requirements applicable to the Project are as follows.

§ 10-3.1003 Height of Structures.

The maximum height of any building shall be 65 feet; provided, however, additional height may be permitted if a use permit is first secured.

§ 10-3.1004 Yard Requirements.

(A) Front yards. There shall be no requirements for front yards except where the frontage in a block is partially in a R zone in which case the front yard shall be the same as required in such R zone.
(B) Side yards. There shall be no requirements for side yards except where the side of a lot abuts upon the side of a lot in a R zone in which case the side yard shall not be less than ten feet.
(C) Rear yard. There shall be no requirements for rear yards except where the rear of a lot abuts on an R zone in which case the rear yard shall be not less than ten feet.

4.1.2 Impact Assessment

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

No Impact. The Madera General Plan does not identify or designate scenic vistas within the city's Sphere of Influence; in addition, there are no state-defined scenic vistas within the city. Thus, there are no identified or designated scenic vistas within the Project area. In addition, the Project site is vacant and undeveloped and does not contain any visual features or historic resources. The Project itself would not result in an adverse effect on a scenic vista, including any federal, state, or locally classified scenic vistas or areas, historic resources, or a scenic highway. Therefore, the Project would have no impact.

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

No Impact. According to the California State Scenic Highway System Map, the Project is not located near a State-designated scenic highway and therefore, the Project would not damage scenic resources within a state scenic highway.[2] Therefore, there would be no impact.

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

Less than Significant Impact. The Project site is within an urbanized area that is characterized by industrial and commercial development and thereby, the existing visual character or quality of public views of the site and its surroundings is predominately industrial and commercial. Further, the proposed use is consistent with the planned land use designation and zoning district and is subject to compliance with applicable zoning and other regulations governing scenic quality as described above (See Pages 4-1 and 4-2). Therefore, the Project would have a less than significant impact on the visual character and scenic quality.

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

Less than Significant Impact. Generally, lighting impacts are associated with artificial lighting in evening hours either through interior lighting from windows or exterior lighting (e.g., street lighting, parking lot lighting, landscape lighting, etc.). The Project site is an infill site within an urbanized area that is surrounded by existing development and infrastructure such as roadways, streetlights, parking lot lights, headlights, and ambient light sources typical of industrial development. Thus, existing lighting within the Project area generally affects day or nighttime views in the area. The addition of the proposed development would create a new source of light or glare in the area for adjacent industrial or commercial uses, but the light or glare would be generally compatible and equal to existing light sources in the area. Therefore, the Project would have a less than significant impact.

---

[2] Caltrans, California State Scenic Highway System Map. Accessed June 15, 2021, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa.

4.2 Agriculture and Forestry Resources

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

4.2.1 Environmental Setting

According to the Farmland Monitoring and Mapping Program, California Important Farmland Finder, the Project site is located on land that is designated as "Grazing Land." Grazing Land is defined as "land on which the existing vegetation is suited to the grazing of livestock." The site is planned and zoned for industrial uses within the City's General Plan and Zoning Ordinance. Properties surrounding the Project site are categorized as "Urban and Built-Up Land," which is defined as "land that is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel." Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures. Surrounding properties are predominately planned and zoned for industrial or commercial uses. The Project site nor the surrounding properties are subject to a Williamson Act Contract.

4.2.2 Impact Assessment

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

No Impact. According to the Farmland Monitoring and Mapping Program, California Important Farmland Finder, the Project site is located on land that is designated as "Grazing Land." This land designation in defined as: Land on which the existing vegetation is suited to the grazing of livestock.[3] As such, the Project site is not located on lands designated as "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance," as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program. In addition, even in the absence of this Project, the land would not and could not be used for grazing. For this reason, the Project would result in no impact.

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

No Impact. The Project site is not zoned for or is located within an area for agricultural uses and is not under a Williamson Act contract. Thus, the Project would result in no impact.

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

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

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

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

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

No Impact. The Project site is not zoned for or designated for agricultural uses, nor is it planned for agricultural uses. In addition, the site is not zoned or designated for forestry uses, nor is it planned for forestry uses. As such, the Project would have no impact.

---

[3] California Department of Conservation, "California Important Farmland Finder." Accessed June 15, 2021, https://maps.conservation.ca.gov/DLRP/CIFF/.

4.3 Air Quality

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

4.3.1 Environmental Setting

The city of Madera lies within the central portion of the San Joaquin Valley Air Basin that is bounded by the Sierra Nevada Mountain range to the east, Coastal Ranges to the west, and Tehachapi mountains to the south. In general, there are four (4) major sources of air pollutant emissions in this Air Basin: motor vehicles, industrial plants, agricultural activities, and construction activities. The San Joaquin Valley Air Pollution Control District (SJVAPCD) oversees the San Joaquin Valley Air Basin. The following impact assessment is based on SJVAPCD's preliminary review of the proposed Project and their June 16, 2021, correspondence to the City outlining the District's recommended air quality analyses to be undertaken to address the Project's potential air quality effects. A copy of the June 16, 2021, correspondence is included in Appendix D of this document.

4.3.2 Impact Assessment

Thresholds of Significance

To assist local jurisdictions in the evaluation of air quality impacts, the SJVAPCD has published the *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI). This guidance document includes recommended thresholds of significance to be used for the evaluation of short-term construction, long-term operational, odor, toxic air contaminant, and cumulative air quality impacts. Accordingly, the SJVAPCD-recommended thresholds of significance are used to determine whether implementation of the proposed Project would result in a significant air quality impact. Projects that exceed these recommended thresholds would be considered to have a potentially significant impact to human health and welfare. The thresholds of significance are summarized, as follows:

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

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

Long-Term Emissions of Particulate Matter (PM10): Operational impacts associated with the proposed Project would be considered significant if the project generates emissions of PM_{10} that exceed 15 TPY.

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

Conflict with or Obstruct Implementation of Applicable Air Quality Plan: Due to the region's nonattainment status for ozone, $PM_{2.5}$, and PM_{10}, if the project-generated emissions of either of the ozone precursor pollutants (i.e., ROG and NO_x) or PM_{10} would exceed the SJVAPCD's significance thresholds, then the project would be considered to conflict with the attainment plans. In addition, if the project would result in a change in land use and corresponding increases in vehicle miles traveled, the project may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

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

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

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

Short-term and long-term emissions associated with the Project were calculated using California Emissions Estimator Model (CalEEMod, Version 2016.3.2) based on available Project information. Modeling assumptions and output files are included in Appendix A.

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

Less than Significant Impact. CalEEMod was used to determine the potential emissions of regulated criterion pollutants for the Project. Table 4-1 below shows the Project totals (in tons per year) in relation to the SJVAPCD adopted thresholds outlined in the GAMAQI. The results shown used default CalEEMod factors with the removal of demolition from the Construction factors, as demolition is not required for the Project. As shown, the estimated Construction and Operational emissions of the Project are below all significant thresholds and the Project is therefore consistent with the GAMAQI. CalEEMod Output Files are presented in Appendix A.

Table 4-1 CO, NOx, ROG, PM10, PM2.5 Thresholds, Maximum

Emission Source (Tons Per Year)	CO	NO_x	ROG	PM_{10}	$PM_{2.5}$
Construction					
Construction, Unmitigated (maximum)	2.5221	2.6900	1.0968	0.4121	0.2352
Operational					
Operational, Unmitigated	3.2280	2.8285	0.9765	0.8635	0.2483
Total Emissions					
Construction and Operational	5.7501	5.5185	2.0733	1.2756	0.4835
Significance Threshold	100	10	10	15	15
Exceed Threshold?	No	No	No	No	No

Source*:* CalEEMod, Version 2016.3.2, ran on June 15, 2021

Additionally, the SJVAPCD reviewed the project and determined that Project-specific annual emissions from construction and operation emissions of criteria pollutants are not expected to exceed any of the District significance thresholds. The SJVAPCD also offered comments regarding project-related criteria pollutant emissions and provided recommendations where applicable. If the project emissions exceed 100 pounds per day of any pollutant, an Ambient Air Quality Analysis (AAQA) is required. Based on the CalEEMod results referenced above, the proposed project will not exceed this threshold and therefor an AAQA is not required.

Lastly, the Project shall comply with all rules and regulations administered by the SJVAPCD including but not limited to Rule 9510 (Indirect Source Review) and Regulation VIII (Fugitive PM10 Prohibitions). The Project design anticipates such requirements and incorporates the measures in regard to air quality impacts. Thus, any impacts related to construction activities of the Project would be regulated through SJVAPCD regulations and requirements.

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

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

Less than Significant Impact. The San Joaquin Valley Air Basin is in non-attainment for ozone, PM_{10}, and $PM_{2.5}$, which means that certain pollutants' exposure levels are often higher than the normal air quality requirements. As discussed in item (a) above, the construction and operations of the Project would not exceed the thresholds of significance for criteria pollutants as set by the GAMAQI (See Table 4-1). This analysis includes PM_{10}, and $PM_{2.5.}$ Thus, because the Project's potential emissions were determined to be below the SJVAPCD's regional significance thresholds, the Project would have a less than significant impact.

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

Less than Significant Impact. Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling unit(s). The nearest receptors are the Lions Town and Country Park, which is located approximately 330-feet northwest of the site on the west side of South Schnoor Avenue, and residential development located approximately 1,500-feet north and 1,800-feet west of the site. As stated in item (a) above, emissions during construction or operation would not reach the significance thresholds and would not be anticipated to result in concentrations that reach or surpass ambient air quality requirements. Therefore, the Project would have a less than significant impact on any known sensitive receptor.

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

Less than Significant Impact. Specific land uses that are considered sources of undesirable odors include landfills, transfer stations, composting facilities, sewage treatment plants, wastewater pump stations, asphalt batch plants and rendering plants. The Project would not consist of such land uses; rather, the Project proposes flex/warehouse spaces and thus is unlikely to produce odors that would be considered to adversely affect a substantial number of people. Further, there are no major odor-generating sources within the Project area. Although some odors would be emitted during construction of the site (i.e., through diesel fuel and exhaust from equipment), these odors would be temporary and last only during construction activities. For these reasons, the odor impacts associated with the Project would be less-than-significant.

4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☒	☐

4.4.1 Environmental Setting

According to the California Natural Diversity Database, seven (7) plant and animal special-status species have been found in the city of Madera in the past. The database also shows one (1) "natural community" that has also been found in the city of Madera. This Natural Community, Northern Hardpan Vernal Pool,

contains vernal pools (which fill seasonally during the rainy season) that could harbor sensitive plant and animal species (including fairy shrimps). These vernal pools are generally found in annual grasslands, grasslands where the soils include an impermeable clay-pan layer below the surface, conditions which are widely distributed in the eastern portion of the city.

Sensitive plants and animals that have been found in the city of Madera are listed below.

- Burrowing Owl.
- California Tiger Salamander.
- Blunt nosed leopard lizard.
- California linderiella ("fairy shrimp").
- Vernal pool fairy shrimp.
- Madera leptosiphon.
- Hairy orcutt grass.

Although most of the city of Madera has been changed from its natural condition by farming and urban uses, a few areas of natural habitat remain. These include:

- Annual grasslands.
- Riparian areas.
- Wetlands. In addition, according to state records, one type of "Natural Community" is found in the Planning Area.

The Madera General Plan Conservation Element outlines the following policies related to conservation of biological resources.

Conservation Policy CON-23: The City shall seek to conserve and improve native wildlife and plant habitat in cooperation with governmental agencies, private associations and individuals in Madera.

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

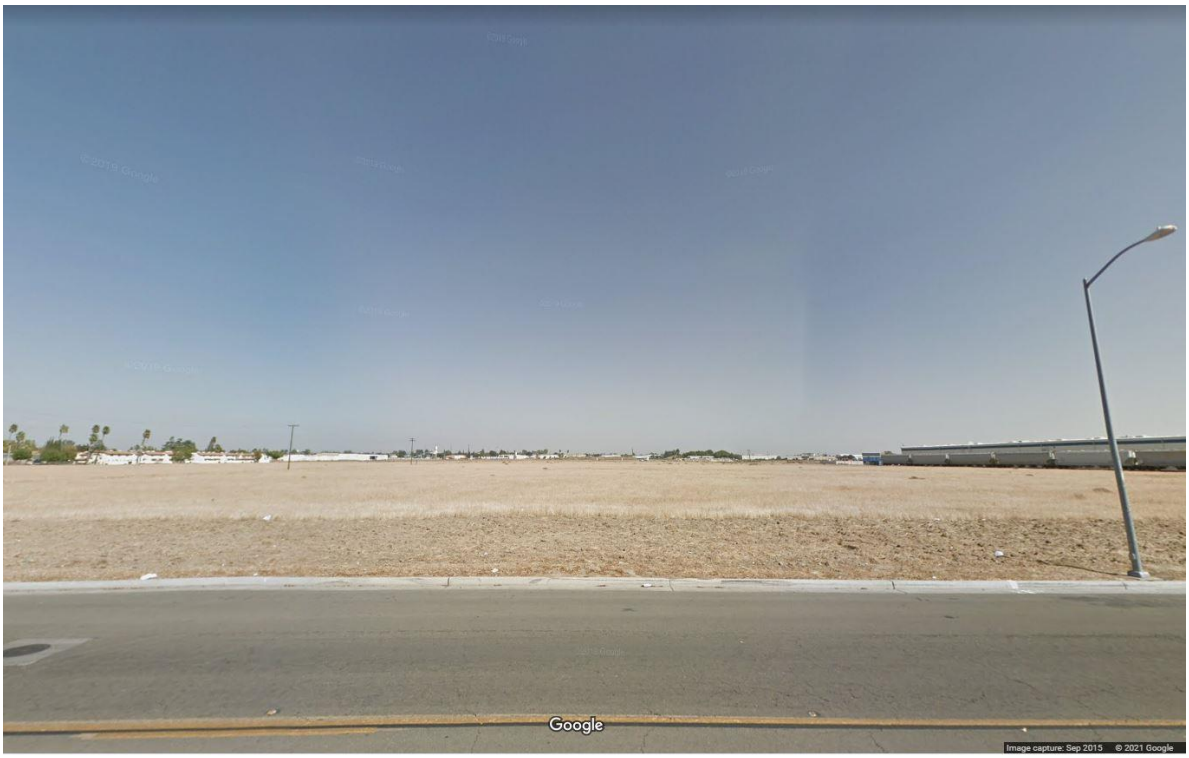
Conservation Policy CON-25: The City encourages the preservation of habitat areas needed for the ongoing viability of native species, and habitat connectivity through the use of conservation easements or other methods.

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

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

The Project site is within an urbanized area of the city and is surrounded by a mix of existing and planned industrial and commercial development types. The site is vacant and undeveloped with no improvements, structures, vegetative cover, trees, or water features suitable for habitat by special-status species. There are no wetlands, historic or current, present on the site as indicated by the U.S. Fish and Wildlife Service, National Wetlands Inventory.[4] Further, the site is highly disturbed as it has been graded and disced over time as it is planned and zoned for industrial uses and is located within an urbanized and developed area. The existing biotic conditions and resources of the Project site can be defined as ruderal and is composed of herbaceous vegetation. There are no shrubs or trees present on the site. These observations were confirmed during an onsite field review conducted by Precision Civil Engineering in July 2021 (See Figures 4-1, 4-2, 4-3, and 4-4). Thus, the site does not support native vegetation.

Figure 4-1 View of Project Site from S. Schnoor Avenue – Facing East



Source: Google Earth, Image Captured September 2015

[4]U.S. Fish & Wildlife Service. National Wetlands Inventory. Accessed June 21, 2021, https://www.fws.gov/wetlands/data/Mapper.html

Figure 4-2 View of Project Site, On-site facing northeast

Source: Precision Civil Engineering, Image Captured July 2021

Figure 4-3 View of Project Site, On-site facing southwest

Source: Precision Civil Engineering, Image Captured July 2021

Figure 4-4 View of Project Site, On-site facing southeast

Source: Precision Civil Engineering, Image Captured July 2021

4.4.2 Impact Assessment

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

Less than Significant Impact. The California Department of Fish and Wildlife's Natural Diversity Database indicates seven (7) plant and animal special-status species that have been observed in or near the city of Madera (See Environmental Setting above). There are no known special-status species in the Project area, further, the Project site is currently vacant and undeveloped, has been highly disturbed as a result of periodic discing, and there are no vegetative cover, trees, or water features on site. These observations were confirmed during a field review conducted by Precision Civil Engineering in July 2021. In addition, the site is an infill property that is planned and zoned for industrial uses within an urbanized area. For these reasons, the site does not provide essential habitat for special-status species and as a result, the Project would not have a substantial adverse effect on any special-status species. Therefore, the Project would have a less than significant impact.

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

Less than Significant Impact. According to the Madera General Plan and the U.S. Fish and Wildlife Service, National Wetlands Inventory, there are no known riparian habitats or other sensitive natural communities identified within the immediate vicinity of the Project. In addition, the Project site does not contain any water features that would provide habitat for riparian or other sensitive natural communities. Additionally, the Project site is vacant, undeveloped, and has been previously disturbed over time as it is planned and zoned for industrial uses within an urbanized area. For these reasons, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. Therefore, the Project would have a less than significant impact.

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

Less than Significant Impact. A search of the National Wetlands Inventory shows no federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) on the Project site or within the broader Project area.[5] Further, no water features exist on site. Therefore, the Project would have a less than significant impact on state or federally protected wetlands.

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

[5] USGS, "National Wetlands Inventory." Accessed June 21, 2021, https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/.

Less than Significant Impact. The Project site is within an urbanized area of the city and is surrounded by a mix of existing and planned industrial and commercial development types. The site is vacant and undeveloped with no improvements, structures, vegetative cover, trees, or water features suitable for habitat of any native resident or migratory fish or wildlife species. Therefore, the Project would have a less than significant impact.

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

Less than Significant Impact. The Madera General Plan Conservation Element outlines policies related to conservation of biological resources (4.4.1 Error! Reference source not found.). Due to the lack of any i dentified special-status species or habitat for special-status species on the Project site or within the Project area, the Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, the Project would have a less than significant impact.

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

Less than Significant Impact. The Project site is not subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the Project would not conflict with such plans and thus, would have a less than significant impact.

4.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

4.5.1 Environmental Setting

The Southern San Joaquin Valley Information Center (SJVIC) conducted a CHRIS Record Search for the Project site and area on June 8, 2021. The search results do not show any formally recorded prehistoric or historic archeological resources or historic buildings within the Project area or within the immediate vicinity of the Project area. In addition, no resources that are known to have value to local cultural groups have been formally reported to SJVIC. Complete results are provided in Appendix B.

4.5.2 Impact Assessment

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

No Impact. Based on the records search conducted on June 8, 2021, in addition to a review of the Madera General Plan, there are no local, state, or federal designated historical resources on the Project site or within the Project area. Further, the Project site is vacant, undeveloped, and highly disturbed as it has been graded and disced over time. As such, the Project would not cause a change to a historical resource pursuant to Section 15064.5 and therefore, the Project would have no impact.

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

Less than Significant Impact. Based on the records search and site visit conducted in July 2021, there is no evidence that cultural resources of any type (including historical, archaeological, paleontological, or unique geologic features) exist on the Project site. Nevertheless, there is some possibility that a non-visible, buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. Madera General Plan Action Item HC-9.2 imposes the following condition on all discretionary projects which may cause ground disturbance pursuant to Public Resources Code Section 21082.2: "The Planning Department shall be notified immediately if any prehistoric, archaeologic, or fossil artifact or resource is uncovered during construction. All construction must stop and an

archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action." Thus, if such resources were discovered, implementation of the required condition would reduce the impact to less-than-significant.

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

Less than Significant Impact. There is no evidence that human remains exist on the Project site. Nevertheless, there is some possibility that a non-visible buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. Madera General Plan Action Item HC-9.2 imposes the following condition on all discretionary projects which may cause ground disturbance pursuant to California Code of Regulations Section 15064.5(e), Public Resources Code Section 5097.98, and California Health and Safety Code Section 7050.5: "All construction must stop if any human remains are uncovered, and the County Coroner must be notified according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in CEQA Section 15064.5 (d) and (e) shall be followed." Thus, in if such resources were discovered, implementation of the required condition would reduce the impact to less-than-significant.

4.6 Energy

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

4.6.1 Environmental Setting

Appendix F – Energy Conservation of the CEQA Guidelines requires consideration of energy implications in project decisions, including a discussion of the potential energy impacts with emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy resources (Public Resources Code Section 21100(b)(3)). Per Appendix F, a project would be considered inefficient, wasteful and unnecessary if it violated existing energy standards, had a negative effect on local and regional energy supplies and requirements for additional capacity, had a negative effect on peak and base period demands for electricity and other energy forms, and effected energy resources.

The California Energy Commission updates the Building Energy Efficiency Standards (Title 24, Parts 6 and 11) every three years as part of the California Code of Regulations. The standards were established in 1978 in effort to reduce the state's energy consumption. They apply for new construction of, and additions and alterations to, residential and nonresidential buildings and relate to various energy efficiencies including but not limited to ventilation, air conditioning, and lighting.[6] Part 11, or the California Green Building Standards Code (CALGreen), was developed in 2007 to meet the state goals for reducing Greenhouse Gas emissions pursuant to AB32. CALGreen covers five (5) categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.[7] The 2019 Building Energy Efficiency Standards went into effect on January 1, 2020. Additionally, the California Air Resources Board (CARB) oversees air pollution control efforts, regulations, and programs that contribute to reduction of energy consumption. Compliance with these energy efficiency regulations and programs ensure that development will not result in wasteful, inefficient, or unnecessary consumption of energy sources.

[6] California Energy Commission, "2019 Building Energy Efficiency Standards." Accessed June 22, 2021, https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency.
[7] California Department of General Services, "CALGreen." Accessed June 22, 2021, https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen.

4.6.2 Impact Assessment

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

Less than Significant Impact. The Project proposes the construction of pre-engineered metal buildings for flex/warehouse spaces. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities. All construction equipment shall conform to current emissions standards and related fuel efficiencies. In particular, construction and operations of the Project would be subject to applicable CARB regulations (Airborne Toxic Control Measure), California Code of Regulations (Title 13, Motor Vehicles), and Title 24 standards that include a broad set of energy conservation requirements (e.g., Lighting Power Density requirements). In addition, the Project would be served by PG&E and would not require extensions of energy infrastructure or new energy supplies. Lastly, energy outputs for short-term construction and long-term operations were estimated using CalEEMod (Appendix A). Results of the estimation and analysis do not rise to a level of significance. For these reasons, the Project would have a less than significant impact.

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

Less than Significant Impact. As previously mentioned, the construction and operations of the Project would be subject to compliance with applicable CARB regulations, California Code of Regulations, and Title 24 standards that include a broad set of energy conservation requirements in addition to BMPs for water conservation. Thus, applicable state regulations and programs would be implemented to reduce energy waste. Therefore, the Project would not conflict with any plans for renewable energy or energy efficiency and would have a less than significant impact.

4.7 Geology and Soils

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

4.7.1 Environmental Setting

The City of Madera is located within the San Joaquin Valley which is part of the Great Valley Geomorphic Providence that is bounded to the east by the Sierra Nevada mountain range, to the west by the Coastal Range, and to the south by the Tehachapi mountains. Madera is generally flat with some areas of slopes including areas near rivers and streams. In addition, the city has no known active earthquake faults and is not in any Alquist-Priolo Special Studies Zones. The nearest active fault is more than 50-miles from the city. Potential ground shaking may occur due to earthquakes on nearby faults. However, compliance with the California Building Code (CBC) would be sufficient to prevent significant damage during seismic events.

The Project site is relatively flat with stable, native soils of the TmA Traver loam, slightly saline-alkali (0 to 1 percent slopes, moderately well drained, low runoff, more than 80 inches depth to water table) and TwA Tujunga loamy sand (0 to 3 percent slopes, somewhat excessively drained, negligible runoff, more than 80 inches depth to water table) series.[8]

CEQA requires an analysis of the Project's impacts on the environment, not the environment's potential impacts on the Project; therefore, shaking, liquefaction, and other seismic activities are less than significant.

4.7.2 Impact Assessment

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

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

No Impact. There are no known active earthquake faults in Madera, nor is Madera within an Alquist-Priolo earthquake fault zone as established by the Alquist-Priolo Fault Zoning Act. Thus, the Project would not cause rupture of a known earthquake fault and therefore, would have no impact.

a-ii) Strong seismic ground shaking?

Less than Significant Impact. The Project site is relatively flat with stable, native soils of the TmA Traver loam, slightly saline-alkali (0 to 1 percent slopes) and TwA Tujunga loamy sand (0 to 3 percent slopes) series. As mentioned above, there are no known active earthquake faults in Madera and the Project site and vicinity are located in an area traditionally characterized by relatively low seismic activity. Further, the Project would be required to conform to current seismic protection standards in the California Building Code, which are intended to minimize potential risks. Therefore, because of the Project's stable soils and distance from active fault lines, the Project would have a less than significant impact and no mitigation measures are required.

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

[8] US Department of Agriculture, Natural Resources Conservation Service, "Web Soil Survey." Accessed June 22, 2021, https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx.

Less than Significant Impact. Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. As previously described, there are no geologic hazards or unstable soil conditions known to exist on the Project site. The site is relatively flat with stable soils and no apparent unique or significant landforms. Further, development of the site would require compliance with the City's grading and drainage standards. Therefore, because of the Project's relatively flat topography, stability of soils, infrequency of seismic activity, and required compliance with City standards, the Project would have a less than significant impact.

a-iv) Landslides?

Less than Significant Impact. The topography of the Project site is relatively flat with stable, native soils, and the site is not susceptible to seismic activities, geologic instability, or landslides. Furthermore, the site is not in the immediate vicinity of rivers or creeks that would be more susceptible to landslides. Therefore, there would be a less than significant impact and no mitigation measures are required.

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

Less than Significant Impact. As previously discussed, the Project site is relatively flat with stable, native soil conditions. Development of the Project site would require typical site preparation activities such as grading and trenching which may result in the potential for short-term soil disturbance or erosion impacts. Such impacts would be addressed by applicable regulations set forth by the Regional Water Quality Control Board (RWQCB), including standards and regulations set forth by the City of Madera for grading and drainage, and subsequent requirements of the State Water Resources Control Board (SWRCB). Further, because the Project would disturb one (1) or more acres of soil it would be subject to the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ) and would need to develop a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer that includes best management practices (BMPs) to be implemented during and post construction, consistent with the California Storm Water Quality Association Best Management Practice Handbooks or equivalent guidelines. Implementation of a SWPPP minimizes the potential for the Project to result in substantial soil erosion or loss of topsoil. With these provisions in place, impacts to soil and topsoil by the Project would be considered less than significant.

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

Less than Significant Impact. The Project site is relatively flat with stable, native soils of the TmA Traver loam, slightly saline-alkali (0 to 1 percent slopes) and TwA Tujunga loamy sand (0 to 3 percent slopes) series. Furthermore, the Project site is in an area of infrequent and low historic seismic activity of nearby faults. Such factors minimize the potential for other geologic hazards such as landslides, lateral spreading, subsidence, liquefaction or collapse. Therefore, any development on the native, stable soils is unlikely to become unstable and result in geologic hazards. As such, the Project would have a less than significant impact.

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

Less than Significant Impact. The site comprises stable, native soils. Thus, the site does not consist of expansive soils with high shrink-swell potential and therefore would not create a substantial direct or

indirect risk to life or property. Therefore, the Project would have a less than significant impact.

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

No Impact. The Project will not involve the installation of a septic tank or alternative wastewater disposal system. The Project site will be connected to the City's water and sewer systems. Therefore, the Project would have no impact.

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

Less than Significant Impact. As discussed in the Cultural Resources section above, there are no known paleontological resources or unique geological features known to the City within this area or on this site. Nevertheless, there is some possibility that a non-visible, buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. Madera General Plan Action Item HC-9.2 imposes the following condition on all discretionary projects which may cause ground disturbance pursuant to Public Resources Code Section 21082.2: "The Planning Department shall be notified immediately if any prehistoric, archaeologic, or fossil artifact or resource is uncovered during construction. All construction must stop and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action." Thus, in if such resources were discovered, implementation of the required condition would reduce the impact to less-than-significant.

4.8 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

4.8.1 Environmental Setting

Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring greenhouse gases include water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and ozone (O_3). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct greenhouse gases CO_2, CH_4, and N_2O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three GHGs have increased globally by 40, 150, and 20 percent, respectively (Intergovernmental Panel on Climate Change [IPCC], 2013).

GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs).

The emissions from a single project will not cause global climate change, however, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change. Therefore, the analysis of GHGs and climate change presented in this section is presented in terms of the proposed project's contribution to cumulative impacts and potential to result in cumulatively considerable impacts related to GHGs and climate change.

Cumulative impacts are the collective impacts of one or more past, present, and future projects that, when combined, result in adverse changes to the environment. In determining the significance of a proposed project's contribution to anticipated adverse future conditions, a lead agency should generally undertake

a two-step analysis. The first question is whether the combined effects from both the proposed project and other projects would be cumulatively significant. If the agency answers this inquiry in the affirmative, the second question is whether "the proposed project's incremental effects are cumulatively considerable" and thus significant in and of themselves.

The cumulative project list for this issue (climate change) comprises anthropogenic (i.e., human made) GHG emissions sources across the globe and no project alone would reasonably be expected to contribute to a noticeable incremental change to the global climate. However, legislation and executive orders on the subject of climate change in California have established a statewide context and process for developing an enforceable statewide cap on GHG emissions. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies consider evaluating the cumulative impacts of GHGs. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and, therefore, significant.

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

- The extent to which the project may increase or reduce GHG emissions as compared to the environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

The SJVAPCD's Guidance for Valley Land Use Agencies in Addressing GHG Impacts for New Projects Under CEQA (2009) provides screening criteria for climate change analyses, as well as draft guidance for the determination of significance. [9,10] These criteria are used to evaluate whether a project would result in a significant climate change impact (see below). Projects that meet one of these criteria would have less than significant impact on the global climate.

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

Because BPS have not yet been adopted and identified for specific development projects, and because the City of Madera has not yet adopted a plan for reduction of GHG with which the Project can demonstrate

[9] San Joaquin Valley Air Pollution Control District. (2009). Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. Accessed June 15, 2021, http://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf.

[10] San Joaquin Valley Air Pollution Control District. (2000). Environmental Review Guidelines: Procedures for Implementing the California Environmental Quality Act. Accessed June 15, 2021, http://www.valleyair.org/transportation/CEQA%20Rules/ERG%20Adopted%20_August%202000_.pdf

compliance, the California Air Resources Board (CARB) 2017 Climate Change Scoping Plan will be used as an additional threshold of significance for this analysis as the adopted statewide plan for reduction or mitigation of GHGs. Assembly Bill (AB) 32 was enacted by the California State legislature in 2006 with the aim to reduce GHG emissions to levels of 1990 by 2020. Recommended actions to achieve these aims were adopted by the California Air Resources Board (CARB) in 2008 (i.e., the Climate Change Scoping Plan). The Scoping Plan involves several measures to reduce pollution and GHG emissions, indicating a decrease of GHG emissions to 389 million metric tons (MMT) of $CO2_e$ by 2030.

Additionally, the SJVAPCD requires quantification of GHG emissions for all projects which the lead agency has determined that an EIR is required. Although an EIR is not required for the Project, the GHG emissions are quantified below. Short-term construction and long-term operational GHG emissions for project buildout were estimated using CalEEModTM (v.2016.3.2). (See Appendix A). CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify GHG emissions from land use projects. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Emissions are expressed in annual metric tons of CO_2 equivalent units of measure (i.e., $MTCO_2e$), based on the global warming potential of the individual pollutants.

4.8.2 Impact Assessment

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

Less than Significant Impact. The Project's estimated GHG emissions for construction and operation are presented in Table 4-2. below. In regard to construction, the SJVAPCD does not recommend assessing pollution associated with construction, as pollution-related construction will be temporary. As presented below, maximum short-term annual construction emissions of GHG associated with development of the project are estimated to be 463 $MTCO_2e$. These construction GHG emissions are a one-time release. Cumulatively, these construction emissions would not generate a significant contribution to global climate change over the lifetime of the proposed project.

In regard to the long-term operational related GHG emissions, the estimated operational emissions for buildout of the Project incorporates the potential area source and vehicle emissions, and emissions associated with utility and water usage, and wastewater and solid waste generation. As described in Section 4.3 Air Quality above, the Operational emission estimates account for limited vehicle trips associated with the Project. As shown, the annual unmitigated operational GHG emissions associated with buildout of the proposed project would be 1,959 $MTCO_2e$. Although SJVAPCD does not use 3,000 $MTC0_2e$ as a threshold, many areas do. Cumulatively, these emissions would not generate a significant contribution to global climate change over the lifetime of the proposed project.

Table 4-2 Project GHG Emissions (Metric Tons Per Year)

	Total CO_2	CH_4	N_2O	CO_2e
Construction				
Construction, Unmitigated (maximum)	460.5462	0.977	0.0000	462.9880
Operational				
Operational, Unmitigated	1,865.47	3.3411	0.0326	1,958.61
Total				1,959.61

Source: CalEEMod, Version 2016.3.2, ran on June 15, 2021

Additionally, as discussed in more detail below, the Project would be generally consistent with the applicable goals and policies related to GHG reduction measures. Because of this, the Project would not occur at a scale or scope with potential to contribute substantially or cumulatively to the generation of greenhouse gas emissions and therefore the impact would be less than significant.

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

Less than Significant Impact. The Madera General Plan does not meet the criteria of the CEQA Guidelines 15064.4(b)(3) for an appropriate GHG emissions reduction program. Therefore, the compatibility of the Project with the Climate Change Scoping Plan is evaluated. The Project complies with several of the measures as described below. Assembly Bill 32 was enacted by the state in 2006 in an effort to reduce GHGs to 1990 levels by 2020. In 2008, the ARB adopted the Climate Change Scoping Plan in accordance with the requirements of AB 32 which outlines the actions recommended to achieve that aim. The Scoping Plan involves a number of measures to reduce the pollution from the State. The Project complies with several of the measures as described below in Table 4-3.

Table 4-3. Scoping Plan Reduction Measures Consistency Analysis

Reduction Measure	Consistency/Applicability Determination
Energy Efficiency. Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms.	As new construction, the Project is required to meet the State Building Energy Efficiency Standards (Title 24, Parts 6 and 11). Compliance with these energy efficiency regulations and programs ensure that development will not result in wasteful, inefficient, or unnecessary consumption of energy sources. Therefore, the Project is consistent with this measure.
Renewable Portfolio Standard. Achieve 33% renewable energy mix statewide. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.	This measure is a statewide measure that is not implemented by a project applicant or lead agency. Therefore, the measure is not applicable to the proposed project.
Low Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.	This measure is a statewide measure that is not implemented by a project applicant or lead agency. Therefore, the measure is not applicable to the proposed project. However, when the measure is initiated, it would be

	applicable to vehicles that would access the Project site.
Regional Transportation-Related Greenhouse Gas Targets. Develop regional greenhouse gas emissions reduction targets for passenger vehicles.	This measure refers to SB 375. SB 375 does not have requirements that directly apply to development projects. Therefore, the measure is not applicable to the Project.
Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.	This measure is a statewide measure that is not implemented by a project applicant or lead agency. Therefore, the measure is not applicable to the proposed project. However, when the measure is initiated, it would be applicable to light-duty vehicles that would access the Project site.
Million Solar Roofs Program. Install 3,000 MW of solar-electric capacity under California's existing solar programs.	This measure is implemented by electricity providers and existing solar programs throughout the State. Therefore, the measure is not applicable to the Project.
Industrial Emissions. Require assessment of large industrial sources to determine whether individual sources within a facility can cost effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits.	While the Project proposes an industrial use, the Project is not a large industrial source of emissions.
Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	As new construction, the Project is required to meet the State Building Energy Efficiency Standards (Title 24, Parts 6 and 11) (i.e., CALGreen). Compliance with these energy efficiency regulations and programs ensure that development will not result in wasteful, inefficient, or unnecessary consumption of energy sources. Therefore, the Project is consistent with this measure.
Recycling and Waste. Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	The Madera General Plan outlines goals and policies for source reduction and recycling. The Project is required to comply with these goals and policies during the approval process.
Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	As new construction, the Project is required to meet the State Building Energy Efficiency Standards (Title 24, Parts 6 and 11) (i.e., CALGreen). Compliance with these energy efficiency regulations and programs ensure that development will not result in wasteful, inefficient, or unnecessary consumption of energy sources. Therefore, the proposed project is consistent with this measure.

In conclusion, the Project contains features that would reduce GHG emissions. These features are in accordance with several measures from the Scoping Plan. As such the Project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs, and therefore the impact would be less than significant.

4.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

4.9.1 Environmental Setting

For the purposes of this section, the term "hazardous materials" as defined by the California Code of Regulations, are substances with certain physical properties that could pose a substantial present or future

hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties:

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

A hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. The criteria that define a material as hazardous also define a waste as hazardous. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. The California Code of Regulations, Title 22, Sections 66261.20-24 contains technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

Hazardous materials are routinely used, stored, and transported in Madera that are associated with industrial and commercial/retail businesses, as well as in educational facilities, hospitals, and households. Hazardous waste generators may include industries, businesses, public and private institutions, and households. Federal, state, and local agencies maintain comprehensive databases that identify the location of facilities using large quantities of hazardous materials, as well as facilities generating hazardous waste. Some of these facilities use certain classes of hazardous materials that require risk management plans to protect surrounding land uses.

The California Department of Toxic Substance Control's EnviroStor database and the State Water Resources Control Board's GeoTracker database include hazardous release and contamination sites. A search of each database was conducted in June 2021. The search revealed no hazardous material release sites at the Project site or in the vicinity of the Project site.

4.9.2 Impact Assessment

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

Less than Significant Impact. The Project proposes the construction of pre-engineered metal buildings for flex/warehouse spaces to be leased to tenants not engaged in high pile storage or operations that would utilize hazardous materials in excess of the maximum allowable quantities of hazardous materials listed in Table 301.1(1) per CBC Section 311.2. Although Project construction would involve transport, use, or disposal of hazardous materials, the construction phase would be short-term, temporary, and not of an unusual nature or duration. In addition, it is not anticipated that the Project operations would involve the routine transport, use, or disposal of hazardous materials. Furthermore, compliance with applicable local, state, and federal regulations would minimize any associated hazards. Therefore, the Project would have a less-than-significant impact.

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

Less than Significant Impact. As discussed under item a) above, the prospective tenants of the Project would not be engaged in high pile storage or operations that would utilize hazardous materials in excess of the maximum allowable quantities of hazardous materials listed in Table 301.1(1) per CBC Section 311.2. In addition, there are no known hazardous materials on the Project site. Although Project construction would involve transport, use, or disposal of hazardous materials, the construction phase would be short-term, temporary, and not of an unusual nature or duration. Therefore, the Project would have a less-than-significant impact.

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

No Impact. There are no existing or proposed schools within one-quarter mile of the Project site. The closest school is John Adams Elementary located approximately 0.80-miles to the north of the site. Therefore, there would be no impact.

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

No Impact. The Project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the Project would not create a significant hazard to the public of the environment. For these reasons, there would be no impact.

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

Less than Significant Impact. The nearest public airport to the Project site is the Madera Municipal Airport, which is located approximately 2.5 miles northeast of the site. The applicable airport land use plan for the Madera Municipal Airport is the Madera Countywide Airport Land Use Compatibility Plan adopted in 2015. According to this land use plan, the Project site is located within the airport influence area of the Madera Municipal Airport. Specifically, the site is within the 'D' – Other Airport Environs Compatibility Zone, which allows for light industrial, and warehouse uses consistent with the proposed Project. Therefore, the Project is compatible with the land use plan and would result in a less than significant impact.

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

Less than Significant Impact. The Project site is an infill property within an urbanized area that is surrounded by existing development and infrastructure, including public streets and roads. Thus, the Project would not involve any new or altered infrastructure associated with evacuation, emergency response, and emergency access routes within the City or County of Madera. Construction of frontage improvement may require lane closure; however, these activities would be short-term and access through S. Schnoor Avenue would be maintained through standard traffic control. Following construction, S. Schnoor Avenue would continue to provide access to the site. Furthermore, the Project would be subject to compliance with applicable standards for on-site emergency access including turn radii and fire access. Therefore, the Project would have a less-than-significant impact.

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

No Impact. The Project site is located on a relatively flat, infill property within an urbanized area that is surrounded by existing development and infrastructure. Further, the Project site is not identified by the California Department of Forestry and Fire Protection (Cal Fire) or the City of Madera as a Very High Fire Hazard Severity Zone (VHFHSZ); rather, the site is within an area of local responsibility and is considered an area of low fire risk.[11] Lastly, the Project would be required to be developed and operate in compliance with all regulations of the current California Fire Code. Therefore, there would be no impact.

[11] Cal Fire, "FHSZ Viewer." Accessed on June 23, 2021, https://egis.fire.ca.gov/FHSZ/.

4.10 Hydrology and Water Quality

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

4.10.1 Environmental Setting

The city of Madera is part of the San Joaquin River watershed which originates in the Sierra Nevada Mountain range, traveling for approximately 330 miles before converging with the Sacramento River in the Sacramento-San Joaquin Delta. The San Joaquin River forms the western and much of the southern boundary of Madera County. The San Joaquin River watershed is divided into hydrologic areas and subareas. The city of Madera lies within the Madera and Berenda Creek hydrologic area, which both drain to the Fresno River. The Project site is located approximately 3.50-miles north of the San Joaquin River and 1.40-miles south of the Fresno River.

As with most Cities in the Central San Joaquin Valley, water demands for the City of Madera are increasing each year. In 2014, the City had an annual demand of 13,800 acre-feet to service the 63,105 population.[12] The City of Madera uses various methods to facilitate groundwater recharge. The Madera General Plan, along with the Madera County Local Hazard Mitigation Plan, and FEMA Flood Insurance Study have noted the Madera County area has good drainage.[13,14]

Stormwater from the City is sent to retention basins to recharge and manage the Madera Subbasin. During drier periods of time, the City has the option to use small purchases of surface water from the Madera Irrigation District (MID) to send to the City's stormwater basins. The proposed Project includes an on-site retention basin to capture stormwater from the subject site. The stormwater will percolate and allow for groundwater recharge. A study conducted by the EPA (among others) discusses urban water management BMPs and has identified successful water quality control within infiltration basins where runoff infiltrated into the ground separates contaminants that attach to the soil and those that dissolve.[15]

The following Madera General Plan policies address groundwater recharge and supplies:

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

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

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

- Developing a comprehensive groundwater recharge program to be applied in conjunction with new development
- Increasing the area on developed sites into which rainwater can percolate

[12] County of Madera (2017). County of Madera Storm Water Resource Plan, op. cit.
[13] City of Madera (2010). General Plan.
[14] County of Madera (2017). Madera County Local Hazard Mitigation Plan Update. op. cit.
[15] United States Environmental Protection Agency. (1999). Preliminary Data Summary of Urban Storm Water Best Management Practices. Accessed July 1, 2021, https://www.epa.gov/sites/production/files/2015-11/documents/urban-stormwater-bmps_preliminary-study_1999.pdf

- Providing areas where rainwater and other water can collect and percolate into the ground.
- Providing for groundwater recharge in storm drainage facilities.
- The use of reclaimed water to recharge the groundwater table.

4.10.2 Impact Assessment

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

Less than Significant Impact with Mitigation Incorporated. The Project is located on an infill property that was previously anticipated for industrial development, which is consistent with the proposed use. The Project has been reviewed by the City of Madera as well as outside agencies including the MID to ensure that water quality standards and waste discharge requirements are not violated. In addition, prior to construction, the contractor is required to prepare a SWPPP per the General Construction Permit requirements of the NPDES program (Mitigation Measure HYD-1). The SWPPP incorporates water quality control Best Management Practices, which would prevent water quality degradation, control erosion and siltation, and minimize any impacts to water quality to a level that is less than significant. Therefore, the Project would have a less than significant impact.

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

Less than Significant Impact. The Project would be required to connect to the City of Madera water system as a new connection. Per State law, new water connections including landscape areas are required to be constructed to current City standards including Automatic Meter Reading (AMR) installed within the City right-of-way and backflow prevention device within private property. In addition, the landscaping shall be subject to the Model Water Efficient Landscape Ordinance (MWELO) which requires new development to meet water efficiency standards. For these reasons, the Project would not decrease groundwater supplies or interfere substantially with groundwater recharge and would thereby have a less than significant impact.

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

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

Less than Significant Impact. The Project site is located within an area characterized by industrial uses. The site is generally flat and does not contain streams or rivers that would be altered as a result of the Project. In its current state, the site is pervious as it is undeveloped, and as a result, the Project would increase impervious surfaces by installing paving, concrete pads, and sidewalks. However, the Project includes an on-site retention basin to capture stormwater runoff from the site, which will percolate and allow for groundwater recharge. Further, the drainage pattern is proposed to be constructed per existing regulations of the Storm Drainage System Master Plan and has been reviewed by the City Engineer to ensure proper drainage. Consequently, this review and approval by City would mean that the Project would result in a less-than-significant impact.

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

Less than Significant Impact. The City Engineer has reviewed the Project and has required that runoff water be drained into the Evapco Basin (EV) located south of the Project site. Per the Storm Drainage System Master Plan, the EV basin is at capacity and requires a new basin to the north. As such, the Project proposes an on-site retention basin to capture runoff water and thereby comply with the Storm Drainage System Master Plan. The City requires a detailed drainage study for the chosen path of conveyance, storage, and design of the onsite drainage facilities. The study has not been completed to-date, but support calculations have been completed in order to adequately size the basin. Therefore, the provision of the onsite drainage system as approved by the City would ensure that surface runoff is controlled in a manner which would not result in flooding on- or off-site. For this reason, the Project would have a less than significant impact.

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

Less than Significant Impact. As previously described, the City Engineer has reviewed the Project and has required that runoff water be drained into the Evapco Basin (EV) located south of the Project site. Per the Storm Drainage System Master Plan, the EV basin is at capacity and requires a new basin to the north. As such, the Project proposes an onsite infiltration basin to the north of the site in order to capture runoff water and thereby comply with the Storm Drainage System Master Plan. The support calculations have been completed in order to adequately size the basin so as to not create or contribute runoff water which would exceed the capacity of drainage systems. Therefore, the provision of the onsite drainage system as approved by the City would ensure that the Project does not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage system or provide substantial additional sources of polluted runoff. For this reason, the Project would have a less than significant impact.

iv) impede or redirect flood flows?

Less than Significant Impact. Project-related storm drainage and runoff will be captured on-site via an on-site infiltration basin on the northeast corner of the site (Figure 2-6). Thus, the Project would not impede or redirect flood flows and therefore, the Project would have a less than significant impact.

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

Less than Significant Impact. The Project site is not in a flood hazard, tsunami, or seiche zone (i.e., standing waves on river, reservoirs, ponds, and lakes); the Project site is approximately 108 miles from the Pacific Ocean and there are no rivers, reservoirs, ponds, or lakes within the immediate vicinity of the site. The Project site is designated as Zone X on the most recent Flood Insurance Rate Map (FIRM) No. 06039C1155E dated September 26, 2008. Zone X is an area of minimal flood hazards with a 0.2 percent-annual-chance of flood (i.e., 500-year flood). Therefore, as a low-risk area, the Project would have a less than significant impact as it relates to the risk release of pollutants due to project inundations.

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

Less than Significant Impact. The Project is subject to compliance with all water quality control plans and other hydrological requirements established by the City of Madera. Therefore, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

4.11.1 Environmental Setting

The Project site is within the Madera city limits and is planned I-Industrial and zoned I-Industrial. Further, the site is within an urbanized area that is characterized by a mix of industrial and commercial development types. The site is vacant and undeveloped and may be considered an infill property. The proposed use is consistent with the applicable General Plan policies and standards of the Zoning Ordinance.

a) Would the project physically divide an established community?

No Impact. Typically, physical division of an established community is associated with new, intersecting roadways, or new incompatible uses inconsistent with the planned or existing land uses. The Project site is an undeveloped, vacant property within a developing industrial and commercial area of the city and is surrounded by existing industrial and commercial uses and ongoing development of vacant sites. Thus, the area is predominately characterized by industrial and commercial uses, as well as typical infrastructure such as roadways, streetlights, parking lots, and ambient light sources typical of such development. As a result, this area can generally be classified as an established community. Further, the Project is consistent with the planned land uses and zone district. As such, the Project does not represent a significant change in the surrounding area as it will develop a vacant and undeveloped property with a use that is compatible with the planned and existing land uses within the area. Lastly, the Project does not propose any new roadways as it is within a developing area that has existing infrastructure (i.e., roadways and utilities) to serve the Project site. For these reasons, the Project would have no impact.

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

Less than Significant Impact. The proposed use is consistent with its land use designation and zone district, I-Industrial. Further, through the entitlement process, the Project is reviewed for compliance with applicable regulations inclusive of those adopted for the purpose of avoiding or mitigating environmental effects. Overall, the entitlement process would ensure that the Project complies with the General Plan, Municipal Code, and any other applicable policies. As such, the Project would have a less than significant impact.

4.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

4.12.1 Environmental Setting

According to the California Department of Conservation, California Geological Survey's Surface Mining and Reclamation Act (SMARA) Mineral Lands Classification (MLC) data portal, the Project area does not contain any state or locally designated mineral resource.[16]

4.12.2 Impact Assessment

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

No Impact. The Project site is not located in an area designated for mineral resource preservation or recovery. Therefore, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Therefore, the Project would have no impact.

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

No Impact. As described above, the Project site is not located in an area designated for mineral resource preservation or recovery. Therefore, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Further, the site is not delineated on the General Plan, a Specific Plan, or other land use plan as a locally important mineral resource recovery site, therefore, it would not result in the loss of availability of a locally important mineral resource. Therefore, the Project would have no impact.

[16]California Department of Conservation. "Surface Mining and Reclamation Act Mineral Lands Classification data portal." Accessed June 1, 2021, https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc

4.13 Noise

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

4.13.1 Environmental Setting

In general, there are two (2) types of noise sources: 1) mobile source and 2) stationary sounds. Mobile source noises are typically associated with transportation including automobiles, trains, and aircraft. Stationary sounds are sources that do not move such as machinery or construction sites. The Madera General Plan Noise Element outlines goals and policies to mitigate health effects of noise in the community and prevent exposures to excessive noise levels. The following goals and policies are applicable to the Project.

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

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

Roadway projects which are consistent with the Circulation Map in this General Plan will generally not require the preparation of a noise analysis.

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

1) No use regulated by the City shall be permitted to generate noise that would cause the ambient noise on any adjacent parcel to exceed the "completely compatible" 24-hour guidelines shown in Policy N-5 or the 30-minute noise standards in Policy N-6.
2) The City shall ensure that noise mitigation to achieve a "completely compatible" 24-hour exterior noise level and conformance with the 30- minute exterior noise standard is provided in conjunction with any decision2 it makes that would cause a violation of item 1) above.
3) Developers of new residential or other noise-sensitive uses which are placed in environments subject to existing or projected noise that exceeds the "completely compatible" guidelines in Policy N-5 shall be responsible for ensuring that acceptable exterior and interior noise levels will be achieved.
4) The City shall ensure that transportation projects such as new or widened roadways include mitigation measures to maintain at least "tentatively compatible" noise levels as shown in Policy N-5. Mitigation for roadway noise need not be provided where "tentatively compatible" noise guidelines would be exceeded on vacant lands but shall be installed as part of the transportation project where the noise would affect existing homes. In those instances where noise mitigation is not initially triggered, it shall be the responsibility of the project which places residential units on the vacant lands.

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

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

- "Projected Noise Levels" shall be those projected to exist at a time 20 (twenty) years in the future, based on projected future development, traffic, and other factors.
- "Residential Area" is any area designated for residential uses on the Land Use Map of this General Plan.
- "Transportation Noise" consists of noise generated by motor vehicles, trains, and aircraft takeoffs and landings.

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

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

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

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

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

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

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

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

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

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

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

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

1) Reduce noise at the source.
2) If #1 is not practical, seek to designate land uses which are compatible with projected noise levels.
3) If #1 or #2 are not practical, use distance from the source to reduce noise to acceptable levels.

4) If #1, #2, or #3 are not practical, use buildings, berms, or landscaping or a combination of these to reduce exterior noise to acceptable levels. Use construction techniques (sound-reducing windows, etc.) to reduce interior noise to acceptable levels.
5) The last measure which should be considered is the use of a sound wall to reduce noise to acceptable levels.

Noise Policy N-10. Where they are constructed, sound walls should be:
1) Considered only if proven effective by accompanying noise studies.
2) Be visually attractive, complement the surroundings, and require a minimum of maintenance. (See Community Design Element references to sound wall designs).
3) As small/low as possible consistent with the need to reduce noise to acceptable levels.

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

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

§ 3-11.02 Specific Noise Prohibitions.
The following activities area specifically prohibited:

(A) Operating, playing, or permitting the operation or playing of any radio, television set, loudspeaker, stereo, drum, musical instrument, or similar device which produces or reproduces sound which is in violation of the provisions of § 3-11.01 of this title.

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

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

4.13.2 Impact Assessment

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

Less than Significant Impact. Although the Project would result in increased ambient noise level at the Project site, compliance with the General Plan and Chapter 11 of the Madera Municipal Code requirements would result in the Project's compliance with applicable standards. Two (2) noise generating sources of the Project would include construction (short-term, temporary) and operational (long-term) noise, each described below. Overall, the Project would result in a less than significant impact in regard to noise.

Short-Term Noise: Construction

Construction would result in short-term noise impacts. Temporary construction noise impacts from construction activities would be generated from the use of construction equipment for grading the site and building the proposed structures. Construction would not include equipment such as piledriving that would cause significant noise impacts Further, Project construction is not expected to result in a significant impact because the noise would be generated during daylight hours and not during evening or more noise-sensitive time periods; and the increase in noise would cease upon completion of the Project. As is the case for this Project, the site is within a developing industrial area that is experiencing ongoing development of vacant sites. For these reasons, the Project would have a less-than-significant impact in regard to construction noise impacts.

Long-Term Noise: Operations

As indicated by General Plan Policy N-13, a 5 db increase in CNEL or Ldn noise levels shall be normally considered to be a significant increase in noise. The Project site is within an industrial and commercial area and therefore is surrounded by existing ambient noise levels associated with such uses. The Project would thereby be required to operate at a noise level compatible with the acceptable ambient noise levels established for the nearby uses, not to exceed a 5b increase in CNEL or Ldn noise levels.

Project operations would consist of light industrial uses that would take place in 1,950 sf. units with office/administrative areas. While tenants are not confirmed yet, such uses can be expected to conform to uses permitted as defined in Madera Municipal Code, Section 10-3.1002 and would be subject to compliance with the General Plan and Municipal Code as previously described. Given the amount of existing industrial and commercial activity in the Project area and the Project's compliance with applicable policies and regulations, it can be expected that the Project would not introduce a new significant source of noise that is not already occurring in the Project area. Therefore, the Project would have a less-than-significant impact in regard to operational noise impacts.

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

Less than Significant Impact. As described under item a) above, the Project is not expected to generate any potentially significant adverse impacts from noise. Construction noise impacts would be temporary and insignificant and operational noises would be compatible with the acceptable ambient noise levels established for industrial and commercial uses present within the Project area. Further, construction or operation of the Project would not involve equipment that would generate substantial groundborne vibration. Thus, the Project would result in a less-than-significant impact.

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

Less than Significant Impact. There are no private airstrips, public airport, or public use airport within two (2) miles of the site. The nearest public airport to the Project site is the Madera Municipal Airport, which is located approximately 2.5 miles northeast of the site. Thus, the applicable airport land use plan for the Madera Municipal Airport is the Madera Countywide Airport Land Use Compatibility Plan adopted in 2015. According to this land use plan, the Project site is located within the airport influence area of the Madera Municipal Airport. Specifically, the site is within the 'D' – Other Airport Environs Compatibility Zone, which allows for light industrial, and warehouse uses consistent with the proposed Project. Further, the site is not within one of the noise corridors identified in the Plan. Therefore, the Project is compatible with the land use plan and would result in a less than significant impact.

4.14 Population and Housing

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

4.14.1 Environmental Setting

The Project site is a vacant and undeveloped property that is surrounded by land that is planned and zoned for industrial and commercial development. As a result, the area is predominately characterized by industrial and commercial uses as well as associated infrastructure such as roadways and utilities.

4.14.2 Impact Assessment

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

Less than Significant Impact. The Project area is planned for growth in development of industrial uses. The proposed Project is consistent with the planned land use designation and zoning district (I-Industrial) and would not require extension of roads or utilities. In addition, the Project does not represent a significant change in the surrounding area as it will develop a vacant and undeveloped property with a use that is compatible with the planned and existing land uses within the area. In addition, it is anticipated that the proposed development will serve existing small businesses in the area that now have to travel outside of the area to house their small business. While the Project would generate employment, it would not be at a level that could induce population growth. For these reasons, the Project would not induce substantial unplanned population growth directly or indirectly and would therefore have a less than significant impact.

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

No Impact. The Project site is undeveloped, vacant, and planned for industrial uses. Further, adjacent properties are undergoing development for industrial or commercial uses. Construction of the industrial

warehouse spaces would not displace existing people or housing. Therefore, the Project would have no impact.

4.15 Public Services

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

4.15.1 Environmental Setting

The Project is located within the Madera city limits and thus, would receive public services provided by the City of Madera and will be subject to fees to provide such services.

4.15.2 Impact Assessment

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

Fire Protection:

Less than Significant Impact. The Project site is within the city limits and therefore is served by the Madera Fire Department. The site is located within 200 feet of the City of Madera Fire Department, Station #57. The Fire Department reviewed the Project and indicated that it would be required to comply with standard requirements including the Madera Municipal Code and current California Fire Code, including provision of onsite fire hydrants, extinguishers, and a knox box. In addition, the proposed buildings are required to be fully sprinklered and adequate fire access shall be provided. In addition, the Project would be subject to

Fire Department Impact Fees to offset any impacts. Given the fact that the Project would be required to meet standard requirements, which would minimize the need for services, and that the Project would not result in a need for new or altered facilities, the Project would have a less than significant impact.

Police Protection

Less than Significant Impact. The Project site is within the city limits and therefore is served by the Madera Police Department. The Police Department Headquarters are located two (2) miles northeast of the site. The Project site would be secured by chain link perimeter fencing in addition to wrought iron fencing along each side of the frontage adjacent to lockable entry gates. The project applicant also plans to install security cameras on the site. In addition, the Project would be subject to Police Department Impact Fees to offset any impacts. Thus, the Project would be operated within a secured environment and is not anticipated to result in adverse physical impacts or the need for new or altered facilities for the City's Police Department. Therefore, the Project would have a less than significant impact.

Schools

No Impact. The Project proposes an industrial use and would not result in a net increase in the area population. Thus, because of the nature of the Project and the characteristics of the area (i.e., industrial, and commercial), there would be no increased demand for existing schools and the Project would thereby not result in adverse physical impacts or the need for altered or new facilities. Therefore, the Project would have no impact.

Parks

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

Other Facilities

No Impact. As previously discussed, the Project would not result in an increase in residents that would require other public services such as libraries or post offices. Thus, the Project would not result in the need for new or altered facilities to provide other public services.

4.16 Recreation

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

4.16.1 Environmental Setting

The nearest public park to the Project site is the Lions Town and Country Park, which is located approximately 330-feet northwest of the site on the west side of South Schnoor Avenue.

4.16.2 Impact Assessment

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

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

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

No Impact. The Project proposes an industrial use that does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, the Project would have no impact.

4.17 Transportation

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

4.17.1 Environmental Setting

Under Senate Bill 743 (SB743), traffic impacts are related to Vehicle Miles Traveled (VMT). The VMT metric became mandatory on July 1, 2020. To-date, a VMT significance threshold has not been adopted by the City of Madera or County of Madera. To evaluate the significance of the Project as it relates to VMT, Section 15064.3 of the CEQA Guidelines and the Office of Planning and Research (OPR) 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA were used. Pursuant to Section 15064.3(b) of the CEQA Guidelines, if existing models or methods are not available to estimate the VMT for the particular project being considered, a Lead Agency may analyze the project's VMT qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc.

4.17.2 Impact Assessment

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

Less than Significant Impact. The proposed Project would be required to comply with all project level requirements implemented by a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, including the MCTC active transportation plan adopted in May of 2018. Based on Engineering comments prepared for the project, standard pedestrian facilities (sidewalks) are required. The street is already fully improved. The Project is required to submit improvement plans, including roadway improvements, for review and approval by the City Engineer to ensure improvements will be consistent with City standards. Therefore, there would be a less than significant impact.

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

Less than Significant Impact.

Vehicle Miles Traveled

Senate Bill (SB) 743 requires that relevant CEQA analysis of transportation impacts be conducted using a metric known as vehicle miles traveled (VMT) instead of Level of Service (LOS). VMT measures how much actual automobile travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive automobile travel onto roads, then the project may cause a significant transportation impact.

The State CEQA Guidelines were amended to implement SB 743 by adding Section 15064.3. Among its provisions, Section 15064.3 confirms that, except with respect to transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, LOS measures of impacts on traffic facilities are no longer a relevant CEQA criteria for transportation impacts.

CEQA Guidelines Section 15064.3(b)(4) states that "[a] lead agency has discretion to evaluate a project's VMT, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's VMT and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate VMT and any revision to model outputs should be documented and explained in the environmental document prepared for the project." Below is a discussion of the threshold and analysis used to analyze VMT impacts from the proposed Project.

According to page 19 of the Technical Advisory on Evaluating Transportation Impacts in CEQA published by the Governor's Office of Planning and Research (OPR), "of land use projects, residential, office, and retail projects tend to have the greatest influence on VMT. For that reason, OPR recommends the quantified thresholds described above for purposes of analysis and mitigation. Lead agencies, using more location-specific information, may develop their own more specific thresholds, which may include other land use types." Neither the City of Madera nor the County's Regional Transportation Planning Agency (Madera County Transportation Commission (MCTC)), have established VMT thresholds or guidelines. Since the MCTC and the City of Madera do not have established thresholds or guidelines, the state guidelines, including the Technical Advisory document mentioned above, have been utilized as the default methodology used to analyze VMT impacts.

As mentioned above, the state's Technical Advisory allows lead agencies to develop their own more specific thresholds, especially for "other" land use types. Since this is a unique land use type, it is reasonable and allowable for the City of Madera to establish a unique threshold specific to this project, based on solid rational. According to the document titled "CEQA Guidelines for Vehicle Miles Traveled Thresholds" prepared for the City of Fresno (a neighboring City to the south of Madera) "a *common GHG emissions threshold is 3,000 metric tons (MT) of carbon dioxide equivalent (CO2e) per year. The vehicle emissions are typically more than 50 percent of the total project GHG emissions. Thus, a project with 500 ADT would generally have total project emissions that could be less than 1,300 MT CO2e/year (i.e., 50 percent or 643 MT CO2e/year coming from vehicle emissions and the other 50 percent coming from other project activities). As this level of GHG emissions would be less than 3,000 MT CO2e/year, the emissions of GHG from a project up to 500 [*Average Daily Trips*] ADT would typically be less than significant*." Based on this analysis and given the fact that the City of Fresno is in the same Air Basin as the City of Madera, allowing the screening out projects that would generate less than 500 ADT is appropriate.

The proposed project is expected to generate 1,000 ADTs based on the trip generation analysis attached as Exhibit C. However, pursuant to CEQA Guidelines Section 15064.3, "vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." The term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Thus, trips associated with large trucks are excluded from the VMT analysis and only employee and customer trips must be considered for VMT analysis.

Based on the operational statement and site plan submitted for the proposed Project, the site will consist of 74 individual units to be rented to individual small business. It is expected that each business will have 1-2 visitors per day and based on the size of each unit, it can be assumed each business could have 1-2 employees. If we take the average (1.5 visitors and 1.5 employees) and assume in and out trips, the total Average Daily Trips (ADTs) made by passenger vehicles would be 6 per day, per business. This equates to 444 ADTs. Given that the ADTs will be below the 500 ADT threshold, the Project can be determined to be less than significant.

Although the proposed project can be screened out and thus VMT impacts determined to be less than significant, the project will comply with several mitigation measures outlined in the State's Technical Advisory referenced above. These measures are described below.

Potential measures to reduce vehicle miles traveled include, but are not limited to:

- Improve or increase access to transit. *(Project proposes sidewalks which will improve access to transit)*
- Orient the project toward transit, bicycle and pedestrian facilities. (*Building is oriented toward the street and is designed to facilitate pedestrian access).*
- Improve pedestrian or bicycle networks, or transit service. *(Project proposes sidewalks which will improve the pedestrian network)*
- Provide bicycle parking. (*Project proposes bicycle parking)*

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

Less than Significant Impact. The Project design does not contain any features that would create a hazard or incompatible uses. The Project site is an infill property and as a result, is within an urbanized area characterized by a mix of development types and uses as well as typical infrastructure such as roadways that have been previously constructed to City roadway standards. Further, the Project does not propose any incompatible uses and is consistent with other development in the area because it is similar in nature to surrounding uses. In addition, the Project was reviewed by multiple City departments, including Fire and Engineering, to ensure that site layout conforms to applicable regulations and codes. Therefore, the Project would be consistent with and adhere to design and site layout guidelines and would thereby have a less than significant impact.

d) Would the project result in inadequate emergency access?

Less than Significant Impact. The Project does not involve a change to any emergency response plan. Access points to the Project were reviewed by the Engineering Department and standard conditions have been imposed to ensure adequate site access. Thus, the impact would be less than significant.

4.18 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☐	☒	☐
i) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

4.18.1 Environmental Setting

Assembly Bill 52 (AB 52) requires consultation with California Native American tribes during the CEQA process to determine potential effects of proposed projects on a tribal cultural resource. Pursuant to Public Resources Code (PRC) Section 21080.3.1, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a) (1-2)). To-date, the City of Madera has not received a request from any California Native American tribes in the geographic area to be notified about projects in the city of Madera.

Further, a CHRIS Record Search for the Project site and area was conducted by the Southern San Joaquin Valley Information Center (SJVIC) on June 8, 2021. The search results do not show any formally recorded prehistoric or historic archeological resources or historic buildings within the Project area or within the immediate vicinity of the Project area. In addition, no resources that are known to have value to local cultural groups have been formally reported to SJVIC. Complete results are provided in Appendix B.

4.18.2 Impact Assessment

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code section 5020.1(k), or

Less than Significant Impact. As discussed above in the Cultural Resources section, the Project site does not contain any property or site features that are eligible for listing in the California Register of Historical Sources, or in a local register of historical resources as defined in PRC Section 5020.1(k). Nevertheless, there is some possibility that a non-visible, buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. Madera General Plan Action Item HC-9.2 imposes the following condition on all discretionary projects which may cause ground disturbance pursuant to Public Resources Code Section 21082.2: "The Planning Department shall be notified immediately if any prehistoric, archaeologic, or fossil artifact or resource is uncovered during construction. All construction must stop and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action." Thus, if such resources were discovered, implementation of the required condition would reduce the impact to less-than-significant.
As such, the Project would have a less than significant impact.

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

Less than Significant Impact. The Project site has not been determined by the City of Madera to be a significant resource pursuant to Public Resources Code Section 5024.1 and to-date, no substantial information has been provided to the City to indicate otherwise. Further, the Project site, inclusive of site features, is not listed in the California Register of Historical Sources. Therefore, the Project would have a less than significant impact.

4.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

4.19.1 Environmental Setting

The Project site is located within the incorporated area of Madera and thus, would be required to connect to water, sewer, stormwater, and wastewater services provided by the City of Madera and may be subject to fees to be provided such services. Solid waste recycling and composting services are provided by Mid Valley Disposal. In addition, the Project proposes the construction of flex/warehouse spaces within an area predominately characterized by existing and planned industrial and commercial uses. Therefore, the Project's proposed industrial land use has been previously analyzed within the City's planning documents including but not limited to the Water System Master Plan (2014), Sanitary Sewer System Master Plan (2014), and Urban Water Management Plan (2015).

4.19.2 Impact Assessment

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

Less than Significant Impact. The Project includes the construction of flex/warehouse spaces on an infill property within an urbanized area characterized by existing and planned industrial and commercial uses. The Project would connect to existing water, wastewater, electricity, and natural gas systems. As part of these connections, the Project would not be required to relocate or construct new lines to serve the Project. Regarding stormwater, the Project includes an on-site retention basin to capture stormwater runoff from the site; this basin is being analyzed in this Initial Study and has been reviewed by the City Engineer to ensure proper drainage and compliance with all applicable policies and regulations. In addition, the City has reviewed the Project to ensure compliance with applicable requirements and regulations in addition to determining adequate capacity in these systems to accommodate development within the Project area. Further, while the Project would introduce new uses to an undeveloped site, the type and intensity of development is consistent with the land use designation for which it was previously planned. For these reasons, the Project would not cause significant environmental effects and therefore would have a less than significant impact.

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

Less than Significant Impact. As mentioned in the above under item a), the Project site is an infill property within an urbanized area and would connect to the existing water system. Further, while the Project would introduce new uses to an undeveloped site, the type and intensity of development is consistent with the land use designation for which it was previously planned. Therefore, the Project is anticipated to be adequately served by the City's water system. In addition, the City Engineer has reviewed the Project and conditioned the Project to connect to the existing water main adjacent to the Project site in addition to payment of water fees to offset the Project's water usage. For these reasons, the Project would have sufficient water supplies available to serve the Project and foreseeable future development during normal, dry, and multiple dry years. Therefore, the Project would have a less than significant impact.

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

Less than Significant Impact. The City of Madera Wastewater Treatment Plant (WWTP) is the regional facility for disposal of wastewater for residential, commercial, and industrial accounts. As previously mentioned, the Project is consistent with the planned land use designation previously accounted for in the Madera General Plan. The wastewater impacts for the Project were evaluated by the City Engineer to ensure compliance with the City's wastewater treatment requirements and capacity. The City determined there is adequate capacity based on the estimated sewage collection and treatment demand. For these reasons, the Project would not exceed wastewater treatment requirements such that a new facility would be required, nor would the existing WWTP Facility need to be expanded. As such, the Project would have a less than significant impact.

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

Less than Significant Impact. The Project would be required to comply with Madera Municipal Code, Title V: Sanitation and Health, Chapter 3: Garbage, Refuse, and Recycling, which outlines requirements and specifications for solid waste collection. For construction and demolition recycling, the Project would be subject to compliance with Madera Municipal Code Section 5-3.30: Construction and Demolition Debris Recycling which is in accordance with Assembly Bill (AB) 939 and the California Green Building Code (CALGreen). In addition, the Madera General Plan outlines goals and policies for source reduction and recycling including the following policies listed below. Compliance with these measures and policies would serve to reduce impacts of solid waste by promoting regular collection and encouraging the recycling of materials. For this reason, the Project would have a less than significant impact.

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

Circulation and Infrastructure Policy CI-63: The City itself will be a leader in promoting waste reduction and recycling through a variety of means when feasible, including: • Adopting requirements for the use of recycled base materials (e.g., recycled raw batch materials, rubberized asphalt from recycled tires, and other appropriate materials), if practicable, in requests for bids for public roadway construction projects. • Procurement policies and procedures, which facilitate purchase of recycled, recyclable, or reusable products and materials where feasible. • Requiring contractors to provide products and services to the City, including printing services, demonstrating that they will comply with the City's recycled materials policies.

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

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

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

Less than Significant Impact. Project construction and operations would not generate substantial amounts of solid waste and thus, the Project would not conflict with any federal, state, and local management and reduction statutes and regulations related to solid waste. Further, the Project would be subject to compliance with existing statutes and regulations by the City, state, or federal law. Therefore, the Project would have a less than significant impact.

4.20 Wildfire

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

4.20.1 Environmental Setting

The Project site is located on a relatively flat, infill property within an urbanized area that is surrounded by existing development and infrastructure. Further, the Project site is not identified by the California Department of Forestry and Fire Protection (Cal Fire) or the City of Madera as a Very High Fire Hazard Severity Zone (VHFHSZ); rather, the site is within an area of local responsibility and is considered an area of low fire risk.[17] Lastly, the Project would be required to be developed and operate in compliance with all regulations of the current California Fire Code.

4.20.2 Impact Assessment

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

[17] Cal Fire, "FHSZ Viewer." Accessed on June 23, 2021, https://egis.fire.ca.gov/FHSZ/.

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

No Impact. The Project site is within an area of local responsibility and is not identified by Cal Fire as a Very High Fire Hazard Severity Zone (VHFHSZ). Further, the Project would be required to comply with adopted emergency response plans and emergency evacuation plans and thereby would not substantially impair any such plans. As such, the Project would have no impact.

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

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

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

No Impact. The Project site is located on an infill property within an urbanized area that is surrounded by existing development and associated infrastructure (e.g. roadways and utilities). Further, the site is within a low fire risk area that is not designated by Cal Fire or the City as a VHFHSZ. Therefore, the Project would have no impact.

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

No Impact. The Project site is located on a relatively flat, infill property with minimal slope and is not subject to downslope, downstream flooding, or landslides. Therefore, the Project would have no impact.

4.21 CEQA Mandatory Findings of Significance

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

4.21.1 Impact Assessment

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

Less than Significant Impact. The analyses of environmental issues contained in this Initial Study indicate that the Project is not expected to have substantial impact on the environment or on any resources identified in the Initial Study. Standard requirements that will be implemented through the site plan review process have been incorporated in the project to reduce all potentially significant impacts to less than significant. Therefore, the Project would have a less than significant impact.

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

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

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

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

Chapter 5 Mitigation Monitoring and Reporting Program

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

Table 5-1 presents the mitigation measures identified for the proposed Project. Each mitigation measure is numbered with a symbol indicating the topical section to which it pertains, a hyphen, and the impact number. For example, AIR-2 would be the second mitigation measure identified in the Air Quality analysis of the IS/MND.

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

Table 5-1 Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program					
Mitigation Measure/Condition of Approval	**When Monitoring is to Occur**	**Frequency of Monitoring**	**Agency Responsible for Monitoring**	**Method to Verify Compliance**	**Verification of Compliance**
Hydrology and Water Quality					
Mitigation Measure HYD-1: Contractor shall prepare a SWPPP per the General Construction Permit requirements of the NPDES program.	Prior to Project Construction	Prior to Project Construction	City of Madera	Review of Documentation Submittal	

Appendix A

CalEEMod Output Files

21107 Madera Industrial WHSE

Madera County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	144.30	1000sqft	16.57	144,300.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.9	**Precipitation Freq (Days)**	51
Climate Zone	3			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The parcel is 16.57 acres.

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

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	1/11/2022	12/14/2021
tblLandUse	LotAcreage	3.31	16.57

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.2871	2.6900	2.5221	5.2300e-003	0.2922	0.1199	0.4121	0.1231	0.1121	0.2352	0.0000	460.5462	460.5462	0.0977	0.0000	462.9880
2023	1.0968	0.8292	0.9627	1.9300e-003	0.0302	0.0365	0.0667	8.1900e-003	0.0343	0.0425	0.0000	169.8262	169.8262	0.0327	0.0000	170.6430
Maximum	**1.0968**	**2.6900**	**2.5221**	**5.2300e-003**	**0.2922**	**0.1199**	**0.4121**	**0.1231**	**0.1121**	**0.2352**	**0.0000**	**460.5462**	**460.5462**	**0.0977**	**0.0000**	**462.9880**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.2871	2.6900	2.5221	5.2300e-003	0.2922	0.1199	0.4121	0.1231	0.1121	0.2352	0.0000	460.5458	460.5458	0.0977	0.0000	462.9875
2023	1.0968	0.8292	0.9627	1.9300e-003	0.0302	0.0365	0.0667	8.1900e-003	0.0343	0.0425	0.0000	169.8261	169.8261	0.0327	0.0000	170.6428
Maximum	**1.0968**	**2.6900**	**2.5221**	**5.2300e-003**	**0.2922**	**0.1199**	**0.4121**	**0.1231**	**0.1121**	**0.2352**	**0.0000**	**460.5458**	**460.5458**	**0.0977**	**0.0000**	**462.9875**

21107 Madera Industrial WHSE - Madera County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**12-15-2021**	**3-14-2022**	0.8643	0.8643
2	**3-15-2022**	**6-14-2022**	0.6652	0.6652
3	**6-15-2022**	**9-14-2022**	0.6650	0.6650
4	**9-15-2022**	**12-14-2022**	0.6586	0.6586
5	**12-15-2022**	**3-14-2023**	0.5995	0.5995
6	**3-15-2023**	**6-14-2023**	0.9786	0.9786
7	**6-15-2023**	**9-14-2023**	0.4731	0.4731
		Highest	0.9786	0.9786

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6640	1.0000e-005	1.3300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5800e-003	2.5800e-003	1.0000e-005	0.0000	2.7500e-003
Energy	0.0162	0.1476	0.1240	8.9000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	530.9579	530.9579	0.0198	6.4100e-003	533.3636
Mobile	0.2963	2.6808	3.1027	0.0133	0.8403	0.0120	0.8523	0.2258	0.0113	0.2371	0.0000	1,234.9787	1,234.9787	0.0851	0.0000	1,237.1055
Waste						0.0000	0.0000		0.0000	0.0000	36.3212	0.0000	36.3212	2.1465	0.0000	89.9842
Water						0.0000	0.0000		0.0000	0.0000	10.5866	52.5275	63.1140	1.0897	0.0262	98.1544
Total	**0.9765**	**2.8285**	**3.2280**	**0.0142**	**0.8403**	**0.0232**	**0.8635**	**0.2258**	**0.0225**	**0.2483**	**46.9077**	**1,818.4667**	**1,865.3744**	**3.3411**	**0.0326**	**1,958.6104**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6640	1.0000e-005	1.3300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5800e-003	2.5800e-003	1.0000e-005	0.0000	2.7500e-003
Energy	0.0162	0.1476	0.1240	8.9000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	530.9579	530.9579	0.0198	6.4100e-003	533.3636
Mobile	0.2963	2.6808	3.1027	0.0133	0.8403	0.0120	0.8523	0.2258	0.0113	0.2371	0.0000	1,234.9787	1,234.9787	0.0851	0.0000	1,237.1055
Waste						0.0000	0.0000		0.0000	0.0000	36.3212	0.0000	36.3212	2.1465	0.0000	89.9842
Water						0.0000	0.0000		0.0000	0.0000	10.5866	52.5275	63.1140	1.0897	0.0262	98.1544
Total	**0.9765**	**2.8285**	**3.2280**	**0.0142**	**0.8403**	**0.0232**	**0.8635**	**0.2258**	**0.0225**	**0.2483**	**46.9077**	**1,818.4667**	**1,865.3744**	**3.3411**	**0.0326**	**1,958.6104**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

21107 Madera Industrial WHSE - Madera County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	12/15/2021	12/14/2021	5	0	
2	Site Preparation	Site Preparation	1/12/2022	1/25/2022	5	10	
3	Grading	Grading	1/26/2022	3/8/2022	5	30	
4	Building Construction	Building Construction	3/9/2022	5/2/2023	5	300	
5	Paving	Paving	5/3/2023	5/30/2023	5	20	
6	Architectural Coating	Architectural Coating	5/31/2023	6/27/2023	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 216,450; Non-Residential Outdoor: 72,150; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

21107 Madera Industrial WHSE - Madera County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	61.00	24.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0903**	**8.0600e-003**	**0.0984**	**0.0497**	**7.4200e-003**	**0.0571**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	2.1000e-004	2.4300e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6168	0.6168	2.0000e-005	0.0000	0.6172
Total	**3.5000e-004**	**2.1000e-004**	**2.4300e-003**	**1.0000e-005**	**7.2000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**0.6168**	**0.6168**	**2.0000e-005**	**0.0000**	**0.6172**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0903**	**8.0600e-003**	**0.0984**	**0.0497**	**7.4200e-003**	**0.0571**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	2.1000e-004	2.4300e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6168	0.6168	2.0000e-005	0.0000	0.6172
Total	**3.5000e-004**	**2.1000e-004**	**2.4300e-003**	**1.0000e-005**	**7.2000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**0.6168**	**0.6168**	**2.0000e-005**	**0.0000**	**0.6172**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0544	0.5827	0.4356	9.3000e-004		0.0245	0.0245		0.0226	0.0226	0.0000	81.8019	81.8019	0.0265	0.0000	82.4633
Total	**0.0544**	**0.5827**	**0.4356**	**9.3000e-004**	**0.1301**	**0.0245**	**0.1546**	**0.0540**	**0.0226**	**0.0765**	**0.0000**	**81.8019**	**81.8019**	**0.0265**	**0.0000**	**82.4633**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1600e-003	7.1000e-004	8.1100e-003	2.0000e-005	2.3900e-003	2.0000e-005	2.4100e-003	6.4000e-004	2.0000e-005	6.5000e-004	0.0000	2.0559	2.0559	6.0000e-005	0.0000	2.0573
Total	**1.1600e-003**	**7.1000e-004**	**8.1100e-003**	**2.0000e-005**	**2.3900e-003**	**2.0000e-005**	**2.4100e-003**	**6.4000e-004**	**2.0000e-005**	**6.5000e-004**	**0.0000**	**2.0559**	**2.0559**	**6.0000e-005**	**0.0000**	**2.0573**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0544	0.5827	0.4356	9.3000e-004		0.0245	0.0245		0.0226	0.0226	0.0000	81.8018	81.8018	0.0265	0.0000	82.4632
Total	**0.0544**	**0.5827**	**0.4356**	**9.3000e-004**	**0.1301**	**0.0245**	**0.1546**	**0.0540**	**0.0226**	**0.0765**	**0.0000**	**81.8018**	**81.8018**	**0.0265**	**0.0000**	**82.4632**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1600e-003	7.1000e-004	8.1100e-003	2.0000e-005	2.3900e-003	2.0000e-005	2.4100e-003	6.4000e-004	2.0000e-005	6.5000e-004	0.0000	2.0559	2.0559	6.0000e-005	0.0000	2.0573
Total	**1.1600e-003**	**7.1000e-004**	**8.1100e-003**	**2.0000e-005**	**2.3900e-003**	**2.0000e-005**	**2.4100e-003**	**6.4000e-004**	**2.0000e-005**	**6.5000e-004**	**0.0000**	**2.0559**	**2.0559**	**6.0000e-005**	**0.0000**	**2.0573**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1817	1.6631	1.7427	2.8700e-003		0.0862	0.0862		0.0811	0.0811	0.0000	246.7874	246.7874	0.0591	0.0000	248.2655
Total	**0.1817**	**1.6631**	**1.7427**	**2.8700e-003**		**0.0862**	**0.0862**		**0.0811**	**0.0811**	**0.0000**	**246.7874**	**246.7874**	**0.0591**	**0.0000**	**248.2655**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.5200e-003	0.2625	0.0591	7.2000e-004	0.0169	7.3000e-004	0.0176	4.8800e-003	7.0000e-004	5.5900e-003	0.0000	68.0434	68.0434	5.4000e-003	0.0000	68.1783
Worker	0.0251	0.0154	0.1756	4.9000e-004	0.0518	3.9000e-004	0.0521	0.0138	3.6000e-004	0.0141	0.0000	44.5211	44.5211	1.2100e-003	0.0000	44.5515
Total	**0.0336**	**0.2779**	**0.2347**	**1.2100e-003**	**0.0687**	**1.1200e-003**	**0.0698**	**0.0186**	**1.0600e-003**	**0.0197**	**0.0000**	**112.5645**	**112.5645**	**6.6100e-003**	**0.0000**	**112.7298**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1817	1.6631	1.7427	2.8700e-003		0.0862	0.0862		0.0811	0.0811	0.0000	246.7871	246.7871	0.0591	0.0000	248.2652
Total	**0.1817**	**1.6631**	**1.7427**	**2.8700e-003**		**0.0862**	**0.0862**		**0.0811**	**0.0811**	**0.0000**	**246.7871**	**246.7871**	**0.0591**	**0.0000**	**248.2652**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.5200e-003	0.2625	0.0591	7.2000e-004	0.0169	7.3000e-004	0.0176	4.8800e-003	7.0000e-004	5.5900e-003	0.0000	68.0434	68.0434	5.4000e-003	0.0000	68.1783
Worker	0.0251	0.0154	0.1756	4.9000e-004	0.0518	3.9000e-004	0.0521	0.0138	3.6000e-004	0.0141	0.0000	44.5211	44.5211	1.2100e-003	0.0000	44.5515
Total	**0.0336**	**0.2779**	**0.2347**	**1.2100e-003**	**0.0687**	**1.1200e-003**	**0.0698**	**0.0186**	**1.0600e-003**	**0.0197**	**0.0000**	**112.5645**	**112.5645**	**6.6100e-003**	**0.0000**	**112.7298**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0684	0.6257	0.7066	1.1700e-003		0.0304	0.0304		0.0286	0.0286	0.0000	100.8351	100.8351	0.0240	0.0000	101.4347
Total	**0.0684**	**0.6257**	**0.7066**	**1.1700e-003**		**0.0304**	**0.0304**		**0.0286**	**0.0286**	**0.0000**	**100.8351**	**100.8351**	**0.0240**	**0.0000**	**101.4347**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4400e-003	0.0823	0.0199	2.9000e-004	6.9000e-003	8.0000e-005	6.9900e-003	2.0000e-003	8.0000e-005	2.0700e-003	0.0000	27.1329	27.1329	1.5700e-003	0.0000	27.1720
Worker	9.5100e-003	5.6300e-003	0.0655	1.9000e-004	0.0211	1.6000e-004	0.0213	5.6200e-003	1.4000e-004	5.7600e-003	0.0000	17.4977	17.4977	4.4000e-004	0.0000	17.5088
Total	**0.0120**	**0.0879**	**0.0854**	**4.8000e-004**	**0.0280**	**2.4000e-004**	**0.0283**	**7.6200e-003**	**2.2000e-004**	**7.8300e-003**	**0.0000**	**44.6306**	**44.6306**	**2.0100e-003**	**0.0000**	**44.6808**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0684	0.6257	0.7066	1.1700e-003		0.0304	0.0304		0.0286	0.0286	0.0000	100.8349	100.8349	0.0240	0.0000	101.4346
Total	**0.0684**	**0.6257**	**0.7066**	**1.1700e-003**		**0.0304**	**0.0304**		**0.0286**	**0.0286**	**0.0000**	**100.8349**	**100.8349**	**0.0240**	**0.0000**	**101.4346**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4400e-003	0.0823	0.0199	2.9000e-004	6.9000e-003	8.0000e-005	6.9900e-003	2.0000e-003	8.0000e-005	2.0700e-003	0.0000	27.1329	27.1329	1.5700e-003	0.0000	27.1720
Worker	9.5100e-003	5.6300e-003	0.0655	1.9000e-004	0.0211	1.6000e-004	0.0213	5.6200e-003	1.4000e-004	5.7600e-003	0.0000	17.4977	17.4977	4.4000e-004	0.0000	17.5088
Total	**0.0120**	**0.0879**	**0.0854**	**4.8000e-004**	**0.0280**	**2.4000e-004**	**0.0283**	**7.6200e-003**	**2.2000e-004**	**7.8300e-003**	**0.0000**	**44.6306**	**44.6306**	**2.0100e-003**	**0.0000**	**44.6808**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0269	20.0269	6.4800e-003	0.0000	20.1888
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0103**	**0.1019**	**0.1458**	**2.3000e-004**		**5.1000e-003**	**5.1000e-003**		**4.6900e-003**	**4.6900e-003**	**0.0000**	**20.0269**	**20.0269**	**6.4800e-003**	**0.0000**	**20.1888**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	3.2000e-004	3.7000e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9891	0.9891	3.0000e-005	0.0000	0.9898
Total	**5.4000e-004**	**3.2000e-004**	**3.7000e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**0.9891**	**0.9891**	**3.0000e-005**	**0.0000**	**0.9898**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0268	20.0268	6.4800e-003	0.0000	20.1888
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0103**	**0.1019**	**0.1458**	**2.3000e-004**		**5.1000e-003**	**5.1000e-003**		**4.6900e-003**	**4.6900e-003**	**0.0000**	**20.0268**	**20.0268**	**6.4800e-003**	**0.0000**	**20.1888**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	3.2000e-004	3.7000e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9891	0.9891	3.0000e-005	0.0000	0.9898
Total	**5.4000e-004**	**3.2000e-004**	**3.7000e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**0.9891**	**0.9891**	**3.0000e-005**	**0.0000**	**0.9898**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.0033					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**1.0052**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	2.5000e-004	2.9600e-003	1.0000e-005	9.6000e-004	1.0000e-005	9.6000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.7913	0.7913	2.0000e-005	0.0000	0.7918
Total	**4.3000e-004**	**2.5000e-004**	**2.9600e-003**	**1.0000e-005**	**9.6000e-004**	**1.0000e-005**	**9.6000e-004**	**2.5000e-004**	**1.0000e-005**	**2.6000e-004**	**0.0000**	**0.7913**	**0.7913**	**2.0000e-005**	**0.0000**	**0.7918**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.0033					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**1.0052**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	2.5000e-004	2.9600e-003	1.0000e-005	9.6000e-004	1.0000e-005	9.6000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.7913	0.7913	2.0000e-005	0.0000	0.7918
Total	**4.3000e-004**	**2.5000e-004**	**2.9600e-003**	**1.0000e-005**	**9.6000e-004**	**1.0000e-005**	**9.6000e-004**	**2.5000e-004**	**1.0000e-005**	**2.6000e-004**	**0.0000**	**0.7913**	**0.7913**	**2.0000e-005**	**0.0000**	**0.7918**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2963	2.6808	3.1027	0.0133	0.8403	0.0120	0.8523	0.2258	0.0113	0.2371	0.0000	1,234.9787	1,234.9787	0.0851	0.0000	1,237.1055
Unmitigated	0.2963	2.6808	3.1027	0.0133	0.8403	0.0120	0.8523	0.2258	0.0113	0.2371	0.0000	1,234.9787	1,234.9787	0.0851	0.0000	1,237.1055

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	1,005.77	190.48	98.12	2,217,767	2,217,767
Total	1,005.77	190.48	98.12	2,217,767	2,217,767

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.530844	0.031753	0.165023	0.117863	0.020860	0.005456	0.014179	0.100253	0.002735	0.001704	0.007139	0.001243	0.000949

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	370.2506	370.2506	0.0167	3.4600e-003	371.7013
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	370.2506	370.2506	0.0167	3.4600e-003	371.7013
NaturalGas Mitigated	0.0162	0.1476	0.1240	8.9000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	160.7073	160.7073	3.0800e-003	2.9500e-003	161.6623
NaturalGas Unmitigated	0.0162	0.1476	0.1240	8.9000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	160.7073	160.7073	3.0800e-003	2.9500e-003	161.6623

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	3.01154e+006	0.0162	0.1476	0.1240	8.9000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	160.7073	160.7073	3.0800e-003	2.9500e-003	161.6623
Total		**0.0162**	**0.1476**	**0.1240**	**8.9000e-004**		**0.0112**	**0.0112**		**0.0112**	**0.0112**	**0.0000**	**160.7073**	**160.7073**	**3.0800e-003**	**2.9500e-003**	**161.6623**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	3.01154e+006	0.0162	0.1476	0.1240	8.9000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	160.7073	160.7073	3.0800e-003	2.9500e-003	161.6623
Total		**0.0162**	**0.1476**	**0.1240**	**8.9000e-004**		**0.0112**	**0.0112**		**0.0112**	**0.0112**	**0.0000**	**160.7073**	**160.7073**	**3.0800e-003**	**2.9500e-003**	**161.6623**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.27273e+006	370.2506	0.0167	3.4600e-003	371.7013
Total		**370.2506**	**0.0167**	**3.4600e-003**	**371.7013**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.27273e+006	370.2506	0.0167	3.4600e-003	371.7013
Total		**370.2506**	**0.0167**	**3.4600e-003**	**371.7013**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6640	1.0000e-005	1.3300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5800e-003	2.5800e-003	1.0000e-005	0.0000	2.7500e-003
Unmitigated	0.6640	1.0000e-005	1.3300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5800e-003	2.5800e-003	1.0000e-005	0.0000	2.7500e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5636					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.2000e-004	1.0000e-005	1.3300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5800e-003	2.5800e-003	1.0000e-005	0.0000	2.7500e-003
Total	**0.6640**	**1.0000e-005**	**1.3300e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.5800e-003**	**2.5800e-003**	**1.0000e-005**	**0.0000**	**2.7500e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5636					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.2000e-004	1.0000e-005	1.3300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.5800e-003	2.5800e-003	1.0000e-005	0.0000	2.7500e-003
Total	**0.6640**	**1.0000e-005**	**1.3300e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.5800e-003**	**2.5800e-003**	**1.0000e-005**	**0.0000**	**2.7500e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	63.1140	1.0897	0.0262	98.1544
Unmitigated	63.1140	1.0897	0.0262	98.1544

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	33.3694 / 0	63.1140	1.0897	0.0262	98.1544
Total		**63.1140**	**1.0897**	**0.0262**	**98.1544**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	33.3694 / 0	63.1140	1.0897	0.0262	98.1544
Total		**63.1140**	**1.0897**	**0.0262**	**98.1544**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	36.3212	2.1465	0.0000	89.9842
Unmitigated	36.3212	2.1465	0.0000	89.9842

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	178.93	36.3212	2.1465	0.0000	89.9842
Total		**36.3212**	**2.1465**	**0.0000**	**89.9842**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	178.93	36.3212	2.1465	0.0000	89.9842
Total		**36.3212**	**2.1465**	**0.0000**	**89.9842**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix B

CHRIS Records Search Results

California Historical Resources Information System

Fresno
Kern
Kings
Madera
Tulare

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 72 DOB
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289
E-mail: ssjvic@csub.edu
Website: www.csub.edu/ssjvic

To: Jenna Chilingerian
Precision Civil Engineering, Inc.
1234 O Street
Fresno, CA 93721

Record Search 21-211

Date: June 8, 2021

Re: 21107 Madera Industrial WHSE Site Plan Review

County: Madera

Map(s): Madera 7.5'

CULTURAL RESOURCES RECORDS SEARCH

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

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

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

According to the information in our files, there have been no previous cultural resource studies conducted within the project area. There have been three studies conducted within a one-half mile radius, MA-00431, MA-01160, and MA-01257.

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

There are no recorded resources within the project area, and it is not known if any exist there. There is one recorded resource within the one-half mile radius, P-20-002308, the Madera Irrigation District/Madera Canal.

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

COMMENTS AND RECOMMENDATIONS

We understand this project consists of the development of four single-story, pre-engineered metal buildings for flex/warehouse space. Further, we understand the project area is currently vacant and has not been previously developed. Because the project area has not been previously studied for cultural resources, it is not known if any exist there. Therefore, we recommend the project area be surveyed by a qualified, professional consultant prior to ground disturbance activities to determine if cultural resources are present. A list of qualified consultants can be found at www.chrisinfo.org.

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

By:

Celeste M. Thomson, Coordinator **Date**: June 8, 2021

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

Appendix C

Trip Generation Memo

PRECISION CIVIL ENGINEERING, INC

1234 O Street
Fresno, CA 93721
(559) 449-4500

TO: Keith Helmuth, P.E., City Engineer, City of Madera Engineering Department

FROM: Bonique Emerson, AICP, Precision Civil Engineering

RE: Trip Generation Analysis for SPR 2021-04

DATE: June 24, 2021

Keith:

The following memo summarizes the trip generation for the proposed project and demonstrates that the proposed project will be well under the 100 peak hour trip threshold.

Trip Generation

Average Daily Vehicle Trips and Peak Hour Trips for the project were calculated using data published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Table 1 provides the Project trip generation pursuant to the proposed site plan and operational statement.

The ITE land use that was used for this analysis is the Industrial Park land use (ITE Code 130). An industrial park is an area that contains several industrial and/or related facilities (mix of manufacturing, service, and warehouse uses). Given that the proposed project will contain a mix of different tenants with uses currently unknown but allowed in the **I** (Industrial) zone district, the Industrial Park designation is the most appropriate. It is safe to assume, based on the developer's experience with similar projects, that the uses will be a mix of light manufacturing, service, and warehouse type uses.

Table 1

Land Use (ITE Code)	Unit of Measurement	Project Size (in thousands)	Daily		A.M. Peak Hour		P.M. Peak Hour	
			Rate	Total	Trip Rate	Total	Trip Rate	Total
Industrial Park (130)	1,000 SF	144.3	6.96	1,004	0.4	**57.2**	0.4	**57.2**

The proposed Project is anticipated to generate a maximum of 1,004 daily, 57.2 a.m. peak hour, and 57.2 p.m. peak hour trips. Given that the peak hour trips generated by the project will be under 100, the project will not meet with City's threshold requiring a traffic study.

Appendix D

SJVAPCD Correspondence dated June 16, 2021

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

June 16, 2021

Derek Sylvester
City of Madera
Planning Department
205 West 4th Street
Madera, CA 93637

Project: Madera Industrial WHSE Project, SPR 2021-24

District CEQA Reference No: 20210590

Dear Mr. Sylvester:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above from the City of Madera (City). The project consists of the construction of approximately 144,300 square foot of multitenant light industrial development on 16 acres (Project). The Project is located at the east side of South Schnoor Street, between Howard Road and West Almond Avenue, in Madera, CA (APN 009-330-011).

Project Scope

The Project consists of seventy-four 1,950 square foot units equaling out to approximately 144,300 square foot of light industrial space. Each unit will consist of an 8'x10' office with cooling, Interior restrooms and approximately 16'x30' gated and secured yard space with privacy fencing.

Based on information provided to the District, Project specific annual emissions from construction and operation emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).

Other potential significant air quality impacts related to Toxic Air Contaminants (see information below under Health Risk Assessment), Ambient Air Quality Standards, Hazards and Odors, may require assessments and mitigation. More information can be

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

www.valleyair.org www.healthyairliving.com

found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at: https://www.valleyair.org/transportation/GAMAQI.pdf

The District offers the following comments:

1) Project Related Criteria Pollutant Emissions

1a) Construction Emissions:

Although the construction-related emissions are expected to have a less than significant impact, the District suggests that the City advise project proponents with construction-related exhaust emissions and activities resulting in less than significant impact on air quality to utilize the cleanest reasonably available off-road construction fleets and practices (i.e. eliminating unnecessary idling) to further reduce impacts from construction-related exhaust emissions and activities.

1b) Project Related Operational Emissions – Cleanest Available Truck

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from heavy-heavy duty (HHD) Trucks, the single largest source of NOx emissions in the San Joaquin Valley. The District recently adopted the 2018 PM2.5 Plan which includes significant new reductions from HHD Trucks, including emissions reductions by 2023 through the implementation of the California Air Resources Board (CARB) Statewide Truck and Bus Regulation, which requires truck fleets operating in California to meet the 2010 0.2 g/bhp-hr NOx standard by 2023. Additionally, to meet the federal air quality standards by the 2020 to 2024 attainment deadlines, the District's Plan relies on a significant and immediate transition of heavy duty truck fleets to zero or near-zero emissions technologies, including the near-zero truck standard of 0.02 g/bhp-hr NOx established by the California Air Resources Board.

To reduce impacts from operational mobile source emissions, the District recommends that the following clean air measures be considered.

- Advise fleets associated with Project operational activities to utilize the cleanest available HHD truck technologies, including zero and near-zero (0.02 g/bhp-hr NOx) technologies as feasible.

- Advise all on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) to utilize zero-emissions technologies as feasible.

- Advise fleets associated with future development projects to be subject to the best practices (i.e. eliminating unnecessary idling).

In addition, the District recommends that the City include clean air measures to reduce project related operational impacts through incorporation of design elements, for example, increased energy efficiency, reducing vehicle miles traveled, etc. More information on mitigation measures can be found at: http://www.valleyair.org/transportation/ceqa_idx.htm.

1c) Project Related Operational Emissions– Truck Routing

Truck routing involves the path/roads heavy-duty trucks take to and from their destination. The air emissions from heavy-duty trucks can impact residential communities and sensitive receptors.

The District recommends the City evaluate heavy-duty truck routing patterns to help limit emission exposure to residential communities and sensitive receptors. More specifically, this measure would assess current truck routes, in consideration of the number and type of each vehicle, destination/origin of each vehicular trip, time of day/week analysis, vehicle miles traveled and emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT, GHG emissions, and air quality.

1d) Project Related Operational Emissions– Reduce Idling of Heavy Duty Trucks

The goal of this strategy is to limit the potential for localized PM2.5 and toxic air quality impacts associated with failure to comply with the state's Heavy Duty anti-idling regulation (e.g limiting vehicle idling to specific time limits). The diesel exhaust from excessive idling has the potential to impose significant adverse health and environmental impacts. Therefore, efforts to ensure compliance of the anti-idling regulation, especially near sensitive receptors, is important to limit the amount of idling within the community, which will result in community air quality benefits.

1e) Electric On-Site Off-Road and On-Road Equipment

Since the Project consists of a light industrial development project, it may have the potential to result in increased use of off-road equipment (i.e. forklifts) and/or on-road equipment (i.e. mobile yard trucks with the ability to move materials). The District recommends the City advise the project proponent to utilize electric or zero emission off-road and on-road equipment used on-site for this Project.

1f) Health Risk Screening/Assessment

Adjacent to the Project site, there are multiple sensitive receptors (e.g. single family residents, church). The Health Risk Assessment should evaluate the risk associated with sensitive receptors in the area and mitigate any potentially significant risk to help limit emission exposure to sensitive receptors.

A Health Risk Screening/Assessment identifies potential Toxic Air Contaminants (TACs) impact on surrounding sensitive receptors such as hospitals, daycare centers, schools, work-sites, and residences. TACs are air pollutants identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health. A common source of TACs can be attributed to diesel exhaust emitted from both mobile and stationary sources. List of TACs identified by OEHHA/CARB can be found at: https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants

The District recommends the development project(s) be evaluated for potential health impacts to surrounding receptors (on-site and off-site) resulting from operational and multi-year construction TAC emissions.

i) The District recommends conducting a screening analysis that includes all sources of emissions. A screening analysis is used to identify projects which may have a significant health impact. A prioritization, using the latest approved California Air Pollution Control Officer's Association (CAPCOA) methodology, is the recommended screening method. A prioritization score of 10 or greater is considered to be significant and a refined Health Risk Assessment (HRA) should be performed.

   For your convenience, the District's prioritization calculator can be found at: http:www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS.

ii) The District recommends a refined HRA for development projects that result in a prioritization score of 10 or greater. Prior to performing an HRA, it is recommended that development project applicants contact the District to review the proposed modeling protocol. A development project would be considered to have a significant health risk if the HRA demonstrates that the project related health impacts would exceed the Districts significance threshold of 20 in a million for carcinogenic risk and 1.0 for the Acute and Chronic Hazard Indices, and would trigger all feasible mitigation measures. The District recommends that development projects which result in a significant health risk not be approved.

For HRA submittals, please provide the following information electronically to the District for review:

- HRA AERMOD model files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodology.

More information on toxic emission factors, prioritizations and HRAs can be obtained by:

- E-Mailing inquiries to: hramodeler@valleyair.org; or
- Contacting the District by phone for assistance at (559) 230-6000; or
- Visiting the Districts website (Modeling Guidance) at:

http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm.

1g) Ambient Air Quality Analysis

An ambient air quality analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of the ambient air quality standards. For development projects the District recommends that an AAQA be performed for the project if emissions exceed 100 pounds per day of any pollutant.

If an AAQA is performed, the analysis should include emissions from both project specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance is available online at the District's website www.valleyair.org/cega.

2) Vegetative Barriers and Urban Greening

The Project is located in a primarily rural area. However, there are multiple sensitive receptors (e.g. single family residents, church) located adjacent to the Project. The District suggests the City consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g. single family residents, church).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the update of gaseous pollutants. Examples of vegetative barriers include, but not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought resistant low maintenance greenery.

3) Solar Deployment in the Community

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider the feasibility of incorporating solar power systems, as an emission reduction strategy for this Project.

4) District Rules and Regulation

The District issues permits for many types of air pollution sources and regulates some activities not requiring permits. A project subject to District rules and regulation would reduce its impacts on air quality through compliance with regulatory requirements. In general, a regulation is a collection of rules, each of which deals with a specific topic. For example, *Regulation II - Permits* encompasses multiple rules associated with the permitting of emission sources such as Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), and others.

4a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 requires that new and modified stationary sources of emissions mitigate their emissions using best available control technology (BACT).

This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits.

Prior to commencing construction on any permit-required equipment or process, a finalized Authority to Construct (ATC) must be issued to the Project proponent by the District. For further information or assistance, the project proponent may contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

4b) District Rule 9510 (Indirect Source Review)

The purpose of District Rule 9510 (Indirect Source Review) is to reduce the growth in both NOx and PM10 emissions associated with development and transportation projects from mobile and area sources associated with construction and operation of development projects. The rule encourages clean air design elements to be incorporated into the development project. In case the proposed project clean air design elements are insufficient to meet the targeted emission reductions, the rule requires developers to pay a fee used to fund projects to achieve off-site emissions reductions.

The proposed Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 25,000 square feet of light industrial space. When subject to the rule, an Air Impact Assessment (AIA) application is required no later than applying for project-level approval from a public agency. In this case, if not already done, please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510.

An AIA application is required and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval.

Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm.

The AIA application form can be found online at: http://www.valleyair.org/ISR/ISRFormsAndApplications.htm

4c) District Regulation VIII (Fugitive PM10 Prohibitions)

The Project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to construction.

Information on how to comply with Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm.

4d) District Rule 9410 (Employer Based Trip Reduction)

The proposed Project may be subject to District Rule 9410 (Employer Based Trip Reduction) if the Project would result in employment of 100 or more "eligible" employees. District Rule 9410 requires employers with 100 or more "eligible" employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees.

Information about how District Rule 9410 can be found online at: www.valleyair.org/tripreduction.htm.

For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org

4e) Other District Rules and Regulations

The Project may also be subject to the following District rules: Regulation VIII, (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

The list of rules above is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to this Project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

5) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Harout Sagherian by e-mail at Harout.Sagherian@valleyair.org or by phone at (559) 230-5860.

Sincerely,

Brian Clements
Director of Permit Services

For: John Stagnaro
Program Manager