

**7-Eleven Travel Center
Initial Study / Mitigated Negative Declaration
(ENV 2022-05)**

May 2023

The City of
MADERA

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LIST OF ABBREVIATIONS AND ACRONYMS

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

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

Section 1 | Introduction

Acorn Environmental has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) on behalf of the City of Madera (City), to address the environmental effects of the proposed 7-Eleven Travel Center (“Proposed Project” or “Project”). This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code (PRC) Section 21000 et. seq. The City is the CEQA lead agency for this Proposed Project. The Proposed Project and the Project Site are described in detail in **Section 2**.

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. A 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 (MND) 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 released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur is prepared, and*
 - 2. *There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.*

1.2 DOCUMENT FORMAT

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

Section 2 | Project Description

2.1 PROJECT BACKGROUND

2.1.1 Project Title

7-Eleven Travel Center
Conditional Use Permit (CUP) 2022-17
Lot Line Adjustment (LLA) 2022-02
Site Plan Review (SPR) 2022-25

2.1.2 Lead Agency Name and Address

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

2.1.3 Contact Person and Phone Number

Lead Agency Contact: Robert Smith, Senior Planner, (559) 661-4916

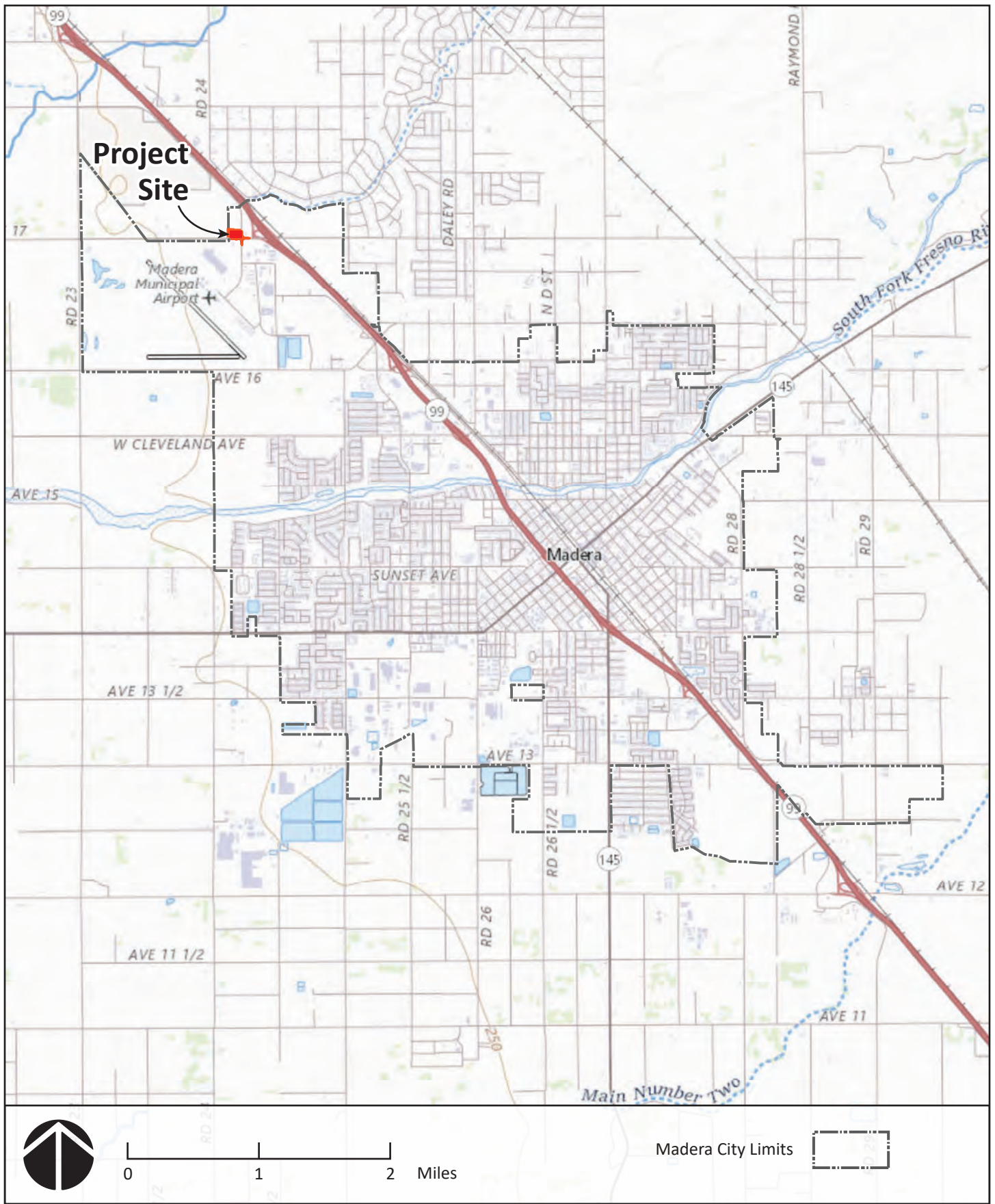
2.1.4 Project Location

The approximately 4-acre proposed commercial development site (Development Site) is located on the northwest corner of Avenue 17 and Golden State Boulevard / Airport Drive, in the City of Madera, California (**Figure 1**, **Figure 2**, and **Figure 3**). The proposed commercial development facilities will occupy the southern portion of Assessor's Parcel Number (APN) 013-210-005, and off-site infrastructure improvements will occur within City-owned right-of-way at and near the intersection of Avenue 17 and Golden State Boulevard / Airport Drive. The Project Site evaluated in this IS/MND consists of the approximately 4-acre proposed commercial Development Site, as well as approximately 3 acres of adjacent City road rights-of-way proposed for transportation and infrastructure improvements, for a total of approximately 7 acres (see **Figure 3**).

The Project Site occupies a portion of Section 3 of Township 11 South, Range 17 East, Mount Diablo Baseline and Meridian as depicted on the Madera, CA United States Geological Survey 7.5-minute topographic map (**Figure 2**). The centroid of the Project Site is 36°59'48.7"N, 120°06'25.3"W.

2.1.5 General Plan Land Use and Zoning

The Development Site is designated Commercial in the City's General Plan and is zoned C-2 Heavy Commercial (**Figure 4** and **Figure 5**). The adjacent properties to the north, east, and south are within the City and are designated Commercial and Industrial in the City's General Plan and are zoned C-1 Light Commercial, C-2 Heavy Commercial, and I Industrial (**Figure 4** and **Figure 5**). Unincorporated lands to the west are designated LI Light Industrial and zoned IL Industrial Light in the Madera County (County) General Plan (**Figure 6** and **Figure 7**).



Source: USGS National Map (6/2020), Madera County GIS

FIGURE 1
REGIONAL LOCATION



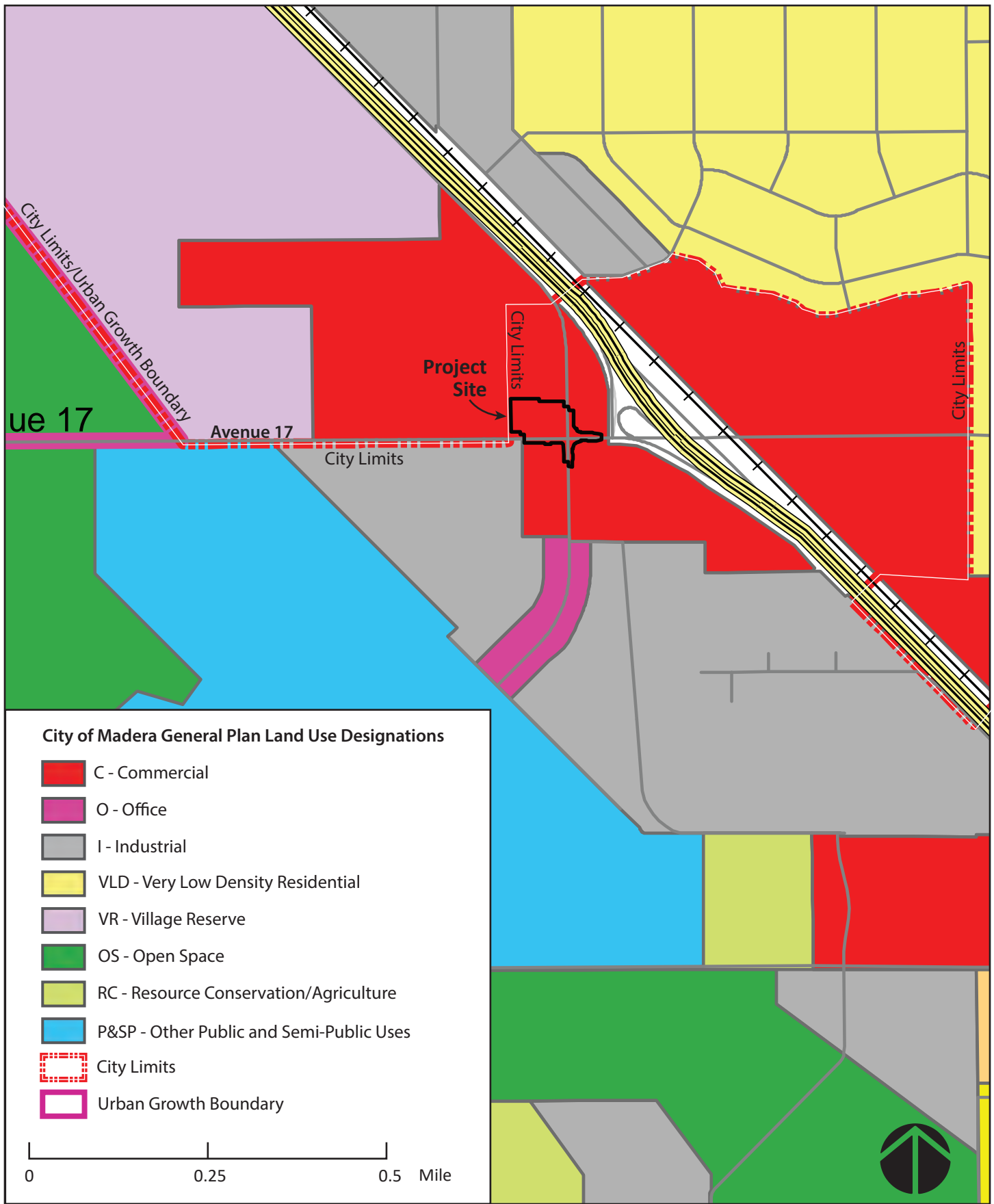
Source: USGS, 2021 (Kismet, Berenda, Bonita Ranch, Madera, CA 24k maps)

FIGURE 2
USGS TOPOGRAPHIC MAP



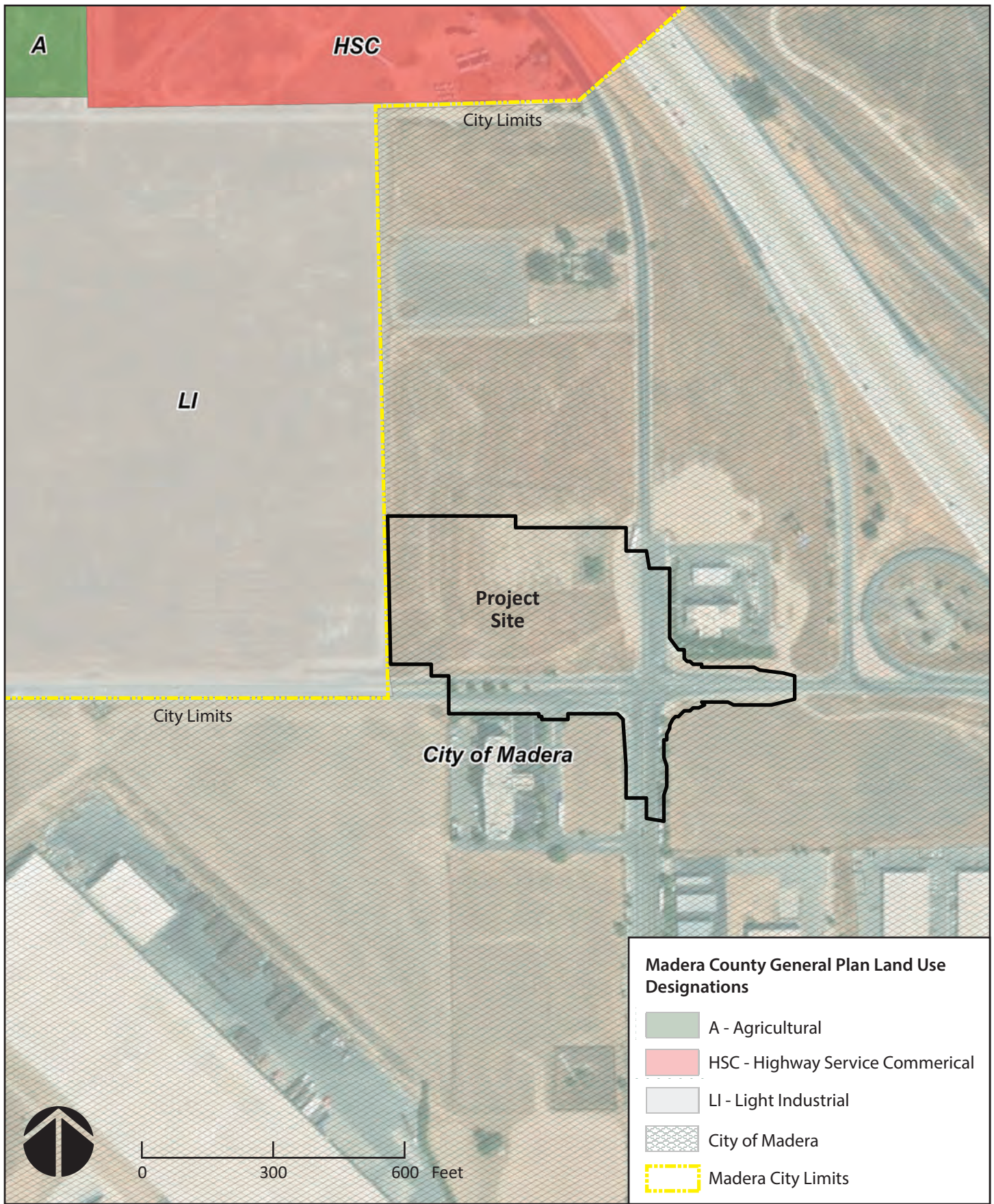
Source: Maxar Imagery (February 2022)

FIGURE 3
AERIAL MAP



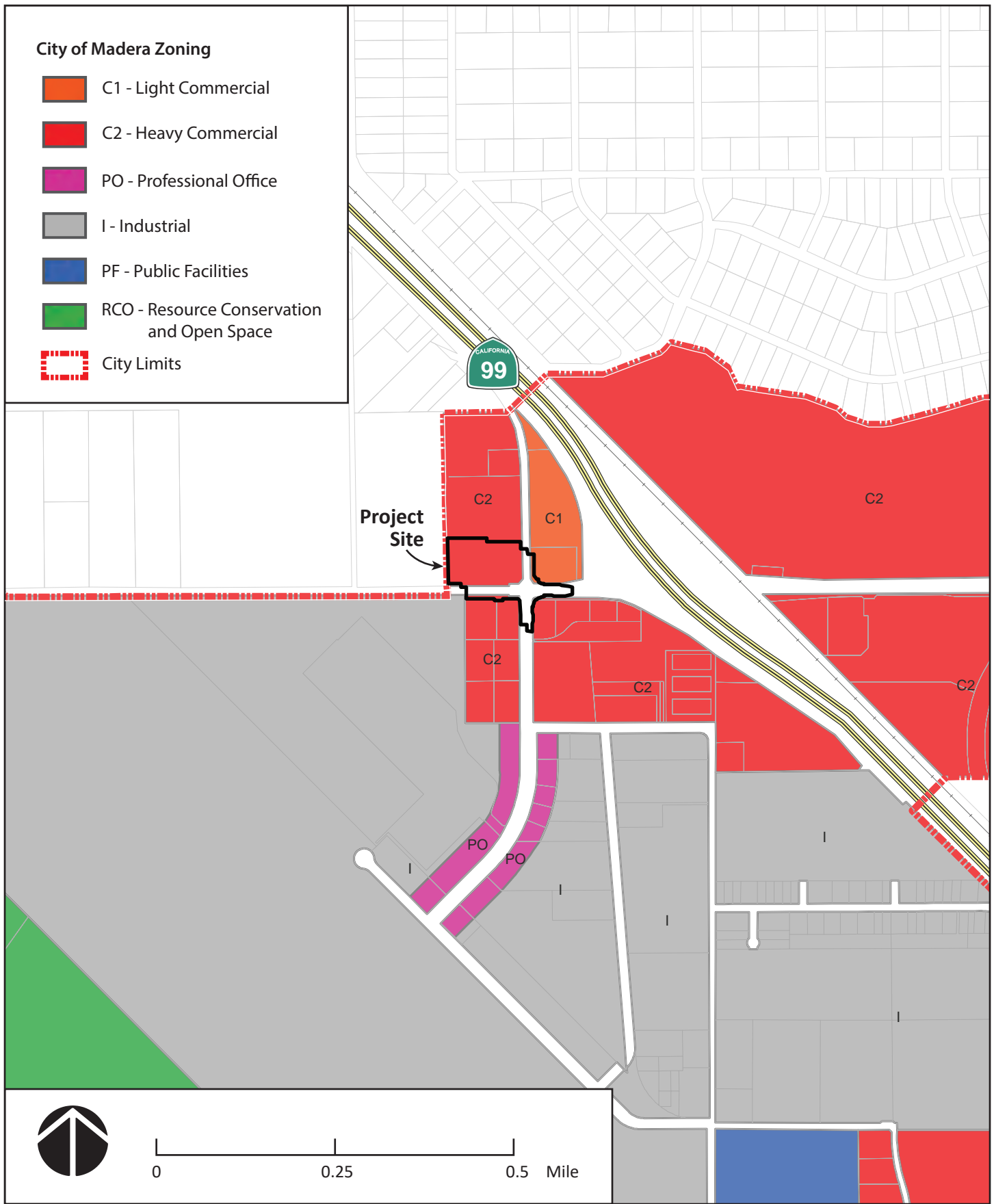
Source: City of Madera

FIGURE 4
CITY OF MADERA GENERAL PLAN LAND USE DESIGNATION MAP



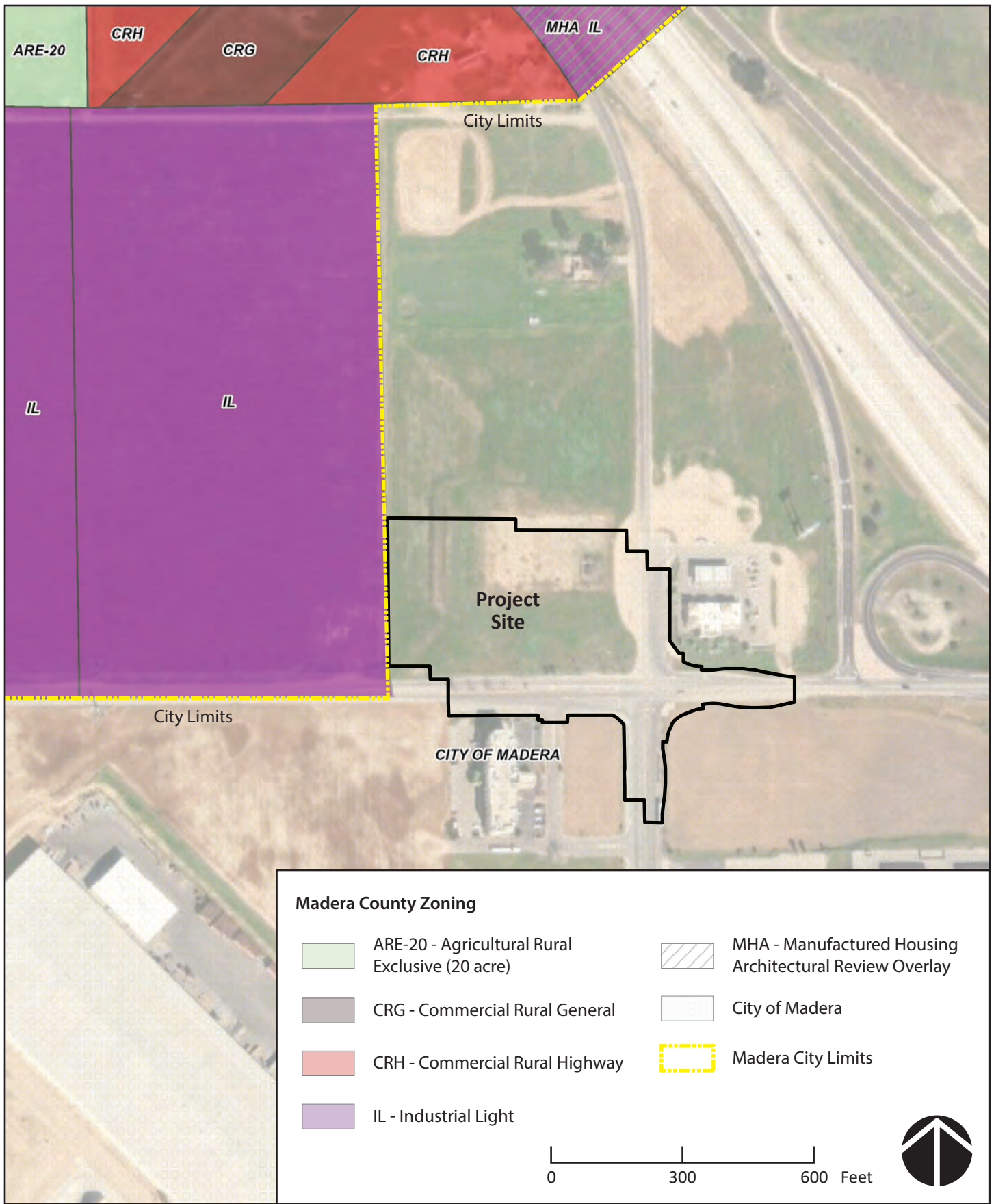
Source: Madera County

FIGURE 5
MADERA COUNTY GENERAL PLAN LAND USE DESIGNATION MAP



Source: City of Madera

FIGURE 6
CITY OF MADERA ZONING MAP



Source: Madera County

FIGURE 7
MADERA COUNTY ZONING MAP

2.1.6 Description of Project

Project Description

Stock Five Holdings, LLC (Applicant) proposes the construction of a 4,889-square foot convenience store, approximately 25 feet high with alcohol and tobacco sales, and a fueling service station within the 4-acre Development Site (**Figure 8, Figure 9a, and Figure 9b**).

The primary facade of the building would be east facing. The east-facing façade would include a double-entry doorway below an entry canopy, and window panels would surround the entryway. The north-facing façade would provide operational infrastructure, including roof access and security doors. Security cameras would be located on each building façade. Garbage bins would be placed throughout the property.

The floor plan of the convenience store would include merchandise aisles, a cooler vault, and a beer cave, building utilities, restrooms, and an operations area including a cooler, freezer, office, and backroom.

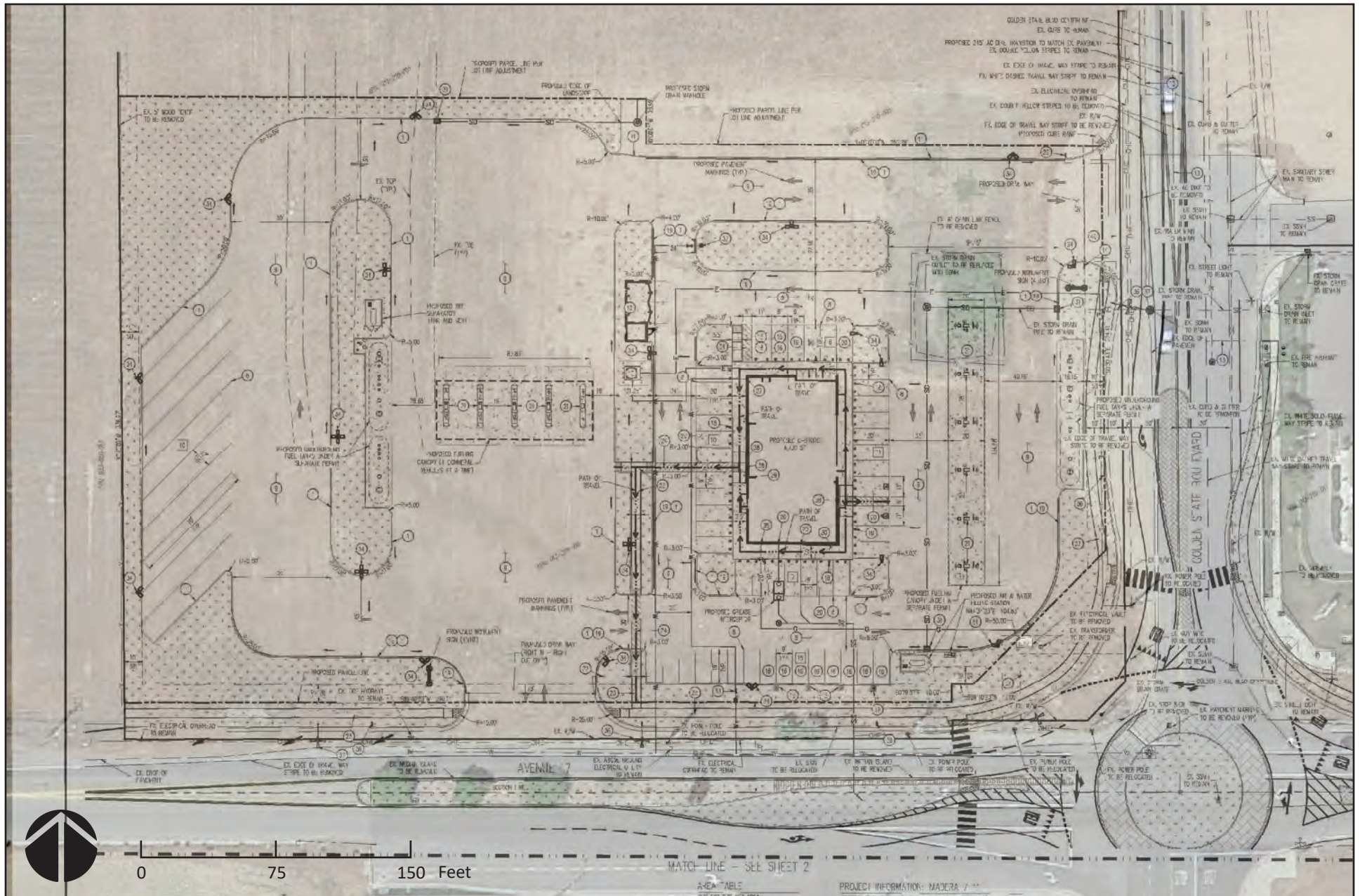
The proposed fueling areas would be comprised of 4 diesel truck fueling stations approximately 10 feet high (5 diesel pumps) and 6 gasoline fueling stations approximately 8 feet high (12 gasoline pumps) under two canopies, 19 feet and 17.5 feet high, respectively (**Figure 9c and 9d**). The project includes installation of four Underground Storage Tanks (UST). Standard gasoline tanks located along the southeast corner of the site would have capacities of 8,000-10,000 gallons and 20,000 gallons. Diesel tanks located toward the western property line would have capacities of 20,000 gallons and 10,000 gallons. The underground design of the tanks will be prepared during the preparation of the construction document phase and shall meet the depths and coverage as required by building code. The proposed convenience store is anticipated to operate seven days a week, 24 hours a day and employ an estimated 13 employees over several shifts. Typical shifts will have 2 to 3 employees. The project is in compliance with the City's General Plan and Zoning Code with the exception of the alcohol and tobacco sales which required a Conditional Use Permit and application to Alcoholic Beverage Control.

Building Design, Lighting, and Signage

A mix of materials including glass windows, brick panels, metal, and wood siding material would be used to provide depth and visual interest to the project components.

The Proposed Project would include a free-standing monument sign located east of the driveway located on the southern boundary of the Development Site along Avenue 17. Additionally, the convenience store building would include seven backlit branded signs on the outer facades of the building (two signs each on the south, east, and west facades, and one sign on the north façade).

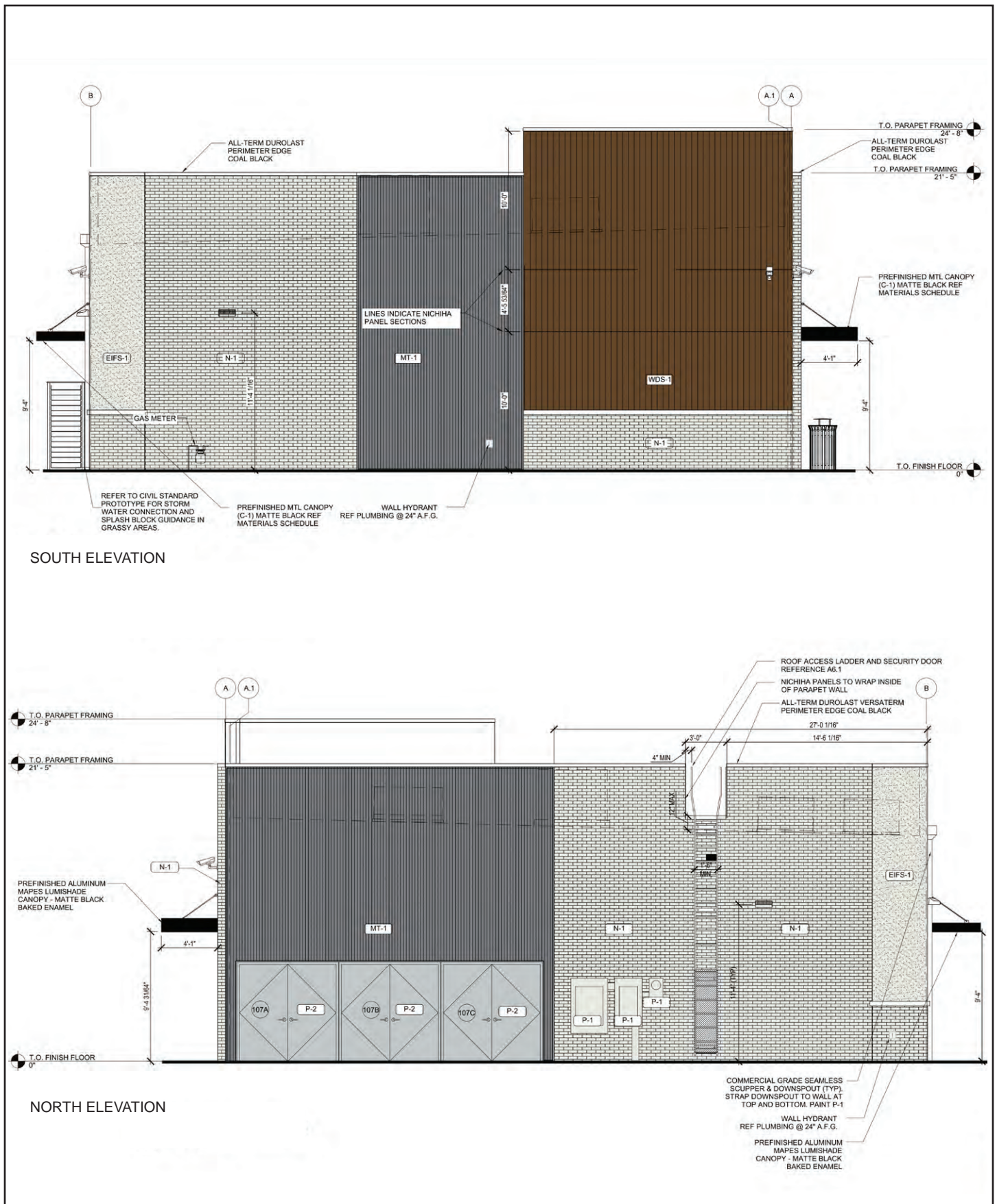
Security lighting would be located throughout the Development Site, including around the exterior of the convenience store. Existing streetlights along Golden State Boulevard would remain, and additional streetlights would be placed along the roadways surrounding the Development Site and in the on-site parking areas. On-site lighting would be consistent with Municipal Code Section 10-3.4.0106, which requires that site lighting be arranged as to deflect the light away from adjoining properties public streets and not illuminate the night sky to the largest degree possible.





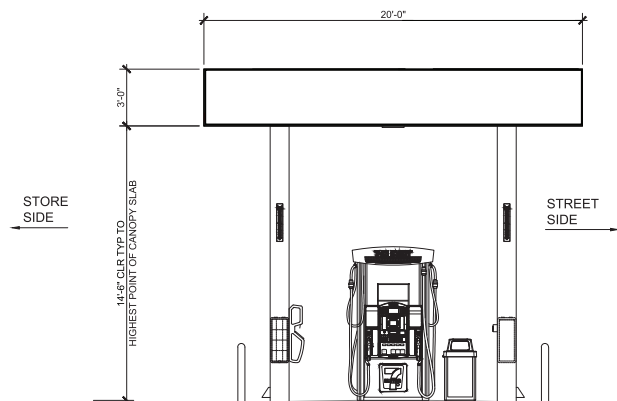
Source: Galloway & Co. Inc.

FIGURE 9a
ELEVATIONS

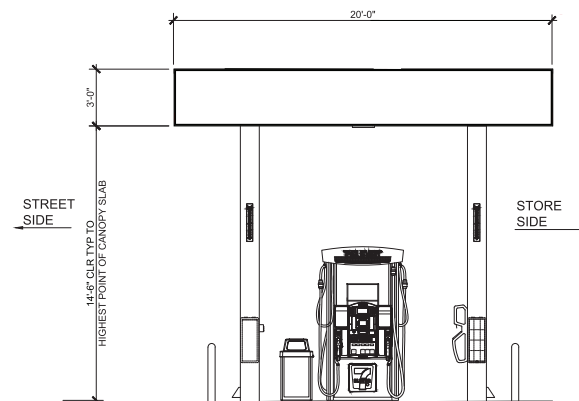


Source: Galloway & Co. Inc.

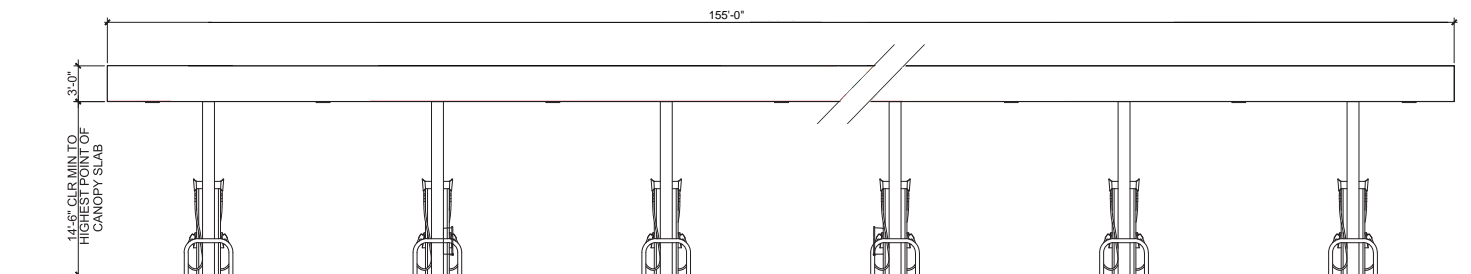
FIGURE 9b
ELEVATIONS



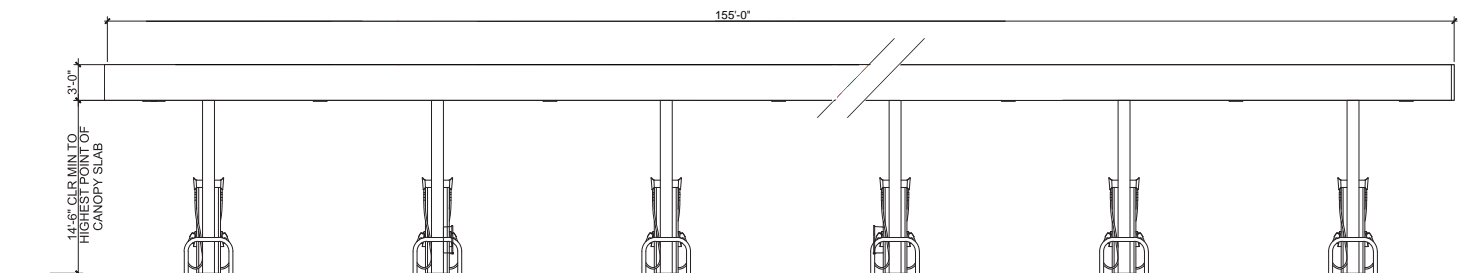
LEFT SIDE - SOUTH ELEVATION



RIGHT SIDE - NORTH ELEVATION



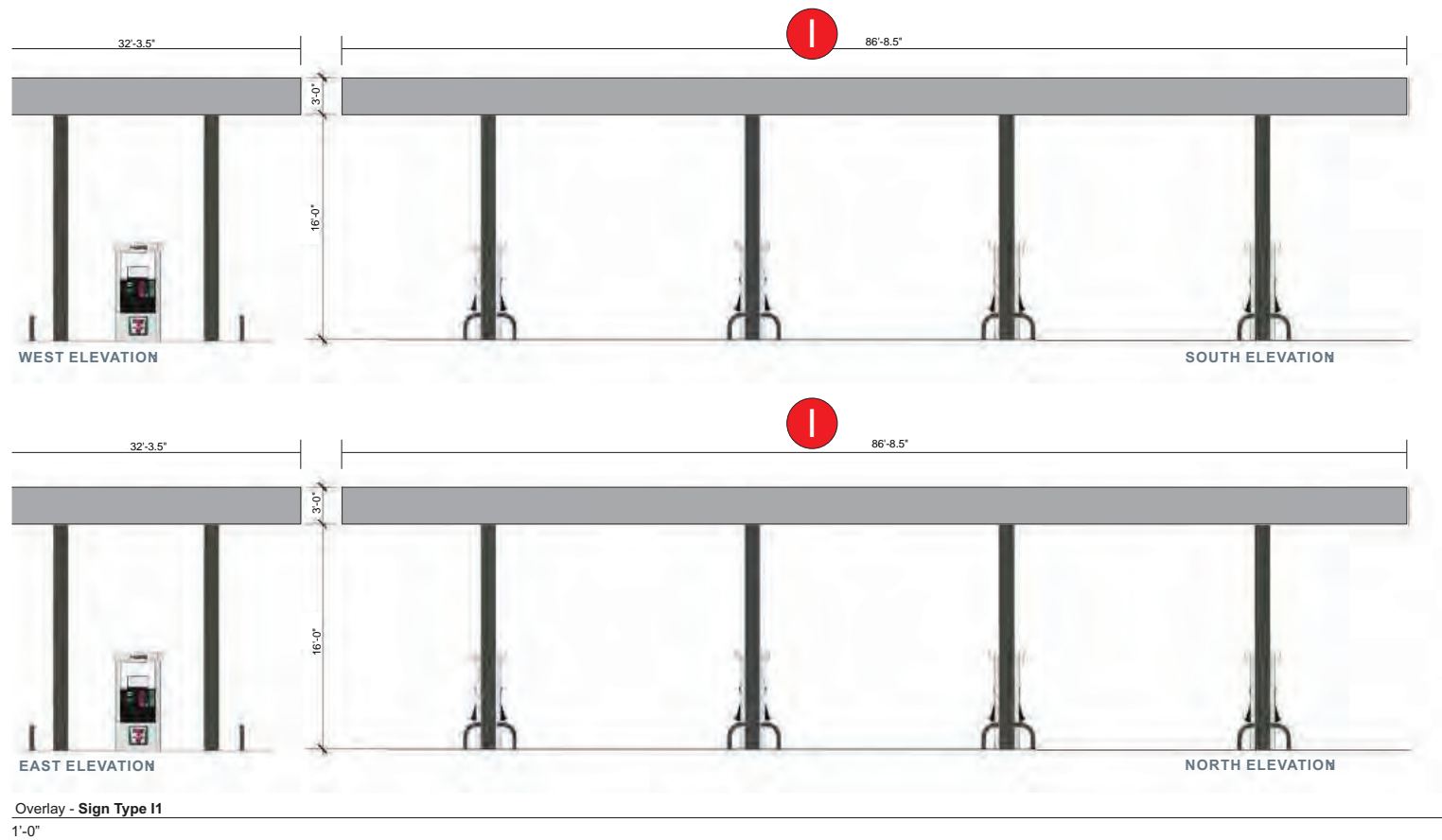
FRONT - EAST ELEVATION - GOLDEN STATE BLVD.



REAR - WEST ELEVATION - STORE SIDE

Source: Galloway & Co. Inc.

FIGURE 9c
CANOPY ELEVATIONS



Source: Galloway & Co. Inc.

FIGURE 9d
CANOPY ELEVATIONS

Parking and Access

As proposed, the Development Site improvements will include 50 parking spaces for passenger vehicles, three of which will be handicap accessible parking spaces, two of which will be designated as “Low Emission” vehicle parking, two of which will be electric vehicle (EV) charging station parking spaces with EV charging equipment, and 9 of which will be “EV-ready” parking spaces with charging station conduit. The proposed site plan includes 10 parking spaces for truck-trailers, and a 3-bike capacity bike rack (**Figure 8**). Access to the Development Site will be provided by two proposed driveways: one driveway on Avenue 17 and one driveway on Golden State Boulevard. Both the driveways will be right in- right out access only.

Transportation and Circulation Improvements

As part of the Proposed Project, the City is requiring improvements to adjacent roadways to meet City roadways standards, as well as the construction of a four-legged, two-lane roundabout located at the intersection of and Avenue 17 and Golden State Boulevard / Airport Drive (**Figure 10**). The roundabout would have an outer lane exiting and the inner lane continuing around the roundabout. Public improvements include paving, curb, and gutter, parkstrip, accessible sidewalks and pedestrian ramps across project frontages, public streetlights, and undergrounding of overhead electric utilities. A Class III bike lane would be provided on the southwest corner of the roundabout per requirements to extend the existing bike lane. The applicant will dedicate sufficient right-of-way to accommodate the proposed public transportation improvements, as shown in **Figure 10**.

The western half of Golden State Boulevard along the entire project frontage shall be improved to an 80-foot collector roadway standard. Improvements along the west half of the street will include but not be limited to fire hydrants, streetlights, curb and gutter, park strip, sidewalk, and a 28-foot paved asphalt section. Adequate transitions with the existing improvements relative to grade and alignment will be provided.

The northern half of Avenue 17 along the entire project frontage will be improved to a 100-foot arterial roadway standard. Improvements along the north half of the street will include but not be limited to fire hydrants, streetlights, curb and gutter, park strip, sidewalk, and a 30-foot paved asphalt section. The existing median shall be extended to the west property line. Adequate transitions with the existing improvements relative to grade and alignment will be provided.

Utilities

Water and wastewater services would be provided to the Proposed Project by the City. The Development Site would connect to an existing 12-inch water main in Golden State Boulevard, and 10-inch sewer lines located along Avenue 17 and/or Golden State Boulevard. Natural gas, electricity, and communication services would be provided to the Development Site by Pacific Gas and Electric (PG&E) and AT&T via new undergrounded connections to existing infrastructure located immediately adjacent to the Development Site along Avenue 17 and Golden State Boulevard. Pursuant to City General Plan policies and standards, the Proposed Project will be required to underground all existing overhead utility services on-site as well off-site paralleling the Development Site.



FIGURE 10
ROUNDBOUT PLAN

Solid waste services would be provided to the Proposed Project by Mid Valley Disposal, which provides solid waste removal services for the City. Mid Valley Disposal operates a curbside solid waste, a green waste collection program, and a mandatory blue-can recycling program for Madera. Solid waste from the Development Site would be disposed of at the Fairmead Solid Waste Disposal Site.

Grading and Drainage

Currently, stormwater on the Project Site either percolates into the permeable ground or runs off into the existing temporary drainage basin located on the Project Site. Upon completion of the Proposed Project, the Proposed Project would convert approximately 2.65 acres or 66 percent of the Development Site from previous to impervious surfaces. Additionally, there would be an increase in impervious surfaces in the roundabout area of the Project Site. On-site incidental drainage and stormwater runoff would be collected via on- and off-site drainage collection improvements and diverted into either landscape areas, or storm drains that would transport collected runoff to the temporary drainage basin located 450 feet north of the Project Site, where collected stormwater would percolate into the groundwater.

Landscaping Plan

The frontage of the Development Site would include a perimeter landscape area with small, low water use plants, interspersed with small accent trees and medium shade trees. Moderate water use plants would be incorporated at the end caps of the parking area surrounding the convenience store building. The species of vegetation, approximate pot size, and water usage are described below in **Table 1**.

Table 1: Landscaping Plan

Plant Type	Approximate Pot Size	Water Usage
Low Water Use Plants		
<i>Aloe 'Blue Elf'</i> (Blue Elf Aloe)	1 Gallon	Low
<i>Bulbine frutescens</i> (Tiny Tangerine, Dwarf Orange Bulbine)	1 Gallon	Low
<i>Teucrium cossonii</i> (Gray Creeping Germander)	1 Gallon	Low
<i>Lantana montevidensis</i> (Trailing Lavender, Lavender Lantana)	1 Gallon	Low
<i>Muhlenbergia capillaris</i> (Regal Mist, Pink Muhly Grass)	1 Gallon	Low
<i>Dietes iridioides</i> (Lemon Drops, Hybrid Fortnight Lily)	1 Gallon	Low
<i>Callistemon viminalis</i> (Little John, Dwarf Bottle Brush)	1 Gallon	Low
<i>Tecoma 'Solar Flare'</i> (Solar Flare Esperanza)	1 Gallon	Low
<i>Russelia x 'St. Elmo's Fire'</i> (Red Russelia)	1 Gallon	Low
<i>Leucophyllum frutescens</i> (Compacta, Compacta Texas Ranger)	1 Gallon	Low
<i>Erigeron karvinskianus</i> (Santa Barbara Daisy)	1 Gallon	Low
<i>Lantana 'New Gold'</i> (Golden Yellow Lantana)	1 Gallon	Low

Plant Type	Approximate Pot Size	Water Usage
<i>Lantana 'Dallas Red'</i> (Dallas Red Lantana)	1 Gallon	Low
Moderate Water Use Plants		
<i>Dianella caerulea</i> (Cassa Blue, Cassa Blue Flax Lily)	1 Gallon	Moderate
<i>Loropetalum chinense</i> (Fringe Flower, Burgundy)	1 Gallon	Moderate
Small Accent Trees		
<i>Lagerstroemia indica</i> (Pink Crape Myrtle)	15 Gallon	Low
<i>Cercis occidentalis</i> (Western Redbud)	15 Gallon	Low
<i>Cercidium 'Desert Museum'</i> (Desert Museum Palo Verde Tree)	15 Gallon	Low
Medium Shade Tree		
<i>Pistachia chinensis</i> (Keith Davey, Chinese Pistache)	15 Gallon	Low
<i>Laurus nobilis</i> (Saratoga, Grecian Laurel Tree)	15 Gallon	Low

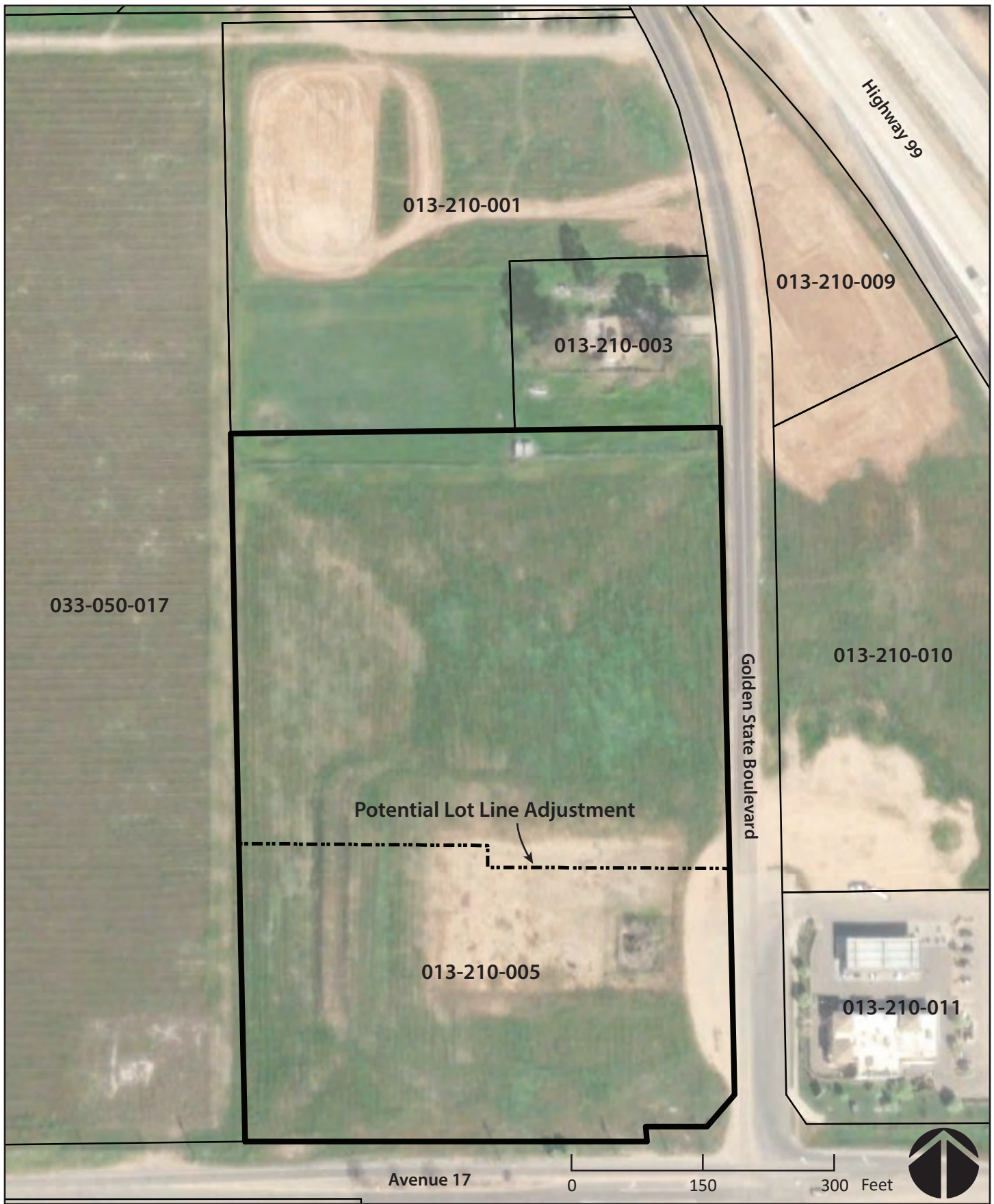
Development Standards

The Proposed Project has been designed in compliance with all applicable buildings standards, including the 2023 California Building Code (CBC), which includes the Energy, Electrical, Mechanical, Plumbing, Fire Codes, and the California Green Building Standards. Consistent with policies of the City General Plan and City Climate Action Plan, the Proposed Project will:

- Incorporate a roof-top solar photovoltaic system or solar hot water heater,
- Promote and/or incentivize employee ridesharing or trip reduction programs,
- Provide infrastructure for two electrical vehicle charging facilities,
- Provide two preferential parking spaces for low carbon emission vehicles,
- Provide two EV charging station parking spaces with EV charging equipment, and 9 additional “EV-ready” parking spaces with charging station conduit.
- Use alternatively fueled construction vehicles/equipment (i.e., repowered engines, electric drive trains, California Air Resources Board (CARB)-approved low carbon fuel, electrically powered) to the extent feasible, and
- Use low water use and low-maintenance native landscaping and/or xeriscaping, including the planting of new trees, as detailed above.

Lot Line Adjustment

The Proposed Project may include a lot line adjustment that could affect the boundaries of APNs 013-002-05 and -01 as shown in **Figure 11**. However, the potential lot line adjustment would not result in any physical environmental consequences beyond the boundary of the Project Site.



Source: Galloway & Co. Inc.

FIGURE 11
POTENTIAL LOT LINE ADJUSTMENT

2.1.7 Site and Surrounding Land Uses and Setting

Environmental Setting

The Development Site is vacant agricultural land designated and zoned for commercial use (**Figure 4** and **Figure 6**). The off-site roundabout and infrastructure improvement area of the Project Site is currently a paved roadway (**Figure 3**). The Development Site was formerly used for agriculture until around 2013, when the Development Site was graded. The Development Site is disced annually for vegetation management. Additionally, the off-site improvement area of the Project Site is primarily hardscaped with similarly weedy and ruderal herbaceous vegetation occurring minimally at road margins and shoulders. The proposed roundabout area is currently utilized as a two-way stop-controlled intersection.

An existing fenced temporary stormwater drainage basin, constructed between 2012 and 2014, is located in the northeast portion of the Development Site that currently serves properties to the east and south of the Project site. Cottonwoods and willows are present within the basin. An offsite stormwater basin was recently constructed in the northern section of APN 013-210-005, approximately 450 feet north of the Project Site, to replace and expand the temporary basin within the Development Site. Soil excavated from the new off-site temporary basin is presently being stockpiled on the Development Site.

The relocated basin in the northern section of APN 013-210-005 will continue to serve the properties to the east and south of the Project Site, as well as commercial uses currently under construction to the east of the Project Site, and the Project Site itself, until a permanent municipal storm drain is provided by the City in the future. The relocated basin has been fully established, and thus will be in place prior to implementation of the Proposed Project.

Soils present on the Project site are identified by the Natural Resources Conservation Service (NRCS) as San Joaquin sandy loam. The Project Site elevation is approximately 255 feet above mean sea level. Groundwater in the vicinity of the Project Site flows generally to the northeast and would be encountered at a depth of approximately 225 feet below ground surface.

Surrounding Land Uses

The Project Site is located directly west of an existing ARCO fueling station and convenience store located at 3455 Golden State Boulevard and is located directly north of an existing Hampton Inn and Suites hotel located at 3254 Airport Drive. Golden State Boulevard separates the Development Site from the Arco fueling station and convenience store. Avenue 17 separates the Development Site from the Hampton Inn and Suites hotel. There are two existing single-family dwellings located approximately 550 feet north of the Project Site (**Figure 3**). The Project Site is located approximately 500 feet west of California State Route 99 (CA-99). Additional surrounding land uses consist of agricultural land and undeveloped land. The Madera Municipal Airport is located approximately one-half mile south, southwest of the Project Site. The Project Site is within the City (**Figure 1**). The City of Madera Limits bound the western and northern edge of APN 013-210-005-000.

2.1.8 Approvals Required

The City has jurisdiction over the review and approval of this project. The City's Planning Commission will be requested to act on the following:

- Adoption of Mitigated Negative Declaration ENV 2022-05;
- Approval of Conditional Use Permit 2022-17 – sale of tobacco, tobacco products and sale of alcohol for off-site consumption;
- Site Plan Review 2022-25 – site development; and
- Potential Lot Line Adjustment.

Other agencies, including but not necessarily limited to the following, may have authority to issue permits prior to project implementation, all of whom are expected to use this IS in decision making:

- San Joaquin Valley Air Pollution Control District (SJVAPCD) – Indirect Source Review; Authority to construct / permit;
- State of California Regional Water Quality Control Board (RWQCB) – The RWQCB will review the Notice of Intent (NOI) to Comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit, and Storm Water Pollution Prevention Plan for compliance with Clean Water Act (CWA) requirements;
- CARB – Regulation of air quality emissions from USTs and certification and verification of any vapor recovery and leak detection systems;
- California Department of Fish and Wildlife (CDFW) – Potential consultation regarding special status species should burrowing owl or nesting birds be observed during biological pre-construction surveys (see **Section 4.4.3**);
- California Department of Transportation (Caltrans) – Review and approval of proposed roundabout design plans;
- DTSC – Implement the State’s Unified Program by overseeing the Madera County Department of Environmental Health in any actions related to hazardous materials; and
- Madera County Department of Environmental Health – Regulate the use, storage, and disposal of hazardous materials, including the review of a hazardous materials management plan.

2.1.9 Consultation with California Native American Tribes (Assembly Bill 52 Compliance)

PRC 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 has not received written correspondence from any California Native American tribes pursuant to PRC Section 21080.3.1 requesting notification of proposed projects. The City sent letters on October 7, 2022, to potentially interested California Native American tribes identified by the Native American Heritage Commission (NAHC), notifying them of the Proposed Project and inviting requests for consultation. No responses have been received to date.

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

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.

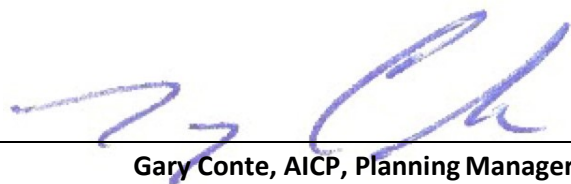
No Impact. This category applies when a project would not create an impact in the specific environmental issue area. “No Impact” answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply 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.



Gary Conte, AICP, Planning Manager

June 1, 2023

Date

Section 4 | Impact Analysis

4.1 AESTHETICS

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

4.1.1 Environmental Setting

The Project Site is visible from CA-99 to the east, as well as from Avenue 17 and Golden State Boulevard which border the Development Site to the south and east, respectively. The Project Site is also visible from commercial developments to the east and south including a nearby ARCO fueling station and convenience store, a Hampton Inn and Suites Hotel, and other nearby commercial developments.

Designated scenic highways, roadways, and resources do not occur within viewing range of the Project Site. Views of the Project Site from the surrounding vicinity are typical of a commercial setting, and consist

of a flat, undeveloped property, surrounded by roadways, scattered commercial developments, agricultural land, and undeveloped land. **Figure 12** provides a view of the Development Site as seen looking northwest from the intersection of Avenue 17 and Golden State Boulevard.

Figure 12: Viewshed



The surrounding land is largely undeveloped with minimal light emitting sources. The exceptions are the sites to the east and south, especially the existing Arco fueling station and convenience store to the east which emits light levels associated with a 24-hour fueling station and convenience store. Other light sources include traffic on CA-99 and adjacent roadways which typically don't have a notable impact at or around the site.

4.1.2 Impact Assessment

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

Less Than Significant Impact. The Project Site is not located near a scenic vista, nor does the Project Site provide a vantage point to a scenic vista or visible from any known scenic vista. The Project Site does not present notable scenic values such as undisturbed open space, prominent landforms, or features. Development of the proposed building, canopies and landscaping on the site would not obstruct views of open space and the mountains to the east from adjacent properties. The Proposed Project will not result in the obstruction of federal, state, or locally classified scenic areas, historic properties, community landmarks, or formally classified scenic resources, such as a scenic highway, national or state scenic area, or scenic vista. Therefore, there would be a *less-than-significant 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?

Less Than Significant Impact. The Project Site is not located along a State-designated Scenic Highway (Caltrans, 2022). The nearest officially designated scenic highway is State Route 180 east of the unincorporated community of Minkler in Fresno County which is approximately 40 miles southeast of the Project Site. Furthermore, there are no notable trees, rock outcroppings, or historical buildings on the

Project Site that would be affected. The Proposed Project with the addition of buildings on the Development Site could potentially limit views of open space and views of the mountain ranges to the east on a clear day; however, this impact is not substantially damaging to scenic resources in the area. Therefore, the Proposed Project would have a *less than significant 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 development of the Proposed Project will not substantially degrade the existing public views of the Project Site. The Proposed Project is consistent with the commercial character for which the Project Site is zoned and planned. All views from publicly accessible vantage points, such as sidewalks and parking lots, will not be degraded. The Proposed Project proposes improvements to the site; therefore, this Project would have a *less than significant impact* on visual character.

- 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. The Proposed Project would introduce new sources of light to the Project Site for safety and security purposes; however, lighting would be similar to the sources of light from other nearby commercial developments. The lighting associated with the Proposed Project would constitute an increase over the existing ambient light levels on the Project Site; however, lighting would be consistent with the surroundings. Consistent with Municipal Code Section 10-3.4.0106, the Site Plan Review requires that site lighting be arranged as to deflect the light away from adjoining properties, public streets and not illuminate the night sky to the largest degree possible. Therefore, the Proposed Project would have a *less than significant impact*.

4.2 AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.2.1 Environmental Setting

Based on historical aerial photographs, the Development Site was actively farmed from approximately 1946 until approximately 1998 (**Appendix A**). The Development Site has been fallow and undeveloped since approximately 1998, except for the construction of the existing stormwater basin on the Development Site between 2012 and 2014 (**Appendix A**). There is no indication that the Project Site has been used for agriculture recently.

4.2.2 Impact Assessment

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

No Impact. The Project Site is not currently used for agriculture, nor identified as Farmland per the Farmland Mapping and Monitoring Program (FMMP) (California Department of Conservation, 2018). The Farmland Mapping and Monitoring Program identifies the Development Site as Grazing Land. Additionally, the NRCS classifies the Project Site as Not Prime Farmland (NRCS, 2022). Therefore, there would be *no impact*.

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

No Impact. The Project Site is not zoned as agricultural land or subject to a Williamson Act contract. Therefore, the Proposed Project would have *no impact*.

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

No Impact. The Project Site and surrounding properties are not defined as forest land (as defined by PRC Section 12220(g)), timberland (as defined by PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). Therefore, there would be *no impact*.

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

No Impact. The Project Site does not contain forest land and the Project Site is not located adjacent to land designated as forest land. *No impacts* would occur.

- 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 Proposed Project will not involve changes to the existing environment which could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, *no impacts* would occur.

4.3 AIR QUALITY

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

4.3.1 Environmental Setting

The City is located in one of the most polluted air basins in the country. The San Joaquin Valley Air Basin (SJVAB) is comprised of eight counties: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. Encompassing 24,840 square miles, the San Joaquin Valley is the second largest air basin in California. Wind patterns within the SJVAB result from marine air that generally flows into the SJVAB from the San Joaquin River Delta. The Coastal Range hinders wind access into the SJVAB from the west, the Tehachapi Mountains prevent southerly passage of airflow, and the Sierra Nevada Mountain Range provides a significant barrier to the east. These topographic features result in weak airflow that becomes restricted vertically by high barometric pressure over the Valley. As a result, the SJVAB is highly susceptible to pollutant accumulation. Most of the surrounding mountains are above the normal height of summer inversion layers. In addition to topographic conditions, the local climate can also contribute to air quality problems. Temperature inversions can trap air, thereby preventing the vertical dispersal of air pollutants.

In addition to climatic conditions (weak airflow, lack of summer rain, etc.), air pollution can be caused by anthropogenic or man-made sources. Air pollution in the SJVAB can be directly attributed to human activities, which cause air pollutant emissions. Human causes of air pollution in the Valley include mobile sources (i.e., cars, trucks, airplanes, trains, etc.), oil production, agriculture, home heating and cooking (gas-fired appliances, residential wood heaters, etc.), and other socioeconomic activities. The most significant factors, which are accelerating the decline of air quality in the SJVAB, are the Valley's rapid population growth and its associated increases in traffic, urbanization, and industrial activity.

4.3.2 Impact Assessment

Methodology

An Air Quality and Greenhouse Gas Impact Assessment was prepared for the Proposed Project in June of 2022 and is included as **Appendix B**. The impact assessment for air quality focuses on potential effects the Project might have on air quality within the Madera County region. Impacts are evaluated based on CEQA Appendix G criteria and SJVAPCD significance criteria.

The SJVAPCD has established thresholds of significance for determining significance under CEQA. These thresholds separate a project's short-term emissions from its long-term emissions. The short-term emissions are mainly related to the construction phase of a project, which are recognized to be short in duration. The long-term emissions are primarily related to the activities that will occur indefinitely as a result of Project operations. SJVAPCD thresholds for certain pollutants are shown in **Table 2**.

California Emissions Estimator Model

California Emissions Estimator Model (CalEEMod) is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with a variety of land use projects. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.

Table 2: SJVAPCD Air Quality Thresholds of Significance

Project Type	Ozone Precursor Emissions (tons/year)					
	CO	NO _x	ROG	SO _x	PM ₁₀	PM _{2.5}
Construction Emissions	100	10	10	27	15	15
Operational Emissions (Permitted Equipment and Activities)	100	10	10	27	15	15
Operational Emissions (Non-Permitted Equipment and Activities)	100	10	10	27	15	15

Source: SJVAPCD, 2015 (See **Appendix B**)

Short-Term Impacts

Short-term impacts are mainly related to the construction phase of a project and are recognized to be short in duration. Construction air quality impacts are generally attributable to dust and exhaust pollutants generated by equipment and vehicles. Fugitive dust is emitted both during construction activity and as a result of wind erosion over exposed earth surfaces.

PM₁₀ emissions can result from construction activities; however, SJVAPCD has determined that compliance with SJVAPCD Regulation VIII and other control measures will constitute sufficient mitigation to reduce PM₁₀ impacts to a level considered less than significant for most development projects. Even with implementation of SJVAPCD Regulation VIII and SJVAPCD Rule 9510, large development projects may not be able to reduce project specific construction impacts below District thresholds of significance.

Ozone precursor emissions are also an impact of construction activities and can be quantified through calculations. Additional exhaust emissions would be associated with the transport of workers and materials. Because the specific mix of construction equipment is not presently known for the Proposed Project, construction emissions were estimated using CalEEMod Model defaults for construction equipment.

Long-Term Emissions

Operational emissions have been estimated for the Proposed Project using the CalEEMod Model and detailed results are included in **Appendix B**.

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

Less Than Significant Impact. As required by California law, City of Madera and Madera County General Plans contain a Land Use Element that details the types and quantities of land uses that the City or County estimates will be needed for future growth, and that designate locations for land uses to regulate growth. The Madera County Transportation Commission uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then Vehicle Miles Traveled (VMT), which are then provided to SJVAPCD to estimate future emissions in the air quality plans (AQP). Existing and

future pollutant emissions computed in the AQPs are based on land uses from area general plans. AQPs detail the control measures and emission reductions required for reaching attainment of the air standards.

The applicable General Plan for the Proposed Project is the City's 2009 General Plan Update. The Proposed Project is consistent with the currently adopted General Plan for the City and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the Proposed Project is consistent with the growth assumptions used in the applicable AQP. As a result, the Proposed Project will not conflict with or obstruct implementation of any air quality plans. Therefore, the Proposed Project would have 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 Madera County area is nonattainment for Federal and State air quality standards for ozone, in attainment of Federal standards and nonattainment for State standards for PM₁₀, and nonattainment for Federal and State standards for PM_{2.5}. The SJVAPCD has prepared the 2016 and 2013 Ozone Plans, 2007 PM₁₀ Maintenance Plan, and 2012 PM_{2.5} Plan to achieve Federal and State standards for improved air quality in the SJVAB regarding ozone and PM. Inconsistency with any of the plans would be considered a cumulatively adverse air quality impact. As discussed above for Impact a), the Proposed Project is consistent with the currently adopted General Plan for the City and is therefore consistent with the population growth and VMT applied in the General Plan. Therefore, the Proposed Project is consistent with the growth assumptions used in the 2016 and 2013 Ozone Plan, 2007 PM₁₀ Maintenance Plan, and 2012 PM_{2.5} Plan.

Project-specific emissions that exceed the thresholds of significance for criteria pollutants would be expected to result in a cumulatively considerable net increase of any criteria pollutant for which Madera County is in non-attainment under applicable federal or state ambient air quality standards. This does not imply that if the project is below all such significance thresholds, it cannot be cumulatively significant. As discussed above in **Methodology**, the SJVAPCD has established thresholds of significance for determining environmental significance. Results of the CalEEMod analysis, included in **Table 3** and **Table 4**, show that emissions generated from construction and operation of the Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants. Therefore, a *less-than-significant impact* would occur.

Table 3: Project Construction Emissions (tons/year)

Summary Report	CO	NO_x	ROG	SO_x	PM₁₀	PM_{2.5}	CO₂e
Project Construction Emissions	3.84	6.04	1.18	0.007	3.91	2.12	644.64
SJVAPCD Level of Significance	100	10	10	27	15	15	None
Does the Proposed Project Exceed Standard?	No	No	No	No	No	No	No

Source: CalEEMod, 2022 (See **Appendix B**)

Table 4: Project Operational Emissions (tons/year)

Summary Report	CO	NO_x	ROG	SO_x	PM₁₀	PM_{2.5}	CO_{2e}
Project Operational Emissions	11.91	2.18	3.02	0.02	1.49	0.41	1728.89
SJVAPCD Level of Significance	100	10	10	27	15	15	None
Does the Proposed Project Exceed Standard?	No	No	No	No	No	No	No

Source: CalEEMod, 2022 (See **Appendix B**)

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

Less Than Significant Impact. The Project Site is located approximately 550 feet from the nearest sensitive receptor, which are residences located directly north of the Project Site. An established residential neighborhood is present approximately one-half mile northeast from the Project Site, across CA-99. To minimize potential effects from fugitive dust emissions during construction, the project will be required to implement “best management practices” specified by SJVAPCD’s Rules 8011 through 8081 under Regulation VIII. The project contractor will be required to prepare a dust control plan, subject to the approval of SJVAPCD, as specified in Rule 8021 and secure applicable permits from SJVAPCD prior to commencement of any earth disturbing activity. Because of less than significant construction and operational emissions per SJVAPCD guidelines as described for Impact b), with adherence to applicable SJAPCD rules, a *less-than-significant impact* would occur.

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

Less Than Significant Impact. During construction activities, construction equipment exhaust and application of asphalt, structural coating and other construction applications would emit odors. However, these construction-related odors would be temporary in nature and typical of construction-related activities.

The SJVAPCD has identified common types of facilities that have been known to produce odors in the SJVAB, including, but not limited to, wastewater treatment facilities, sanitary landfills, transfer stations, composting facilities, petroleum refineries, and more (**Appendix B**). The Proposed Project does not include any land uses of a nature generally considered to be a significant odor emitter as identified by the SJVAPCD. Additionally, the nearest sensitive receptors are residences located approximately 550 feet north of the Project Site. Despite the proximity of these sensitive receptors to the Project Site, the number of people affected would be minimal. Accordingly, operational activities are not anticipated to generate substantial odors that would affect a substantial number of people, and therefore, the Proposed Project would result in a *less-than-significant impact*.

4.4 BIOLOGICAL RESOURCES

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

approved local, regional, or state habitat conservation plan?				
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4.4.1 Environmental Setting

Methodology

A Biological Resources Letter Report was prepared by Montrose Environmental for the Proposed Project in February of 2023 and is included as **Appendix C**. Biologist Cedrick Villaseñor conducted biological resources surveys on January 25 and January 26, 2021, of the roundabout and off-site infrastructure improvements area, and biologist Jedidiah Dowell surveyed the Development Site on June 8, 2022. The following sources and materials were reviewed:

- Aerial photographs of the Project Site and surrounding area
- U.S. Fish and Wildlife Service (USFWS) Information for Planning and Conservation list, queried June 6, 2022 (Attachment B of **Appendix C**)
- California Natural Diversity Database list, queried June 6, 2022 (Attachment B of **Appendix C**)
- California Native Plant Society list, queried June 6, 2022 (Attachment B of **Appendix C**)
- USFWS National Wetlands Inventory (NWI) Map, queried June 6, 2022 (Attachment B of **Appendix C**)
- NRCS soil report, queried June 6, 2022, and February 2, 2023 (Attachment C of **Appendix C**)

The survey was conducted to document potentially occurring sensitive biological resources, including special-status species, potential habitat suitable to support special-status species, sensitive habitats, and wetlands and waters of the U.S./State. Transects were walked throughout the Development Site. Data was collected via a Trimble TDC 150 hand-held Global Positioning System (GPS) receiver. Visual inspection was primarily utilized to conduct the survey, and binoculars were used to observe birds and wildlife species.

Habitat Types

The Development Site consists of developed/disturbed habitat. Developed areas include a graded dirt access road, a stormwater drainage basin, and graded bare soils with soil stockpiling. The balance of the Development Site includes ruderal weedy and grassy vegetation that is regularly mowed or disced for vegetation management purposes. Additionally, the proposed roundabout area of the Project Site is primarily hardscaped with similarly weedy and ruderal herbaceous vegetation occurring minimally at road margins and shoulders. The roundabout area is currently utilized as an intersection.

Wetlands and Waters of the United States

Wetlands and waters of the U.S. were not identified on the USFWS NWI map (Attachment B of **Appendix C**) and were not observed during the survey. A stormwater drainage basin, containing cottonwoods (*Populus* sp.), willows (*Salix* sp.), and standing water at the time of the survey, was excavated and constructed from uplands per historical Google Earth satellite imagery between 2012 and 2014. The basin is variably dry and saturated throughout the year due to stormwater input.

Special-Status Species

No special-status plant or animal species were observed on the Project Site. The Project Site is partially paved at the existing intersection, and the balance of the Project Site is routinely disced and/or mowed for vegetation management and weed abatement and does not provide suitable habitat to support special-status plant species.

Several ground squirrel burrows were observed across the Development Site and were utilized by brush rabbit (*Sylvilagus bachmani*) individuals that were observed exiting and entering the burrows. The burrows could support burrowing owl (*Athene cunicularia*, California Species of Special Concern), however evidence of burrowing owl (e.g. white wash, pellets, and feathers) was not observed at the entrance or vicinity of the burrows. Burrows observed on the Development Site are not suitable for other special-status species, including San Joaquin kit fox, California tiger salamander, blunt nosed leopard lizard, and Fresno kangaroo rat due to the ongoing and frequent disturbance and the major roadways and development surrounding the Project Site.

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 with Mitigation. No special status species were observed during the survey. The Project Site does not provide suitable habitat for special status plant species. One special status animal species has the potential to occur on the Development Site: burrowing owl (*Athene cunicularia*). Burrowing owls have low potential to forage in agricultural lands near the Project Site. Burrows suitable to support burrowing owls were observed but were not occupied by owls. The nearest occurrence of this species was recorded approximately 0.9 miles south of the Project Site. No designated critical habitat occurs within or adjacent to the Project Site (USFWS, 2022). The intersection area of the proposed roundabout does not contain habitat to support special-status species. Nesting birds are protected under the Migratory Bird Treaty Act and/or the California Fish and game Code. Additionally, there is limited potential for birds to nest on or near the Project Site.

Mitigation Measures **BIO-1** and **BIO-2** (see **Section 4.4.3**) have been identified to reduce impacts to burrowing owls and nesting birds. With implementation of Mitigation Measures **BIO-1** and **BIO-2**, the Proposed 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?

No Impact. As described in **Section 4.4.1**, the Project Site does not contain any riparian habitat or other sensitive habitat. Additionally, the Project Site and its surroundings are absent of any riparian habitat or sensitive natural communities of special concern according to Figure 4.10-2 of the General Plan Draft EIR. The Proposed Project would not result in any direct or indirect impacts to riparian corridor, stream channel, or potentially viable habitat in which sensitive species could be found. Therefore, this Proposed Project would have *no 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?

No Impact. As described in **Section 4.4.1**, the Project Site does not contain any wetlands or waters of the U.S./State. The Project Site is highly disturbed due to weed abatement and active roadways, and the stormwater drainage basin is a non-jurisdictional feature that was constructed from uplands. Therefore, the Proposed Project would have *no impact* on federally protected wetlands as defined by Section 404 of the CWA.

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

No Impact. The Project Site does not include any features such as a river, creek, stream, or other water course. The Project Site does not include a wildlife corridor as it is adjacent to several major roadways and as such would be a deterrent to wildlife in the area. Therefore, the Proposed Project will have a *less than significant impact* on the movement of any native resident or migratory fish or wildlife species.

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

No Impact. The Project Site and surrounding area are not within or subject to an adopted or proposed policy or ordinance protecting any biological resources. The Proposed Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, the Proposed Project will have *no impact* on protection of biological resources in accordance with local policies.

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

No Impact. The Project Site and the immediate area surrounding the Project Site are not within the boundary of an adopted or proposed local, regional, or State adopted habitat conservation plan (HCP), or similar types of conservation plans. Therefore, the Proposed Project would not conflict with the provisions of an adopted or proposed HCP or similar approved local, regional, or state habitat conservation plan. Therefore, the Proposed Project will have no impact.

4.4.3 Mitigation Measures

BIO-1: A preconstruction burrowing owl survey shall be completed by a qualified biologist no more than 14 days prior to groundbreaking to confirm the absence or presence of burrowing owls. The qualified biologist shall survey on and within 500 feet of the impact area, as accessible. The preconstruction survey shall follow the methodology for take avoidance surveys outlined in the California Department of Fish and Wildlife (CDFW) Staff Report on Burrowing Owl Mitigation (CDFW, 2012).

Should active burrows be observed, or sign of active burrows be observed, such burrows shall be provided a disturbance-free buffer, consistent with CDFW's Staff Report on Burrowing Owl Mitigation. Should implementation of a buffer around an active burrow be impractical, consultation with CDFW shall occur to identify appropriate exclusion methods.

Additionally, a qualified biologist shall provide worker environmental awareness training to construction personnel that will work on the Project Site. The training shall cover burrowing owl identification, important life history stages, and how to respond to an on-site observation of a burrowing owl. Personnel shall be instructed to store equipment and materials such that the creation of artificial burrows is minimized. This shall include practices such as capping the ends of pipe six inches in diameter or greater when stored on-site prior to use. The training shall also require that personnel inspect potential burrowing owl refuge before removing or operating materials or equipment. If burrowing owl is observed within an impact area during construction, work shall be halted until it exits on its own accord. CDFW shall be consulted for proper relocation of individuals that do not exit the impact area.

BIO-2: A preconstruction nesting bird survey shall be conducted by a qualified biologist no more than five days prior to the start of ground disturbing activities should work commence during the nesting season (February 15 to September 15). Areas within 500 feet of construction shall be surveyed as possible for active nests. Should an active nest be identified, a “disturbance-free” buffer shall be established by the qualified biologist based on the needs of the species identified. The buffer shall be demarcated using high visibility flagging or similar and shall remain in place until the biologist determines that the nest is no longer active. Should construction cease for a period of five days or more during the nesting season, an additional pre-construction nesting bird survey shall be conducted.

4.5 CULTURAL RESOURCES

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

4.5.1 Environmental Setting

A Cultural Resources Letter Report was prepared for the Proposed Project in February of 2023 and is included as **Appendix D**. The Project Site is in an area historically shared between the Foothill and

Northern Valley Yokuts language groups on the western side of the Sierra Nevada as it transitions into the Great Central Valley. The area around the present City, three miles southeast of the Project Site, was characterized as a hub of intertribal activity, including social, ceremonial, political, and economic exchange and interaction between the Yokuts and their neighbors. The early Spanish expeditions into Alta California avoided the Madera area, and thus no Spanish settlements were ever made there. The geography of Madera County is largely responsible for its early isolation as explorers and early settlers alike found it nearly impossible to “penetrate the tulares from the west or to cross the sloughs that covered the whole central portion of the San Joaquin Valley at high water”. In 1827, early American explorers such as Jedediah Strong Smith, Kit Carson, and the Hudson Bay Company, finally began cutting trails through Madera County as they passed through the area in pursuit of beaver skins. John Earl was granted a land patent for 160 acres in 1869, including the Project Site, under the 1862 Morrill Land Grant College Act.

Methods and Results

Records Search

A record search was completed on February 1, 2021, at the Southern San Joaquin Valley Information Center at California State University Bakersfield. Record search results are confidential. No sensitive cultural resources or archaeological surveys have been recorded within the Project Site, however six surveys have been completed within 0.5 miles of the Project Site, as well as a broad-brush geoarchaeological overview. Only one cultural resource was identified near the Project Site, approximately 0.1 miles away, and consists of a section of site P-20- 2308, the Madera Irrigation District water conveyance ditch system.

US Geological Survey topographical maps from 1946, 1958, and 1963 indicate a house and barn within the Project Site along Avenue 17. Later maps are at too great a scale to indicate individual buildings, and the 7.5' maps from 2012 and later do not show individual structures. There is no settlement indicated on the 1854 General Land Office Plat map (**Appendix D**).

Additionally, a record search of the NAHC Sacred Lands File was completed for the Project Site, and the results were negative (**Appendix E**).

Cultural Resources Survey

A cultural resources survey of the Development Site was conducted on June 9, 2022, using pedestrian transects. The Development Site was generally covered with thick grasses and forbs, limiting ground surface visibility to an average of approximately one percent. There was a small stand of trees on the eastern edge, and the site was filled with copious rabbit burrows, allowing observation of backdirt broadcast from the various burrows, as well as a wide field road crossing the approximate northern boundary of the Development Site. There was a large earthen mound clearly created by soils dumping in the south-central portion of the site and ongoing soils dumping to the north, resulting in an extensive pile of fresh soils. No evidence of cultural resources was observed.

A portion of the off-site traffic improvement area of the Project Site was included in a previous survey, completed on January 25, 2021. That survey included a single pedestrian transect on each side of the roadway in the central area of the proposed roundabout. The project area was relatively level, though the road prism had been raised to adjust for the elevations needed for the approach to the CA-99 overpass. There was a combination of thick seasonal grasses and development that also limited ground surface visibility to less than two percent. No cultural resources were identified.

Since then, the distance needed to accommodate the roundabout has been extended, stretching approximately 300 feet north, east and south from the intersection and 450 feet to the west. These additional areas have not been surveyed for cultural resources. The additional, un-surveyed, areas are in disturbed road edges which does not preclude the presence of cultural resources, however given the general lack of a nearby water source and the lack of buried cultural resources recorded in the general area, the potential for buried archaeological finds that could be discovered during construction is low.

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. No historical resources have been identified on the Project Site through background research, and no historical resources were found during pedestrian surveys of the Project Site. No historic properties would be affected by the Proposed Project. Therefore, the Proposed Project would result in *no impact*.

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

Less than Significant Impact. No archaeological resources have been identified on the Project Site through background research, and no archaeological resources were found during pedestrian surveys of the Project Site. City of Madera General Plan Action Item HC-9.2 imposes the following condition of approval on all discretionary projects that may cause ground disturbance pursuant to PRC Section 21082.2: “The Planning Department shall be notified immediately if any prehistoric, archaeological, or fossil artifact or resource is uncovered during construction. All construction must stop and an archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action.” Thus, if such resources were discovered, implementation of the required condition of approval would reduce the impact resulting in a *less-than-significant impact*.

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

Less than Significant Impact. The Proposed Project would not disturb any human remains, including those interred outside of formal cemeteries, because there are no known human remains located on or in the vicinity of the Project Site. If human remains are uncovered, compliance with Section 15064.5 I (1) of the CEQA Guidelines and Health and Safety Code Section 7050.5 is required. Project-related ground disturbances within 100 feet of the find should halt until the Madera County coroner has been notified. If the coroner determines that the remains are Native American, the coroner will ask the NAHC to identify a Most Likely Descendant, who will work with the construction contractor, agency officials, and a qualified professional archaeologist to determine an appropriate avoidance strategy or other treatment plan. Project-related ground disturbance in the vicinity of the find should not resume until the process detailed in CEQA Guidelines Section 15064.5 (c) has been completed. Therefore, the Proposed Project will have a *less-than-significant impact*.

4.6 ENERGY

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

4.6.1 Environmental Setting

The City, including the Project Site, is served by PG&E for its natural gas and electrical energy demands.

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. Construction of the Proposed Project will result in energy consumption. Heavy equipment used to bring materials to and from the Project Site and tools used during construction will consume petroleum products. The use of this energy is necessary for Project Site development and will be utilized only when needed for construction progress. Construction would be temporary in nature and of a limited scale. Once operational, the Proposed Project will comply with Title 24, Part 6 of the California Code of Regulations, known as the Building Energy Efficiency Standards. As described in **Section 2.1.6**, the Proposed Project includes energy-saving development standards. Additionally, the Project Site is located in close proximity to CA-99, so the Project Site would provide efficient vehicle access. As a result, the Proposed Project would not result in wasteful or inefficient use of energy resources and would thus 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 operation of the Proposed Project would be subject to compliance with applicable CARB regulations, California Code of Regulations, and Title 24 standards, which include a broad set of energy conservation requirements in addition to Best Management Practices for water conservation. Thus, applicable State regulations and programs would be implemented to reduce energy waste. As a result, the Proposed Project would not conflict with any plans for renewable energy or energy efficiency and would therefore 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
II. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
III. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IV. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

4.7.1 Environmental Setting

The City is located within the San Joaquin Valley and bordered by the Sierra Nevada Mountains to the east (8,000 to 14,492 feet in elevation), the Coastal Range to the west (4,500 feet in elevation), and the Tehachapi Mountains to the south (9,000 feet elevation). The San Joaquin Valley is open to the north extending to the Sacramento Valley. The City is generally flat with some areas of slopes including areas near rivers and streams.

The City has no known active earthquake faults (i.e., faults showing activity within the last 11,000 years) (United States Geological Survey, 2022). The nearest fault is the Clovis Fault, approximately 20 miles southeast, which has been mapped as pre-Quaternary in age or older than 1.6 million years and is not considered an active fault. There are five major active faults that surround the Project Site mapped by the California Geology Survey. The San Andreas Fault, San Joaquin Fault, and Ortigalita Fault are all located approximately 80, 40 and 50 miles west of the Project Site, respectively. The Owens Valley Fault is located approximately 100 miles east of the Project Site, and the Melones Fault is located approximately 165 miles north of the Project Site. The nearest Alquist-Priolo Earthquake Fault Zone to the Project Site is along the Ortigalita Fault, approximately 50 miles to the west of the Project Site (California Department of Conservation, 2010).

The City has a relatively low probability of shaking and has historically been subject to low to moderate ground shaking (California Emergency Management Agency and Earthquake County Alliance, 2010). The City experienced effects of ground shaking from several earthquakes with a magnitude of 6.0 or greater. The most recent (July 6, 2019) Ridgecrest earthquake had a magnitude of 7.1 and generated a weak (Modified Mercalli Intensity (MMI) Scale III) ground shaking intensity in the region. No earthquake with a magnitude of 5.5 or greater has ever been recorded in the Madera area, nor has any damage from earthquakes of a magnitude 5.5 or greater ever been recorded in Madera County.

On February 1, 2023, Montrose Environmental Archaeologist Charlane Gross, M.A., RPA, conducted a search of the University of California Museum of Paleontology (UCMP) database to ascertain the potential for paleontological resources to occur that might be affected by the Proposed Project (**Appendix F**). The database search listed 642 specimens from Madera County, almost entirely from the Fairmead Landfill site located approximately 6.5 miles northwest of the Project Site. Fossils recovered from the Fairmead Landfill site include numerous mammalian species such as deer, camel, mammoth, horse, sloth, rodent, and reptile species. However, there were no listings for the immediate project area. Additionally, a 2008 paleontological sensitivity assessment report for an area immediately adjacent to the Project Site concluded that the Project Site's underlying stratigraphy has hosted paleontological finds elsewhere (**Appendix F**).

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.***

Less Than Significant Impact. The Project Site is not within an Alquist-Priolo Earthquake Fault Zone. No known faults with evidence of historic activity cut through the valley soils in the vicinity of the Project Site, and the nearest active fault is approximately 40 miles from the Project Site. Due to the geology of the City and its distance from active faults, the potential for loss of life, property damage, ground settlement, or liquefaction to occur in the vicinity of the Project Site is considered minimal. The California Building Code (CBC) establishes minimum standards for structures located in regions subject to ground shaking hazard areas. Structures constructed on-site would be required by State law and City ordinances to be constructed in accordance with the Uniform Building Code (UBC) and to adhere to all current earthquake construction requirements. Therefore, the Proposed Project would have a *less-than-significant impact*.

- ***a-ii) Strong seismic ground shaking?***

Less Than Significant Impact. The nearest active fault is approximately 40 miles from the Project Site. Ground shaking generally decreases with distance and increases with the depth of unconsolidated alluvial deposits. Considering the distance to the causative faults, the potential for ground motion in the vicinity of the Project Site is minimal. As described above, the Proposed Project would be constructed in accordance with the CBC and the UBC which address seismic hazards and provide safeguards against typical ground shaking. Consistency with the CBC and UBC design and construction standards would allow ground shaking-related hazards to be managed from a geologic, geotechnical, and structural standpoint such that adverse impacts to the health or safety of workers or members of the public would be minimized. Therefore, the Proposed Project would result in a *less-than-significant impact*.

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

Less Than Significant Impact. As previously described, there are no geologic hazards or unstable soil conditions known to exist on the Project Site. The Project Site is relatively flat with stable soils and no apparent unique or significant landforms. Further, development of the Project Site would require compliance with the City's grading and drainage standards. In addition, neither liquefaction nor lateral spreading have been observed in Madera from any historic earthquake. Liquefaction and lateral spreading potential in the City is considered very low due to the nature of the underlying soils and history of low ground shaking potential. Therefore, because of the Proposed Project's relatively flat topography, stability of soils, infrequency of seismic activity, and required compliance with City standards, the Proposed Project would have a *less-than-significant impact*.

- ***a-iv) Landslides?***

Less Than Significant Impact. The Project Site is generally flat. Due to the flat and level topography, the Proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Therefore, the Proposed Project would result in a *less-than-significant impact*.

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

Less than Significant Impact. For the preparation of Project Site development, activities such as grading and trenching may result in the potential for short-term soil disturbance or erosion impacts. Construction would also involve the use of water, which may cause further soil disturbance. However, the Proposed Project would disturb more than one acre of land and would thus be required to obtain coverage under the Statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Such impacts would be addressed through compliance with Madera General Plan Policy CON-8, which encourages Low Impact Development practices, and regulations set by the State Water Resources Control Board (SWRCB). The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. Since the Project Site has relatively flat terrain with a low potential for soil erosion and the Proposed Project would address SWRCB requirements, the Proposed Project would have a *less-than-significant impact*.

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 has a relatively flat topography with stable soils and no apparent unique or significant landforms. Furthermore, the City has a relatively low probability of shaking and has historically been subject to low to moderate ground shaking (California Emergency Management Agency and Earthquake County Alliance, 2010). 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 a result, the Proposed 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 Project Site consists of San Joaquin sandy loam. Soil types consisting of sand and loam are generally considered not to be expansive. Additionally, the Project Site has a linear extensibility rating of 2 percent, which is considered low (NRCS, 2022). Therefore, the Proposed Project would not be located on expansive soil, as defined in Table 18-1-B of the UBC, and would therefore not create substantial direct or indirect risks to life or property. Therefore, the Proposed Project would result in a *less-than-significant impact*.

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

No Impact. The Proposed Project would not require the construction or use of septic tanks or alternative wastewater disposal systems. The Proposed Project will be tied into the City's existing sewer system; therefore, there would be *no impact*.

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

Less than Significant with Mitigation. The UCMP database cited no listings for unique paleontological resources or geological features in the immediate project area. However, the database search listed 642

specimens within Madera County. Additionally, the Project Site's underlying stratigraphy has hosted paleontological finds elsewhere. Accordingly, there is a reasonable basis for concluding that paleontological impacts may be encountered at the Project Site as a result of construction-related grading and excavation activities, which is a *potentially significant impact*. Mitigation Measure **GEO-1** has been identified to reduce impacts to paleontological resources. Implementation of Mitigation Measure **GEO-1** would ensure that impacts would be *less-than-significant*.

4.7.3 Mitigation Measures

GEO-1: To mitigate the potential for adverse effects to unknown paleontological resources, a monitoring program shall be developed by a professional paleontologist, which would provide intermittent inspection of excavations at the Project site by a professional paleontologist during site grading and excavation activities of in situ native sediment that is one to two meters below ground surface. Should the construction crew or paleontologist uncover any bones or teeth, all construction-related activities in the immediate vicinity would be stopped until the paleontologist has assessed the find and, if deemed significant, salvaged it for deposition in a repository such as University of California Museum of Paleontology where it would be properly curated and preserved for scientific study. Any period in which construction is halted shall be kept to the minimum amount of time feasible under the circumstances. To avoid any unnecessary loss of time during construction, the City shall require the paleontologist to assess the significance of the affected resources as soon as is feasible under the circumstances. Following the completion of the above tasks, the paleontologist shall prepare a report documenting the absence or discovery of fossil resources on-site. If fossils are found, the report shall summarize the results of the inspection program, identify those fossils encountered, recovery and curation efforts, and the methods used in these efforts, as well as describe the fossils collected and their significance. A copy of the report shall be provided to the Madera Community Development Department and to the Natural History Museum of Los Angeles County.

4.8 GREENHOUSE GAS EMISSIONS

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

4.8.1 Environmental Setting

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

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

In 2016, Senate Bill (SB) 32 was adopted, which established a goal to achieve GHG emissions equivalent to 40 percent below 1990 statewide levels by 2030. No project-level reduction standard has been adopted to meet the 2030 standard established by SB 32; however, a recommended local plan-level emissions target of no more than 6 metric tons of carbon dioxide emissions (MTCO₂e) per capita per year has been identified by CARB in the 2017 Climate Change Scoping Plan.

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

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

- Benchmark Madera's 2007 GHG emissions and 2020 and 2030 projected emissions.
- Establish GHG emissions targets for the years 2020 and 2030 to support California's larger effort to reduce statewide emissions under AB 32 and Executive Orders S-3-05 and B-30-15.
- Provide a roadmap for achieving the city's GHG emissions reduction targets.
- Fulfill City of Madera General Plan (2009) Action Item CON-36.2, which directs the City to prepare the CAP.
- As a qualified CAP, support the streamlining of the environmental review process for future projects within Madera in accordance with State California Environmental Quality Act (CEQA) Guidelines Sections 15152 and 15183.5.

4.8.2 Impact Assessment

Methodology

An Air Quality and Greenhouse Gas Impact Assessment was prepared for the Proposed Project in June of 2022 and is included as **Appendix B**. As detailed in **Appendix B**, the SJVAPCD acknowledges the current

absence of numerical thresholds and recommends a tiered approach to establish the significance of the GHG impacts on the environment:

- i. If a project complies with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located, then the project would be determined to have a less than significant individual and cumulative impact for GHG emissions;
- ii. If a project does not comply with an approved GHG emission reduction plan or mitigation program, then it would be required to implement Best Performance Standards; and
- iii. If a project is not implementing BPS, then it should demonstrate that its GHG emissions would be reduced or mitigated by at least 29 percent compared to Business as Usual.

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

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 Proposed Project would generate GHG emissions which contribute to global warming. GHG emissions from construction activities are one-time, short-term emissions and therefore would not significantly contribute to long-term cumulative GHG emissions impacts in the air basin. Long-term emissions would be from vehicle and truck refueling, vehicle trips, indirect emissions from energy consumption, and perpetual solid waste generated by the Proposed Project.

As determined by the CalEEMod Model, the annual GHG emissions generated by the Proposed Project would total 1,787 metric tons of carbon dioxide equivalent (**Appendix B**). Although the Proposed Project’s GHG emissions have been quantified, it is important to note the SJVAPCD has not established quantifiable GHG emission thresholds. The SJVAPCD recommends that GHG emissions are quantified, and lead agencies are encouraged to incorporate best management practices to reduce GHG emissions during construction, as feasible and applicable.

The City has an adopted CAP that includes 2020 and 2030 emission forecasts and reduction targets and a 2030 horizon. The reduction target is based on AB 32, Executive Order S-3-05, and Executive Order B-

3015. In order to evaluate a proposed project's consistency with the CAP, the City has developed the CAP Consistency Worksheet (Appendix E of the CAP). The worksheet is designed to help the City determine if a project is consistent with the CAP but does not define which measures would need to be implemented for the consistency determination, as requirements may vary by project type. Projects that demonstrate consistency with the CAP are considered less than significant in terms of the contribution of GHG emissions. The Proposed Project's consistency with the CAP Consistency Worksheet is summarized in **Table 5** below. As shown therein, with incorporation of project commitments outlined in Section 2.1.6, including the use of energy efficient building materials, light colored roofing materials, establishment of a bicycle rack, and installation of EV charging stations, the Proposed Project would be largely consistent with applicable policies outlined in the City's CAP. The CAP itself has aligned its 2020 and 2030 reduction targets and measures to meet the Statewide goals. It is important to note that while the CAP measures were implemented prior to the adoption of SB 32 in 2016, the CAP set its 2030 reduction target in alignment with Executive Order B-30-15, where GHG reduction targets are mandated to 40 percent below 1990 levels by 2030. The 2030 goal in Executive Order B-30-15 matches the Statewide goal in SB 32. Therefore, the City's CAP goal and the State's latest target for 2030 are in alignment and development projects that implement the reduction measures to meet the 2030 reduction target are considered less than significant in regards to GHG impacts. Therefore, because the Proposed Project is in compliance with the City's CAP, it would have a *less-than-significant impact* associated with GHG emissions.

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

Less Than Significant Impact. As described above, the City's CAP was developed for the purpose of reducing emissions of greenhouse gas in alignment with State policies, including Executive Order B-30-15 and SB 32. The Proposed Project's consistency with the CAP Consistency Worksheet is summarized in **Table 5** below. As shown therein, with incorporation of project commitments outlined in **Section 2.1.6**, including the use of energy efficient building materials, light colored roofing materials, establishment of a bicycle rack, and installation of EV charging stations, the Proposed Project would be largely consistent with applicable policies outlined in the City's CAP. Therefore, the Proposed Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, resulting in a *less-than-significant impact*.

Table 5: CAP Consistency Worksheet

Measure Name	Project Actions	Project Compliance (Yes/No/NA)	Description/Details
E-2 Energy Efficient New Construction	Is the project consistent with applicable policies of the Conservation Element of the General Plan?	Yes	Applicable policies of the Conservation Element of the General Plan state that all development should be designed to be energy-efficient (Policy CON-40) and development should include green building practices in all projects (Policy CON-44). The Proposed Project is consistent with the applicable policies of the Conservation Element of the General Plan as it will exceed Title

Measure Name	Project Actions	Project Compliance (Yes/No/NA)	Description/Details
			24 standards and implement energy efficiency strategies.
	Does the project exceed Title 24 Energy Efficiency Building Standards, meet the state's Green Building Standards voluntary tier levels, or is LEED Greenpoint, or ENERGY STAR rated?	Yes	The Proposed Project will exceed Title 24 standards and implement energy efficiency strategies. Examples of exceeding the Title 24 standards include the provision two EV charging stations and 9 additional EV charging station capable parking spaces, or more than 20% of the proposed passenger car parking spaces (the current code requires that only 10% of spaces be EV charging capable), as well as the use of a roof-top solar photovoltaic system or solar hot water heater.
E-3 On-Site Small-Scale Renewable Energy	Does the project include solar PV systems or solar hot water heaters?	Yes	The Proposed Project will include a roof-top solar photovoltaic system or solar hot water heater.
T-1 Infill and Mixed-Use Development	Is the project consistent with the land use designation(s) shown on the General Plan Land Use Map and with the applicable policies of the Land Use Element of the General Plan policies?	Yes	The Proposed Project conforms with the approved City General Plan Land Use and Zoning Maps and applicable policies of the Land Use Element of the General Plan.
	Is the project consistent with the Madera County Blueprint?	Yes	The San Joaquin Valley Blueprint provides a plan for the future of transportation and land use in the San Joaquin Valley to the Year 2050. The San Joaquin Valley Blueprint provides an Action Plan and Implementation Strategy which includes six principles to guide future growth decisions for the County. The Proposed Project conforms with the six principles provided in the Action Plan and Implementation Strategy.

Measure Name	Project Actions	Project Compliance (Yes/No/NA)	Description/Details
	Does the project include mixed-use, higher density (22.5 to 50 units per acre), or infill development?	No	The Proposed Project is not an infill development. While the Proposed Project would be developed adjacent to developed parcels to the south and east, the Project Site forms the northern City limits.
	Is the project located within 1/4 mile of transit stops or in existing community centers/downtown?	No	The Proposed Project is not located within 1/4 mile of transit stops or in existing community centers/downtown.
T-2 Bicycle and Pedestrian Environment	Is the project consistent with applicable policies of the Community Design and Circulation Elements of the General Plan?	Yes	No sidewalks exist along the frontage of the Development Site, and there are currently no marked bike lanes or bike paths in the vicinity of the Project Site. In compliance with City development standards, street frontage improvements will require sidewalks and provisions for a Class III Bicycle Route. The Proposed Project includes the installation of a bicycle rack.
	Is the project consistent with the Bicycle Master Plan?	Yes	In compliance with City development standards, proposed transportation improvements include provisions for a Class III Bicycle Lane in the southwest corner of the proposed roundabout.
	Does the project meet minimum design criteria for bicycle and pedestrian circulation?	Yes	No sidewalks exist along the frontage of the Development Site, and there are currently no marked bike lanes or bike paths in the vicinity of the Project Site. However, the Proposed Project includes the installation of a bicycle rack and will promote and/or incentivize employee ridesharing or trip reduction programs.

Measure Name	Project Actions	Project Compliance (Yes/No/NA)	Description/Details
	Does the project provide adequate and secure bicycle parking?	Yes	The Proposed Project includes the installation of a bicycle rack close to the building entrance, protected from weather.
T-3 Transit Travel	Is the project consistent with applicable policies of the Circulation and Community Development Elements of the General Plan?	No	Applicable policies of the Community Design Element and the Circulation Element of the General Plan relate to designing new development to be walkable pedestrian- and bicycle-oriented development. No sidewalks exist along the frontage of the Development Site, and there are currently no marked bike lanes or bike paths in the vicinity of the Project Site. However, the Proposed Project includes the installation of a bicycle rack and will promote and/or incentivize employee ridesharing or trip reduction programs.
	Does the project provide safe routes to adjacent transit stops, where applicable?	N/A	Public transit does not currently serve the Project Site.
	Does the project finance and/or construct bus turnouts and shelters where transit demand warrants such improvements?	N/A	Public transit does not currently serve the Project Site.
	Does the project provide public transit vouchers to its employees?	N/A	Public transit does not currently serve the Project Site.
T-4 Commute Trip Reduction	Is the project consistent with applicable policies of the Community Development Element of the General Plan?	Yes	Applicable policies of the Community Design Element and the Circulation Element of the General Plan aim to provide parking for alternative modes of transportation (Policy CD-59), encourage the use of ridesharing (Policy CI-37), facilitate

Measure Name	Project Actions	Project Compliance (Yes/No/NA)	Description/Details
			employment opportunities that minimize the need for vehicle trips (Policy CI-42) and promote jobs that reduce the need for residents to commute to work outside the City (Policy SUS-15). Employees are likely to be sourced from the City and Madera County.
	Does the project include and/or promote TDM programs?	Yes	The Proposed Project will promote and/or incentivize employee ridesharing or trip reduction programs.
T-5 Traffic Flow and Vehicle Idling	Does the project include measures to improve traffic flow?	Yes	The Proposed Project will establish two driveways for efficient traffic flow and circulation within the Development Site. Further, the Proposed Project includes the development of a roundabout at the intersection of Avenue 17 and Golden State Boulevard that will improve traffic circulation on the public roadway network.
T-6 Low Carbon Fuel Vehicles and Infrastructure	Is the project consistent with applicable policies of the Community Development Element of the General Plan?	Yes	Applicable policies of the Community Design Element and the Circulation Element of the General Plan aim to provide parking for alternative modes of transportation (Policy CD-59), encourage the use of ridesharing (Policy CI-37), facilitate employment opportunities that minimize the need for vehicle trips (Policy CI-42) and promote jobs that reduce the need for residents to commute to work outside the City (Policy SUS-15). The Proposed Project will include two parking stalls which will be designated as "Low Emission" vehicle parking, with two electric vehicle (EV) charging stations, and 9 additional EV "ready" spaces with conduit routing

Measure Name	Project Actions	Project Compliance (Yes/No/NA)	Description/Details
			Employees are likely to be sourced from the City and Madera County. Additionally, the Proposed Project will promote and/or incentivize employee ridesharing or trip reduction programs.
	Is the project consistent with the San Joaquin Valley Plug-in Electric Vehicle (PEV) Readiness Plan?	Yes	The Proposed Project would install two EV ready charging stalls within a preferential parking area.
	Does the project include alternative fueling stations or EV charging stations?	Yes	The Proposed Project will include two parking stalls which will be designated as “Low Emission” vehicle parking, with electric vehicle (EV) charging conduit routing and installation of EV charging stations.
T-7 Construction and Off-Road Equipment	Would construction of the project use alternatively fueled construction vehicles/equipment (i.e., repowered engines, electric drive trains, CARB-approved low carbon fuel, electrically-powered)?	Yes	The Proposed Project would use alternatively fueled construction vehicles/equipment (i.e., repowered engines, electric drive trains, CARB-approved low carbon fuel, electrically powered) to the extent feasible.
	Would the project include low-maintenance native landscaping or xeriscaping?	Yes	The Proposed Project includes the use of low-maintenance native landscaping and/or xeriscaping.
W-1 Exceed SB X7-7 Water Conservation Target	Does the project incorporate water efficiency and water conservation measures?	Yes	Consistent with the California Green Building Standards, the Proposed Project will incorporate low-flow fixtures to conserve water. The Proposed Project will be subject to the City and State’s ongoing water conservation efforts.
W-2 Recycled Water	Is the project consistent with applicable policies of the Conservation Element of the General Plan?	Yes	Applicable policies of the Conservation Element of the General Plan support the use of reclaimed water (Policy CI-54, Policy CON-5, and Policy CON-6), implement strategies to ensure

Measure Name	Project Actions	Project Compliance (Yes/No/NA)	Description/Details
			long-term sustainability of water supply (Policy CON-2), and encourage the use of gray water systems and other water reuse methods (Policy CON-7). The Proposed Project will be consistent with Policy CON-2 as it must meet Title 24 standards and implement State water efficient landscape standards.
	Does the project incorporate recycled/reclaimed water?	N/A	The City has not implemented a recycle/reclaimed water program or infrastructure.
U-1 Trees and Vegetation	Is the project consistent with the applicable policies of the Community Design Element of the General Plan?	Yes	Applicable policies of the Community Design Element of the General Plan support the planning of street trees (Policy CD-26, Policy CD-43), encourage landscaping to reduce the urban heat island effect (Policy CON-10, Policy Con-31, Policy CD-4), and establish landscape and façade maintenance programs (Policy CD-7). The Proposed Project is consistent with these policies as will be required to plant landscaping, including street trees, and the use of low-maintenance native landscaping and/or xeriscaping (including new trees).
	Does the project include the planting of new trees or new acres of vegetated land?	Yes	The Proposed Project will require the planting of on-site and street trees, and the use of low-maintenance native landscaping and/or xeriscaping (including new trees).

Source: City of Madera, 2015a

4.9 HAZARDS AND HAZARDOUS MATERIALS

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

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

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

A Phase I Environmental Site Assessment (Phase I ESA) for the Development Site was completed in March of 2022 and is included as **Appendix A**. At the time of the Phase I ESA reconnaissance survey on December 16, 2021, the Development Site consisted of vacant agricultural land. A small stormwater basin occupied a portion of the Development Site. No indication of existing or former above or underground storage tanks were observed on the Development Site. No hazardous substances or petroleum products in containers or in equipment, and no stained or corroded pavement were observed on-site. The Phase I ESA revealed no evidence of recognized environmental conditions (RECs), controlled RECs, historical RECs or records of environmental liens in connection with the Development 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. Construction of the Proposed Project would involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. During the operation of the retail business, typical hazardous materials transported to and used at the site would include cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products. However, all potentially hazardous materials used during construction or operation would be contained, stored, and used in accordance with manufacturers’ instructions and handled in compliance with applicable federal, state, and local standards and regulations, which include requirements for disposal of hazardous materials at a facility licensed to

accept such waste based on its waste classification and the waste acceptance criteria of the permitted disposal facilities.

The Proposed Project includes fueling stations for vehicles and trucks supported by underground storage tanks (USTs). The project includes installation of four Underground Storage Tanks (UST). Standard gasoline tanks located along the southeast corner of the site would have capacities of 8,000-10,000 gallons and 20,000 gallons. Diesel tanks located toward the western property line would have capacities of 20,000 gallons and 10,000 gallons. The underground design of the tanks will be prepared during the preparation of the construction document phase and shall meet the depths and coverage as required by building code.

Operation and maintenance of the gasoline USTs are regulated by the California Water Resources Control Board (SWRCB) Underground Storage Tank Program. Installation and maintenance of the proposed USTs would be subject to CCR Title 23, Division 3, Chapter 16 (Underground Tank Regulations). These regulations stipulate construction requirements for new USTs systems including secondary containment for tanks and associated piping, and leak prevention and detection equipment; monitoring requirements; requirements for unauthorized release report and for repair, upgrade, and closure of USTs; and specify variance request procedures. In Madera County, the SWRCB has given the Madera Certified Unified Program Agency (CUPA) the authority to issue permits for the operation of UTs in the County and oversee the installation, operation and removal.

Additional local, State and Federal regulations pertaining to the under-ground storage and dispensation of flammable materials include but are not limited to the following:

- California Health and Safety Code, Chapter 6.7, Sections 25280, et seq.;
- 2013 California Fire Code Title 24, Part 9 (CFC 8003.1.3.2) Spill Control Requirements;
- California Code of Regulations Title 13, Motor Vehicles Division 1, 2 and 3;
- California Code of Regulations Title 27, Environmental Protection, as applicable;
- California Mechanical Code (CMC);
- California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Industrial Safety;
- California Health and Safety Code, Section 13240 – 1343.6 (California Propane Storage and Handling Safety Act);
- Code of Federal Regulations, Section 40, Part 280; and
- National Fire Protection Association (NFPA) Code Section 30a.

Air quality emissions from USTs are regulated by CARB and SJVAPCD. The intent of these rules is to minimize the release of volatile organic compounds and other hazardous vapors. This is accomplished by vapor recovery and leak detection systems that are required to be CARB-certified and verified through testing and reporting. SJVAPCD Rules 4621 and 4622 apply to the transfer of gasoline from tank trucks to USTs and the transfer of gasoline from USTs to motor vehicles. Additional regulations include CARB's Benzene Airborne Toxic Control Measure for Retail Service Stations (17 CCR 93101) and the Environmental Protection Agency's National Emission Standards for Hazardous Air Pollutants for Source Category: Gasoline Dispensing Facilities (CFR, Title 40, Part 63, Subpart CCCCCC).

The travel center, aside from the fuel islands, (i.e., convenience store, drive-through, common hardscape and landscape areas) are typical commercial uses that would likely require the use of some common hazardous materials, including cleaning products, pesticides, fertilizers, and solvents all of which are commonly used in cleaning and landscaping activities. If not properly transported, used, or disposed of, such materials could create hazards for employees, customers, and nearby residents.

Federal and State law requires labeling of all such materials, which identifies proper use, storage, and disposal instructions. Additionally, the use of such materials would be regulated by the Madera County Environmental Health Department, which has been certified by the California Department of Toxic Substances Control (DTSC) as the CUPA to implement the State's Unified Program in the City. This program requires handlers of significant amounts of hazardous materials to prepare hazardous materials management plans, detailing emergency response to a release or threatened release of a hazardous material. In accordance with the Business Plan Act, the Project proponent would be required to prepare a hazardous materials management plan given the Proposed Project would use, handle and store significant quantities of hazardous materials. The plan would be required to include details, including floor plans of the facility and business conducted at the site, an inventory of hazardous materials that are handled or stored on-site, an emergency response plan, and a safety and emergency response training program for new employees with annual refresher courses.

The fueling operations would result in the regular transport of large amounts of hazardous materials such as gasoline, diesel, oil and other truck and automotive materials to the Project Site. These deliveries would occur on designated truck routes in compliance with the California Department of Motor Vehicle standards. Collectively, the routine inspection of the fueling station, the USTs, and all associated fuel delivery infrastructure, along with the continued mandated compliance with all federal, state, and local regulations, would ensure that the Proposed Project is operated in a non-hazardous manner.

Therefore, long-term impacts associated with handling, storing, and dispensing of hazardous materials would be *less than significant* in compliance with all regulations concerning the use and storage of such hazardous materials.

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 above, the Proposed Project would include the routine transport, use, and disposal of hazardous materials. The Proposed Project would be required to meet all requirements for hazardous material handling, transport, and storage by local, State and Federal agencies. The Proposed Project would also be subject to several plans, programs, and permits regulated by the Madera County Office of Environmental Health. The Project Site would be constructed to provide multiple safety measures including containment areas and piping designed to expose leakages. Adherence to State standards, as well as regulation and enforcement by the Madera County Office of Environmental Health, would ensure that the Proposed Project would not result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, impacts would be *less than significant*.

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

No Impact. The nearest existing or proposed school to the Project Site is the Sherman Thomas Charter School which is located more than two miles away from the Project Site. Therefore, the Proposed Project would result in *no impact* on school facilities.

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. Based on the findings and conclusions of the Phase I ESA, the Proposed Project would not 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, it would not create a significant hazard to the public or the environment (refer to **Appendix A**). Therefore, there would be *no impact*.

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

Less than Significant Impact. The Project Site located identified in the Madera Countywide Airport Land Use Compatibility Plan as being within Zone D, Other Airport Environs, for the Influence Area of the Madera Municipal Airport, which is located southwest of the Project Site (Madera County, 2015). The Proposed Project is not within the flight path of the Airport and the heights of the proposed structures are similar to nearby uses. Development of the Project Site as proposed would not result in changes to flight patterns that could result in a safety hazard. The Proposed Project does not include Noise-Sensitive Land Uses as defined by the Madera Countywide Airport Land Use Compatibility Plan, and therefore is not subject to any development restrictions related to noise. The Proposed Project would not result in a safety hazard or excessive noise for people residing or working in the vicinity of the Proposed Project, and the Proposed Project will have 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 surrounded by open undeveloped land with the exception of a developed site to the east and one to the south. Much of the surrounding infrastructure, including public streets and roads, is not developed to City Standards and will be required to be improved as part of this project. A description of the public transportation and circulation improvements, as well as the driveway improvements that would be constructed under the Proposed Project is provided in Section 2.1.6 and illustrated in **Figures 8 and 10**.

Thus, the Proposed Project would not involve any new or altered infrastructure associated with evacuation, emergency response, and emergency access routes within the City or Madera County. Construction of frontage improvements may require “no parking” signs, traffic routing, and/or lane closures; however, these activities would be short-term, and access would be maintained through standard traffic control. Following construction, the two proposed driveways would provide access to the Development Site. Furthermore, the Proposed Project would be subject to compliance with applicable standards for on-site emergency access including turn radii and fire access. Therefore, the Proposed 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 not identified by the California Department of Forestry and Fire Protection (CalFire) or the City as a Very High Fire Hazard Severity Zone (VHFHSZ); rather, the Project Site is within an “area of local responsibility” and is considered an area of low fire risk (CalFire, 2022). The Project Site

is bound to the west and north by adjoining agricultural and rural land. The adjoining agricultural and rural land are not heavily overgrown with vegetation. Lastly, the Proposed Project would be required to be developed and operated in compliance with all regulations of the current California Fire Code. Therefore, the Proposed Project would have *no impact*.

4.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
I. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
II. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
III. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IV. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.10.1 Environmental Setting

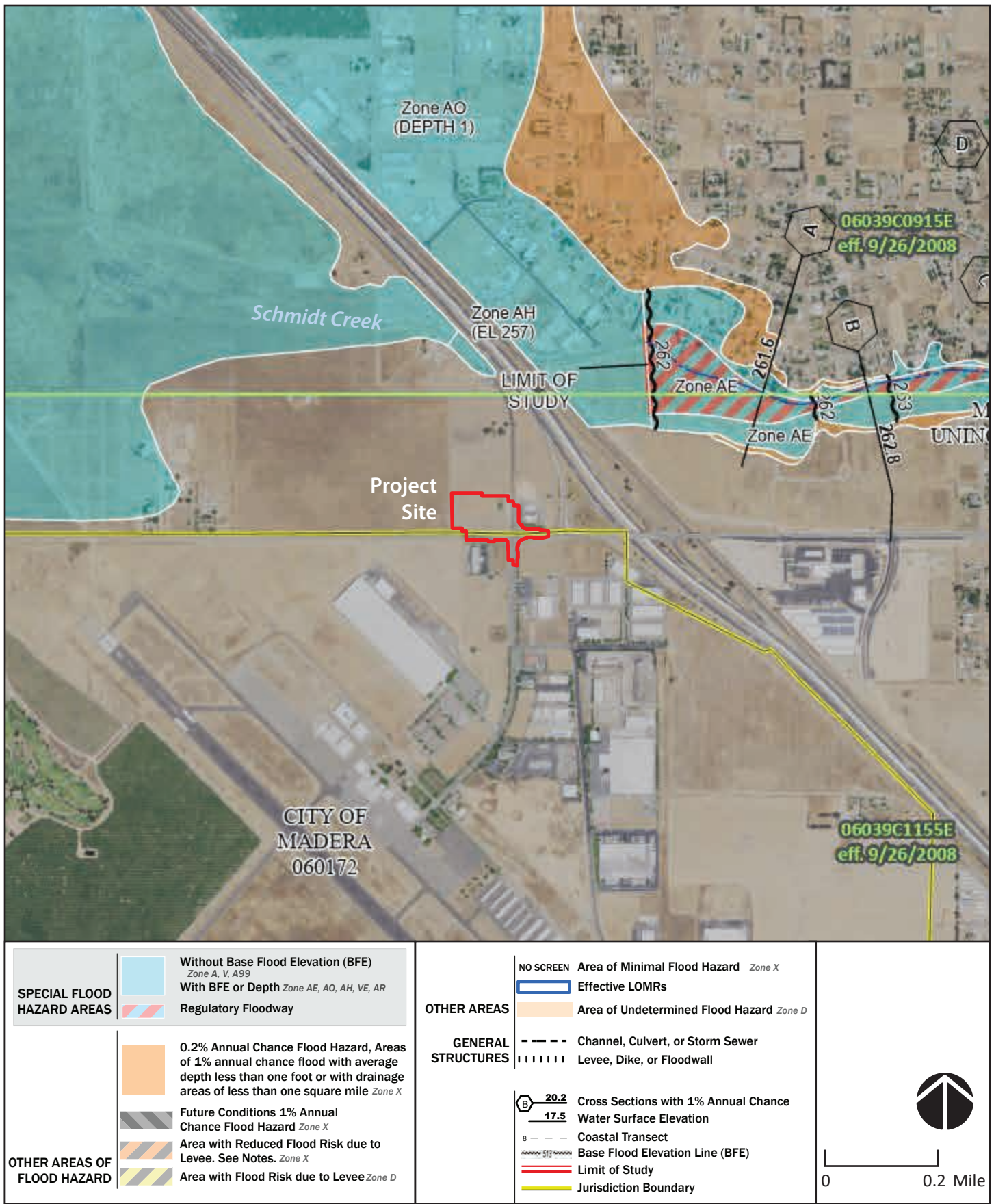
The City is within the San Joaquin River watershed and Basin Hydrological Study Area covering roughly 15,600 square miles, or approximately the southern two-thirds of the San Joaquin Valley (United States Environmental Protection Agency, 2022). The San Joaquin River watershed is between the Sacramento River watershed to the north and the Tulare Basin watershed to the south, extends from the Sierra Nevada mountains to the east to the Coast Range mountains to the west. Water primarily flows west from the Sierra Nevada mountains into the San Joaquin Valley then diverts north to join the Sacramento River. Several tributary rivers (from south to north: Fresno, Chowchilla, Merced, Tuolumne, Stanislaus, Calaveras, Mokelumne, and Cosumnes Rivers) within the watershed travel from the Sierra Nevada mountains, and ultimately terminate within the San Joaquin River system. Natural water flow within the tributary rivers has been substantially modified by dams and diversions, or canal structures.

The San Joaquin River watershed is divided into six subbasins (State Water Resources Control Board, 2023). The Project Site is in the Madera Subbasin which spans approximately 543 square miles (Davids Engineering, Inc. et. al., 2020). The Madera hydrologic area encompasses the southwestern and northwestern portions of the City and extends northwest to the City of Chowchilla, draining into the Fresno River and its tributaries. The Fresno River is the main hydrologic feature in the City. The river, which is approximately two miles south of the Project Site, flows west from the Sierra Nevada before entering the Chowchilla Bypass in western Madera County. The Fresno River is dry throughout most of the year, with flows depending mainly on water releases from upstream water agencies.

The nearest water course to the Project Site is Schmidt Creek. Schmidt Creek, an ephemeral stream, flows from the foothills east of the Project Site in a southwesterly direction and terminates west of CA-99, north of the Project Site. Similar to the Fresno River, Schmidt Creek is dry throughout most of the year. Schmidt Creek is located less than one-half mile north of the Project Site.

Water demands for the City are increasing each year. In 2014, the City had an annual demand of 8,754 acre-feet to service the 65,526 population (County of Madera, 2017a). The City uses various methods to facilitate groundwater recharge. 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 Madera General Plan, along with the Madera County Local Hazard Mitigation Plan, and the Federal Emergency Management Agency (FEMA) Flood Insurance Study have noted the Madera County area as having good drainage (County of Madera, 2017b). The Project Site is located in a minimal flood hazard area according to FEMA (FEMA, 2021). As shown in **Figure 13**, the Project Site is in an unshaded Zone X flood zone according to the FEMA Flood Insurance Rate Map (FIRM) of the area (FEMA, 2021). Unshaded Zone



Source: FEMA Firm Panels 06039C0915E (9/26/2008), 06039C1155E (9/26/2008)

FIGURE 13
FLOOD HAZARD MAP

X has a description of being outside of the 0.2 percent annual chance of flood. As shown in **Figure 13** the nearest floodway, which is associated with Schmidt Creek is less than 1,000 feet north of the Project.

The Development Site currently contains a small temporary stormwater drainage basin that percolates water on-site and formerly served the existing Arco fueling station and convenience store east of the Project Site and the Hampton Suites and Inn south of the Project Site. An offsite stormwater basin was recently constructed in the northern section of APN 013-210-005, approximately 450 feet north of the Project Site, to replace and expand the temporary basin within the Development Site. The relocated basin will continue to serve the Arco fueling station and convenience store and the Hampton Suites and Inn. The relocated basin has the capacity to serve commercial uses now under development east of Golden State Boulevard, north of Avenue 17 as well as the Project Site until a permanent municipal storm drain is provided by the City in the future.

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.

Construction

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

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

Gas station operations

The gas station shall be designed and constructed in accordance with all federal and state regulations governing gasoline operations. Specific design, construction and operation practices shall include the following to prevent spills, overfills, and corrosion from impacting surface water or groundwater resources:

- Gas station attendants and delivery personnel shall follow industry standard filling practices such as American Institute recommended Practice 1007, "Loading and Unloading of MC306/DOT 406 Cargo Motor vehicles." Filling practices shall include provisions that ensure that the volume available in the tank is greater than the volume of product to be transferred to the tank before the transfer is made; and that the transfer operation is monitored constantly to prevent overfilling and spilling.
- Gasoline storage tanks shall be equipped with overfill protection such as automatic shutoff devices, overfill alarms or ball and float valves.
- Gasoline storage tanks shall be constructed to meet federal corrosion performance standards.

- Gasoline storage tanks shall be periodically inspected to ensure that the tank is structurally sound and free of corrosion or holes. Frequency of inspections shall be consistent with state and federal requirements.
- The tanks shall be equipped with leak detection systems to provide early detection of leaks from the tanks and dispensing equipment.

Stormwater Runoff during Operation

Upon completion of the Proposed Project, stormwater would runoff on-site into the permeable ground adjacent to the Project Site or would be directed by on-site curbs and drainage systems into the drainage basin located 450 feet north of the Project Site. The fueling station would be covered, which would reduce the runoff from the fueling station pad. The Proposed Project would be required to implement applicable provisions of the City's Storm Water Quality Management Program, ensuring that effective and adequate Best Management Practices would be in place to minimize the pollutant load in storm drainage, thereby protecting surface water quality. In addition, implementation of General Plan policies would further protect surface quality by requiring the Storm Water Quality Management Program to be updated to include newly available best management practices. However, runoff of improperly treated stormwater could result in the violation of water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, and this is a potentially significant impact.

Mitigation Measure **HYD-1** requires that the on-site stormwater system include catch basins with rechargeable, media-filled cartridges that trap particulates and adsorb pollutants from stormwater runoff such as total suspended solids, hydrocarbons, nutrients, metals, and other common pollutants. Additionally, Mitigation Measure **HYD-1** requires treatment of all runoff from vehicle circulation areas prior to entering the storm drainage system and detention basin. With the implementation of Mitigation Measure **HYD-1**, potential impacts to water quality would be *less than significant*.

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

Less Than Significant Impact. Water supply for the Proposed Project will be provided by the City's water system, which relies on groundwater. The Proposed Project will utilize water for food preparation, sinks, toilets, site maintenance and landscaping. Consistent with the California Green Building Standards, the Proposed Project will incorporate low-flow fixtures to conserve water. The Proposed Project will be subject to the City and State's ongoing water conservation efforts, and will incorporate low water use landscaping. The Proposed Project is consistent with the General Plan designation of Commercial evaluated under the City's Urban Water Management Plan (UWMP) 2015 Update.

Currently, stormwater on the Project Site either percolates into the permeable ground or runs off into the off-site temporary basin. Upon completion of the Proposed Project, the Proposed Project would convert 2.65 acres or 66 percent of the Development Site from previous to impervious surfaces. Additionally, there would be an increase in impervious surfaces in the roundabout area of the Project Site. On-site incidental drainage and stormwater runoff would be collected via on- and off-site drainage collection improvements and diverted into either landscape areas, or storm drains that would transport collected runoff to the existing relocated temporary drainage basin 450 feet north of the Project Site, where collected stormwater would percolate into the groundwater. Although the relocation of the drainage basin was constructed under a separate project, the facility has been designed consistent with the City's Storm

Water Quality Management Program, ensuring that effective and adequate Best Management Practices would be in place to minimize the pollutant load in storm drainage, thereby protecting water quality.

Therefore, the Proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Proposed Project may impede sustainable groundwater management of the basin. Therefore, the Proposed Project would 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:

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

Less than Significant Impact. Erosion is a natural process in which soil is moved from place to place by wind or from flowing water. The Project Site does not contain any natural waterways and therefore implementation of the Proposed Project would not affect a stream or river. However, the Proposed Project would require grading or soil exposure during construction. If not controlled, the transport of these materials via local stormwater systems into local waterways could temporarily increase sediment concentrations. To minimize this impact, the Proposed Project would be required to comply with all of the requirements of the State GCP, including submittal of a SWPPP prior to start of construction activities.

Currently, stormwater on the Project Site either percolates into the permeable ground or runs off into the existing temporary drainage basin located on the Development Site. Upon completion of the Proposed Project, stormwater would run off into the permeable ground adjacent to the Project Site or would be directed by on-site curbs and drainage systems into the relocated temporary drainage basin 450 feet north of the Project Site.

Mandatory compliance with State regulations would ensure that the Proposed Project would have a *less-than-significant impact*.

▪ c-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. As noted above, the Proposed Project would alter on-site drainage patterns and increase the amount of impervious surface area on the Development Site by 2.65 acres or 66 percent increasing the rate and volume of runoff from the site. Additionally, there would be an increase in impervious surfaces in the roundabout area of the Project Site. Absent, on- and off-site drainage improvements, the Proposed Project could potentially result in the flooding of adjacent properties. Upon completion of the Proposed Project, on-site stormwater would be collected via on- and off-site drainage collection improvements and diverted to the relocated drainage basin 450 feet north of the Project Site. However, the Proposed Project would be required to comply with all of the requirements of the State GCP as described above, including preparing a drainage plan to ensure the adequate control of runoff and prevention of on- and off-site flooding. Therefore, the potential impacts to flooding on- or off-site would have a *less-than-significant impact*.

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

Less Than Significant Impact. The Proposed Project would introduce additional impervious surfaces and would have the potential to increase the amount of stormwater runoff either on- or off-site. Surface runoff velocities, volumes and peak flow rates would therefore have the potential to increase. While the Proposed Project would alter the existing drainage on-site, stormwater would be collected via on- and off-site drainage collection improvements and diverted the relocated temporary drainage basin 450 feet north of the Project Site. The Proposed Project would be required to comply with the City's Storm Drainage Master Plan, ordinances, and standard practices for stormwater drainage. Therefore, the Proposed Project would have a *less-than-significant impact*.

- ***c-iv) impede or redirect flood flows?***

Less Than Significant Impact. Although implementation of the Proposed Project would result in an increase of impervious surface, there are no drainages that cross the Project Site that would be altered. Furthermore, as noted above, the Project Site is not within a floodplain. Nor would the Proposed Project alter the floodway or floodplain associated with Schmidt Creek, north of the Project Site. Thus, the Proposed Project would not impede or redirect flood flows and therefore, the Proposed 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 located in flood hazard, tsunami, or seiche zones. The Project Site is in an unshaded Zone X flood zone according to the FEMA Flood Insurance Rate Map (FIRM) of the area (FEMA, 2021). Unshaded Zone X has a description of being outside of the 0.2 percent annual chance of flood. In addition, the Project Site, as well as the City as a whole, has a relatively low to moderate probability of shaking. Seiches are unlikely to form due to the low seismic energy produced in the area. Therefore, the Proposed Project would have a *less-than-significant impact*.

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

Less Than Significant Impact. The City is located in the Madera Subbasin. The City adopted the Joint Groundwater Sustainability Plan (GSP) in January 2020. The GSP includes two City projects, which include the installation of water meters and the construction of Berry Basin, a groundwater recharge basin (Department of Water Resources, 2020). As described above, the Proposed Project would not decrease groundwater recharge, and would comply with the requirements of a SWPPP. Therefore, the Proposed Project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. Therefore, there would be a *less-than-significant impact*.

4.10.3 Mitigation Measures

HYD-1: The following measures will be implemented to reduce impacts to water quality from operation:

- All stormwater runoff from parking and vehicle circulation areas will be treated prior to entering the stormwater drainage system and detention basin via bioretention facilities or catch basins with rechargeable, media-filled cartridges that trap particulates and adsorb

pollutants from stormwater runoff such as total suspended solids, hydrocarbons, nutrients, metals, and other common pollutants.

- The gas station shall be equipped with catchment basins of sufficient size to contain small spills. At a minimum, the basin shall be large enough to contain what may spill when the delivery hose is uncoupled from the fill pipe. Any spilled fuel shall be removed and disposed of immediately.
- The fueling station pad shall be graded to prevent runoff from flowing across the pad, or to a drain with an oil and water separator prior to connection to the sanitary system or a closed sump. This would isolate any fuel or oil contamination in the fueling station area from the stormwater system.

4.11 LAND USE AND PLANNING

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

4.11.1 Environmental Setting

The Development Site, located within the northern edge of the City Limits, consists primarily of developed / disturbed habitat, and historically has been used for agriculture. Developed areas included a graded dirt access road, a stormwater detention basin and graded bare soils with soil stockpiling. The remaining balance of the Project Site is annually disced for vegetation management. Additionally, the proposed roundabout area of the Project Site is primarily hardscaped with similarly weedy and ruderal herbaceous vegetation occurring minimally at road margins and shoulders. The roundabout area is currently utilized as an intersection.

Surrounding land uses include undeveloped land, a temporary storm drainage basin, and rural residential land to the north; Golden State Boulevard, Arco fueling station and convenience store and undeveloped land to the east; and Avenue 17, Hampton Inn and Suites, and undeveloped land to the south; and agricultural and undeveloped land to the east. A more complete description of the existing site conditions and adjacent uses is provided in **Section 2**.

The Project Site and surrounding properties to the north, east and south are planned and zoned for commercial uses pursuant to the City's General Plan, and Zoning Map and Ordinance. The Project Site, as

well as the properties to the north and south are zoned C2 – Heavy Commercial. Properties to the east are zoned C1 – Light Commercial.

All commercial development proposals are subject to the City’s adopted Design and Development Guidelines for Commercial Development. The design guidelines focus on site functionality and the aesthetic appearance of proposed site improvements as well as incorporating environmentally sustainable features into the project design.

In addition, the Project Site as well as the properties to the north, east and south lie within an adopted specific plan area (Specific Plan No. 1). The primary purpose of Specific Plan No. 1 is to ensure the future viability of the Madera Municipal Airport with minimal conflict with surrounding land uses. The Plan focuses on long-range development and is based on the protections for Airport use identified in the Madera Municipal Airport Master Plan. All development within the Specific Plan No. 1 Plan Area is subject to the development policies and standards specifications contained in the Specific Plan.

The Specific Plan No. 1 Plan Area boundary and City Limits forms the Project Site’s westerly boundary. While the land to the west of the Project Site is designated by the City General Plan as Commercial, it is not within Madera’s City Limits. Lands to the west of the Project Site are unincorporated lands subject to Madera County jurisdiction. Unincorporated lands to the west are designated LI Light Industrial and zoned IL Industrial Light in the Madera County General Plan (**Figure 5** and **Figure 7**).

4.11.2 Impact Assessment

a) Would the project physically divide an established community?

No Impact. The Proposed Project would not divide an established community. The Proposed Project does include the construction or closing of one or more highways or major roadways, construction of a major utility transmission line, construction of storm channels or water diversions. Rather the Project, as a standard condition of approval, will be required to include street frontage and intersection improvements. The Project will be required to widen and improve Avenue 17 and Golden State Boulevard and the Golden State Boulevard / Airport Drive and Avenue 17 intersection pursuant to City standards. The Proposed Project would provide connectivity through the construction of street improvements which would include, but not be limited to, sidewalks and applicable bicycle route corridor pavement, signage, and striping. Therefore, the Proposed Project would have *no impact* in physically dividing an established community.

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

No Impact. The Proposed Project conforms with the approved City General Plan Land Use and Zoning Maps. Through the plan review and permitting process, the Project would be required to adhere to the City’s development policies and standards, and commercial design and development guidelines.

Properties directly to the west are located within the County and designated as light Industrial in the County’s General Plan. Operation of the convenience store and fueling service station would generally be compatible with light industrial uses, and thus no land use conflicts would occur. The Proposed Project would not interfere with the County’s land use plan designations for properties to the west. Therefore, the Project will not conflict with any land use plan, policy, or regulation and 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.12.1 Environmental Setting

The California Geological Survey (CGS) is responsible for the classification and designation of areas within California containing or potentially containing significant mineral resources. The CGS classifies lands into Aggregate and Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geologic Board, as mandated by the Surface Mining and Reclamation Act of 1975. These MRZs identify whether known or inferred significant mineral resources are presented in areas. Lead agencies are required to incorporate identified MRZs resource areas delineated by the State into their general plans resource. According to the findings of the City General Plan Update EIR and the Department of Conservation Division of Mine Reclamation, the City does not contain any State or locally designated mineral resources (California Department of Conservation, 2016).

4.12.2 Impact Assessment

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

No Impact. The Project Site is not identified as containing any mineral deposits according to the Department of Conservation Division of Mine Reclamation. Therefore, the Proposed 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. As such, there would be *no impact*.

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

No Impact. The City General Plan and the Madera General Plan Update EIR do not identify any mineral resources of significant value in the City. Therefore, the Proposed Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. As such, there would be *no impact*.

4.13 NOISE

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

4.13.1 Environmental Setting

The Project Site is located in the northwestern portion of the City, within City Limits and the City's Sphere of Influence and Urban Growth Boundary. Land use designations in the immediate vicinity of the Project Site include a mix of Commercial and Industrial. The Project Site is bounded by commercial uses to the east and south. CA-99 is located less than a quarter mile to the east of the Project Site. The Madera Municipal Airport is located less than one-half mile to the southwest of the Project site.

The existing commercial and industrial land uses in the immediate vicinity of the Project contribute to the ambient noise levels in the study area. Vehicle activity on the local (Avenue 17) and regional (State Route 99) roadway network also contribute to ambient noise levels. The ambient noise level, measured in decibels (dB), in the vicinity of the Project Site is primarily caused by both mobile and stationary sources. Mobile noise sources are associated with motor vehicles, trains, and aircrafts while stationary noise sources include fixed objects such as power generators, high voltage lines, and farming activities. The Madera Municipal Airport is responsible for sporadic aircraft overflights that occur over the vicinity of the

Project Site. Noise level measurements collected at the Project Site show that ambient noise in the Project area is about 57 dBA.¹

Noise sensitive land uses, which include residences, are located within the vicinity of the Project Site. Two single family dwellings are located to the north of the Project Site. The nearest residence is located 550 feet from the Project Site. The other residence is located 1,050 feet from the Project Site. In addition, there is an existing Hampton Inn & Suites located approximately 315 feet from the truck fueling/parking area of the Project.

Noise standards in the City are defined in the City's General Plan and Municipal Code. Exterior noise compatibility guidelines for noise from all sources are defined in the General Plan Noise Element. The maximum "tentatively compatible" 24-hour day-night average community noise equivalent level / day-night average level (CNEL/Ldn) exterior noise level for all commercial uses is 75 dBA. For residential uses, the maximum tentatively compatible CNEL/Ldn exterior noise level exposure is 70 dBA.

Table 6 depicts typical construction equipment noise levels.

Table 6: Construction Equipment Noise

Equipment Category	Measured Sound Levels (dBA Lmax @ 50 feet)
Auger Drill Rig	84
Backhoe	78
Boring Jack Power Unit	83
Chain Saw	84
Compactor	83
Compressor (air)	78
Concrete Mixer Truck	79
Crane	81
Dozer	82
Dump Truck	76
Excavator	81
Front End Loader	79
Generator	81
Horizontal Boring Hydraulic Jack	82
Paver	77

¹ dBA = A-weighted Decibel. dBA is the most common unit used for measuring environmental sound levels. It adjusts or weighs the frequency components of sound to conform to the normal response of the human ear at conversational levels.

Roller	80
Scraper	84
Tractor	84
Vibratory Concrete Mixer	80
Welder/Torch	74

Notes:

dBA = A-weighted Decibel

Lmax = maximum A-weighted decibel

Source: U.S. Department of Transportation Federal Highway Administration, 2006

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.

Construction Impacts

Development or construction of the Proposed Project would temporarily increase ambient noise levels in the vicinity of the Project Site due to construction equipment use. The noise levels produced by various types of construction equipment, the timing and length of noise-generating activities, and the distance between construction noise sources and noise-sensitive receptors affect how much noise is produced during construction-related activities. Construction operations that occur during noise-sensitive times of the day (10:00pm to 7:00am), can cause noise impacts in areas immediately adjacent to noise sensitive land uses. Construction activities associated with the Proposed Project are expected to be performed between the hours of 6:00am and 8:00pm in accordance with the City's Municipal Code (Section 3-11.02 – Specific Noise Prohibitions). Based on the data in **Table 6** and the noise attenuation method detailed in the Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol, it is estimated that construction activities would cause short-term noise levels to approach 52 to 60 dBA Lmax at the nearest dwelling located approximately 650 feet to the north of Project Site. The City's Noise Element of the General Plan (October 7, 2009) identifies a maximum sound level of 60 dBA (7am to 10pm) for single-family homes and duplexes. Therefore, noise impacts from construction of the Proposed Project are considered *less than significant*.

Operational Impacts

Project Related Traffic Noise

Long-Term noise impacts as a result of the Proposed Project are associated with traffic generated by the Proposed Project. The City's Noise Element of the General Plan identifies a 'Tentatively Compatible' exterior noise level of 70-75 dBA CNEL for all commercial uses. As noted above, the Project Site is bounded by commercial uses to the east and commercial/industrial uses to the south.

The Traffic Impact Study prepared for the Proposed Project, included as **Appendix G**, shows that a majority of project-related traffic will utilize Avenue 17 to head east to CA-99. Table N-A of the City General Plan Noise Element identifies projected noise contours for the Year 2030. As shown in Table N-A, a distance of

98 feet from the Avenue 17 centerline yields a noise level of 70 dBA CNEL in the vicinity of the Project Site. The distance from the Avenue 17 centerline to the commercial building pad of the Proposed Project is approximately 135 feet which indicates that outdoor noise levels at the Project site would fall between 65 and 70 dBA CNEL considering the Year 2030 noise contours presented in Table N-A of the Noise Element. It should be noted that a noise level of 70-75 dBA CNEL for all commercial uses is Tentatively Compatible according to the City Noise Element and a noise level of less than 70 dBA is Completely Compatible. Noise levels at the Project site considering the Year 2030 noise contours fall under the Completely Compatible criteria.

The addition of Proposed Project traffic to the surrounding roadway network would not significantly impact commercial land uses along Avenue 17 and the surrounding area given the close proximity of CA-99 and the Union Pacific Railroad which is the primary source of traffic noise in the vicinity of the Project Site. **Table 7** provides anticipated noise levels at neighboring land uses in the vicinity of the Project Site considering the Existing Plus Project, Cumulative Year 2043 No Project, and Cumulative Year 2043 Plus Project scenarios. **Table 7** also depicts the locations of the modeled receivers. As shown in **Table 7**, the projected noise levels for the Existing Plus Project, Cumulative Year 2043 No Project, and Cumulative Year 2043 Plus Project scenarios will not exceed the City's Exterior Noise Compatibility Guidelines for the specified land use designation. It should be noted that the CNEL is determined to be within +/- 2 dBA of the peak hour Leq under normal traffic conditions based upon Caltrans' Traffic Analysis Noise Protocol. The increase in noise levels, once Proposed Project traffic is added to the surrounding roadway network, is 1 dB when considering the Cumulative Year 2043 No Project and Cumulative Year 2043 Plus Project scenarios. The City Madera's General Plan Policy N-13 identifies a 5 dB increase in CNEL or Ldn noise levels as a significant increase in noise. Therefore, noise impacts from traffic associated with the Proposed Project are considered *less than significant*.

Project Related Stationary Point-Source Noise

Stationary point-source noise impacts were evaluated by identifying the noise levels generated by idling trucks and transportation refrigeration units (TRUs). It was assumed that trucks idled for no more than five (5) minutes while on-site given that idling for more than 5 minutes is prohibited within California per the California Air Resources Board (ARB). **Table 8** shows typical noise levels for idling Tractor-Trailers/TRUs at the noise source. Based on the data in **Table 8** and the noise attenuation method and decibel addition detailed in Caltrans' Technical Noise Supplement to the Traffic Noise Analysis Protocol, the Hampton Inn & Suites located 315 feet from the truck fueling/parking area of the Proposed Project would be subject to noise levels reaching 56 dB from Project related diesel truck idling/TRUs.

Cumulative noise impacts were also evaluated considering Project related traffic noise and Project related stationary point-source noise as described above. Considering the Cumulative Year 2043 Plus Project noise levels at receptors identified in **Table 7** below and Project stationary point-sources (diesel truck idling/TRUs), commercial uses adjacent to the Project site would experience sound levels between 55 and 65 dB. As a result, noise levels at adjacent commercial uses will not exceed the City's Exterior Noise Compatibility Guidelines for the specified land use designation. Therefore, noise impacts from stationary point-sources associated with the Proposed Project are considered *less than significant*.

Table 7: Traffic Noise Levels

Receiver ID	Receiver Location	Land Use	Existing Noise Level Leq(h) dBA	Existing Plus Project Noise Level Leq(h) dBA	Cumulative Year 2043 No Project Noise Level Leq(h) dBA	Cumulative Year 2043 Plus Project Noise Level Leq(h) dBA	City of Madera Exterior Noise Compatibility Guidelines dBA	Noise Impact
1	Northeast corner of Project Site	Commercial	57.0	61.0	63.0	64.0	70.0	No
2	Southwest corner of ARCO gas station, east of Project Site	Commercial	--	61.0	63.0	64.0	70.0	No
3	Northwest corner of Hampton Inn and Suites hotel, south of Project Site	Commercial	--	56.0	62.0	63.0	70.0	No
4	Southeast corner of 3538 Golden State Blvd north of Project Site	Commercial	--	52.0	54.0	55.0	60.0	No

Table 8: Typical Stationary Point-Source Noise

Sound Source	Measured Sound Levels (dBA @ source)
ThermoKing SB-200 Trailer Refrigeration Unit (60- Hertz Standby Electric Reefer)	96
Diesel Truck Idling	96

Source: LSA, 2013.

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

Less Than Significant Impact. Table 9 displays the vibration levels produced by several types of construction machinery. Building damage is the main concern with vibration during construction activities. As a result, peak particle velocity (PPV) is typically used to evaluate construction vibration. It should be noted that stated ground vibration levels from construction activities vary considerably. The data in Table 9 provides a reasonable estimate for a wide range of soil conditions.

According to the US Department of Transportation, human response to vibration is insignificant until it approaches 75 vibration decibels (VdB), despite the perceptibility threshold of roughly 65 VdB. Vibration level impact standards are not mentioned directly in the City Municipal Code. According to the Transportation and Construction Vibration Guidance Manual, Caltrans has defined vibration thresholds of 0.04 in/sec PPV for human annoyance. The effect of vibrations from Proposed Project-related construction activities was estimated using the vibration threshold of 0.04 in/sec PPV.

Table 9: Vibration Source Amplitudes for Construction Equipment

Equipment Category	PPV at 25 ft. (in/sec)	PPV at 100 ft. (in/sec)
Clam Shovel Drop	0.202	0.025
Vibratory Roller	0.210	0.026
Hoe Ram	0.089	0.011
Large Bulldozer	0.089	0.011
Caisson Drilling	0.089	0.011
Loaded Trucks	0.076	0.010
Jackhammer	0.035	0.004
Small Bulldozer	0.003	0.000

Source: Federal Transit Administration, 2006

Considering the vibratory roller vibration level shown in **Table 9** (PPV 0.210), the anticipated vibration velocity levels at a distance of 100 feet is 0.026 in/sec PPV. The nearest residence or commercial building is located more than 100 feet from the Project Site. As a result, vibration velocity levels as a result of construction of the Proposed Project would be less than 0.026 in/sec PPV which is less than the vibration threshold of 0.04 in/sec PPV as defined by Caltrans. Therefore, vibrations generated by the construction phase of the Proposed Project are considered less than significant.

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. The Project Site is located within the Airport Land Use Compatibility Plan Area for the Madera Municipal Airport. The Madera Municipal Airport is located less than half a mile to the southwest of the Project Site. As depicted in the Madera County Airport Land Use Compatibility Plan (adopted in 2015), the Project Site falls within Compatibility Zone D (Other Airport Environs) which means that the noise impact from the Madera Municipal Airport on the Project Site is categorized as 'Low'. Fueling facilities such as gas stations, trucking and other transportation fueling facilities located within Compatibility Zone D are deemed 'Normally Compatible'. The Proposed Project complies with the noise, safety, airspace protection, and overflight criteria of the Madera County Airport Land Use Compatibility Plan. As a result, the Proposed Project would not expose people working in the vicinity of the Project Site to excessive noise levels. Therefore, noise levels affecting the Project Site from the Madera Municipal Airport are considered *less than significant*.

4.14 POPULATION AND HOUSING

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

4.14.1 Environmental Setting

The City's General Plan Housing Element estimated the population of Madera was 63,008 in 2014. Between 2010 and 2014, the City's population grew by 1,592 residents, approximately 0.6 percent. The

US Census QuickFacts estimated that the population of Madera had increased to 67,944 in 2021 (US Census, 2022).

The City's Housing Element estimated that the housing stock in 2014 consisted of approximately 17,240 housing units (City of Madera, 2015b). Although a more recent estimate of the number of housing units in Madera is not available, the US Census QuickFacts estimated the majority of owner-occupied housing units (50.4 percent) and the remainder were renter-occupied housing units (49.6 percent). The average household size within the City is approximately 3.76 persons per household (US Census, 2022).

The Development Site is vacant agricultural land designated and zoned for commercial use (**Figure 4** and **Figure 6**). The off-site infrastructure improvement area of the Project Site is currently a paved roadway (**Figure 3**). The Development Site was formerly used for agriculture until around 2013, when the Development Site was graded. The Development Site is disced annually for vegetation management. Additionally, the off-site improvement area of the Project Site is primarily hardscaped with similarly weedy and ruderal herbaceous vegetation occurring minimally at road margins and shoulders. The roundabout area is currently utilized as an intersection. There are two existing single-family dwellings located approximately 550 feet north of the Project Site (**Figure 3**). An established residential neighborhood is present approximately one-half mile northeast from the Project Site, across CA-99.

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. Although new employment would be created, the workforce would be expected to be comprised of existing residents of the City and Madera County. The Proposed Project does not include the extension of roads or other infrastructure which would indirectly induce unplanned population growth. Furthermore, the Proposed Project is consistent with the commercial planning and zoning of the Project Site and is compatible with the surrounding land uses to the east and south. As such, the Proposed Project would have a *less-than-significant impact* on population growth.

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

No Impact. No homes exist on the Project Site. Two rural single-family residences are present in the immediate vicinity of the Project Site. The two residences are located approximately 550 feet to the north of the Project Site. The Proposed Project does not include land uses that would displace the existing residences or otherwise necessitate the displacement or construction of replacement housing elsewhere. Therefore, the Proposed 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:				
I. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
II. Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
III. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IV. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
V. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.15.1 Environmental Setting

Fire, emergency, medical, and police protection services for the Project Site are provided by the City. The City has a contract service with CalFire to provide management and staffing of the City's fire stations and equipment. Ambulance services are provided by a private contractor. The Project Site is located within the Madera Unified School District, which oversees pre-K through 12 education services. Parks are operated and maintained by the City.

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:*

▪ ***a-i) Fire Protection:***

Less Than Significant Impact. The Project Site is within the City limits and therefore is served by the Madera Fire Department. Station 58, the nearest fire station, is located at 2558 Condor Drive approximately 1.4 miles southwest of the Project Site. Therefore, no additional fire facilities would be required due to implementation of the Proposed Project. The Proposed Project would be required to comply with standard requirements including the Madera Municipal Code and current California Fire Code. The Proposed Project would also not result in a need for new or altered facilities and therefore, would have a *less than significant impact*.

▪ ***a-ii) Police Protection:***

Less Than Significant Impact. The Project Site is currently served by the Madera Police Department and would continue to be served by the Madera Police Department. The Madera Police Department is located approximately 4 miles southeast of the Project Site. The proposal for alcohol sales could potentially increase the possibility of public intoxication and Driving Under the Influence (DUI) in the immediate area. However, the Madera Police Department encourages owners and the public to report these matters to the police, and consumption of alcohol on the premises will be prohibited. Accordingly, the Proposed Project would not result in the need for new or altered services, or a substantial alteration to the patrol requirements from the City's Police Department. Therefore, the Proposed Project would have a *less than significant impact*.

▪ ***a-iii) Schools:***

Less Than Significant Impact. Although new employment would be created by the Proposed Project, the workforce would be expected to be comprised of existing residents of the City and Madera County, and the Proposed Project is not anticipated to otherwise induce unplanned population growth. Accordingly, the Proposed Project would not result in adverse physical impacts associated with the provision of new or physically altered school facilities. Therefore, the Proposed Project would have a *less than significant impact* on school facilities.

▪ ***a-iv) Parks:***

Less Than Significant Impact. The Proposed Project would not result in the construction of new residences and the addition of employees is minimal to operate and maintain the Proposed Project. Employees are likely to be sourced from the City and Madera County and thus it is not anticipated that the increased population on the Project Site would result in increased use of existing parks. Therefore, the Proposed Project would have a *less than significant impact* on parks.

▪ ***a-v) Other public facilities:***

No Impact. The Proposed Project would not result in a need for additional or other public facilities. Therefore, the Proposed Project would have *no impact*.

4.16 RECREATION

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

4.16.1 Environmental Setting

The City operates and maintains a number of recreational activities. The nearest located recreational facility to the Project Site is Madera Municipal Golf Course which is nearly one mile east of the Project Site.

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. Increased demand for existing parks or other recreational facilities is typically driven by an increase in population. The Proposed Project would not result in an increase of residents at the Project Site. Therefore, the Proposed Project would not contribute to the substantial deterioration of existing facilities or require the construction of new facilities or expansion of existing facilities. Therefore, there would be *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. As discussed above, the Proposed Project would not include or result in the construction or expansion of recreational facilities that might have adverse physical effect in the environment. Therefore, the Proposed 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.17.1 Environmental Setting

A Traffic Impact Study (TIS) was prepared for the Proposed Project in April of 2023 and is included as **Appendix G**. The Project Site is located in the City limits at the northwest corner of Avenue 17 and Golden State Boulevard. Avenue 17 is classified as an Arterial roadway while Golden State Boulevard is classified as a Collector roadway.

Applicable Plans, ordinance or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities

City of Madera General Plan (2009) Circulation and Infrastructure Element

The Circulation and Infrastructure Element of the City's General Plan (GP Circulation Element) contains policies for addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Transit, roadway, bicycle, and pedestrian facilities.

Policy CI-11 of the Circulation Element states: *Development projects shall be required to provide funding or to construct roadway/intersection improvements to implement the City's Circulation Master Plan. The payment of established traffic impact or similar fees shall be considered to provide compliance with the requirements of this policy with regard to those facilities included in the fee program, provided that the City finds that the fee adequately funds all required roadway and intersection improvements. If payment*

of established fees is used to provide compliance with this policy, the City may also require the payment of additional fees if necessary to cover the fair share cost of facilities not included in the fee program.

Policy CI-22 of the Circulation Element states: *The City shall seek to maintain Level of Service (LOS) C at all times on all roadways and intersections in Madera; however, LOS D is applicable to the downtown district and arterial roadways during peak hour times.*

Madera County 2022 Regional Transportation Plan and Sustainable Communities Strategy

Madera County Transportation Commission (MCTC) is required to update the Regional Transportation Plan (RTP) to reflect the existing and future regional transportation system in Madera County. The 2022 update reflects the horizon or “planning” year of 2046, ensuring that the region’s transportation system and implementation policies/programs will safely and efficiently accommodate growth envisioned in the Land Use Elements of the Cities of Chowchilla and Madera and Madera County, in the RTP and in the Sustainable Communities Strategy (SCS). As the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for Madera County, MCTC is responsible for development of the RTP and the SCS.

Madera County Transportation Commission Active Transportation Plan

The Madera County Active Transportation Plan (ATP) envisions a comprehensive bicycle and pedestrian network across Madera County. As the region’s MPO, the MCTC is responsible for the adoption of the County’s RTP/SCS and Transportation Improvement Program (TIP) as required by State and Federal law. The ATP supports these processes by providing a long-range vision for the bicycle and pedestrian network across the county. At the time of writing, no member jurisdiction in Madera County had adopted an ATP. As such, the ATP also supports local planning processes by providing a vision and guidance for the creation of active transportation facilities across the County. The plan simultaneously considers countywide connections as well as local networks for the City of Madera, the City of Chowchilla, and selected unincorporated communities. The MCTC designates Avenue 17 and Golden State Blvd in the immediate vicinity of the project site as Class III Bikeways (Bike Routes). According to the MCTC:

“Bike routes (Class III.A) provide enhanced mixed-traffic conditions for bicyclists through signage, striping, and/or traffic calming treatments, and provide continuity to a bikeway network. Bike routes are typically designated along gaps between bike trails or bike lanes, or along low-volume, low-speed streets. The Enhanced Bike Route (Class III.A Enhanced) design is specifically relevant to rural conditions where bicyclists frequently share the road with commercial vehicles. Bicyclists use widened road shoulders in this design. Intermittent rumble strips help facilitate the separation of modes.”

San Joaquin Valley Blueprint – Madera County Blueprint Report

The San Joaquin Valley Blueprint provides a plan for the future of transportation and land use in the San Joaquin Valley to the Year 2050. The San Joaquin Valley Blueprint describes its vision that by 2050 Madera County will be composed of unique cities, communities and a diverse population that is supported by a vibrant economy, a healthy and sustainable environment and public safety, accomplished through a land use and transportation system that supports livable communities and interregional coordination and connectivity, while preserving agricultural and natural resources. The San Joaquin Valley Blueprint provides an Action Plan and Implementation Strategy which includes six principles to guide future growth decisions for the County:

- Preserve open space, recreational areas, farmland, water resources and regionally significant natural areas;
- Provide a variety of transportation choices;
- Foster distinct, attractive and safe places to live;
- Encourage a diverse, globally competitive economy;
- Create a range of obtainable housing opportunities and choices; and
- Build communities with educational, health care and cultural amenities.

Policies to Maintain Level of Service

City of Madera

The City General Plan (2009) Circulation Element Policy CI-22 states that the City uses LOS C as its minimum LOS criteria for intersection and roadway segments.

Caltrans

Caltrans considers LOS C and D as an acceptable threshold for all the intersections under its jurisdiction and delay of 45 seconds at signalized intersection and delay 30 seconds delay at unsignalized intersections. Although Caltrans has its guideline prepared, it allows the local jurisdiction to set the LOS threshold based on local conditions.

Existing Conditions

Existing Traffic Counts and Roadway Geometrics

Traffic counts were conducted for the peak hour periods of 7:00-9:00 AM and 4:00-6:00 PM for all key intersections in February 2022. Traffic counts are provided in Appendix A of **Appendix G**.

Existing Functional Roadway Classification System

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the type of service they are intended to provide. Fundamental to this process is the recognition that individual streets and highways do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads.

The current hierarchical system of roadways within the study area consists of the following four basic classifications:

- **State Freeways and Highways** – provide for the ability to carry large traffic volumes at high speeds for long distances. Access points are fully controlled. Freeways connect points within the City/Madera County and link the City/Madera County to other parts of the State.
- **Arterials** – provide for mobility within the City/Madera County, carrying through traffic on continuous routes and joining major traffic generators, freeways, and other arterials. Access to abutting private property and intersecting local streets shall generally be restricted.
- **Collectors** – provide for internal traffic movement within communities and connect local roads to arterials. Direct access to abutting private property shall generally be permitted.
- **Local Streets** – Roadways which provide direct access to abutting property and connect with other local roads, collectors, and arterials. Local roads are typically developed as two-lane undivided roadways. Access to abutting private property and intersecting streets shall be permitted.

Affected Streets and Highways

Street and highway intersections and segments near and adjacent to the Project Site were analyzed to determine levels of service as described in **Appendix G**. The study intersections included:

- Golden State Boulevard / Airport Drive / Avenue 17
- CA-99 Southbound (SB) Off Ramp / Avenue 17
- CA-99 Northbound (NB) Ramps / Avenue 17

The study time periods for the traffic analysis include the weekday AM and PM peak hours determined between 7:00 and 9:00 AM and between 4:00 and 6:00 PM. Level of service analysis for the AM and PM peak hours were analyzed for the following scenarios:

- Existing Conditions 2022
- Opening Year 2023 with Project
- Cumulative Horizon Year 2043
- Cumulative Horizon Year 2043 with Project

Figures 14 and 15 show the location of the study intersections, existing lane geometry, and existing traffic volumes for the AM and PM peak hours in the study area.

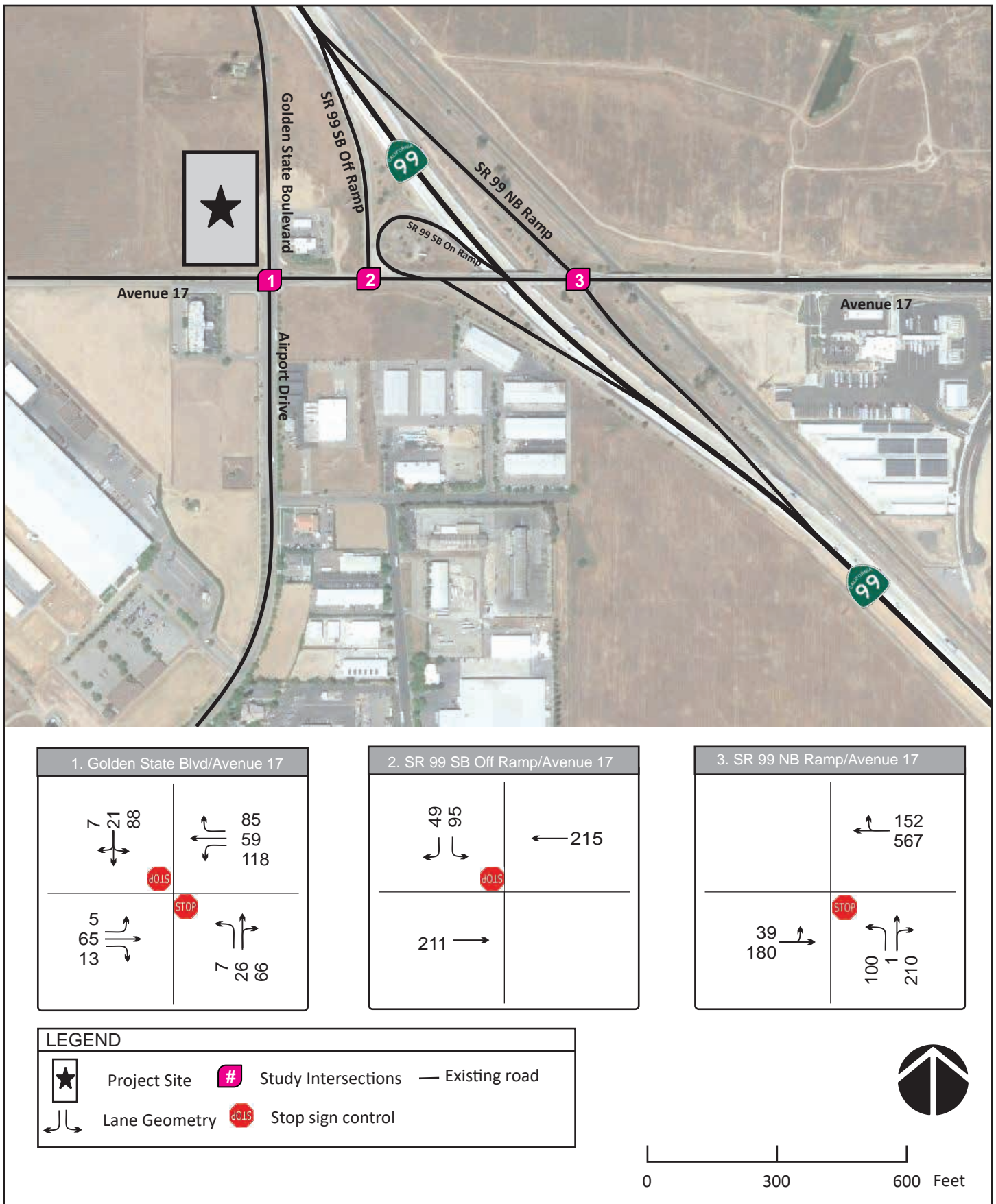
Level of Service

Results of the analysis show that the intersection of Golden State Blvd / Airport Drive and Avenue 17 currently operates at LOS C during the AM and PM Peak Hours, which is acceptable according to City Level of Service criteria. The results of analysis also show that the intersection of CA-99 SB Off Ramp / Avenue 17 currently operates at LOS B during the AM Peak Hours and LOS C during the PM Peak Hours. The CA-99 NB Ramps / Avenue 17 intersection operates at LOS D during the AM and PM Peak Hours. **Table 10** below shows the intersection LOS for the existing conditions.

Table 10: Existing Intersection Operations

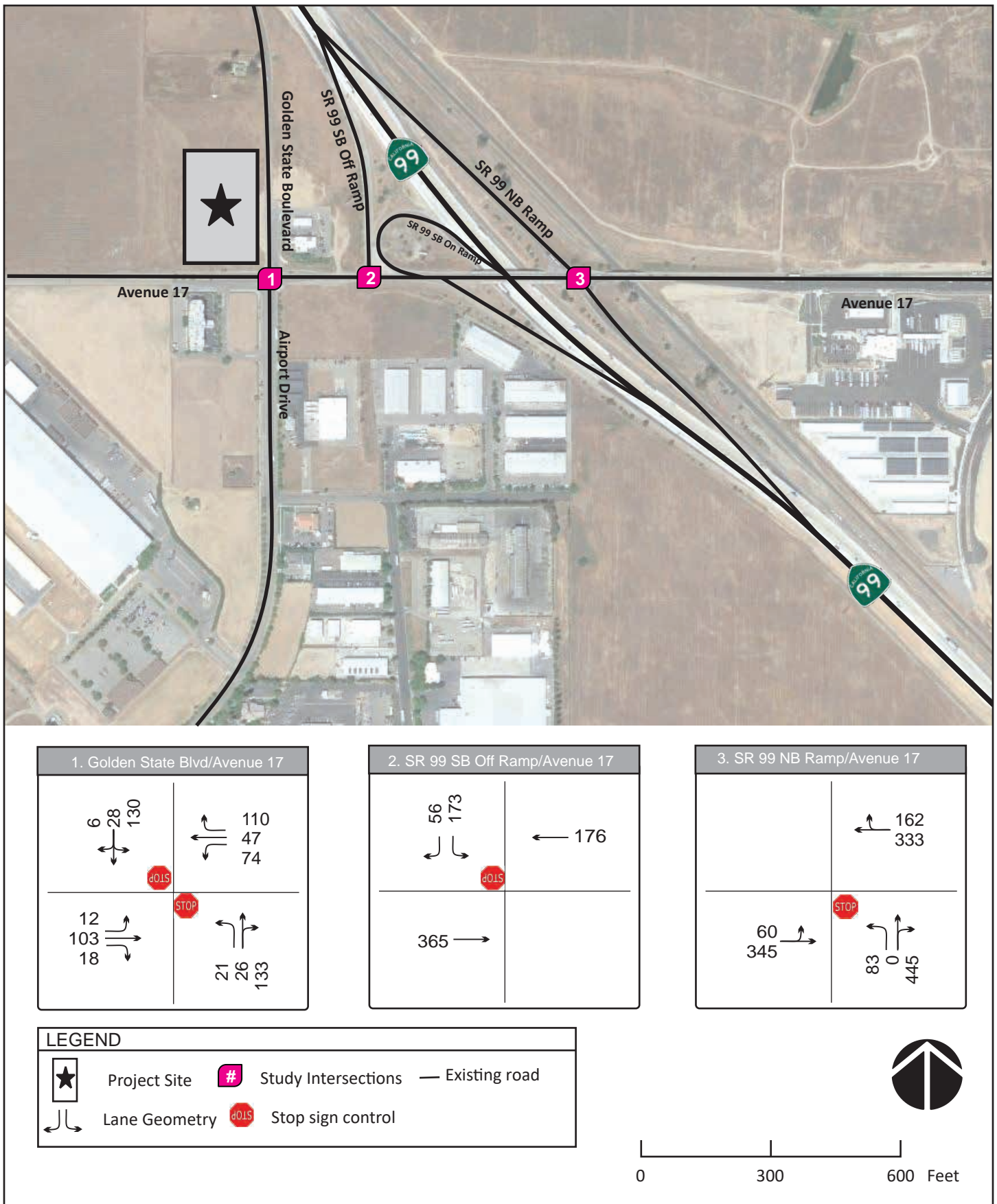
Intersection	Control	Target LOS	Peak Hour	Existing	
				Delay	LOS
Airport Dr. / Golden State Blvd & Avenue 17	Two-Way Stop	C	AM/PM	21.0/23.2	C/C
Avenue 17 / CA-99 SB Off Ramp	Two-Way Stop	D	AM/PM	13.6/19.3	B/C
CA-99 NB ramp / Avenue 17	Two-Way Stop	D	AM/PM	95.8/26.0	D/D

Source: Appendix G, Table 2-1



Source: VRPA Technologies, Inc.

FIGURE 14
STUDY INTERSECTION AM PEAK HOUR CONDITIONS



Source: VRPA Technologies, Inc.

FIGURE 15
STUDY INTERSECTION PM PEAK HOUR CONDITIONS

Bicycle and Pedestrian Facilities

Sidewalks are present along Airport Drive south of the Project Site and along the frontage of the Hampton Inn and Suites hotel along Avenue 17. Existing sidewalks are noncontiguous and there are no crosswalks in the vicinity of the Project Site. No sidewalks exist along the frontage of the Development Site. There are currently no marked bike lanes or bike paths in the vicinity of the Project Site.

Transit Facilities

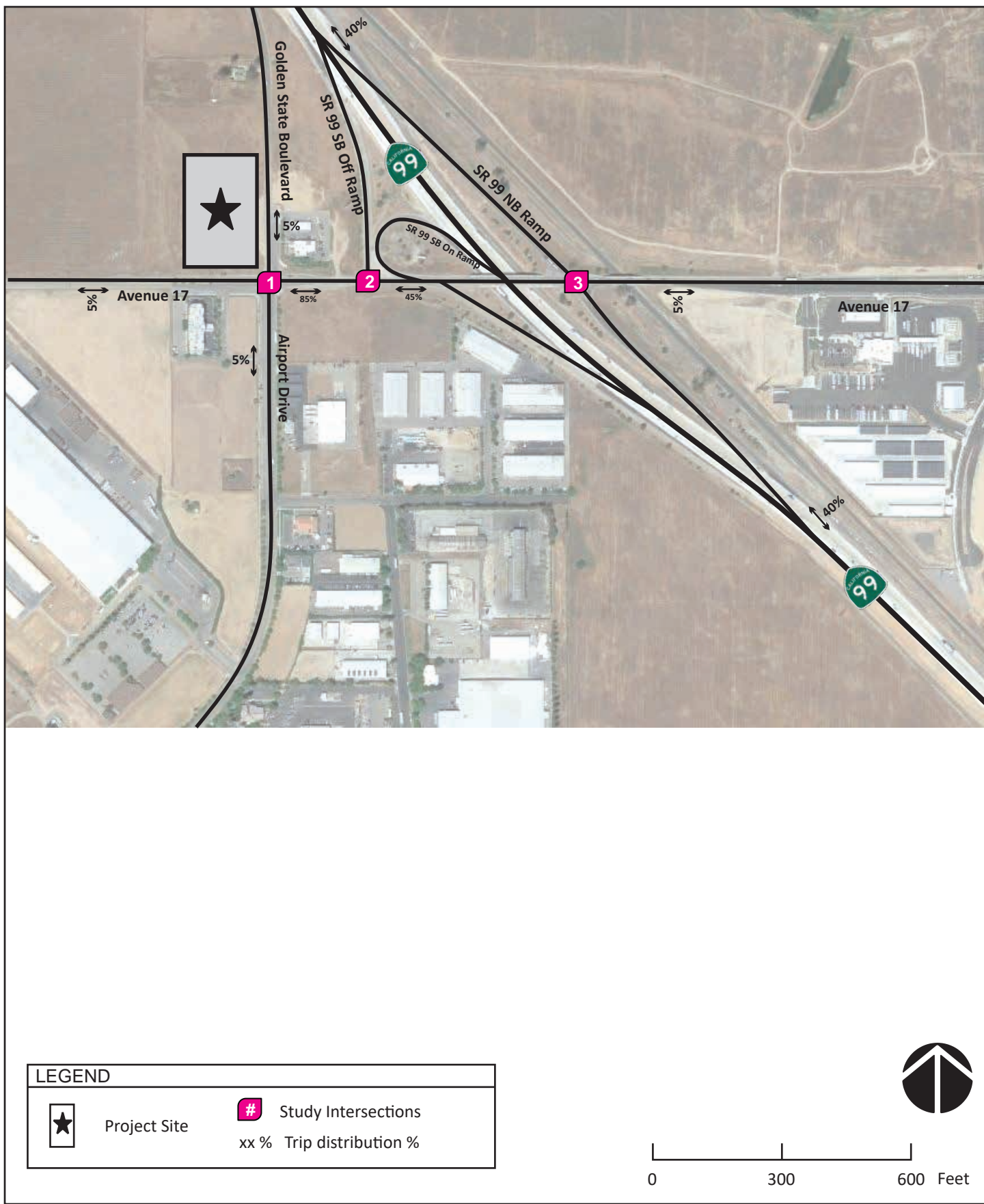
Madera Area Express (MAX), managed by the City, provides fixed route services in the City. The routes operate Monday through Saturday. In addition to fixed route services, the City offers a Madera Dial-A-Ride service, which is a demand-response system, is available weekdays between 7 a.m. and 6:30 p.m., and Saturdays between 9 a.m. and 4 p.m. Sunday service is also available between 8:30 a.m. and 2:30 p.m. The closest stops are along Route 1, where the route travels through the Country Club Drive / Sherwood Way intersection and the Adell Street / Sonora Street intersection. Both intersections are approximately three miles from the Project Site and are not within walking distance of the Project Site.

4.17.2 Impact Assessment

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.

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 is considered to be primarily a regional / transient serving development that would tend to attract trips from the nearby CA-99 corridor, but it will also function as a local-serving retail development that would serve neighboring areas in the City of Madera or unincorporated Madera County. The Proposed Project is expected to generate approximately 3,982 daily trips, 380 a.m. peak hour trips and 336 p.m. peak hour trips. As shown in **Figure 16**, 80 percent of these trips would originate from traffic on CA 99. These diverted freeway trips would not result in an overall increase in VMT, as it is presumed that these trips would occur out of necessity regardless of the Proposed Project, and given the proximity of the Project Site to the freeway, the Proposed Project is not likely to increase the distance that CA 99 travelers would drive to obtain the services offered by the project, namely fueling, EV charging, and ancillary retail. The remaining trips not diverted from regional traffic on CA-99 are expected to be local-serving since the Proposed Project would tend to attract trips from neighboring areas in the City of Madera or unincorporated Madera County. The Governor's Office of Planning and Research (OPR) document titled Technical Advisory on Evaluating Transportation Impacts in CEQA dated December 2018 (OPR Guidelines) includes the following guidance: "By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a *less-than-significant transportation impact*." Thus, the Proposed Project would have a *less-than-significant impact* associated with VMT.



Source: VRPA Technologies, Inc.

FIGURE 16
TRIP DISTRIBUTION

Pedestrian/Bicycle Circulation

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. 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. Sidewalks are present along Airport Drive south of the Project Site and along the frontage of the Hampton Inn and Suites hotel along Avenue 17. Existing sidewalks are noncontiguous and there are no crosswalks in the vicinity of the Project Site. No sidewalks exist along the frontage of the Development Site. There are currently no marked bike lanes or bike paths in the vicinity of the Project Site. The MCTC designates Avenue 17 and Golden State Blvd in the immediate vicinity of the Project Site as Class III Bike routes. As described in **Section 2.1.6** and illustrated in **Figure 10**, the City is requiring improvements to adjacent roadways to meet City roadway standards, as well as the construction of a four-legged, two-lane roundabout located at the intersection of and Avenue 17 and Golden State Boulevard / Airport Drive. Improvements along Avenue 17 and Golden State Blvd within the Project Site include the addition of sidewalks along both sides of the roadway, pedestrian crossings at the proposed roundabout, and Class III provisions, including the addition of a Class III bike route in the southwest corner of the roundabout. Additionally, the Proposed Project includes the installation of a bicycle rack. Thus, the Proposed Project would result in a *less-than-significant impact* on pedestrian and bicycle circulation.

Transit

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, facilities. Public transit does not currently serve the Project Site. However, the Proposed Project is consistent with the Circulation and Community Development Elements of the General Plan. Therefore, the Proposed Project would result in a *less-than-significant impact* to transit.

Roadways

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. 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. **Table 11** provides the intersection level of service analysis for the study intersections considering a study scenario of Opening Year 2023 Plus Project. Results of the analysis show the study area intersection within the jurisdiction of the City, Golden State Boulevard/Airport Drive and Avenue 17, would operate unacceptably under the Opening Year (2023) Plus Project scenario. While the intersection of Avenue 17 and CA-99 northbound off-ramp would exceed Caltrans acceptable levels LOS D for the Opening Year Plus Project scenario, this intersection is not within the jurisdiction of the City, and thus this does not appear to conflict with General Plan Circulation Element Policy CI-22.

Table 11: 2023 Plus Project Intersection Operations

Intersection	Control	Target LOS	Peak Hour	Existing		2023 W/ Project	
				Delay	LOS	Delay	LOS
Airport Dr. / Golden State Blvd & Avenue 17	Two-Way Stop	C	AM/PM	21.0/23.2	C/C	>100/>100	F/F
Avenue 17 / CA-99 SB Off Ramp	Two-Way Stop	D	AM/PM	13.6/19.3	B/C	22.3/46.1	C/E
CA-99 NB ramp / Avenue 17	Two-Way Stop	D	AM/PM	95.8/26.0	D/D	>100/59.1	F/F

Source: Appendix G, Table 3-2

Table 12 provides the intersection level of service analysis for the study intersections considering a study scenario of Cumulative Year 2043, both with and without the addition of project related traffic. Results of the analysis show that each of the study area intersections would operate unacceptably under the Cumulative Year (2043) conditions without the Project. Therefore, the Proposed Project would contribute towards and exacerbate unacceptable future year conditions at these facilities.

Table 12: Cumulative 2043 Plus Project Intersection Operations

Intersection	Control	Target LOS	Peak Hour	2043 W/O Project		2043 W/ Project	
				Delay	LOS	Delay	LOS
Airport Dr. / Golden State Blvd & Avenue 17	Two-Way Stop	D	AM/PM	>100/>100	F/F	>100/>100	F/F
Avenue 17 / CA-99 SB Off Ramp	Two-Way Stop	D	AM/PM	>100/>100	F/F	>100/>100	F/F
CA-99 NB ramp / Avenue 17	Two-Way Stop	D	AM/PM	>100/>100	F/F	>100/>100	F/F

Source: Appendix G, Table 3-2

Roadway improvements that could improve traffic conditions for the scenarios listed above could include traffic signals or roundabouts. As described in **Section 2.1.6** and illustrated in **Figure 10**, as a condition of project approval, the City is requiring the construction of a four-legged, two-lane roundabout located at the intersection of and Golden State Boulevard / Airport Drive and Avenue 17. Two-lane roundabouts at all three intersections are considered to be Caltrans' preferred solution based on discussions with Caltrans staff (**Appendix G**). The expected resulting capacity analysis assuming roundabouts are installed at all three intersections is shown in **Table 13**. With the recommended roundabouts, traffic operations are expected to improve to meet City of Madera and Caltrans level of service standards for 2023 opening year conditions but not for 2043 horizon year conditions, either with or without project traffic. Although the target level of service is not expected to be met, widening beyond a two-lane roundabout is considered

to be problematic. Instead, monitoring is recommended to determine whether future traffic levels exceed the capacity of the roundabouts and whether any additional traffic control features become necessary.

Table 13: Mitigated Intersection Operations with 2-Lane Roundabout Improvements

Intersection	Control	Target LOS	Peak Hour	2023 W/ Project		2043 W/ Project	
				Delay	LOS	Delay	LOS
Airport Dr. / Golden State Blvd & Avenue 17	Roundabout	C	AM/PM	6.0/6.2	A/A	57.3/>100	F/F
Avenue 17 / CA-99 SB Off Ramp	Roundabout	D	AM/PM	4.7/5.6	A/A	25.6/>100	D/F
CA-99 NB ramp / Avenue 17	Roundabout	D	AM/PM	7.8/9.5	A/A	94.6/>100	F/F

Source: Appendix G, Table 3-2

Policy CI-11 of the Circulation Element requires that development projects provide funding or to construct roadway/intersection improvements to implement the City's Circulation Master Plan. The payment of established traffic impact or similar fees shall be considered to provide compliance with the requirements of this policy with regard to those facilities included in the fee program, provided that the City finds that the fee adequately funds all required roadway and intersection improvements. If payment of established fees is used to provide compliance with this policy, the City may also require the payment of additional fees if necessary to cover the fair share cost of facilities not included in the fee program. Therefore, with the installation of the proposed two-lane roundabout at the intersection of Golden State Boulevard / Airport Drive and Avenue 17 in combination with the payment of any applicable traffic impact and fair share fees to achieve compliance with City roadway standards, the Proposed Project would not conflict with a plan, ordinance or policy addressing the circulation system, and there would be a *less-than-significant impact*.

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

Less than significant impact. The Proposed Project is considered to be primarily a regional / transient serving development that would tend to attract trips from the nearby CA-99 corridor, but will also function as a local-serving retail development that would serve neighboring areas in the City of Madera or unincorporated Madera County. The Proposed Project is expected to generate approximately 3,982 daily trips, 380 a.m. peak hour trips and 336 p.m. peak hour trips. As shown in **Figure 16**, 80 percent of these trips would originate from traffic on CA-99. These diverted freeway trips would not result in an overall increase in VMT, as it is presumed that these trips would occur out of necessity regardless of the Proposed Project, and given the proximity of the Project Site to the freeway, the Proposed Project is not likely to increase the distance that CA 99 travelers would drive to obtain the services offered by the project, namely fueling, EV charging, and ancillary retail. The remaining trips not diverted from regional traffic on CA-99 are expected to be local-serving since the Proposed Project would tend to attract trips from neighboring areas in the City of Madera or unincorporated Madera County. The Governor's Office of Planning and Research (OPR) document titled Technical Advisory on Evaluating Transportation Impacts in CEQA dated December 2018 (OPR Guidelines) includes the following guidance: "By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a

less-than-significant transportation impact.” Therefore, the Proposed Project would have a *less-than-significant impact* associated with VMT.

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

Less than significant impact. Access to the Development Site would be provided by two proposed driveways: one driveway along Avenue 17 and one driveway along Golden State Boulevard. These access driveways will be reviewed and approved in conformance with the City’s street specifications and sight distance standards to ensure the Proposed Project would not result in include sharp curves or dangerous intersections. Therefore, the Proposed Project would result in a *less-than-significant impact*.

d) Would the project result in inadequate emergency access?

No impact. The Proposed Project will include two access driveways to the Development Site. Access drive standards, radius of curbs, and maneuverability throughout the Project Site will be ensured through conditions imposed upon the Proposed Project. Therefore, the Proposed Project would have *no impact* on emergency access.

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

<p>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.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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4.18.1 Environmental Setting

The analysis in this section is based in part on the City's General Plan and Cultural Resources Investigation Report prepared for the Proposed Project, included as **Appendix D** of this IS.

The Project Site is in an area ethnographically attributed to the Northern Valley Yokuts. Northern Valley Yokuts territory extended from midway between the Mokelumne River and the Calaveras River south to near where the San Joaquin River makes a big bend toward the north. The western limit has been identified as the eastern side of the Coast Range, while the eastern limits extended to the transition from the San Joaquin Plan to the foothills of the Sierra Nevada. Yokuts settlements were typically on low mounds near the banks of large watercourses like the San Joaquin River. These mounds helped keep the inhabitants, their homes and possessions above the spring floodwaters. The abundant riverine environment allowed a sedentary lifestyle and influenced succeeding generations to remain at the same locations. This geo-environment is reflected within the Project Area and as such, the Chauchila Tribe village site of Ch'ekayu documented along the Fresno River in the City.

A request for a record search of the NAHC Sacred Lands File and for a list of contacts who might have information regarding the Development Site was made on June 9, 2022. The results of the NAHC records search were negative (NAHC, 2022). The NAHC records search did not identify any sensitive Native American cultural resources either within or near the Project Site.

Assembly Bill (AB) 52 provides for consultation between lead agencies and Native American tribal organizations during the CEQA process. Since AB 52 was enacted in July 2015, no California Native American tribe traditionally and culturally affiliated with the City has requested to be notified when projects are proposed in Madera. As result the City is not required to notify any tribes of the Proposed Project, and no tribes have requested consultation pursuant to PRC Section 21080.3.1. However, based on the list of tribes provided by the NAHC, the City sent letters (provided in **Appendix H**) to the following nine tribes:

- Big Valley Rancheria of Pomo Indians
- California Valley Miwok Tribe
- Dumna Wo-Wah Tribal Government

- North Fork Rancheria of Mono Indians
- North Valley Yokuts Tribe
- Picayune Rancheria of Chukchansi Indians
- Southern Sierra Miwuk Nation
- Tule River Indian Tribe
- Wuksache Indian Tribe / Eshom Valley Band

Letters were delivered via email to the above listed tribes on October 7, 2022. No responses were received requesting formal consultation.

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:

- ***a-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)***

No Impact. The Project Site does not contain any known property or site features that are eligible for listing in the California Register of Historical Sources, or in a local register of historical resources as defined in PRC Section 5020.1(k). As described above, no known tribal cultural resources as defined in PRC Section 21074 have been identified on the Project Site through background research, and no cultural resources were found during pedestrian surveys of the Project Site. As such, the Proposed Project would have *no impact*.

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

4.19 UTILITIES AND SERVICE SYSTEMS

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

4.19.1 Environmental Setting

Water Supply

Water services would be provided to the Proposed Project by the City. The City's municipal water system consists of 19 groundwater wells, a one-million-gallon storage reservoir, distribution mains, and fire hydrants. Due to the City's generally flat topography, the City is maintained as a single pressure zone, with a single one-million-gallon elevated storage tank regulating system operation. During the summer months, which are typically the peak for domestic water use, the City operates most of the 19 existing wells in some capacity. During the winter months, which are typically the minimum system demand, the City operates 9 wells on average (City of Madera, 2014). The City water supply has historically been very consistent, due in large part to the reliability of the groundwater aquifer, and the 2020 Urban Water Management Plan projects that there will be sufficient ground water supply to meet future demands during normal, single-dry, and multiple dry water years (City of Madera, 2022). Additionally, in compliance with SB X7-7, the City's per capita water demands have reduced over the last 20 years from 245 acre feet (AF) per capita in 2000 to 119 AF per capita in 2020. Therefore, although the City's population has increased by 34% between 2000 and 2020, the overall water demand has decreased approximately 26% from 11,834 AF in 2000 to 8,754 AF in 2020 (City of Madera, 2022). The City has water conservation programs that can be implemented in the event of drought or other water supply issues. The City is also prepared to respond to a water supply interruption from an emergency. These measures are documented in the Water Shortage Contingency Plan (City of Madera, 2022).

The Project Site is located adjacent to an existing 12-inch water supply line along Golden State Boulevard and an existing water supply line along Avenue 17 that are operated and maintained by the City. Future planned expansions of the City's water supply infrastructure in the vicinity of the Project Site includes installation of a 12-inch waterline in Avenue 17 (Alternative 1 of the City's Water System Master Plan) or installation of a 24-inch water line in Avenue 17 and upgrading to a 20-inch line along Golden State Boulevard (Alternative 2 of the City's Water System Master Plan). These improvements would be needed to serve future development of the planning area outside of the city limits (City of Madera, 2014a).

Wastewater Conveyance and Treatment

Wastewater conveyance and treatment services would be provided to the Proposed Project by the City. The wastewater treatment plant (WWTP) has a design capacity of 10.1 million gallons per day (MGD) and it can accommodate a design peak dry weather flow of up to 15.1 MGD (City of Madera, 2014b). The WWTP is currently operating at an average flow of 5.2 MGD. The 2014 Sanitary Sewer System assumed a 2020 population of 86,633 with an average day flow of 10.4 MGD. The current served population is approximately 68,000, and therefore approximately 22 percent below the assumed 2020 average flow. Treated effluent is discharged to existing evaporation / percolation ponds. The Project Site is located within the Westberry Sewer Collection Basin of the City's Sanitary Sewer System Master Plan, adjacent to existing 10-inch sewer lines along Avenue 17 and Golden State Boulevard which flow to the Airport Trunk Line, Westberry Trunk Line, and Pecan Trunk Line on the way to the Madera WWTP. No improvements to the wastewater collection system in the vicinity of the Project Site are proposed in the Sanitary Sewer System Master Plan (City of Madera, 2014b).

Stormwater Drainage

The Development Site currently contains a small temporary stormwater drainage basin that percolates water on-site and formerly served the existing ARCO fueling station and convenience store east of the Project Site and the Hampton Suites and Inn south of the Project Site. An offsite stormwater basin was recently constructed in the northern section of APN 013-210-005, approximately 450 feet north of the Project Site, to replace and expand the temporary basin within the Development Site. The relocated basin will continue to serve the Arco fueling station and convenience store and the Hampton Suites and Inn. The relocated basin has the capacity to serve commercial uses now under development east of Golden State Boulevard, north of Avenue 17 as well as the Project Site until a permanent municipal storm drain is provided by the City in the future.

Solid Waste

Mid Valley Disposal provides solid waste removal services for the City. Mid Valley Disposal operates a curbside solid waste, a green waste collection program, and a mandatory blue-can recycling program for Madera.

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

Natural Gas, Electricity, and Communication Services

Natural gas and electrical power in the City are supplied by PG&E. PG&E provides electrical services to business and residents throughout the City via underground and above-ground service lines. PG&E owns and maintains all service and transmission lines and electrical substations throughout City. PG&E owns and maintains several natural gas transmission lines in the City that feed local distribution lines that connect to individual service lines. There are existing overhead electrical lines, and underground natural gas lines immediately adjacent to the Development Site along Avenue 17 and Golden State Boulevard.

Several providers provide telecommunication services to the City. AT&T is the largest provider of cellular and fixed telephone services.

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.

Water and Wastewater Services. Water and wastewater services would be provided to the Proposed Project by the City. As shown in **Figure 8**, the Development Site would connect to existing water and sewer lines located along Avenue 17 and/or Golden State Boulevard. All utility connections would be constructed within the boundaries of the Project Site shown on **Figure 3**. The Project Proposed is consistent with the underlying General Plan designation of Commercial, and zoning designation of Heavy Commercial, and thus the water and wastewater demands of the Proposed Project have been considered in several utility planning documents, including the Water System Master Plan, Sanitary Sewer Master Plan, and Urban Water Management Plan. The water demands of the Proposed Project would be related primarily to the restroom facilities, and landscape irrigation. As described in Section 2.1.6, the Proposed Project would comply with the California Green Building Standards, and will incorporate low-flow fixtures, drought-tolerant landscaping and irrigation systems that conserve water. Therefore, the increase in water demands and wastewater generation resulting from the Proposed Project are expected to be minimal. The existing infrastructure in the vicinity of the Project Site has been planned to accommodate commercial development consistent with the land uses proposed by the project; therefore, the Proposed Project is not likely to require the construction of new or expanded water or wastewater facilities beyond the boundaries of the Project Site. Construction of water supply and sewer connections would occur concurrently with development of the Proposed Project and would take place entirely within the Project Site. The construction of these facilities could result in temporary environmental impacts which have been assessed throughout Section 4 of this IS/MND. As described herein, all impacts of the Proposed Project would be less than significant or reduced to less than significant through the implementation of mitigation measures. Therefore, the Proposed Project would not result in the construction or relocation of water or wastewater utilities which could cause significant environmental effects. This is a *less than significant impact*.

Stormwater. Additionally, as shown in **Figure 8**, the Proposed Project would upgrade existing storm drains along Golden State Boulevard to discharge stormwater to the existing stormwater basin 450 feet north of the Project Site that has been sized to accommodate the Proposed Project. Construction of stormwater collection and drainage facilities would occur concurrently with development of the Proposed Project and would take place entirely within the Project Site. The construction of these facilities could result in temporary environmental impacts which have been assessed throughout Section 4 of this IS/MND. As described herein, all impacts of the Proposed Project would be less than significant or reduced to less than significant through the implementation of mitigation measures. Therefore, the Proposed Project would not result in the construction or relocation of stormwater utilities which could cause significant environmental effects. This is a *less than significant impact*.

Natural Gas, Electricity, and Communication Services. These services would be provided to the Development Site by PG&E and AT&T via new underground connections to existing infrastructure located immediately adjacent to the Development Site along Avenue 17 and Golden State Boulevard. Pursuant to City General Plan policies and standards, the Proposed Project will be required to underground all existing

overhead utility services on-site as well off-site paralleling the Development Site. PG&E and AT&T incrementally expand and update their service system as needed to serve their users and update their service systems in response to usage and demand. Construction of electric, natural gas, and telecommunications facilities would occur concurrently with development of the Proposed Project and would take place entirely within the Project Site. The construction of these facilities could result in temporary environmental impacts which have been assessed throughout Section 4 of this IS/MND. As described herein, all impacts of the Proposed Project would be less than significant or reduced to less than significant through the implementation of mitigation measures. Therefore, the Proposed Project would not result in the construction or relocation of utilities which could cause significant environmental effects. This is 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. The estimated potable water demand of the Proposed Project is approximately 1,250 gpd², plus additional demands for landscape irrigation. The City is the water supplier for the Project Site. The City's Water System Master Plan used a factor of 1,000 GPD per acre to estimate the water demands of new commercial development within the planning area; therefore, the City's projected demand for the 4-acre Project Site was 4,000 gpd, which is more than twice the estimated potable demand for the Proposed Project. The City's Urban Water Management Plan includes estimated water demand for the City through 2040 based on land use type as defined by the General Plan zoning. The Urban Water Management Plan describes drought conditions and the potential for groundwater overdraft in the planning horizon and describes that the City will continue to develop demand management measures and water supply management strategies to assure the City has adequate supply to meet projected water demands. The Proposed Project is consistent with the zoning of the Project Site and is within the City's Urban Growth Boundary, and development of the Project Site was considered in the Urban Water Management Plan. Additionally, consistent with the California Green Building Standards, the Proposed Project will incorporate low-flow fixtures, drought-tolerant landscaping and irrigation systems that conserve water. The Proposed Project will be subject to the City and State's ongoing water conservation efforts. Therefore, the Proposed 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 Proposed Project would be served by the City WWTP. The WWTP has a design capacity of 10.1 MGD and it can accommodate a design peak dry weather flow of up to 15.1 MGD. The WWTP is currently operating at an average flow of 5.2 MGD. Treated effluent is discharged to existing evaporation / percolation ponds. The Proposed Project is estimated to generate approximately 1,250 gallons per day³ (0.001 MGD) of wastewater. The proposed increase would be an incremental increase to the existing flow rate. The 2014 Sanitary Sewer System assumed a 2020 population of 86,633 with an average day flow of 10.4 MGD. The current served population with Project is approximately 68,000, and therefore approximately 22 percent below the assumed 2020 average flow. The WWTP has adequate capacity to serve the Proposed Project in addition to its existing commitments.

² Based on 255 gpd/ksf (Wood Rodgers, 2020).

³ Conservatively assumes that wastewater demand is equal to estimated water demand.

The Project Site is located within the Westberry Sewer Collection Basin of the City's Sanitary Sewer System Master Plan, adjacent to an existing 10-inch sewer line along Avenue 17 which flows to the Airport Trunk Line, Westberry Trunk Line, and Pecan Trunk Line on the way to the Madera WWTP. There is sufficient capacity in this main for this proposed development based on the Sanitary Sewer Master Plan as well as more recent evidence that flows in sewer systems are dropping in recent years due to installation of water meters. No improvements to the wastewater collection system in the vicinity of the Project Site are proposed in the Sanitary Sewer System Master Plan (City of Madera, 2014b).

As previously mentioned, the Proposed Project is consistent with the planned land use designation previously accounted for in the Madera General Plan. For these reasons, the Proposed Project would not exceed wastewater treatment requirements such that a new facility would be required, nor would the existing wastewater treatment facility need to be expanded. As such, the Proposed Project would have a *less than significant impact*.

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

Less than Significant Impact. The Proposed Project would generate solid waste during construction and operation. Construction of the Proposed Project would not include indirect generation of excessive solid waste through actions such as demolition of existing structures. The construction debris would be contained in designated bins and picked up by the City's contracted waste hauler for disposal at the Fairmead Solid Waste Disposal Site.

Assuming a commercial supermarket solid waste generation rate of 3.2 pounds per 100 square feet per day, the addition of the 4,889-square foot convenience store would result in approximately 156 pounds per day of operational solid waste (CalRecycle, 2019). The Fairmead Solid Waste Disposal Site has a maximum daily intake of 1,100 tons per day (CalRecycle, 2020). The operational solid waste added by the Proposed Project would constitute a nominal amount of the allowed daily intake amount. Additionally, over a year of operation, the Proposed Project would produce approximately 56,940 pounds of solid waste, which is well within the landfill's remaining capacity of 5,552,894 cubic yards.

The Proposed 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 recycling, the Proposed Project would be subject to compliance with Madera Municipal Code Section 5-3.30: Construction and Demolition Debris Recycling which is in accordance with AB 939 and CALGreen. In addition, the Madera General Plan outlines goals and policies for source reduction and recycling including Policy C1-62, C1-63, C1-64, and C1-65. 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 Proposed Project would have a *less than significant impact*.

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

Less than significant Impact. Proposed Project construction and operation would not generate substantial amounts of solid waste and thus, the Proposed Project would not conflict with any federal, State, and local management and reduction statutes and regulations related to solid waste. Further, the Proposed

Project would be subject to compliance with existing statutes and regulations by the City, State, or federal law. Therefore, the Proposed 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrollable spread of wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.20.1 Environmental Setting

The Project Site is located on a relatively flat property within the City's Urban Growth Area planned for urban uses. Further, the Project Site is not identified by the California Department of Forestry and Fire Protection (CalFire) or the City as a Very High Fire Hazard Severity Zone (VHFHSZ); rather, the site is within

an “area of local responsibility” as defined by CalFire and is considered an area of low fire risk (CalFire, 2022).

4.20.2 Impact Assessment

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

Less than Significant Impact. Implementation of the Proposed Project would alter the Project Site’s existing land use pattern and would add additional vehicle and truck traffic and commercial uses requiring evacuation in case of an emergency. However, implementation of the Proposed Project would not conflict with the City’s emergency response and / or evacuation plans since the designated Arterial and Collector roads adjacent to, and in the vicinity of, the Project Site would be improved to support the roadway connectivity, allowing for improved emergency vehicle access to the Project Site and surrounding properties. As such, the Proposed Project would have *less than significant 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 property with minimal slope and is not subject to strong prevailing winds or other factors that would exacerbate wildfire risks. Further, the Project Site is not identified by CalFire or the City as a VHFHSZ. Therefore, the Proposed 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?

Less than Significant Impact. The Development Site is located on property that is planned and zoned for commercial uses and is located adjacent to existing urban infrastructure including roadways and public utilities. The Proposed Project, as a condition of approval, would be required to underground existing overhead power and / or installation of new communication lines. However, the Project Site is within a low fire risk area that is not designated by CalFire or the City as a VHFHSZ and would therefore not exacerbate fire risk or result in temporary or ongoing impacts to the environment. Therefore, the Proposed Project would have a *less than significant 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 property with minimal slope and, as described in **Section 4.7**, is not subject to downslope, downstream flooding, or landslides. Therefore, the Proposed Project would have *no impact*.

4.21 CEQA MANDATORY FINDINGS OF SIGNIFICANCE

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

4.21.1 Impact Assessment

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

Less than significant with mitigation incorporated. Potential Project effects to the habitat of plant and wildlife species and communities are addressed in the Biological Resources Section of this document. The Project does have the potential to impact nesting birds that may nest on-site and burrowing owls. Mitigation measures (Mitigation Measures **BIO-1** and **BIO-2**) have been identified to address potential biological related resources and would reduce the potential impacts to a less than significant level.

- 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 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 a project are cumulatively considerable. The Proposed Project would have the potential to result in impacts to the environment, but these impacts, in addition to being fully mitigated, are primarily related to construction and are therefore short-term and temporary. Long-term operation impacts of the Proposed Project are minimal and existing ordinances and regulations exist to ensure that compliance with statutory and regulatory standards is maintained throughout the operational life of the Project. Where applicable, the IS identifies mitigation measures to potential environmental impacts resulting from implementation of the Proposed Project. Potential impacts resulting from Project are therefore considered less than significant with incorporation of mitigation measures.

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

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

4.21.2 Mitigation Measures

Compliance with Mitigation Measures **BIO-1** and **BIO-2** previously identified in this document would ensure that potential impact to burrowing owls and to nesting birds that may result from the project construction would be reduced to less than significant. Potential effects to unknown paleontological resources and water quality would be reduced to less than significant with the implementation of mitigation measures **GEO-1** and **HYD-1** previously identified in this document.

Section 5 | Mitigation Monitoring and Reporting Program

Mitigation Measure	Monitoring & Reporting Schedule	Implementing Party	Method to Verify Compliance	Date & Signature of Party Responsible for Verification of Compliance
<p>BIO-1: A preconstruction burrowing owl survey shall be completed by a qualified biologist no more than 14 days prior to groundbreaking to confirm the absence or presence of burrowing owls. The qualified biologist shall survey on and within 500 feet of the impact area, as accessible. The preconstruction survey shall follow the methodology for take avoidance surveys outlined in the California Department of Fish and Wildlife (CDFW) Staff Report on Burrowing Owl Mitigation (CDFW, 2012).</p> <p>Should active burrows be observed, or sign of active burrows be observed, such burrows shall be provided a disturbance-free buffer, consistent with CDFW's Staff Report on Burrowing Owl Mitigation. Should implementation of a buffer around an active burrow be impractical, consultation with CDFW shall occur to identify appropriate exclusion methods.</p> <p>Additionally, a qualified biologist shall provide worker environmental awareness training to construction personnel that will work on the Project Site. The training</p>	<p>Prior to issuance of any grading or construction building and prior to any earthwork or construction activity.</p>	<p>Applicant / Project Contractor</p>	<p>Applicant / project contractor shall submit preconstruction survey documentation of compliance to the City prior to issuance of grading or building permits.</p> <p>City Planning and Building Departments shall verify preconstruction survey documentation is complete prior to issuance of grading or building permit.</p> <p>City Planning Department to field verify prior to commencement of any project related grading or construction activities that applicable survey specifications are implemented.</p>	

shall cover burrowing owl identification, important life history stages, and how to respond to an on-site observation of a burrowing owl. Personnel shall be instructed to store equipment and materials such that the creation of artificial burrows is minimized. This shall include practices such as capping the ends of pipe six inches in diameter or greater when stored on-site prior to use. The training shall also require that personnel inspect potential burrowing owl refuge before removing or operating materials or equipment. If burrowing owl is observed within an impact area during construction, work shall be halted until it exits on its own accord. CDFW shall be consulted for proper relocation of individuals that do not exit the impact area.				
<p>BIO-2: A preconstruction nesting bird survey shall be conducted by a qualified biologist no more than five days prior to the start of ground disturbing activities should work commence during the nesting season (February 15 to September 15). Areas within 500 feet of construction shall be surveyed as possible for active nests. Should an active nest be identified, a “disturbance-free” buffer shall be established by the qualified biologist based on the needs of the species identified. The buffer shall be demarcated using high visibility flagging or similar and shall remain in place until the biologist determines that the nest is no longer active. Should construction cease for a period of five days or more during the nesting season, an additional pre-construction nesting bird survey shall be conducted.</p>	Prior to issuance of any grading or building permit and prior to any earthwork or construction activity.	Applicant / Project Contractor	<p>Applicant / project contractor shall submit preconstruction survey documentation of compliance to the City prior to issuance of grading or building permits.</p> <p>City Planning and Building Departments shall verify preconstruction survey documentation is complete prior to issuance of grading or building permit.</p> <p>City Planning Department to field verify prior to commencement of any project related grading or construction activities that</p>	

			applicable survey specifications are implemented.	
<p>GEO-1: To mitigate the potential for adverse effects to unknown paleontological resources, a monitoring program shall be developed by a professional paleontologist, which would provide intermittent inspection of excavations at the Project site by a professional paleontologist during site grading and excavation activities of in situ native sediment that is one to two meters below ground surface. Should the construction crew or paleontologist uncover any bones or teeth, all construction-related activities in the immediate vicinity would be stopped until the paleontologist has assessed the find and, if deemed significant, salvaged it for deposition in a repository such as University of California Museum of Paleontology where it would be properly curated and preserved for scientific study. Any period in which construction is halted shall be kept to the minimum amount of time feasible under the circumstances. To avoid any unnecessary loss of time during construction, the City shall require the paleontologist to assess the significance of the affected resources as soon as is feasible under the circumstances. Following the completion of the above tasks, the paleontologist shall prepare a report documenting the absence or discovery of fossil resources on-site. If fossils are found, the report shall summarize the results of the inspection program, identify those fossils encountered, recovery and curation efforts, and the methods used in these efforts, as well as describe the fossils collected and their significance. A copy of the report shall be provided to the Madera Community Development Department and to the Natural History Museum of Los Angeles County.</p>	<p>Prior to issuance of any grading or building permit and prior to any earthwork or construction activity.</p>	<p>Applicant / Project Contractor</p>	<p>Applicant / project contractor shall submit a paleontological resources monitoring program to City Planning and Building Departments prior to the issuance of grading or building permits.</p>	

<p>HYD-1: The following measures will be implemented to reduce impacts to water quality from operation:</p> <ul style="list-style-type: none"> ▪ All stormwater runoff from parking and vehicle circulation areas will be treated prior to entering the stormwater drainage system and detention basin via bioretention facilities or catch basins with rechargeable, media-filled cartridges that trap particulates and adsorb pollutants from stormwater runoff such as total suspended solids, hydrocarbons, nutrients, metals, and other common pollutants. ▪ The gas station shall be equipped with catchment basins of sufficient size to contain small spills. At a minimum, the basin shall be large enough to contain what may spill when the delivery hose is uncoupled from the fill pipe. Any spilled fuel shall be removed and disposed of immediately. ▪ The fueling station pad shall be graded to prevent runoff from flowing across the pad, or to a drain with an oil and water separator prior to connection to the sanitary system or a closed sump. This would isolate any fuel or oil contamination in the fueling station area from the stormwater system. 	<p>Prior to issuance of any grading or construction building and prior to any earthwork or construction activity, and during operation.</p>	<p>Applicant / Project Contractor</p>	<p>Applicant / project contractor shall submit design plan to the City prior to issuance of grading or building permits.</p> <p>City Planning Department to field verify prior to gas station operation.</p> <p>City to verify operational compliance.</p>	
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Phase 1 Environmental Site Assessment

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- Steve Curra, Environmental Department Manager
- Lee Curra, Staff Geologist

Appendix A

Phase I Environmental Site Assessment



**PHASE I ENVIRONMENTAL SITE ASSESSMENT
PROPOSED 4.04-ACRE 7-ELEVEN SITE
NWC AVENUE 17 & GOLDEN STATE BOULEVARD
MADERA, CALIFORNIA**

Prepared for and Submitted To:

**Stock Five Holdings, LLC
2972 Larkin Avenue
Clovis, California 92612**

March 17, 2022

TES#: 210816



GEOTECHNICAL & ENVIRONMENTAL ENGINEERING — CONSTRUCTION TESTING & INSPECTION

March 17, 2022

TES#: 210816

**Mr. Guy Stockbridge
Stock Five Holdings, LLC
2972 Larkin Avenue
Clovis, California 92612**

**RE: Phase I Environmental Site Assessment
Proposed 4.04-Acre 7-Elevin Site
NWC Avenue 17 & Golden State Boulevard
Madera, California**

Mr. Stockbridge:

In accordance with your request and authorization, Technicon Engineering Services, Inc. (Technicon), has performed a Phase I Environmental Site Assessment of the above-referenced site in conformance with the scope and limitations of ASTM Practice E-1527-13. Any exceptions to, or deletions from, this practice are described in Section 2.4 of this report. The results of the investigation are detailed in the attached report.

We appreciate the opportunity to assist you with your project. If you should have questions or require additional information, please contact us at (559) 276-9311.

Respectfully,
TECHNICON Engineering Services, Inc.

Lee Curra
Staff Geologist

Steve Curra, PG
Environmental Engineering Division Manager



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FIGURES

Figure 1 – Vicinity Map
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APPENDICES

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Appendix C – User Provided Information

**PHASE I ENVIRONMENTAL SITE ASSESSMENT
PROPOSED 4.04-ACRE 7-ELEVEN SITE
NWC AVENUE 17 & GOLDEN STATE BOULEVARD
MADERA, CALIFORNIA**

1.0 SUMMARY

We have performed a Phase I Environmental Site Assessment of the Site in conformance with the scope and limitations of ASTM Practice E-1527-13. Any exceptions to, or deletions from, this practice are described in Section 2.4 of this report.

The subject site is comprised of the southern portion of one parcel and encompasses approximately 4.04 acres at the northwest corner of Golden State Boulevard and Avenue 17 in Madera, California. The site consists of vacant agricultural land. A small, fenced stormwater basin occupies a portion of the Site.

From sometime prior to 1946 until sometime between 1995 and 1998 the subject site was used for agriculture. A farmhouse and associated outbuildings occupied the south portion until the early 1980s. The Site has been vacant since the late 1980s. The small stormwater basin was constructed in the northeast portion of the Site between 2012 and 2014. The Site has remained relatively unchanged since.

This assessment has revealed no evidence of recognized environmental conditions (RECs), controlled RECs, historical RECs, or records of environmental liens in connection with the property.

2.0 INTRODUCTION

In accordance with the request and authorization of Mr. Guy Stockbridge of Stock Five Holdings, LLC, TECHNICON Engineering Services, Inc. (Technicon) has conducted a Phase I Environmental Site Assessment (ESA) of the above-referenced Site. The following sections present a description of the Site and vicinity, available information obtained during this investigation, and our evaluations.

2.1 Objective

The purpose and objective of this investigation was to evaluate existing or potential environmental impacts at or near the Site and to permit the user to satisfy one of the requirements to qualify for the “innocent landowner defense” to the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) liability: that is the practices that constitute “all appropriate inquiry into the previous uses and ownership of the property consistent with good commercial or customary

practices” as defined in 42 USC Section 9601 (35)(B). This practice may also qualify the user for protections under the bona fide prospective purchaser defense and the contiguous property owner defense to the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) liability.

The goal of the processes established by this practice is to identify recognized environmental conditions (RECs), meaning “presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.” The goal is to also identify any historical recognized environmental conditions (HRECs), meaning past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls, or controlled recognized environmental conditions (CRECs), which are defined as recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority.

2.2 Scope of Services

The Phase I Investigation consisted of but was not limited to a visual inspection of the Site and surrounding properties, a review of available regulatory agency records and permits, aerial photographs, and interviews with persons knowledgeable of the Site. The investigation was conducted in general accordance with the guidelines presented in American Society of Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process E1527-13.

The Phase I ESA included a site reconnaissance, interviews with parties knowledgeable regarding the history of the site, review of regulatory agency records, review of historical records including aerial photographs to establish a site history to the earliest development of the site, and preparation of a report detailing the findings of the ESA including any recognized environmental conditions potentially affecting the site.

2.3 Significant Assumptions

Technicon assumes that all information provided by regulatory agencies and the database provider is accurate and reliable to the extent implied.

2.4 Limitations and Exceptions

The objective of this investigation was to evaluate existing or potential environmental impacts due to the present or past usage or storage of hazardous materials or substances at or near the Site. The performance of this investigation does not certify or guarantee that the subject property is free of environmental impacts or hazardous materials, but rather presents our opinion as to the potential for such impacts to exist. The conclusions presented herein regarding the environmental integrity of the property are based on the observations and information gathered during the investigation. Many of the regulatory agency records and databases researched are several months to several years in age and may not accurately reflect current conditions or information, but these records are the most up-to-date information available from the regulatory agencies.

The focus of the ESA was to assess the potential for hazardous materials impact to the Site resulting from previous and current uses of the Site and nearby properties. As a result, this assessment does not address the presence of the following conditions unless they were specifically requested as part of the scope of work.

1. Naturally-occurring toxic or hazardous materials in the subsurface soils and water.
2. Potential effects of products commonly present on inhabited properties, such as household products, building materials, and consumer goods.
3. Constituents or contaminant concentrations that are not currently regulated but may be regulated under future statutes.

It must also be recognized that a Phase I Environmental Site Assessment is intended for the purpose of determining site conditions through limited research and investigation and can in no way be considered a conclusive site characterization. Furthermore, this document shall not be interpreted to relieve any party of its responsibility to abide by applicable laws, codes, and regulations.

2.5 User Reliance

The Phase I ESA was prepared for, is the property of, and is intended for the sole use of Stock Five Holdings, LLC, its successors, and agents.

3.0 SITE DESCRIPTION & PHYSICAL SETTING

The Site location and vicinity are presented in Figure 1 (Vicinity Map). According to the U.S. Geological Survey (USGS) 7.5 Minute Madera, California, topographic quadrangle map, the Site occupies a portion of southwest quarter of the southwest quarter of Section 3, of

Township 11 South, Range 17 East, Mount Diablo Baseline and Meridian. The site elevation is approximately 255 feet above mean sea level.

The subject site is comprised of the southern portion of one parcel and encompasses approximately 5 acres at the northwest corner of Golden State Boulevard and Avenue 17 in Madera, California. The site consists of vacant agricultural land. A small stormwater basin occupies a portion of the Site.

3.1 Assessors Records / User Provided Information

The Madera County Assessor's Parcel Numbers (APNs), owner, address, and acreage are included in the following table.

APN	Address	Owner	Acres
013-210-05	*	Adamas LLC	Approx. 4.04 of 10.40

*=address not available

An ASTM User Questionnaire for Phase I Environmental Site Assessment, completed by Mr. Guy Stockbridge of Stock Five Holdings, LLC, was received on December 07, 2021. According to information provided on the User Questionnaire, Mr. Stockbridge indicated that there are no known environmental cleanup liens or activity or land use limitations recorded or in place for the Site. The User stated that he has no specialized knowledge and experience related to the property that would assist in the preparation of the ESA. A copy of the User Questionnaire is presented in Appendix C of this report.

5.1 Groundwater Conditions

The area of the Site is generally underlain by groundwater occurring in unconfined, perched, and semi-confined conditions. Within the Central Valley, regional movement of ground water is toward a topographic trough located on the western side of the valley, and from there, toward the north to the Sacramento River-Delta region.

The local groundwater table elevation fluctuates in the area of the Site. This is caused by ground water pumping for municipal and agricultural use and by groundwater recharge from rivers, canals, and ponding basins. According to the California Department of Water Resources (DWR) GIS data dated Spring 2021, groundwater in the vicinity of the subject site flows generally to the northeast and would be encountered at a depth of approximately 255 feet below ground surface.

4.0 ENVIRONMENTAL RECORDS REVIEW

The purpose of the records review is to obtain and review records that will help identify recognized environmental conditions in connection with the property. ASTM standard and additional environmental records were obtained from Envirosearch Corporation of Shelton, Connecticut. Standard environmental records are those from federal and approximately equivalent state agencies. Additional records are those that can enhance and supplement the standard environmental record sources and generally can be obtained from local governmental and non-governmental agencies. The Envirosearch Government Records Report is attached in Appendix B.

For those listed sites where the Envirosearch-provided records are not sufficient to identify a listed site's potential impact to the Property, Technicon obtained and reviewed reasonably ascertainable records of the listed site from the appropriate "Additional Environmental Record Source" presented in Section 4.2.

4.1 Standard Environmental Record Sources

This section identifies record information that was reviewed from standard federal and state agency sources. Listed sites are grouped according to their ASTM-recommended approximately minimum search distance.

4.1.1 1-Mile Approximate Minimum Search Distance

Federal NPL

The National Priority List (NPL) sites are United States Environmental Protection Agency (EPA) sites on the CERCLIS list of uncontrolled or abandoned hazardous waste sites for priority cleanup under the Superfund Program. Also listed are Proposed NPL and NPL Liens-listed sites.

- *There are **no** sites identified on or within a one-mile radius of the Site.*

Response (State/Tribal Equivalent NPL)

Response-listed sites identify confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

- *There are **no** sites identified on or within a one-mile radius of the Site.*

RCRA CORRACTS

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

- *There are **no** sites identified on or within a one-mile radius of the Site.*

4.1.2 ½-Mile Approximate Minimum Search Distance

Delisted NPL

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425, sites may be deleted from the NPL where no further response is appropriate.

- *There are **no** sites identified on or within a one-half mile radius of the Site.*

CERCLIS

Comprehensive Environmental Response, Compensation, and Liability Information System CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies, and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL. The EPA is transitioning to the Superfund Enterprise Management System, or SEMS. SEMS includes the same data fields and content as CERCLIS.

- *There are **no** sites identified on or within a one-half mile radius of the Site.*

ENVIROSTOR (State/Tribal Equivalent CERCLIS)

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites. Includes Clandestine Drug Lab (CDL) sites.

- *There is **one** site identified on or within a one-half mile radius of the Site.*

Madera Municipal Airport is located approximately 0.5 miles south southwest of the Site, and is not expected to adversely impact the subject site.

CERCLIS NFRAP

CERCLIS No Further Remedial Action Planned. Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

- *There is **one** site identified on or within a one-half mile radius of the Site.*

***Madera Municipal Airport** was discussed previously above, and is not expected to adversely impact the subject site.*

RCRA non-CORRACTS TSD

RC-A - Treatment, Storage and Disposal. RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

- *There are **no** sites identified on or within a one-half mile radius of the Site.*

State and Tribal Landfill and/or Solid Waste Disposal Sites

The Solid Waste Information System (SWIS) database contains information on solid waste facilities, operations, and disposal sites throughout the State of California. The types of facilities found in this database include landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal sites. Also included are sites listed on the State's Waste Management Unit Database System (WMUDS) and Land Disposal Sites Listing (LDS) and U.S. EPA Open Dump Inventory (ODI) and Indian ODI listings.

- *There are **no** sites identified on or within a one-half mile radius of the Site.*

Leaking Underground Storage Tank Sites

The State of California and its Regional Water Quality Control Boards (Water Board) maintains a database of leaking underground storage tanks (LUST) on its Geotracker database. Also included are sites listed on USEPA's leaking underground storage tanks on Indian Land.

- There is **one** site identified on or within a one-half mile radius of the Site.

Madera Municipal Airport is located 0.48 miles south southwest and is listed as “case closed” with no further action. It is not anticipated that the Site would be adversely impacted by these LUST facilities.

Spills, Leaks, Investigations & Cleanup (SLIC) Program

In the Spills, Leaks, Investigations & Cleanup (SLIC) Program, the State of California and its Regional Water Quality Control Boards oversee soil and groundwater investigations, corrective actions, and human health risk assessments at sites with current or historic unauthorized discharges, which have adversely affected or threaten to adversely affect waters of the state. Includes Toxic Pits Cleanup Act Sites and Military Cleanup Sites.

- There is **one** site identified on or within a one-half mile radius of the Site.

Madera Municipal Airport was discussed previously above. It has a status of Open – Site assessment, but is not expected to adversely impact the subject site.

Voluntary Cleanup Sites

The California Environmental Protection Agency’s Department of Toxic Substances Control (DTSC) Voluntary Cleanup Program (VCP) is a database of Brownfield and lower priority sites with either confirmed or unconfirmed releases that allows DTSC to provide investigation and/or cleanup oversight. Also included are sites listed on the State’s School Property Evaluation Program.

- There are **no** sites identified on or within a one-half mile radius of the Site.

Brownfield Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. The Assessment, Cleanup and Redevelopment Exchange System (ACRES) is an online database for Brownfields Grantees to electronically submit data directly to EPA.

- There are **no** sites identified on or within a one-half mile radius of the Site.

4.1.3 Property and Adjoining

RCRA Generators List

RCRAInfo is EPA’s comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by RCRA for Large

Quantity Generators (LQG), Small Quantity Generators (SQG), and Conditionally Exempt Small Quantity Generators (CESQG). Also includes HAZNET listing of hazardous waste manifests received each year by DTSC.

- *There is **one** RCRA-listed facilities identified adjacent to the Site.*

***San Partnership**, presumably the Arco Station located east of the Site across Golden State Boulevard. It is unknown if the Site would be adversely impacted by this facility, however, should a release of hazardous materials from this facility impact the Site, the responsibility for investigation and remediation would be assigned to the designated responsible party.*

Registered Underground Storage Tank (UST) Sites

The California State Water Resources Control Board maintains a database of active underground storage tank (UST) facilities. Also included are sites listed on California's Facility Inventory Database (CA FID), Hazardous Substance Storage Container Database (HIST UST), Statewide Environmental Evaluation and Planning System (SWEEPS), USEPA's Underground Storage Tanks on Indian Land (Indian USTs), and FEMA USTs.

- *There is **one** UST-listed facility identified on or adjacent to the Site.*

***ARCO AM/PM #83145** is located adjacent to the east, and there are no leaks or spills reported for this location. Should a release of hazardous materials from this facility impact the Site, the responsibility for investigation and remediation would be assigned to the designated responsible party.*

Registered Above-ground Storage Tank (AST) Sites

The California State Water Resources Control Board maintains a database of active above-ground storage tank (AST) facilities.

- *There are **no** AST-listed facilities identified on or adjacent to the Site.*

4.1.4 Property Only

Institutional/Engineering Control Registries

US EPA maintains a list of sites with engineering controls which include various forms of caps, building foundations, liners, and treatment methods to eliminate pathways for regulated substances to enter environmental media or effect human health. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Includes Land Use Control Information System (LUCIS) sites pertaining to former Navy properties.

- *The Site is **not** reported to be subject to engineering or institutional controls.*

ERNS List

The EPA's Emergency Response Notification System (ERNS) records and stores information on reported releases of oil and hazardous substances. Includes U.S. Department of Transportation Hazardous Materials Information Reporting System (HMIRS) sites. Also includes California Hazardous Materials Information Reporting System (CHMIRS) sites.

- The Site is **not** listed in the ERNS Database.

4.2 Additional Environmental Records Sources

Additional Environmental Records Sources are generally described as local or regional and are intended to enhance and supplement the standard environmental record sources presented in Section 4.1, above. Records for the subject site and adjoining properties were reviewed at the environmental record sources presented below.

4.2.1 Madera County Environmental Health Services (EHS)

Information on file with the Madera County Environmental Health Services (EHS) was reviewed to determine if any records of underground storage tanks, hazardous materials handling, or releases are on file with their office for the Site and surrounding properties. According to EHS Official and a review of the most recent Madera County Certified Unified Program Agency (CUPA) List, there are no records available for the subject site.

5.0 SITE HISTORY

Historic aerial photographs, Building Department records, and Local Street Directories, were reviewed to establish a site history. A summary of the historical information review is presented in the following sections.

5.1 Aerial Photograph Review

The following is a summary of our review of available aerial photographs dated **1946, 1950, 1958, 1960, 1962, 1966, 1968, 1971, 1978, 1981, 1982, 1984, 1985, 1987, 1993, 1995, 1998, 2005, 2009, 2010, 2012, 2014, 2016, 2018 and 2020**. Selected historic aerial photographs can be found following this report.

1946, 1950, 1958, 1960, 1962, 1966, 1968, 1971, 1978, 1981, & 1982

Site: The Site consists of what appears to be agricultural land, and what appears be a farmhouse and associated outbuildings is visible in the south portion of the site, along what is now Avenue 17.

Adjacent Property: The Site is surrounded by what appears to be agricultural land and vacant land, with what appear to be farmhouses visible to the east, west, north, and northwest. Highway 99 is visible to the east. Sometime between 1946 and 1950 additional buildings were constructed to the north and east. Sometime between 1950 and 1958 they continued developing to include what appear to be homes to the northeast and a warehouse to the north. Sometime between 1958 and 1962, what is now the Madera Municipal Airport was constructed to the south of the Site. Sometime between 1971 and 1978 the structures to the east of the Site were removed for the on/off ramps for Highway 99. Sometime between 1978 and 1981 what appears to be a warehouse was constructed to the southeast of the Site, on the opposite side of what is now Avenue 17.

1984, 1985, 1987, 1993, 1995, 1998, 2005, 2009, 2010, 2012, 2014, 2016, 2018, & 2020

Site: Sometime between 1982 and 1984, the farmhouse and associated outbuildings on the south portion of the Site appear to have been removed.

Adjacent Property: The surrounding area remains relatively unchanged with the exception of a few additional buildings being constructed from 1984 to 1995 to the northeast of what is now the Madera Municipal Airport. Across Highway 99 what appears to be a residential development began development sometime between 1978 and 1984. Sometime between 2012 and 2014, what is currently an ARCO station was constructed to the east of the southeast corner of the Site, across Golden State Boulevard.

5.2 Sanborn Fire Insurance Maps

Sanborn Fire Insurance Maps are historic large-scale plans of cities and towns originally produced to assist fire insurance companies as they assessed the risks associated in insuring a particular property. These maps typically depict structures, their use, and possible fire hazards. Envirosearch's review of available historic Sanborn Fire Insurance Map indices revealed that the subject site was not located in the mapped areas (Appendix B).

5.3 City of Madera Building Department

Building records pertaining to the Site were requested at the City of Madera Building Department on November 17, 2021. As of the date of this report, the City of Madera Building Department has stated no records are available for the Site.

5.4 Local Street Directories

The Site does not appear on available City directories. There are no available addresses for the site assessor parcel numbers, and therefore no information from the local street directories.

5.5 Geologic Energy Management

The Geologic Energy Management Division's (CalGEM, former Division of Oil, Gas, and Geothermal Resources) depicts oil and gas wells, as well as plugged and abandoned dry holes in the central and southern portions of California. The maps were reviewed to determine if the Site or adjacent properties were occupied by oil and gas wells. Review of the CalGEM Online Mapping System revealed that there are no wells at the Site, and the remaining adjacent properties are not reported to have been occupied by oil and gas wells or plugged and abandoned dry holes.

6.0 SITE RECONNAISSANCE

6.1 Methodology and Limiting Conditions

A site reconnaissance of the Site was conducted by Mr. Lee Curra (Technicon) on December 16, 2021. The objective of the site reconnaissance was to obtain information indicating the likelihood of identifying recognized environmental conditions in connection with the Site. Methods used to observe the Site included walking the Site and visually and/or physically observing site features. Photographs were taken of site features and are presented in Appendix A. A Site Map (Figure 2) showing relevant features of the Site can be found following the text of this report.

6.2 General Site Setting

The subject site is comprised of three parcels and encompasses approximately 15.4 acres at the northwest corner of Golden State Boulevard and Avenue 17 in Madera, California. The site consists of vacant agricultural land. A rural residence is situated on one of the parcels and a small stormwater basin occupies a portion of another.

6.3 Site Reconnaissance Observations

A site reconnaissance was conducted in an effort to determine if the current uses of the Site were likely to involve the use, treatment, storage, disposal or generation of hazardous substances or petroleum products. Additionally, indications of past uses of the Site that were observed or identified in interviews or a records review are also identified.

6.3.1 Storage Tanks

6.3.1.1 Underground Storage Tanks (USTs)

An underground storage tank (UST) is any tank, including underground piping connected to the tank, that is or has been used to store hazardous substances or petroleum products and the volume of which is 10% or more beneath the ground surface.

- ***No indications of existing or former USTs were observed at the Site.***

6.3.1.2 Above-ground Storage Tanks (ASTs)

An above-ground storage tank (AST) for the purposes of this report, is any tank that has a capacity to store more than 55 gallons of a hazardous substance or petroleum product and is substantially or totally above the ground surface. Does not include pressure tanks associated with a domestic well.

- ***No indications of existing or former ASTs were observed at the Site.***

6.3.2 Drums

A drum is a container (typically, but not necessarily, holding 55 gallons of liquid) that may be used to store hazardous substances, petroleum products, or unidentified substances. For the purposes of this report hazardous substances or petroleum product containers greater than 5 gallons and 275-gallon totes are considered drums.

- ***No drums were observed at the Site.***

6.3.3 Hazardous Substances and Petroleum Products Containers

Hazardous substances or petroleum products containers for liquids are generally less than 5 gallons and may be made of metal, glass, or plastic. Containers may also contain solids and gasses and may be made of paper, plastic, cardboard, or metal.

- ***No hazardous substances or petroleum products in containers were observed at the Site.***

6.3.4 Hazardous Substances and Petroleum Products in Equipment

Hazardous substances or petroleum products can be contained in equipment such as elevator and hoist pistons, machinery, forklifts, and other equipment.

- ***No hazardous substances or petroleum products in equipment were observed at the Site.***

6.3.5 Stained or Corroded Soil, Pavements or Floors

Observations of stained soil or pavement or staining or corrosion on floors, walls or ceilings are to be identified; this does not include staining from water.

- ***No stained or corroded pavements or floors were observed at the Site.***

6.3.6 Stressed Vegetation

Areas of stressed vegetation, other than from insufficient watering, are to be identified.

- *No stressed vegetation was observed at the Site.*

6.3.7 Odors

Strong, pungent, or noxious odors evident of hazardous substances or petroleum products are to be identified.

- *No strong odors were noted at the Site.*

6.3.8 Drains and Sumps

Drains and sumps can include floor drains, floor sinks, sumps, and oil-water separators. These drains or sumps may drain to on-site septic systems, dry wells, or seepage pits. Drains or sumps may also discharge to an off-site municipal sanitary sewer system.

- *No drains or sumps were observed at the Site.*

6.3.9 Pits, Ponds or Lagoons

Pits, ponds, and lagoons are man-made or natural depressions in the ground surface that that may hold liquids or sludge containing hazardous substances or petroleum products.

- *A storm water ponding basin which provides drainage for runoff from Golden State Boulevard to the east is present in the northeast portion of the Site.*

6.3.10 Pools of Liquid

Pools of liquids include standing surface water, liquid spills, and liquids contained in sumps.

- *No pools of liquids were observed at the Site.*

6.3.11 Solid Waste

For the purposes of this report, solid waste includes areas that are apparently filled or graded by non-natural causes (or filled by fill of unknown origin) suggesting construction debris, demolition debris, or other solid waste disposal, or mounds or depressions suggesting trash or other solid waste disposal.

- *No solid waste was observed on the Site.*

6.3.12 Waste Water

For the purposes of this report, waste water includes water or other liquids (including storm water) or any discharge into a drain or ditch, underground injection system, stream, or pond on or adjacent to the Site.

- *Some storm water was observed in the storm water ponding basin the northeast portion of the Site.*

6.3.13 Septic Systems

A septic system is generally an on-site sewage treatment and disposal system which can include a septic tank and disposal field consisting of leach lines, seepage pits or cesspools.

- **No septic systems were observed at the Site.**

6.3.14 PCBs

Polychlorinated biphenyl's (PCBs) were once widely used in dielectric and coolant oils in transformers and capacitors. PCB production was banned in the US in 1979 but some older transformers and electrical equipment may still contain PCBs. Many fluorescent light ballasts manufactured before 1979 also contained small quantities of PCBs. An inventory and inspection of fluorescent light ballasts was not conducted as part of this investigation.

- **No pole- or pad-mounted transformers were observed at the Site.**

6.3.15 Asbestos-Containing Building Materials

Asbestos is a fibrous material and has been used in many different applications for its fireproofing abilities and resistance to many chemicals. Common uses of asbestos included thermal and acoustical insulation, fireproofing, textiles, concrete, plastic products such as vinyl floor tiles, roofing felts, and paper and electrical insulation.

- **No asbestos-containing building materials were observed at the Site.**

6.3.16 Heating/Cooling

Fuel sources for heating and cooling systems can include heating oil, natural gas, propane and electric.

- **No heating/cooling systems were observed at the Site.**

6.3.17 Wells

Observations of all wells, including water supply (drinking and irrigation), abandoned wells, dry wells, oil wells, injection wells, etc. are to be noted.

- **No wells were observed at the Site.**

6.4 Adjoining Properties

Adjoining properties are those which are contiguous or partially contiguous with the Site borders. Properties which are separated from the Site by streets, roads or other public thoroughfares are considered adjoining. To the extent that the adjoining properties are visually or physically observable from the Site or publicly accessible areas, observations of the adjoining properties for

the purposes of identifying possible recognized environmental conditions that could impact the Site are presented below.

North: Vacant.

East: Arco gasoline station and mini mart beyond Golden State Boulevard.

West: Vacant.

South: Hampton Inn & Suites Madera beyond Avenue 17.

7.0 INTERVIEWS

7.1 Property Owners & Occupants

An interview was conducted with Mr. Steve Weil, the owner of the Site parcel regarding the history of the subject site. Mr. Weil stated that he has owned the Site for several years and is unaware of any USTs, ASTs, pesticide mixing facilities, agricultural-chemical storages, hazardous material spills, or buried trash on the Site.

7.2 Local Government Officials

Interviews with local government officials were discussed previously in Sections 4.1 and 4.2.

8.0 FINDINGS, CONCLUSIONS, & OPINIONS

We have performed a Phase I Environmental Site Assessment of the subject site in conformance with the scope and limitations of ASTM Practice E-1527-05. Any exceptions to, or deletions from, this practice are described in Section 2.4 of this report.

This assessment has revealed no evidence of recognized environmental conditions (RECs), controlled RECs, historical RECs, or records of environmental liens in connection with the property. The following are data gaps encountered during this assessment:

9.0 LIST OF SOURCES

ASTM Designation: E 1527-13, Standard Practices for Environmental Site Assessments: Phase I Environmental Site Assessment Process: American Society for Testing and Materials, November 2013.

California Department of Water Resources www.water.ca.gov/waterdatalibrary

Geologic Energy Management Division's; CalGEM Online Mapping System, <https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx>, records review, November 20, 2021.

Envirosite Historical Aerial Photo Report November 20, 2021: Envirosite Corporation, Shelton, Connecticut.

Envirosite Government Records Report November 16, 2021: Envirosite Corporation, Shelton, Connecticut.

United States Geological Survey, 7.5-minute series topographic quadrangles, Madera, California

10.0 QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental professional as defined in §312.10 of 40 CFR312. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history and setting of the subject property. We have developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Lee Curra

Staff Geologist

Mr. Curra possesses a Bachelor of Science in Geology from the California State University Humboldt. He possesses the 40-Hour OSHA HAZWOPER Training in accordance with Title 29 Code of Federal Regulations 1910.120.

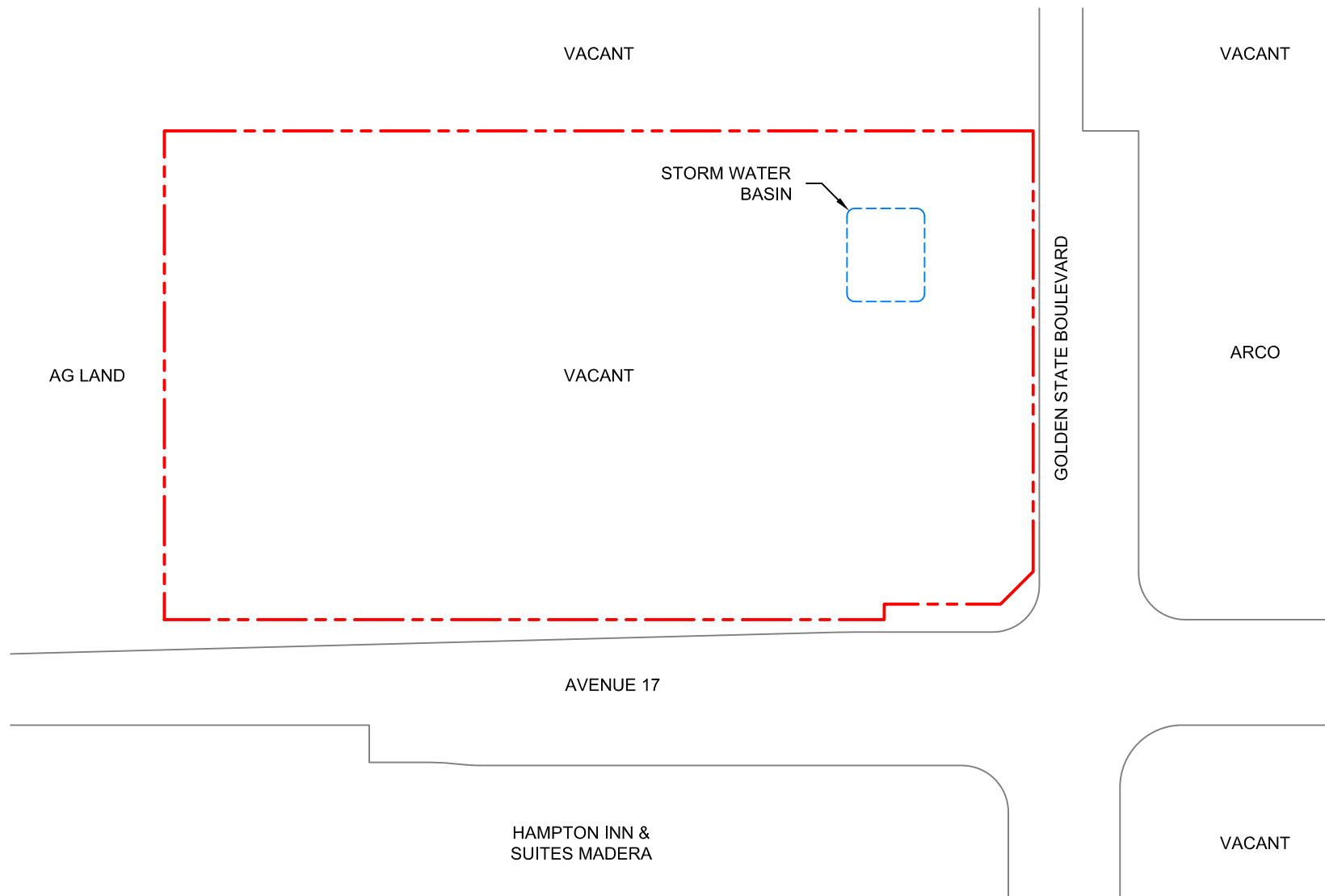
Steve Curra, PG

Environmental Department Manager

Mr. Steven Curra has over 30 years of experience in environmental engineering, with extensive experience in Phase I and II investigations. Mr. Curra is a Professional Geologist and has served as project manager for a variety of characterizations and remedial activities, including underground storage tank site investigations, landfill post-closure development, waste disposal and treatment facilities and hazardous waste management.

Mr. Curra has a thorough knowledge of the environmental engineering industry, and he has developed the ability to effectively coordinate the activities of civil engineers, geologists, subcontractors, and technicians to ensure the investigation is thorough and cost-effective. He has an excellent working knowledge of the codes governing the environmental issues facing our clients today and strong agency relationships with a variety of local, state, and federal agencies. Mr. Curra possesses a B.S. in Geology from California State University, Fresno. He also possesses the 40-Hour OSHA HAZWOPER Training in accordance with Title 29 Code of Federal Regulations 1910.120.

FIGURES



PROJECT:
210816

DATE:
3/9/22

CAD BY:
MH

APPROVED BY:
SC

SITE MAP
PROPOSED 4.04 ACRE 7-ELEVEN SITE
GOLDEN STATE BLVD AND AVENUE 17
MADERA, CALIFORNIA

FIGURE

2

APPENDIX A

SITE PHOTOGRAPHS



Photo 1

☞ **Northeast-facing view from the southwest corner of the Site. Offsite Arco station visible to the right in the background.**



Photo 2

☞ **North facing view from the south side of the Site. ARCO sign visible to the right in the background**



Photo 3

☞ **Photo of fenced stormwater basin in the northeast portion of the Site.**

APPENDIX B

DATABASE SEARCH INFORMATION



Historical Aerial Photo Report | 2021

Order Number: 63639

Report Generated: 11/20/2021

Project Name: 15.4-Acre Site

Project Number: 210816

15.4-Acre Site
Avenue 17
Madera, CA, 93637

2 Corporate Dr
Suite 450
Shelton, CT 06484
Toll Free: 866-211-2028
www.envirositecorp.com

Envirosite's Historical Aerial Photo Report is designed to assist in evaluating a subject property resulting from past activities. EnviroSite's Historical Aerial Photo Report includes a search of available historical aerial photographs, dating back to the 1930s, or earliest available photographs.

ENVIROSITE SEARCHED SOURCES

SUBJECT PROPERTY:

15.4-Acre Site
Avenue 17
Madera, CA, 93637

<u>YEAR:</u>	<u>SCALE:</u>	<u>SOURCE:</u>
1946	1" = 500'	U.S.G.S
1950	1" = 500'	U.S.D.A
1958	1" = 500'	U.S.G.S
1960	1" = 1,000'	U.S.G.S
1962	1" = 500'	U.S.G.S
1966	1" = 1,000'	U.S.G.S
1968	1" = 1,000'	U.S.G.S
1971	1" = 1,000'	U.S.G.S
1978	1" = 1,000'	U.S.G.S
1981	1" = 1,000'	NHAP
1982	1" = 1,000'	U.S.G.S
1984	1" = 1,000'	NHAP
1985	1" = 1,500'	U.S.G.S
1987	1" = 1,000'	U.S.D.A
1993	1" = 1,000'	NAPP
1995	1" = 1,000'	U.S.G.S
1998	1" = 500'	DOQ
2005	1" = 500'	NAIP
2009	1" = 500'	NAIP
2010	1" = 500'	NAIP
2012	1" = 500'	NAIP
2014	1" = 500'	NAIP
2016	1" = 500'	NAIP
2018	1" = 500'	NAIP
2020	1" = 500'	NAIP

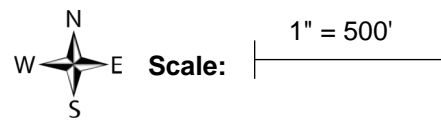
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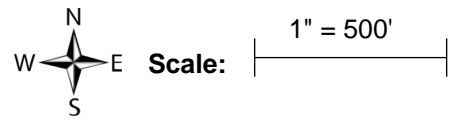
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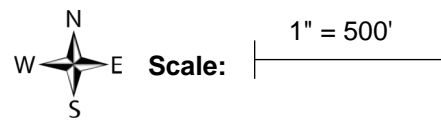
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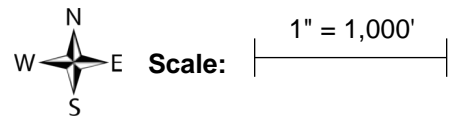
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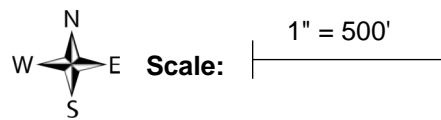
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1958



FLIGHT YEAR:
1960



FLIGHT YEAR:
1962



FLIGHT YEAR:
1966

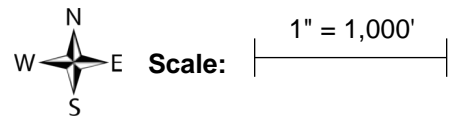
Subject Cannot Be Centered



Scale: 1" = 1,000'



FLIGHT YEAR:
1968



FLIGHT YEAR:
1971

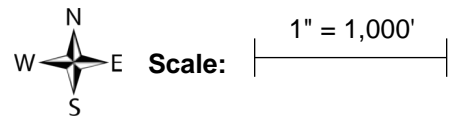
Subject Cannot Be Centered



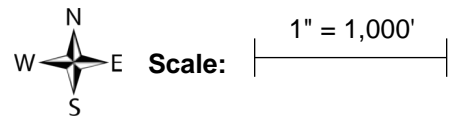
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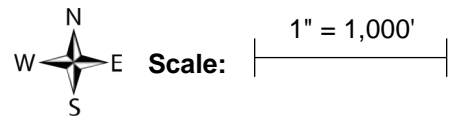
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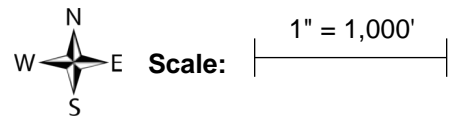
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1981



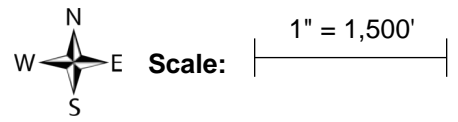
FLIGHT YEAR:
1982



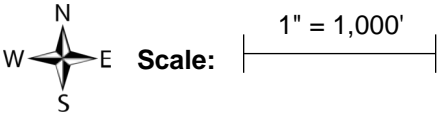
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1984



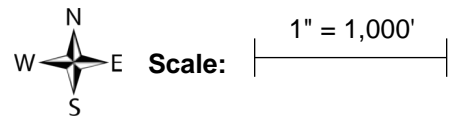
FLIGHT YEAR:
1985



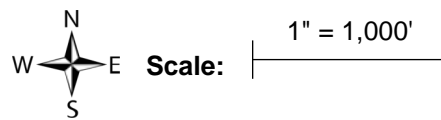
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1987



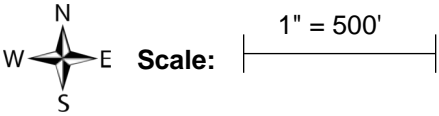
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1993



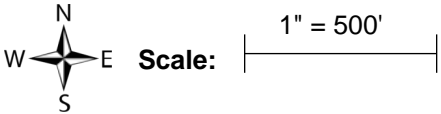
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1995



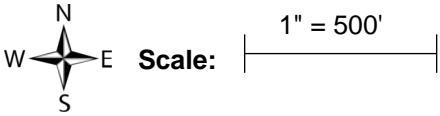
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1998



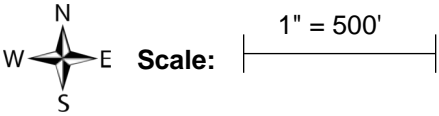
FLIGHT YEAR:
2005



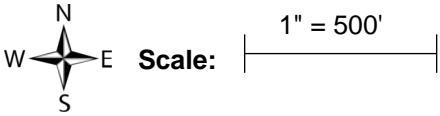
FLIGHT YEAR:
2009



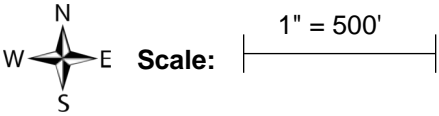
FLIGHT YEAR:
2010



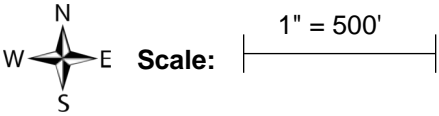
FLIGHT YEAR:
2012



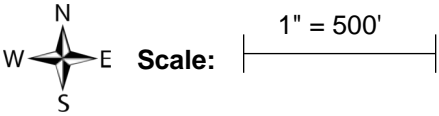
FLIGHT YEAR:
2014



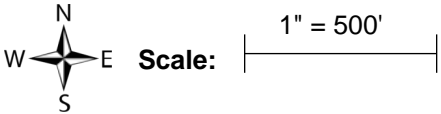
FLIGHT YEAR:
2016



FLIGHT YEAR:
2018



FLIGHT YEAR:
2020





Government Records Report | 2021

Order Number: 63639

Report Generated: 11/16/2021

Project Name: 15.4-Acre Site

Project Number: 210816

15.4-Acre Site
Avenue 17
Madera, CA 93637

2 Corporate Drive
Suite 450
Shelton, CT 06484
Toll Free: 866-211-2028
www.envirositecorp.com

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Envirosite Corporation has conducted a search of all reasonably ascertainable records in accordance with EPA's AAI (40 CFR Part 312) requirements and the ASTM E-1527-13 Environmental Site Assessments standard.

SUBJECT PROPERTY INFORMATION:**ADDRESS:**

15.4-Acre Site
Avenue 17
Madera, CA 93637

COORDINATES:

Latitude (North):	36.998342 - 36°59'54"
Longitude (West):	-120.107289 - -120°6'26.2"
Universal Transverse Mercator:	Zone 10N
UTM X (Meters):	757418.02
UTM Y (Meters):	4098600.92

ELEVATION:

Elevation:	259 ft. above sea level
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USGS TOPOGRAPHIC MAP ASSOCIATED WITH SUBJECT PROPERTY:

Subject Property Map: 36120-H1 Madera, CA
Most Recent Revision: 2015

Subject Property Map: 37120-A1 Kismet, CA
Most Recent Revision: 2018

<u>MAP ID</u>	<u>SITE NAME</u>	<u>ADDRESS</u>	<u>DATABASE(S)</u>	<u>RELATIVE ELEVATION</u>	<u>DIRECTION / DISTANCE</u>
1	SAN PARTNERSHIP	3455 N GOLDEN STATE BLVD	ECHO, FRS, HAZNET - CA, HWG - CA, RCRA_N...	Higher	E / 0.008 mi., 44 ft.
2	ARCO AM PM # 83145	3455 N GOLDENSTATE	CALEPA SITES - CA, EPA UST, FID UST - CA, FR...	Higher	SE / 0.033 mi., 174 ft.
A3	VALLEY GRAIN PRODUCTS, INC. VAL...	20157 HIGHWAY 99	CALEPA SITES - CA, FRS	Lower	NNW / 0.063 mi., 334 ft.
A4	HORIZON ENTERPRISE	17286 GOLDEN STATE BLVD	HAZNET - CA, HWG - CA	Lower	N / 0.084 mi., 446 ft.
B5	MERAS ENGINEERING, INC	17331 SHARON BLVD	FRS, HAZNET - CA, HWG - CA	Lower	NNE / 0.094 mi., 496 ft.
B6	AT&T - UG1XT	24291 SCHMIDT CREEK WAY	CALEPA SITES - CA	Lower	NNE / 0.096 mi., 510 ft.
7	MADERA COUNTY MOSQUITO & VECT...	3105 AIRPORT DR	AST - CA, CALEPA SITES - CA, ECHO, EMI - CA,...	Higher	SSE / 0.139 mi., 736 ft.
8	WESTERN STAR SANDBLASTING CO. ...	17378 BALDWIN ST	CALEPA SITES - CA, EMI - CA, FRS, HAZNET - C...	Higher	NE / 0.177 mi., 936 ft.
C9	DOT CALIFORNIA	3469 YEAGER RD	ECHO, FRS, HAZNET - CA, HWG - CA, RCRA_N...	Higher	SSE / 0.217 mi., 1146 ft.
10	Madera Municipal Airport	36.995, -120.111667	FUDS	Lower	SW / 0.221 mi., 1167 ft.
11	VELARDES ORNAMENTAL IRON	17463 BALDWIN ST	CALEPA SITES - CA, EMI - CA, FRS	Lower	NNE / 0.222 mi., 1174...
12	CALIFORNIA HIGHWAY PATROL #450 ...	3051 AIRPORT DR	CALEPA SITES - CA, ECHO, EPA UST, FID UST -...	Lower	SSE / 0.228 mi., 1202 ft.
13	LOVE'S TRAVEL STOP #736	3174 AVENUE 17	AST - CA, CALEPA SITES - CA, EPA UST, FID US...	Higher	ESE / 0.234 mi., 1233 ft.
C14	MADERA POWDER COATING INC	3443 YEAGER RD, BLDG D, #...	CALEPA SITES - CA, EMI - CA, FRS	Higher	SE / 0.239 mi., 1262 ft.
15	Love's Travel Stop #736 LOVES TRA...	3175 AVENUE 17	ALT FUELING, AST - CA, CALEPA SITES - CA, C...	Higher	ESE / 0.338 mi., 1785 ft.
16	MADERA MUNICIPAL AIRPORT MADE...	4020 AVIATION DR 4020 A...	CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA...	Lower	SSW / 0.486 mi., 2567...

SUBJECT PROPERTY SEARCH RESULTS:

The subject property was not listed in any of the databases searched by EnviroSite Corporation.

SEARCH RESULTS:**STATE, TRIBAL, AND FEDERAL REGISTERED STORAGE TANK LISTS**

EPA UST: Facilities listed in the EPA UST Finder database **3 SITES FOUND WITHIN .25 MILE**

EQUAL/HIGHER ELEVATION

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
2	ARCO AM/PM # 83145	3455 N GOLDENSTATE	SE / 0.033 mi., 174 ft.	33
13	LOVE'S TRAVEL STOP #736	3174 AVENUE 17	ESE / 0.234 mi., 1233 ft.	78

LOWER ELEVATION

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
12	CALIFORNIA HIGHWAY PATROL #450 MADERA CA HIGHWAY PATROL MADERA CALIFORNIA HIGHWAY PATROL #450	3051 AIRPORT DR	SSE / 0.228 mi., 1202 ft.	67

AST - CA: Listing of tank facilities that are subject to the California Aboveground Petroleum Storage Act **2 SITES FOUND WITHIN .25 MILE**

EQUAL/HIGHER ELEVATION

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
7	MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT MADERA COUNTY MOSQUITO & VECTOR CON PERFORMANCE TRAILERS	3105 AIRPORT DR	SSE / 0.139 mi., 736 ft.	42
13	LOVE'S TRAVEL STOP #736	3174 AVENUE 17	ESE / 0.234 mi., 1233 ft.	78

FID UST - CA: The State Water Resource Control Board's Facility Inventory Database underground storage tank locations listing **3 SITES FOUND WITHIN .25 MILE**

EQUAL/HIGHER ELEVATION

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
2	ARCO AM/PM # 83145	3455 N GOLDENSTATE	SE / 0.033 mi., 174 ft.	33
13	LOVE'S TRAVEL STOP #736	3174 AVENUE 17	ESE / 0.234 mi., 1233 ft.	78

LOWER ELEVATION

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
12	CALIFORNIA HIGHWAY PATROL #450 MADERA CA HIGHWAY PATROL MADERA CALIFORNIA HIGHWAY PATROL #450	3051 AIRPORT DR	SSE / 0.228 mi., 1202 ft.	67

HIST AST - CA: Historical listing of tank facilities that are subject to the California Aboveground Petroleum Storage Act **1 SITE FOUND WITHIN .25 MILE**

EQUAL/HIGHER ELEVATION

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
7	MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT MADERA COUNTY MOSQUITO & VECTOR CON PERFORMANCE TRAILERS	3105 AIRPORT DR	SSE / 0.139 mi., 736 ft.	42

STATE, TRIBAL, AND FEDERAL REGISTERED STORAGE TANK LISTS (cont.)UST - CA: Listing of active underground storage tank facilities **3 SITES FOUND WITHIN .25 MILE****EQUAL/HIGHER ELEVATION**

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
2	ARCO AM/PM # 83145	3455 N GOLDENSTATE	SE / 0.033 mi., 174 ft.	33
13	LOVE'S TRAVEL STOP #736	3174 AVENUE 17	ESE / 0.234 mi., 1233 ft.	78

LOWER ELEVATION

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
12	CALIFORNIA HIGHWAY PATROL #450 MADERA CA HIGHWAY PATROL MADERA CALIFORNIA HIGHWAY PATROL #450	3051 AIRPORT DR	SSE / 0.228 mi., 1202 ft.	67

FEDERAL CERCLIS LIST

CERCLIS-HIST: The CERCLIS program database contains information on the assessment and remediation of federal hazardous waste sites. The Environmental Protection Agency decommissioned the CERCLIS data in 2014. The last update was November 12, 2013. **1 SITE FOUND WITHIN .5 MILE**

LOWER ELEVATION

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
16	MADERA MUNICIPAL AIRPORT MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS MADERA MUNI ARPT - ID: CAD980636898	4020 AVIATION DR 4020 AVAITION DR Status: NFRAP-Site does not qualify for the NPL based on existing information	SSW / 0.486 mi., 2567 ft. Date: 2004-08-02	111

SEMS_8R_ARCHIVED SITES: The Archived Site Inventory displays site and location information at sites archived from SEMS. An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. **1 SITE FOUND WITHIN .5 MILE**

LOWER ELEVATION

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
16	MADERA MUNICIPAL AIRPORT MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS MADERA MUNI ARPT - ID: 0901852	4020 AVIATION DR 4020 AVAITION DR Status: NFRAP-Site does not qualify for the NPL based on existing information	SSW / 0.486 mi., 2567 ft. Date: N/A	111

STATE, TRIBAL, AND FEDERAL LEAKING STORAGE TANK LISTSEPA LUST: Releases listed in the EPA UST Finder database **1 SITE FOUND WITHIN .5 MILE****LOWER ELEVATION**

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
16	MADERA MUNICIPAL AIRPORT MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS MADERA MUNI ARPT	4020 AVIATION DR 4020 AVAITION DR	SSW / 0.486 mi., 2567 ft.	111

LUST REG 5 - CA: Leaking underground storage tanks in Region 5: Modoc Shasta Lassen Plumas Butte Glen Colusa Lake Sutter Yuba Sierra Nevada Placer Yolo Napa (Northeast) Solano (West) Sacramento El Dorado Amador Calaveras San Joaquin Contra Costa (East) Stanislaus Toulumne Merced Mariposa Madera Kings Fresno Tulare Kern (Very small portions of San Benito and San Luis Obispo) counties **1 SITE FOUND WITHIN .5 MILE**

LOWER ELEVATION

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
16	MADERA MUNICIPAL AIRPORT MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS MADERA MUNI ARPT	4020 AVIATION DR 4020 AVAITION DR	SSW / 0.486 mi., 2567 ft.	111
- ID: T0603900044		Status: Completed - Case Closed	Date: 1987-12-29	

SLIC REG 5 - CA: List of Region 5 sites from GeoTracker Site Cleanup Program (formerly known as SLIC) database. **1 SITE FOUND WITHIN .5 MILE**

LOWER ELEVATION

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
16	MADERA MUNICIPAL AIRPORT MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS MADERA MUNI ARPT	4020 AVIATION DR 4020 AVAITION DR	SSW / 0.486 mi., 2567 ft.	111
- ID: SLT5F5594624		Status: Open - Site Assessment	Date: 1985-01-10	

FEDERAL RCRA GENERATORS LISTRCRA_NONGEN: Resource Conservation and Recovery Act listing of licensed non-generators **4 SITES FOUND WITHIN .25 MILE****EQUAL/HIGHER ELEVATION**

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
1	SAN PARTNERSHIP	3455 N GOLDEN STATE BLVD	E / 0.008 mi., 44 ft.	29
- ID: CAL000431288		Status: No Violation/Inspections	Date: N/A	
7	MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT MADERA COUNTY MOSQUITO & VECTOR CON PERFORMANCE TRAILERS	3105 AIRPORT DR	SSE / 0.139 mi., 736 ft.	42
- ID: CAL000363587		Status: No Violation/Inspections	Date: N/A	
C9	DOT CALIFORNIA	3469 YEAGER RD	SSE / 0.217 mi., 1146 ft.	59
- ID: CAC003031605		Status: No Violation/Inspections	Date: N/A	

FEDERAL RCRA GENERATORS LIST (cont.)RCRA_NONGEN: Resource Conservation and Recovery Act listing of licensed non-generators **4 SITES FOUND WITHIN .25 MILE****LOWER ELEVATION**

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
12	CALIFORNIA HIGHWAY PATROL #450 MADERA CA HIGHWAY PATROL MADERA CALIFORNIA HIGHWAY PATROL #450	3051 AIRPORT DR	SSE / 0.228 mi., 1202 ft.	67
- ID: CAL000046141		Status: No Violation/Inspections	Date: N/A	

STATE- AND TRIBAL - EQUIVALENT CERCLISENVIROSTOR - CA: Department of Toxic Substances Controls **1 SITE FOUND WITHIN 1 MILE****LOWER ELEVATION**

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
16	MADERA MUNICIPAL AIRPORT MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS MADERA MUNI ARPT	4020 AVIATION DR 4020 AVIATION DR	SSW / 0.486 mi., 2567 ft.	111
- ID: 20070001		Status: Refer: RWQCB	Date: Cleanup Date 1994- 11-02	

STATE RCRA GENERATORS LISTHWG - CA: Hazardous waste generator listing **7 SITES FOUND WITHIN .25 MILE****EQUAL/HIGHER ELEVATION**

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
1	SAN PARTNERSHIP	3455 N GOLDEN STATE BLVD	E / 0.008 mi., 44 ft.	29
7	MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT MADERA COUNTY MOSQUITO & VECTOR CON PERFORMANCE TRAILERS	3105 AIRPORT DR	SSE / 0.139 mi., 736 ft.	42
8	WESTERN STAR SANDBLASTING CO. NORCAL PUMP & WELL SERVICE	17378 BALDWIN ST	NE / 0.177 mi., 936 ft.	57
C9	DOT CALIFORNIA	3469 YEAGER RD	SSE / 0.217 mi., 1146 ft.	59

LOWER ELEVATION

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
A4	HORIZON ENTERPRISE	17286 GOLDEN STATE BLVD	N / 0.084 mi., 446 ft.	37
B5	MERAS ENGINEERING, INC	17331 SHARON BLVD	NNE / 0.094 mi., 496 ft.	38
12	CALIFORNIA HIGHWAY PATROL #450 MADERA CA HIGHWAY PATROL MADERA CALIFORNIA HIGHWAY PATROL #450	3051 AIRPORT DR	SSE / 0.228 mi., 1202 ft.	67

LOCAL LISTS OF LANDFILL / SOLID WASTE DISPOSAL SITESHAULERS - CA: Waste Tire Manifest Program Hauler Registration listing **1 SITE FOUND WITHIN .5 MILE****EQUAL/HIGHER ELEVATION**

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
15	Love's Travel Stop #736 LOVES TRAVEL STOP #736 MADERA TRAVEL CENTER	3175 AVENUE 17	ESE / 0.338 mi., 1785 ft.	86

OTHER ASCERTAINABLE RECORDSFUDS: Defense sites that require cleanup **1 SITE FOUND WITHIN 1 MILE****LOWER ELEVATION**

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
10	Madera Municipal Airport	36.995, -120.111667	SW / 0.221 mi., 1167 ft.	65

MANIFEST EPA: EPA Hazardous Waste Electronic Manifest System (e-Manifest) **2 SITES FOUND WITHIN .25 MILE****EQUAL/HIGHER ELEVATION**

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
7	MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT MADERA COUNTY MOSQUITO & VECTOR CON PERFORMANCE TRAILERS	3105 AIRPORT DR	SSE / 0.139 mi., 736 ft.	42

LOWER ELEVATION

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
12	CALIFORNIA HIGHWAY PATROL #450 MADERA CA HIGHWAY PATROL MADERA CALIFORNIA HIGHWAY PATROL #450	3051 AIRPORT DR	SSE / 0.228 mi., 1202 ft.	67

CALEPA SITES - CA: CalEPA Regulated Sites from the Certified Unified Program Agencies (CUPA). **9 SITES FOUND WITHIN .25 MILE****EQUAL/HIGHER ELEVATION**

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
2	ARCO AM/PM # 83145	3455 N GOLDENSTATE	SE / 0.033 mi., 174 ft.	33
7	MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT MADERA COUNTY MOSQUITO & VECTOR CON PERFORMANCE TRAILERS	3105 AIRPORT DR	SSE / 0.139 mi., 736 ft.	42
8	WESTERN STAR SANDBLASTING CO. NORCAL PUMP & WELL SERVICE	17378 BALDWIN ST	NE / 0.177 mi., 936 ft.	57
13	LOVE'S TRAVEL STOP #736	3174 AVENUE 17	ESE / 0.234 mi., 1233 ft.	78
C14	MADERA POWDER COATING INC	3443 YEAGER RD, BLDG D, #104	SE / 0.239 mi., 1262 ft.	84

LOWER ELEVATION

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
A3	VALLEY GRAIN PRODUCTS, INC. VALLEY GRAIN/AZTECA MILLING	20157 HIGHWAY 99	NNW / 0.063 mi., 334 ft.	35
B6	AT&T - UG1XT	24291 SCHMIDT CREEK WAY	NNE / 0.096 mi., 510 ft.	42
11	VELARDES ORNAMENTAL IRON	17463 BALDWIN ST	NNE / 0.222 mi., 1174 ft.	65

OTHER ASCERTAINABLE RECORDS (cont.)

CALEPA SITES - CA: CalEPA Regulated Sites from the Certified Unified Program Agencies (CUPA). **9 SITES FOUND WITHIN .25 MILE**

LOWER ELEVATION (cont.)

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
12	CALIFORNIA HIGHWAY PATROL #450 MADERA CA HIGHWAY PATROL MADERA CALIFORNIA HIGHWAY PATROL #450	3051 AIRPORT DR	SSE / 0.228 mi., 1202 ft.	67

HAZNET - CA: Listing of hazardous waste manifests from when hazardous waste is transported from generators to permitted recycling treatment storage or disposal facilities by registered hazardous waste transporters **7 SITES FOUND WITHIN .25 MILE**

EQUAL/HIGHER ELEVATION

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
1	SAN PARTNERSHIP	3455 N GOLDEN STATE BLVD	E / 0.008 mi., 44 ft.	29
7	MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT MADERA COUNTY MOSQUITO & VECTOR CON PERFORMANCE TRAILERS	3105 AIRPORT DR	SSE / 0.139 mi., 736 ft.	42
8	WESTERN STAR SANDBLASTING CO. NORCAL PUMP & WELL SERVICE	17378 BALDWIN ST	NE / 0.177 mi., 936 ft.	57
C9	DOT CALIFORNIA	3469 YEAGER RD	SSE / 0.217 mi., 1146 ft.	59

LOWER ELEVATION

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
A4	HORIZON ENTERPRISE	17286 GOLDEN STATE BLVD	N / 0.084 mi., 446 ft.	37
B5	MERAS ENGINEERING, INC	17331 SHARON BLVD	NNE / 0.094 mi., 496 ft.	38
12	CALIFORNIA HIGHWAY PATROL #450 MADERA CA HIGHWAY PATROL MADERA CALIFORNIA HIGHWAY PATROL #450	3051 AIRPORT DR	SSE / 0.228 mi., 1202 ft.	67

HIST LDS - CA: List of areas of land on or in which hazardous waste is placed or the largest area in which there is significant likelihood of mixing hazardous waste constituents in the same area that are no longer in current agency list. **1 SITE FOUND WITHIN .5 MILE**

LOWER ELEVATION

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
16	MADERA MUNICIPAL AIRPORT MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS MADERA MUNI ARPT	4020 AVIATION DR 4020 AVIATION DR	SSW / 0.486 mi., 2567 ft.	111
	- ID: L10009481596	Status: OPEN - INACTIVE	Date: N/A	

OTHER ASCERTAINABLE RECORDS (cont.)LDS - CA: List of Land Disposal Cleanup Sites from Geotracker **1 SITE FOUND WITHIN .5 MILE****LOWER ELEVATION**

<u>MAP ID</u>	<u>SITE NAME</u>	<u>SITE ADDRESS</u>	<u>DIRECTION/DISTANCE</u>	<u>PAGE</u>
16	MADERA MUNICIPAL AIRPORT MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS MADERA MUNI ARPT	4020 AVIATION DR 4020 AVIATION DR	SSW / 0.486 mi., 2567 ft.	111
	- ID: L10009481596	Status: Open - Inactive	Date: 1965-01-01	

Following sites were unable to be mapped.

<u>SITE NAME:</u>	<u>ADDRESS, CITY, ZIP:</u>	<u>DATABASE(S):</u>
Ashley Recycling	24117 Avenue 9, Madera 93637	SWRCY - CA
LANDFILL #1	RAYMOND ROAD OFF OF CLEV..., MADERA...	ENVIROSTOR - CA, HIST CORTESE - CA
LEON'S PLACE AND FIX IT	EAST OF NORTH GATEWAY DR..., MADERA...	ENVIROSTOR - CA, HIST CORTESE - CA
LOT SOUTH OF VALLEY WHOLESALE BLDG...	SOUTH OF EAST CENTRAL BE..., MADERA ...	ENVIROSTOR - CA, HIST CORTESE - CA
MINNEHOMA LAND & FARM, MADERA	N/R, MADERA	SLIC REG 5 - CA

DATABASE(S) WITH NO MAPPED SITES:**FEDERAL RCRA NON-CORRACTS TSD FACILITIES LIST**

ARCHIVED RCRA TSD	Archived Resource Conservation and Recovery Act: Treatment Storage and Disposal Facilities
RCRA_TSD	Resource Conservation and Recovery Act: Treatment Storage and Disposal Facilities

STATE, TRIBAL, AND FEDERAL REGISTERED STORAGE TANK LISTS

AST PBS	ASTs at Bulk Petroleum Terminals
FEMA UST	FEMA Underground Storage Tanks
HIST INDIAN UST R4	Historical Underground Storage Tanks on Indian Land in EPA Region 4
HIST INDIAN UST R7	Historical Underground Storage Tanks on Indian Land in EPA Region 7
INDIAN UST R1	Underground Storage Tanks on Indian Land in EPA Region 1
INDIAN UST R10	Underground Storage Tanks on Indian Land in EPA Region 10
INDIAN UST R2	Underground Storage Tanks on Indian Land in EPA Region 2
INDIAN UST R4	Underground Storage Tanks on Indian Land in EPA Region 4
INDIAN UST R5	Underground Storage Tanks on Indian Land in EPA Region 5
INDIAN UST R6	Underground Storage Tanks on Indian Land in EPA Region 6
INDIAN UST R7	Underground Storage Tanks on Indian Land in EPA Region 7
INDIAN UST R8	Underground Storage Tanks on Indian Land in EPA Region 8
INDIAN UST R9	Underground Storage Tanks on Indian Land in EPA Region 9
AST_KERN COUNTY - CA	Kern County Aboveground Storage Tanks Facilities
AST_ORANGE COUNTY - CA	Orange County Aboveground Storage Tanks
AST_PLACER COUNTY - CA	Placer County Aboveground Storage Tanks
AST_YOLO COUNTY - CA	Yolo County Above Ground Storage Tanks
CLOSED UST_VENTURA COUNTY - CA	Ventura County Closed Underground Storage Tanks
HIST UST - CA	Historical Underground Storage Tanks
HIST UST_EL SEGUNDO CITY - CA	Historical City of El Segundo Underground Storage Tanks
HIST UST_KERN COUNTY - CA	Historical Kern County Underground Storage Tanks
HIST UST_SUTTER COUNTY - CA	Historical Sutter County Underground Storage Tank List
TANKS_CONTRA COSTA COUNTY - CA	Contra Costa County Aboveground Storage Tanks
UST_ALAMEDA COUNTY - CA	Alameda County Underground Storage Tanks
UST_CITY OF LONG BEACH - CA	City of Long Beach Underground Storage Tanks
UST_CITY OF TORRANCE - CA	City of Torrance Underground Storage Tanks
UST_EL SEGUNDO CITY - CA	City of El Segundo Underground Storage Tanks

STATE, TRIBAL, AND FEDERAL REGISTERED STORAGE TANK LISTS (cont.)

UST_KERN COUNTY - CA	Kern County Underground Storage Tanks
UST_MARIN COUNTY - CA	Marin County Underground Storage Tanks
UST_MENDOCINO COUNTY - CA	Mendocino County Underground Storage Tanks
UST_NAPA COUNTY - CA	Underground storage tank sites located in Napa county.
UST_ORANGE COUNTY - CA	Orange County Underground Storage Tanks
UST_PLACER COUNTY - CA	Placer County Underground Storage Tanks
UST_RIVERSIDE COUNTY - CA	Riverside County Underground Storage Tanks
UST_SAN FRANCISCO COUNTY - CA	San Francisco County Underground Storage Tanks
UST_SAN JOAQUIN COUNTY - CA	San Joaquin County Underground Storage Tanks
UST_SOLANO COUNTY - CA	Solano County Underground Storage Tanks
UST_SUTTER COUNTY - CA	Sutter County Underground Storage Tanks
UST_YOLO COUNTY - CA	Yolo County Underground Storage Tanks

FEDERAL CERCLIS LIST

CERCLIS NFRAP	Comprehensive Environmental Response Compensation and Liability Act No Further Remedial Action Planned
EPA SAA	EPA Superfund Alternative Approach
FEDERAL FACILITY	Federal Facility sites
SEMS_8R_ACTIVE SITES	Sites on SEMS Active Site Inventory

FEDERAL RCRA CORRACTS FACILITIES LIST

CORRACTS	Hazardous Waste Corrective Action
HIST CORRACTS 2	Historical Hazardous Waste Corrective Action

FEDERAL DELISTED NPL SITE LIST

DELISTED NPL	Delisted National Priority List
DELISTED PROPOSED NPL	Delisted proposed National Priority List
SEMS_DELETED NPL	Sites Deleted from National Priorities List

FEDERAL LANDFILL AND/OR SOLID WASTE DISPOSAL SITE LISTS

EPA LF MOP	EPA Landfill Methane Outreach Project Database
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STATE, TRIBAL, AND FEDERAL LEAKING STORAGE TANK LISTS

HIST INDIAN LUST R4	Historical Leaking Underground Storage Tanks on Indian Land in EPA Region 4
HIST INDIAN LUST R8	Historical Leaking Underground Storage Tanks on Indian Land in EPA Region 8
INDIAN LUST R1	Leaking Underground Storage Tanks on Indian Land in EPA Region 1
INDIAN LUST R10	Leaking Underground Storage Tanks on Indian Land in EPA Region 10
INDIAN LUST R2	Leaking Underground Storage Tanks on Indian Land in EPA Region 2
INDIAN LUST R4	Leaking Underground Storage Tanks on Indian Land in EPA Region 4
INDIAN LUST R5	Leaking Underground Storage Tanks on Indian Land in EPA Region 5
INDIAN LUST R6	Leaking Underground Storage Tanks on Indian Land in EPA Region 6
INDIAN LUST R7	Leaking Underground Storage Tanks on Indian Land in EPA Region 7
INDIAN LUST R8	Leaking Underground Storage Tanks on Indian Land in EPA Region 8
INDIAN LUST R9	Leaking Underground Storage Tanks on Indian Land in EPA Region 9
HIST LUST_SONOMA COUNTY - CA	Historical Sonoma County Leaking Underground Storage Tanks
LUFT_ALAMEDA COUNTY - CA	Alameda County Leaking Underground Fuel Tanks
LUST_ORANGE COUNTY - CA	Orange County Leaking Underground Storage Tanks
LUST REG 1 - CA	Region 1 Leaking Underground Storage Tanks
LUST REG 2 - CA	Region 2 Leaking Underground Storage Tanks
LUST REG 3 - CA	Region 3 Leaking Underground Storage Tanks
LUST REG 4 - CA	Region 4 Leaking Underground Storage Tanks
LUST REG 6 - CA	Region 6 Leaking Underground Storage Tanks
LUST REG 7 - CA	Region 7 Leaking Underground Storage Tanks
LUST REG 8 - CA	Region 8 Leaking Underground Storage Tanks
LUST REG 9 - CA	Region 9 Leaking Underground Storage Tanks
LUST_HAZMAT_YOLO COUNTY - CA	Yolo County Leaking Underground Storage tanks
LUST_KERN COUNTY - CA	Kern County leaking underground tank sites

STATE, TRIBAL, AND FEDERAL LEAKING STORAGE TANK LISTS (cont.)

LUST_RIVERSIDE COUNTY - CA	Riverside County Leaking Underground Storage Tanks
LUST_SAN FRANCISCO COUNTY - CA	listing of leaking underground storage tanks
LUST_SAN MATEO COUNTY - CA	San Mateo County Leaking Underground Storage Tanks
LUST_SOLANO COUNTY - CA	Solano County Leaking Underground Storage Tanks
LUST_SONOMA COUNTY - CA	Sonoma County Leaking Underground Storage Tanks
LUST_SUTTER COUNTY - CA	Sutter County Leaking Underground Storage Tanks
LUST_VENTURA COUNTY - CA	Ventura County Leaking Underground Storage Tanks
SLIC REG 1 - CA	Spills Leaks Investigation & Cleanup Program
SLIC REG 2 - CA	Spills Leaks Investigation & Cleanup Program
SLIC REG 3 - CA	Spills Leaks Investigation & Cleanup Program
SLIC REG 4 - CA	Spills Leaks Investigation & Cleanup Program
SLIC REG 6 - CA	Spills Leaks Investigation & Cleanup Program
SLIC REG 7 - CA	Spills Leaks Investigation & Cleanup Program
SLIC REG 8 - CA	Spills Leaks Investigation & Cleanup Program
SLIC REG 9 - CA	Spills Leaks Investigation & Cleanup Program
SLIC_ALAMEDA COUNTY - CA	Alameda County Spills Leaks Investigation & Cleanup

FEDERAL ERNS LIST

ERNS	Emergency Response Notification System
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FEDERAL INSTITUTIONAL CONTROLS / ENGINEERING CONTROLS REGISTRIES

FED E C	Engineering Controls
FED I C	Institutional Controls
RCRA IC_EC	RCRA sites with Institutional and Engineering Controls

FEDERAL RCRA GENERATORS LIST

HIST RCRA_CESQG	Historical Resource Conservation and Recovery Act_Conditionally Exempt Small Quantity Generators
HIST RCRA_LQG	Historical Resource Conservation and Recovery Act_Large Quantity Generators
HIST RCRA_NONGEN	Historical Resource Conservation and Recovery Act_Non Generators
HIST RCRA_SQG	Historical Resource Conservation and Recovery Act_Small Quantity Generators
RCRA_LQG	Resource Conservation and Recovery Act_Large Quantity Generators
RCRA_SQG	Resource Conservation and Recovery Act_Small Quantity Generators
RCRA_VSQG	Resource Conservation and Recovery Act_Very Small Quantity Generator

FEDERAL NPL SITE LIST

NPL	National Priority List
NPL EPA R1 GIS	GIS for EPA Region 1 NPL
NPL EPA R3 GIS	GIS for EPA Region 3 NPL
NPL EPA R6 GIS	GIS for EPA Region 6 NPL
NPL EPA R8 GIS	GIS for EPA Region 8 NPL
NPL EPA R9 GIS	GIS for EPA Region 9 NPL
PART NPL	Part National Priority List
PROPOSED NPL	Proposed National Priority List
SEMS_FINAL NPL	Sites included on the Final National Priorities List
SEMS_PROPOSED NPL	Sites Proposed to be Added to the National Priorities List

STATE- AND TRIBAL - EQUIVALENT CERCLIS

HIST TOXIC PITS - CA	Historical Toxic Pits Cleanup Act
OIL & GAS CLEANUP - CA	SWRCB Oil & Gas Cleanup Sites
SWRCB CLEANUP - CA	SWRCB Cleanup Program
SWRCB NON_CASE - CA	SWRCB Non-Case Sites
TOXIC PITS - CA	Toxic Pits Cleanup Act

STATE- AND TRIBAL - EQUIVALENT NPL

HIST RESPONSE - CA	Historical State Response Sites
RESPONSE - CA	State Response Sites

STATE AND TRIBAL LANDFILL AND/OR SOLID WASTE DISPOSAL SITE LISTS

HIST SWF/LF - CA	Historical Solid Waste Information System
SWF/LF - CA	Solid Waste Information System

STATE RCRA GENERATORS LIST

HWG_YOLO COUNTY - CA	State Hazardous Waste Generators
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STATE AND TRIBAL BROWNFIELD SITES

TRIBAL BROWNFIELDS	Tribal Brownfields
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STATE AND TRIBAL VOLUNTARY CLEANUP SITES

VCP - CA	Voluntary Cleanup Program sites
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LOCAL BROWNFIELD LISTS

BROWNFIELDS-ACRES	EPA ACRES Brownfields
FED BROWNFIELDS	Federal Brownfields

LOCAL LISTS OF HAZARDOUS WASTE / CONTAMINATED SITES

FED CDL	DOJ Clandestine Drug Labs
US HIST CDL	Historical Clandestine Drug Labs
CALARP_KERN COUNTY - CA	HazMat Chemical Facility List
CASE LIST_SAN DIEGO COUNTY - CA	San Diego County Environmental Case List
CDL - CA	Meth and Clandestine Drug Labs
CORRECTIVE ACTION_RIVERSIDE COUNTY - CA	Riverside County Corrective Action Sites
CS_NAPA COUNTY - CA	Contaminated Sites
CS_PLACER COUNTY - CA	Placer County Cleanup Sites
SCH - CA	School Property Evaluation Program
SITE LIST_CONTRA COSTA COUNTY - CA	Contra Costa County Sites List
TOXIC SITE_SACRAMENTO COUNTY - CA	Sacramento County Toxic Site Cleanup list

RECORDS OF EMERGENCY RELEASE REPORTS

HMIRS (DOT)	Hazardous Materials Information Reporting Systems
CHMIRS - CA	California Hazardous Material Incident Report System
HIST CHMIRS - CA	California Hazardous Material Incident Report System
INDUSTRIAL CLEANUP_ORANGE COUNTY - CA	Petroleum and non-petroleum industrial spills
SML_LOS ANGELES COUNTY - CA	Los Angeles County Emergency Response session spills

LOCAL LAND RECORDS

LIENS 2	CERCLA Lien Information
DEED - CA	Deeds
HIST LIENS - CA	Historical Liens
LIENS - CA	Liens

LOCAL LISTS OF LANDFILL / SOLID WASTE DISPOSAL SITES

HIST INDIAN ODI R8	Historical Open Dump Inventory
INDIAN ODI R8	Open Dump Inventory
ODI	Open Dump Inventory
TRIBAL ODI	Indian Open Dump Inventory Sites
LF_SAN DIEGO COUNTY - CA	San Diego County Landfills
SWF_LOS ANGELES COUNTY - CA	Los Angeles County solid waste facilities
SWRCY - CA	Recyclers

OTHER ASCERTAINABLE RECORDS

AFS	Air Facility Systems
ALT FUELING	Alternative Fueling Stations
BRS	Biennial Reporting Systems
CDC HAZDAT	Hazardous Substance Release and Health Effects Information
COAL ASH DOE	Coal Ash: Department of Energy
COAL ASH EPA	Coal Ash: Environmental Protection Agency
COAL GAS	Coal Gas Plants

OTHER ASCERTAINABLE RECORDS (cont.)

CONSENT (DECREEES)	Superfund Consent Decree
CORRECTIVE ACTIONS_2020	Wastes - Hazardous Waste - Corrective Action
DEBRIS EPA LF	EPA Disaster Debris Landfill Sites
DEBRIS EPA SWRCY	EPA Disaster Debris Recovery Sites
DOD	Department of Defense
DOT OPS	Department of Transportation Office of Pipeline Safety
ECHO	EPA Enforcement and Compliance History Online
ENOI	Electronic Notice of Intent
EPA FUELS	EPA Fuels Registration, Reporting, and Compliance List
EPA OSC	EPA On-Site Coordinator
EPA WATCH	EPA Watch List
FA HWF	Financial Assurance for Hazardous Waste Facilities
FEDLAND	Federal Lands
FRS	Facility Index Systems
FTTS	FIFRA/TSCA Tracking System
FTTS INSP	FIFRA/TSCA Tracking System: Inspections
HIST AFS	Historical Air Facility Systems
HIST AFS 2	Historical Air Facility Systems
HIST DOD	Department of Defense historical sites
HIST LEAD_SMELTER	Historical Lead Smelter Sites
HIST MLTS	Historical Material Licensing Tracking Systems
HIST PCB TRANS	Historical Polychlorinated Biphenyl (PCB) Facilities
HIST PCS ENF	Historical Enforced Permit Compliance Facilities
HIST PCS FACILITY	Historical Permit Compliance Facilities
HIST SSTS	Historical Section 7 Tracking Systems
HWC DOCKET	Hazardous Waste Compliance Docket
ICIS	Integrated Compliance Information System
INACTIVE PCS	Inactive Permit Compliance Facilities
INDIAN RESERVATION	American Indian Lands
LUCIS	Land Use Control Information Systems
LUCIS 2	Land Use Control Information Systems 2
MINES	Mines
MINES USGS	Mines list from USGS
MLTS	Material Licensing Tracking Systems
NPL AOC	Areas related to NPL remediation sites
NPL LIENS	National Priority List Liens
OSHA	Occupational Safety & Health Administration
PADS	PCB Activity Database Systems
PCB TRANSFORMER	Polychlorinated Biphenyl (PCB) Waste
PCS ENF	Enforced Permit Compliance Facilities
PCS FACILITY	Permit Compliance Facilities
PFAS NPL	PFAS NPL Sites
RAATS	RCRA Administrative Action Tracking Systems
RADINFO	Radiation Information Systems
RMP	Risk Management Plans
ROD	Record of Decision
SCRD DRYCLEANERS	SCRD Drycleaners
SEMS_SMELTER	Sites on SEMS Potential Smelter Activity
SSTS	Section 7 Tracking Systems
STORMWATER	Storm Water Permits
TOSCA-PLANT	Toxic Substance Control Act: Plants
TRIS	Toxic Release Inventory Systems
UMTRA	Uranium Mill Tailing Sites
VAPOR	EPA Vapor Intrusion
AOC_SAN GABRIEL VALLEY - CA	San Gabriel Valley Superfund
BOND EXPENDITURE PLAN - CA	Bond Expenditure Plan
BP HW OUT_VENTURA COUNTY - CA	Ventura County Business Plan Hazardous Waste Producers and Operating Underground Tanks

OTHER ASCERTAINABLE RECORDS (cont.)

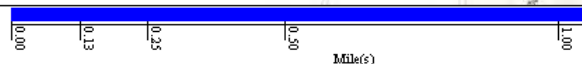
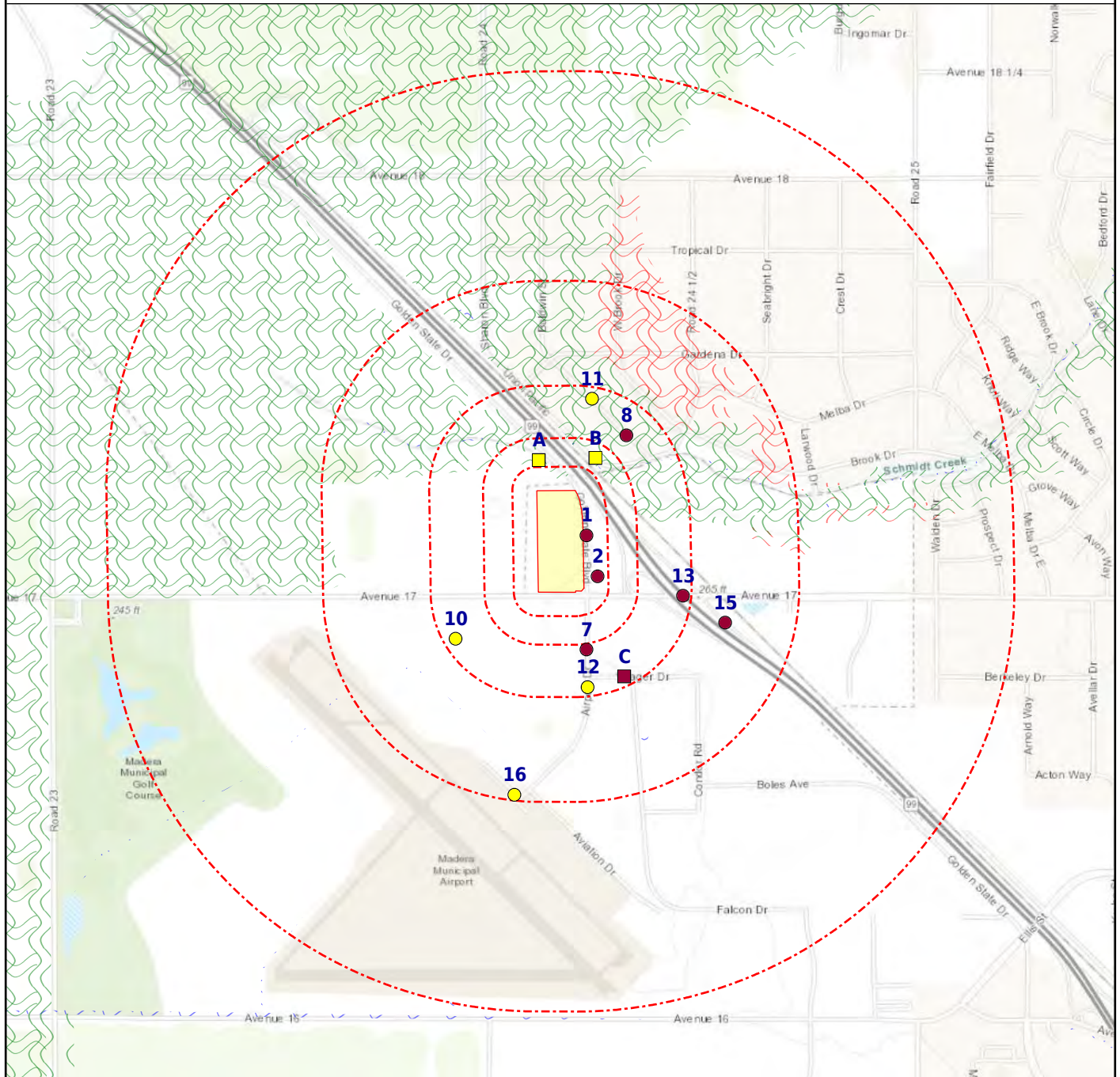
BUSINESS INVENTORY_SAN MATEO COUNTY - CA	San Mateo County List of Underground Storage Tanks, Hazardous Materials, Business Plans, and Hazardous Waste Generators
CIWQS - CA	California Integrated Water Quality System
CIWQS 2 - CA	California Integrated Water Quality System
CORTESE - CA	The Hazardous Waste and Substances Sites List
CUPA_BUTTE COUNTY - CA	Butte County Certified Unified Program Agency
CUPA_FRESNO COUNTY - CA	Fresno County Certified Unified Program Agency
CUPA_PLACER COUNTY - CA	CUPA County Certified Unified Program Agency
DAYCARE - CA	Daycares
DRYCLEANERS - CA	Drycleaners
DRYCLEANERS_AMADOR COUNTY - CA	Amador County Drycleaners
DRYCLEANERS_ANTELOPE VALLEY - CA	Antelope Valley Drycleaners
DRYCLEANERS_BAY AREA - CA	Bay Area Drycleaners
DRYCLEANERS_BUTTE COUNTY - CA	Butte County Drycleaners
DRYCLEANERS_CALAVERAS COUNTY - CA	Calaveras County Drycleaners
DRYCLEANERS_COLUSA COUNTY - CA	Colusa County Drycleaners
DRYCLEANERS_EASTERN KERN COUNTY - CA	Eastern Kern County Drycleaners
DRYCLEANERS_EL DORADO COUNTY - CA	El Dorado County Drycleaners
DRYCLEANERS_FEATHER RIVER - CA	Feather River Drycleaners
DRYCLEANERS_GLENN COUNTY - CA	Glenn County Drycleaners
DRYCLEANERS_GREAT BASIN UNIFIED - CA	Great Basin Unified Drycleaners
DRYCLEANERS_IMPERIAL COUNTY - CA	Imperial County Drycleaners
DRYCLEANERS_LAKE COUNTY - CA	Lake County Drycleaners
DRYCLEANERS_LASSEN COUNTY - CA	Lassen County Drycleaners
DRYCLEANERS_MENDOCINO COUNTY - CA	Mendocino County Drycleaners
DRYCLEANERS_MOJAVE DESERT - CA	Mojave Desert Drycleaners
DRYCLEANERS_MONTEREY BAY - CA	Monterey Bay Drycleaners
DRYCLEANERS_NORTH COAST UNIFIED - CA	North Coast Unified Drycleaners
DRYCLEANERS_NORTHERN SIERRA - CA	Northern Sierra Drycleaners
DRYCLEANERS_NORTHERN SONOMA COUNTY - CA	Northern Sonoma County Drycleaners
DRYCLEANERS_PLACER COUNTY - CA	Placer County Drycleaners
DRYCLEANERS_SACRAMENTO COUNTY - CA	Sacramento County Drycleaners
DRYCLEANERS_SAN DIEGO COUNTY - CA	San Diego County Drycleaners
DRYCLEANERS_SAN JOAQUIN VALLEY - CA	San Joaquin Valley Drycleaners
DRYCLEANERS_SAN LUIS OBISPO - CA	San Luis Obispo Drycleaners
DRYCLEANERS_SANTA BARBARA COUNTY - CA	Santa Barbara Drycleaners
DRYCLEANERS_SHASTA COUNTY - CA	Shasta County Drycleaner
DRYCLEANERS_SISKIYOU COUNTY - CA	Siskiyou County Drycleaners
DRYCLEANERS_SOUTH COAST - CA	South Coast Drycleaners
DRYCLEANERS_TEHAMA COUNTY - CA	Tehama County Drycleaners
DRYCLEANERS_TUOLUMNE COUNTY - CA	Tuolumne County Drycleaners
DRYCLEANERS_VENTURA COUNTY - CA	Ventura County Drycleaners
DRYCLEANERS_YOLO-SOLANO COUNTIES - CA	Yolo and Solano Counties Drycleaners
EMI - CA	Emissions Inventory Data
FA - CA	Financial Assurance
FA 2 - CA	Financial Assurance for Solid Waste Facilities
FIRE AREAS - CA	Fire Perimeters
GCC_SANTA CLARA VALLEY - CA	Santa Clara Valley Groundwater Contamination Cleanups
HAZMAT INCIDENT_CONTRA COSTA COUNTY - CA	Contra Costa County Hazardous Materials Incident list
HAZMAT_CITY OF SAN JOSE - CA	City of San Jose Hazardous Material Facilities
HAZMAT_SACRAMENTO COUNTY - CA	Sacramento County Master Hazardous Materials Facility list
HAZMAT_SAN BERNARDINO COUNTY - CA	San Bernardino County Hazardous Material Permits
HAZMAT_SAN DIEGO COUNTY - CA	Hazardous Materials Management Division Database
HAZMAT_SANTA CLARA COUNTY - CA	Santa Clara County Hazardous Material Facilities

OTHER ASCERTAINABLE RECORDS (cont.)

HAZWASTE_ORANGE COUNTY - CA	Orange County hazardous waste facilities
HIGH FIRE - CA	Fire Hazard Severity Zones
HIST CORTESE - CA	The Historical Hazardous Waste and Substances Sites List
HIST HAZNET - CA	Historical Hazardous Waste Manifests
HIST HMS_LOS ANGELES COUNTY - CA	Historical Los Angeles County Street Number List
HIST HWP - CA	Historical EnviroStor Permitted Facilities
HIST MCS - CA	Historical Military Cleanup Sites
HIST NFA - CA	Historical No Further Action Sites
HMS_LOS ANGELES COUNTY - CA	Los Angeles County Street Number List
HWM COMMERCIAL FACILITIES - CA	Hazardous Waste Management Commercial Facilities
HWP - CA	EnviroStor Permitted Facilities
HWT - CA	Hazardous Waste Transporters
LOP_SANTA CLARA COUNTY - CA	Santa Clara County Local Oversight Program
MCS - CA	Military Cleanup Sites
MWMP - CA	Medical Waste Management Program
MWMP 2 - CA	Medical Waste Management Program
NFA - CA	No Further Action Sites
NFE - CA	Unconfirmed contaminated properties
NPDES - CA	State Wastewater and NPDES Permits
PERCHLORATE 2 - CA	Perchlorate contaminated sites
PFAS - CA	PFAS Site Listing
PFAS DOD - CA	PFAS Site Listing
PROPOSITION 65 - CA	Proposition 65 Records
RFR - CA	Regulated Facility Report
SITES INVENTORY_VENTURA COUNTY - CA	Ventura County Inventory of Closed Illegal Abandoned and Inactive Sites
SMU_SANTA BARBARA COUNTY - CA	Site Mitigation Unit Sites
SWAT - CA	SWAT Reports Summary Data
VCCP_VENTURA COUNTY - CA	Ventura County County Cleanup Program
WDS - CA	Waste Discharge System
WILDLANDS - CA	Preserves List
WIP - CA	Well Investigation Program
OTHER	
SEISMIC - CA	Seismic Hazards Zonation Program

SUBJECT NAME: 15.4-Acre Site
ADDRESS: Avenue 17, Madera, CA, 93637
LAT/LONG: 36.998342 / -120.107289

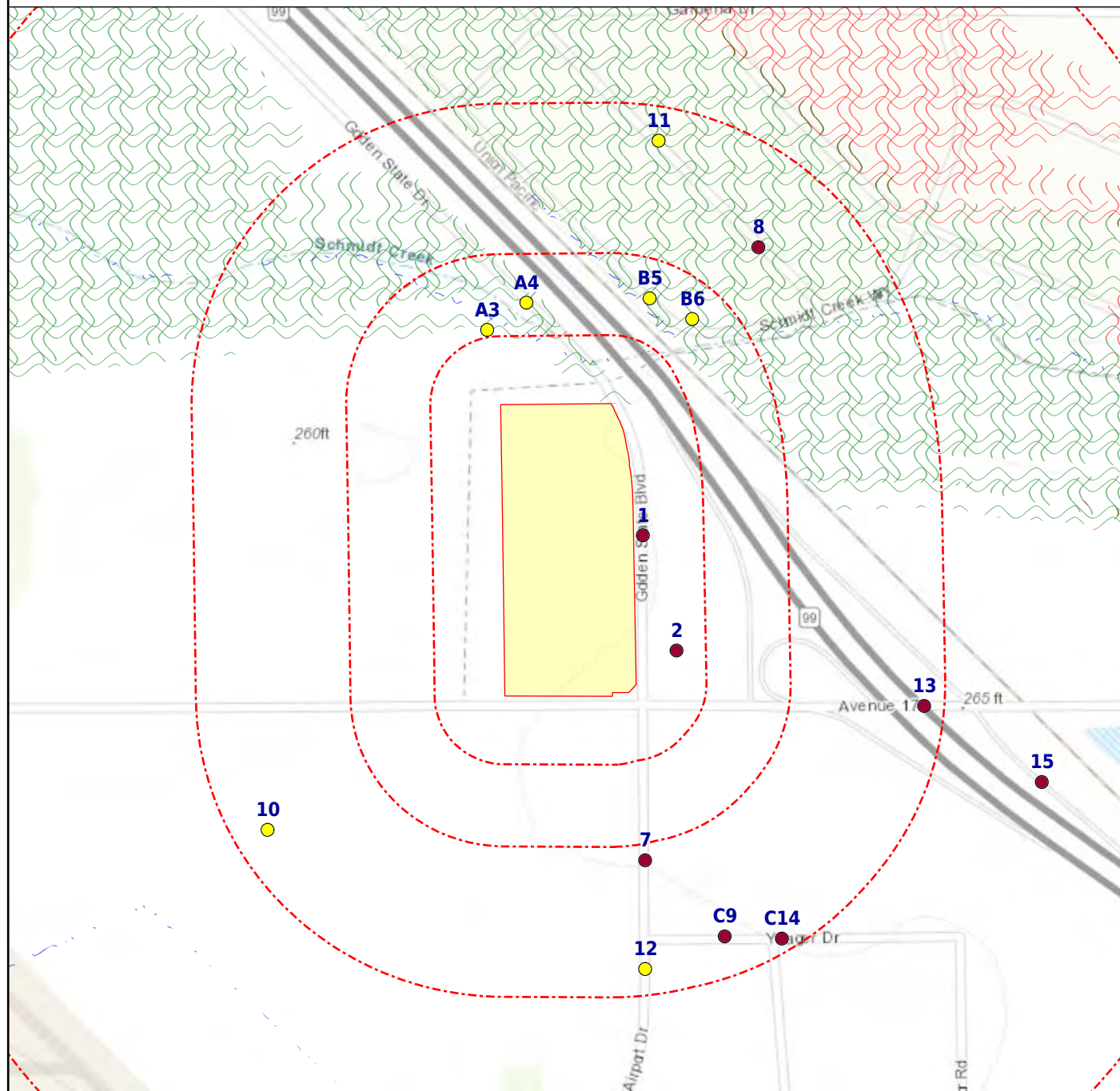
PREPARED FOR: Technicon Engineering Services
ORDER #: 63639
REPORT DATE: November 16, 2021



- | | | | |
|--|--|--|--|
| <ul style="list-style-type: none"> Subject Property CDC HAZDAT (No Data) Federal Lands (No Data) Fire Hazard Zone (No Data) NWI | <ul style="list-style-type: none"> Equal/Higher Elevation Department of Defense (No Data) FEMA FloodZone 100 Historical DOD (No Data) Seismic (No Data) | <ul style="list-style-type: none"> Lower Elevation DFIRM Floodzone 100 FEMA FloodZone 500 Indian Reservation (No Data) | <ul style="list-style-type: none"> Area Of Concern (No Data) DFIRM Floodzone 500 Fire Areas (No Data) National Priority List (No Data) |
|--|--|--|--|

SUBJECT NAME: 15.4-Acre Site
 ADDRESS: Avenue 17, Madera, CA, 93637
 LAT/LONG: 36.998342 / -120.107289

PREPARED FOR: Technicon Engineering Services
 ORDER #: 63639
 REPORT DATE: November 16, 2021



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|--|--|--|--|
| <ul style="list-style-type: none"> Subject Property CDC HAZDAT (No Data) Federal Lands (No Data) Fire Hazard Zone (No Data) NWI | <ul style="list-style-type: none"> Equal/Higher Elevation Department of Defense (No Data) FEMA FloodZone 100 Historical DOD (No Data) Seismic (No Data) | <ul style="list-style-type: none"> Lower Elevation DFIRM Floodzone 100 FEMA FloodZone 500 Indian Reservation (No Data) | <ul style="list-style-type: none"> Area Of Concern (No Data) DFIRM Floodzone 500 Fire Areas (No Data) National Priority List (No Data) |
|--|--|--|--|

<u>DATABASE</u>	<u>SUBJECT PROPERTY</u>	<u>SEARCH DISTANCE (MILES)</u>	<u><1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>>1</u>	<u>TOTAL MAPPED</u>
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FEDERAL RCRA NON-CORRACTS TSD FACILITIES LIST

ARCHIVED RCRA TSDF		0.500	0	0	0	--	--	0
RCRA_TSDF		0.500	0	0	0	--	--	0

STATE, TRIBAL, AND FEDERAL REGISTERED STORAGE TANK LISTS

AST PBS		0.250	0	0	--	--	--	0
EPA UST		0.250	1	2	--	--	--	3
FEMA UST		0.250	0	0	--	--	--	0
HIST INDIAN UST R4		0.250	0	0	--	--	--	0
HIST INDIAN UST R7		0.250	0	0	--	--	--	0
INDIAN UST R1		0.250	0	0	--	--	--	0
INDIAN UST R10		0.250	0	0	--	--	--	0
INDIAN UST R2		0.250	0	0	--	--	--	0
INDIAN UST R4		0.250	0	0	--	--	--	0
INDIAN UST R5		0.250	0	0	--	--	--	0
INDIAN UST R6		0.250	0	0	--	--	--	0
INDIAN UST R7		0.250	0	0	--	--	--	0
INDIAN UST R8		0.250	0	0	--	--	--	0
INDIAN UST R9		0.250	0	0	--	--	--	0
AST - CA		0.250	0	2	--	--	--	2
AST_KERN COUNTY - CA		0.250	0	0	--	--	--	0
AST_ORANGE COUNTY - CA		0.250	0	0	--	--	--	0
AST_PLACER COUNTY - CA		0.250	0	0	--	--	--	0
AST_YOLO COUNTY - CA		0.250	0	0	--	--	--	0
CLOSED UST_VENTURA COUNTY - CA		0.250	0	0	--	--	--	0
FID UST - CA		0.250	1	2	--	--	--	3
HIST AST - CA		0.250	0	1	--	--	--	1
HIST UST - CA		0.250	0	0	--	--	--	0
HIST UST_EL SEGUNDO CITY - CA		0.250	0	0	--	--	--	0
HIST UST_KERN COUNTY - CA		0.250	0	0	--	--	--	0
HIST UST_SUTTER COUNTY - CA		0.250	0	0	--	--	--	0
TANKS_CONTRA COSTA COUNTY - CA		0.250	0	0	--	--	--	0
UST - CA		0.250	1	2	--	--	--	3
UST_ALAMEDA COUNTY - CA		0.250	0	0	--	--	--	0
UST_CITY OF LONG BEACH - CA		0.250	0	0	--	--	--	0
UST_CITY OF TORRANCE - CA		0.250	0	0	--	--	--	0
UST_EL SEGUNDO CITY - CA		0.250	0	0	--	--	--	0

<u>DATABASE</u>	<u>SUBJECT PROPERTY</u>	<u>SEARCH DISTANCE (MILES)</u>	<u><1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>>1</u>	<u>TOTAL MAPPED</u>
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STATE, TRIBAL, AND FEDERAL REGISTERED STORAGE TANK LISTS (cont.)

UST_KERN COUNTY - CA		0.250	0	0	--	--	--	0
UST_MARIN COUNTY - CA		0.250	0	0	--	--	--	0
UST_MENDOCINO COUNTY - CA		0.250	0	0	--	--	--	0
UST_NAPA COUNTY - CA		0.250	0	0	--	--	--	0
UST_ORANGE COUNTY - CA		0.250	0	0	--	--	--	0
UST_PLACER COUNTY - CA		0.250	0	0	--	--	--	0
UST_RIVERSIDE COUNTY - CA		0.250	0	0	--	--	--	0
UST_SAN FRANCISCO COUNTY - CA		0.250	0	0	--	--	--	0
UST_SAN JOAQUIN COUNTY - CA		0.250	0	0	--	--	--	0
UST_SOLANO COUNTY - CA		0.250	0	0	--	--	--	0
UST_SUTTER COUNTY - CA		0.250	0	0	--	--	--	0
UST_YOLO COUNTY - CA		0.250	0	0	--	--	--	0

FEDERAL CERCLIS LIST

CERCLIS NFRAP		0.500	0	0	0	--	--	0
CERCLIS-HIST		0.500	0	0	1	--	--	1
EPA SAA		0.500	0	0	0	--	--	0
FEDERAL FACILITY		1.000	0	0	0	0	--	0
SEMS_8R_ACTIVE SITES		0.500	0	0	0	--	--	0
SEMS_8R_ARCHIVED SITES		0.500	0	0	1	--	--	1

FEDERAL RCRA CORRACTS FACILITIES LIST

CORRACTS		1.000	0	0	0	0	--	0
HIST CORRACTS 2		1.000	0	0	0	0	--	0

FEDERAL DELISTED NPL SITE LIST

DELISTED NPL		1.000	0	0	0	0	--	0
DELISTED PROPOSED NPL		1.000	0	0	0	0	--	0
SEMS_DELETED NPL		1.000	0	0	0	0	--	0

FEDERAL LANDFILL AND/OR SOLID WASTE DISPOSAL SITE LISTS

EPA LF MOP		0.500	0	0	0	--	--	0
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STATE, TRIBAL, AND FEDERAL LEAKING STORAGE TANK LISTS

EPA LUST		0.500	0	0	1	--	--	1
HIST INDIAN LUST R4		0.500	0	0	0	--	--	0
HIST INDIAN LUST R8		0.500	0	0	0	--	--	0
INDIAN LUST R1		0.500	0	0	0	--	--	0

<u>DATABASE</u>	<u>SUBJECT PROPERTY</u>	<u>SEARCH DISTANCE (MILES)</u>	<u><1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>>1</u>	<u>TOTAL MAPPED</u>
STATE, TRIBAL, AND FEDERAL LEAKING STORAGE TANK LISTS (cont.)								
INDIAN LUST R10		0.500	0	0	0	--	--	0
INDIAN LUST R2		0.500	0	0	0	--	--	0
INDIAN LUST R4		0.500	0	0	0	--	--	0
INDIAN LUST R5		0.500	0	0	0	--	--	0
INDIAN LUST R6		0.500	0	0	0	--	--	0
INDIAN LUST R7		0.500	0	0	0	--	--	0
INDIAN LUST R8		0.500	0	0	0	--	--	0
INDIAN LUST R9		0.500	0	0	0	--	--	0
HIST LUST_SONOMA COUNTY - CA		0.500	0	0	0	--	--	0
LUFT_ALAMEDA COUNTY - CA		0.500	0	0	0	--	--	0
LUST ORANGE COUNTY - CA		0.500	0	0	0	--	--	0
LUST REG 1 - CA		0.500	0	0	0	--	--	0
LUST REG 2 - CA		0.500	0	0	0	--	--	0
LUST REG 3 - CA		0.500	0	0	0	--	--	0
LUST REG 4 - CA		0.500	0	0	0	--	--	0
LUST REG 5 - CA		0.500	0	0	1	--	--	1
LUST REG 6 - CA		0.500	0	0	0	--	--	0
LUST REG 7 - CA		0.500	0	0	0	--	--	0
LUST REG 8 - CA		0.500	0	0	0	--	--	0
LUST REG 9 - CA		0.500	0	0	0	--	--	0
LUST_HAZMAT_YOLO COUNTY - CA		0.500	0	0	0	--	--	0
LUST_KERN COUNTY - CA		0.500	0	0	0	--	--	0
LUST_RIVERSIDE COUNTY - CA		0.500	0	0	0	--	--	0
LUST_SAN FRANCISCO COUNTY - CA		0.500	0	0	0	--	--	0
LUST_SAN MATEO COUNTY - CA		0.500	0	0	0	--	--	0
LUST_SOLANO COUNTY - CA		0.500	0	0	0	--	--	0
LUST_SONOMA COUNTY - CA		0.500	0	0	0	--	--	0
LUST_SUTTER COUNTY - CA		0.500	0	0	0	--	--	0
LUST_VENTURA COUNTY - CA		0.500	0	0	0	--	--	0
SLIC REG 1 - CA		0.500	0	0	0	--	--	0
SLIC REG 2 - CA		0.500	0	0	0	--	--	0
SLIC REG 3 - CA		0.500	0	0	0	--	--	0
SLIC REG 4 - CA		0.500	0	0	0	--	--	0
SLIC REG 5 - CA		0.500	0	0	1	--	--	1
SLIC REG 6 - CA		0.500	0	0	0	--	--	0

<u>DATABASE</u>	<u>SUBJECT PROPERTY</u>	<u>SEARCH DISTANCE (MILES)</u>	<u><1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>>1</u>	<u>TOTAL MAPPED</u>
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STATE, TRIBAL, AND FEDERAL LEAKING STORAGE TANK LISTS (cont.)

SLIC REG 7 - CA		0.500	0	0	0	--	--	0
SLIC REG 8 - CA		0.500	0	0	0	--	--	0
SLIC REG 9 - CA		0.500	0	0	0	--	--	0
SLIC_ALAMEDA COUNTY - CA		0.500	0	0	0	--	--	0

FEDERAL ERNS LIST

ERNS		SP	0	--	--	--	--	0
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FEDERAL INSTITUTIONAL CONTROLS / ENGINEERING CONTROLS REGISTRIES

FED E C		0.500	0	0	0	--	--	0
FED I C		0.500	0	0	0	--	--	0
RCRA IC_EC		0.250	0	0	--	--	--	0

FEDERAL RCRA GENERATORS LIST

HIST RCRA_CESQG		0.250	0	0	--	--	--	0
HIST RCRA_LQG		0.250	0	0	--	--	--	0
HIST RCRA_NONGEN		0.250	0	0	--	--	--	0
HIST RCRA_SQG		0.250	0	0	--	--	--	0
RCRA_LQG		0.250	0	0	--	--	--	0
RCRA_NONGEN		0.250	1	3	--	--	--	4
RCRA_SQG		0.250	0	0	--	--	--	0
RCRA_VSQG		0.250	0	0	--	--	--	0

FEDERAL NPL SITE LIST

NPL		1.000	0	0	0	0	--	0
NPL EPA R1 GIS		1.000	0	0	0	0	--	0
NPL EPA R3 GIS		1.000	0	0	0	0	--	0
NPL EPA R6 GIS		1.000	0	0	0	0	--	0
NPL EPA R8 GIS		1.000	0	0	0	0	--	0
NPL EPA R9 GIS		1.000	0	0	0	0	--	0
PART NPL		1.000	0	0	0	0	--	0
PROPOSED NPL		1.000	0	0	0	0	--	0
SEMS_FINAL NPL		1.000	0	0	0	0	--	0
SEMS_PROPOSED NPL		1.000	0	0	0	0	--	0

STATE- AND TRIBAL - EQUIVALENT CERCLIS

ENVIROSTOR - CA		1.000	0	0	1	0	--	1
HIST TOXIC PITS - CA		1.000	0	0	0	0	--	0
OIL & GAS CLEANUP - CA		0.500	0	0	0	--	--	0

<u>DATABASE</u>	<u>SUBJECT PROPERTY</u>	<u>SEARCH DISTANCE (MILES)</u>	<u><1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>>1</u>	<u>TOTAL MAPPED</u>
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STATE- AND TRIBAL - EQUIVALENT CERCLIS (cont.)

SWRCB CLEANUP - CA		0.500	0	0	0	--	--	0
SWRCB NON_CASE - CA		0.500	0	0	0	--	--	0
TOXIC PITS - CA		1.000	0	0	0	0	--	0

STATE- AND TRIBAL - EQUIVALENT NPL

HIST RESPONSE - CA		1.000	0	0	0	0	--	0
RESPONSE - CA		1.000	0	0	0	0	--	0

STATE AND TRIBAL LANDFILL AND/OR SOLID WASTE DISPOSAL SITE LISTS

HIST SWF/LF - CA		0.500	0	0	0	--	--	0
SWF/LF - CA		0.500	0	0	0	--	--	0

STATE RCRA GENERATORS LIST

HWG - CA		0.250	3	4	--	--	--	7
HWG_YOLO COUNTY - CA		0.250	0	0	--	--	--	0

STATE AND TRIBAL BROWNFIELD SITES

TRIBAL BROWNFIELDS		0.500	0	0	0	--	--	0
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STATE AND TRIBAL VOLUNTARY CLEANUP SITES

VCP - CA		0.500	0	0	0	--	--	0
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LOCAL BROWNFIELD LISTS

BROWNFIELDS-ACRES		0.500	0	0	0	--	--	0
FED BROWNFIELDS		0.500	0	0	0	--	--	0

LOCAL LISTS OF HAZARDOUS WASTE / CONTAMINATED SITES

FED CDL		SP	0	--	--	--	--	0
US HIST CDL		SP	0	--	--	--	--	0
CALARP_KERN COUNTY - CA		0.250	0	0	--	--	--	0
CASE LIST_SAN DIEGO COUNTY - CA		0.500	0	0	0	--	--	0
CDL - CA		SP	0	--	--	--	--	0
CORRECTIVE ACTION_RIVERSIDE COUNTY - CA		1.000	0	0	0	0	--	0
CS_NAPA COUNTY - CA		0.500	0	0	0	--	--	0
CS_PLACER COUNTY - CA		1.000	0	0	0	0	--	0
SCH - CA		0.250	0	0	--	--	--	0
SITE LIST_CONTRA COSTA COUNTY - CA		0.250	0	0	--	--	--	0

<u>DATABASE</u>	<u>SUBJECT PROPERTY</u>	<u>SEARCH DISTANCE (MILES)</u>	<u><1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>>1</u>	<u>TOTAL MAPPED</u>
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LOCAL LISTS OF HAZARDOUS WASTE / CONTAMINATED SITES (cont.)

TOXIC SITE_SACRAMENTO COUNTY - CA		1.000	0	0	0	0	--	0
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RECORDS OF EMERGENCY RELEASE REPORTS

HMIRS (DOT)		SP	0	--	--	--	--	0
CHMIRS - CA		SP	0	--	--	--	--	0
HIST CHMIRS - CA		SP	0	--	--	--	--	0
INDUSTRIAL CLEANUP_ORANGE COUNTY - CA		0.125	0	--	--	--	--	0
SML_LOS ANGELES COUNTY - CA		0.125	0	--	--	--	--	0

LOCAL LAND RECORDS

LIENS 2		SP	0	--	--	--	--	0
DEED - CA		0.500	0	0	0	--	--	0
HIST LIENS - CA		SP	0	--	--	--	--	0
LIENS - CA		SP	0	--	--	--	--	0

LOCAL LISTS OF LANDFILL / SOLID WASTE DISPOSAL SITES

HIST INDIAN ODI R8		0.500	0	0	0	--	--	0
INDIAN ODI R8		0.500	0	0	0	--	--	0
ODI		0.500	0	0	0	--	--	0
TRIBAL ODI		0.500	0	0	0	--	--	0
HAULERS - CA		0.500	0	0	1	--	--	1
LF_SAN DIEGO COUNTY - CA		0.500	0	0	0	--	--	0
SWF_LOS ANGELES COUNTY - CA		0.500	0	0	0	--	--	0
SWRCY - CA		0.500	0	0	0	--	--	0

OTHER ASCERTAINABLE RECORDS

AFS		SP	0	--	--	--	--	0
ALT FUELING		0.250	0	0	--	--	--	0
BRS		SP	0	--	--	--	--	0
CDC HAZDAT		1.000	0	0	0	0	--	0
COAL ASH DOE		0.500	0	0	0	--	--	0
COAL ASH EPA		0.500	0	0	0	--	--	0
COAL GAS		1.000	0	0	0	0	--	0
CONSENT (DECREEES)		1.000	0	0	0	0	--	0
CORRECTIVE ACTIONS_2020		0.500	0	0	0	--	--	0
DEBRIS EPA LF		0.500	0	0	0	--	--	0
DEBRIS EPA SWRCY		0.500	0	0	0	--	--	0

<u>DATABASE</u>	<u>SUBJECT PROPERTY</u>	<u>SEARCH DISTANCE (MILES)</u>	<u><1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>>1</u>	<u>TOTAL MAPPED</u>
OTHER ASCERTAINABLE RECORDS (cont.)								
DOD		1.000	0	0	0	0	--	0
DOT OPS		SP	0	--	--	--	--	0
ECHO		SP	0	--	--	--	--	0
ENOI		SP	0	--	--	--	--	0
EPA FUELS		SP	0	--	--	--	--	0
EPA OSC		0.125	0	--	--	--	--	0
EPA WATCH		SP	0	--	--	--	--	0
FA HWF		SP	0	--	--	--	--	0
FEDLAND		1.000	0	0	0	0	--	0
FRS		SP	0	--	--	--	--	0
FTTS		SP	0	--	--	--	--	0
FTTS INSP		SP	0	--	--	--	--	0
FUDS		1.000	0	1	0	0	--	1
HIST AFS		SP	0	--	--	--	--	0
HIST AFS 2		SP	0	--	--	--	--	0
HIST DOD		1.000	0	0	0	0	--	0
HIST LEAD_SMELTER		SP	0	--	--	--	--	0
HIST MLTS		SP	0	--	--	--	--	0
HIST PCB TRANS		SP	0	--	--	--	--	0
HIST PCS ENF		SP	0	--	--	--	--	0
HIST PCS FACILITY		SP	0	--	--	--	--	0
HIST SSTS		SP	0	--	--	--	--	0
HWC DOCKET		SP	0	--	--	--	--	0
ICIS		SP	0	--	--	--	--	0
INACTIVE PCS		SP	0	--	--	--	--	0
INDIAN RESERVATION		1.000	0	0	0	0	--	0
LUCIS		0.500	0	0	0	--	--	0
LUCIS 2		0.500	0	0	0	--	--	0
MANIFEST EPA		0.250	0	2	--	--	--	2
MINES		0.250	0	0	--	--	--	0
MINES USGS		0.250	0	0	--	--	--	0
MLTS		SP	0	--	--	--	--	0
NPL AOC		1.000	0	0	0	0	--	0
NPL LIENS		SP	0	--	--	--	--	0
OSHA		SP	0	--	--	--	--	0
PADS		SP	0	--	--	--	--	0

<u>DATABASE</u>	<u>SUBJECT PROPERTY</u>	<u>SEARCH DISTANCE (MILES)</u>	<u><1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>>1</u>	<u>TOTAL MAPPED</u>
OTHER ASCERTAINABLE RECORDS (cont.)								
PCB TRANSFORMER		SP	0	--	--	--	--	0
PCS ENF		SP	0	--	--	--	--	0
PCS FACILITY		SP	0	--	--	--	--	0
PFAS NPL		0.500	0	0	0	--	--	0
RAATS		SP	0	--	--	--	--	0
RADINFO		SP	0	--	--	--	--	0
RMP		0.500	0	0	0	--	--	0
ROD		1.000	0	0	0	0	--	0
SCRD DRYCLEANERS		0.250	0	0	--	--	--	0
SEMS_SMELTER		SP	0	--	--	--	--	0
SSTS		SP	0	--	--	--	--	0
STORMWATER		SP	0	--	--	--	--	0
TOSCA-PLANT		SP	0	--	--	--	--	0
TRIS		SP	0	--	--	--	--	0
UMTRA		0.500	0	0	0	--	--	0
VAPOR		0.500	0	0	0	--	--	0
AOC_SAN GABRIEL VALLEY - CA		1.000	0	0	0	0	--	0
BOND EXPENDITURE PLAN - CA		1.000	0	0	0	0	--	0
BP HW OUT_VENTURA COUNTY - CA		0.250	0	0	--	--	--	0
BUSINESS INVENTORY_SAN MATEO COUNTY - CA		0.250	0	0	--	--	--	0
CALEPA SITES - CA		0.250	3	6	--	--	--	9
CIWQS - CA		SP	0	--	--	--	--	0
CIWQS 2 - CA		SP	0	--	--	--	--	0
CORTESE - CA		0.500	0	0	0	--	--	0
CUPA_BUTTE COUNTY - CA		0.250	0	0	--	--	--	0
CUPA_FRESNO COUNTY - CA		0.250	0	0	--	--	--	0
CUPA_PLACER COUNTY - CA		0.250	0	0	--	--	--	0
DAYCARE - CA		SP	0	--	--	--	--	0
DRYCLEANERS - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_AMADOR COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_ANTELOPE VALLEY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_BAY AREA - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_BUTTE COUNTY - CA		0.250	0	0	--	--	--	0

<u>DATABASE</u>	<u>SUBJECT PROPERTY</u>	<u>SEARCH DISTANCE (MILES)</u>	<u><1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>>1</u>	<u>TOTAL MAPPED</u>
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OTHER ASCERTAINABLE RECORDS (cont.)

DRYCLEANERS_CALAVERAS COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_COLUSA COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_EASTERN KERN COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_EL DORADO COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_FEATHER RIVER - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_GLENN COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_GREAT BASIN UNIFIED - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_IMPERIAL COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_LAKE COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_LASSEN COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_MENDOCINO COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_MOJAVE DESERT - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_MONTEREY BAY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_NORTH COAST UNIFIED - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_NORTHERN SIERRA - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_NORTHERN SONOMA COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_PLACER COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_SACRAMENTO COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_SAN DIEGO COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_SAN JOAQUIN VALLEY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_SAN LUIS OBISPO - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_SANTA BARBARA COUNTY - CA		0.250	0	0	--	--	--	0

<u>DATABASE</u>	<u>SUBJECT PROPERTY</u>	<u>SEARCH DISTANCE (MILES)</u>	<u><1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>>1</u>	<u>TOTAL MAPPED</u>
OTHER ASCERTAINABLE RECORDS (cont.)								
DRYCLEANERS_SHASTA COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_SISKIYOU COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_SOUTH COAST - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_TEHAMA COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_TUOLUMNE COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_VENTURA COUNTY - CA		0.250	0	0	--	--	--	0
DRYCLEANERS_YOLO-SOLANO COUNTIES - CA		0.250	0	0	--	--	--	0
EMI - CA		SP	0	--	--	--	--	0
FA - CA		SP	0	--	--	--	--	0
FA 2 - CA		SP	0	--	--	--	--	0
FIRE AREAS - CA		1.000	0	0	0	0	--	0
GCC_SANTA CLARA VALLEY - CA		0.500	0	0	0	--	--	0
HAZMAT INCIDENT_CONTRA COSTA COUNTY - CA		0.250	0	0	--	--	--	0
HAZMAT_CITY OF SAN JOSE - CA		0.250	0	0	--	--	--	0
HAZMAT_SACRAMENTO COUNTY - CA		0.250	0	0	--	--	--	0
HAZMAT_SAN BERNARDINO COUNTY - CA		0.250	0	0	--	--	--	0
HAZMAT_SAN DIEGO COUNTY - CA		0.250	0	0	--	--	--	0
HAZMAT_SANTA CLARA COUNTY - CA		0.250	0	0	--	--	--	0
HAZNET - CA		0.250	3	4	--	--	--	7
HAZWASTE_ORANGE COUNTY - CA		0.500	0	0	0	--	--	0
HIGH FIRE - CA		1.000	0	0	0	0	--	0
HIST CORTESE - CA		0.500	0	0	0	--	--	0
HIST HAZNET - CA		0.250	0	0	--	--	--	0
HIST HMS_LOS ANGELES COUNTY - CA		0.250	0	0	--	--	--	0
HIST HWP - CA		1.000	0	0	0	0	--	0
HIST LDS - CA		0.500	0	0	1	--	--	1
HIST MCS - CA		1.000	0	0	0	0	--	0
HIST NFA - CA		0.500	0	0	0	--	--	0

<u>DATABASE</u>	<u>SUBJECT PROPERTY</u>	<u>SEARCH DISTANCE (MILES)</u>	<u><1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>>1</u>	<u>TOTAL MAPPED</u>
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OTHER ASCERTAINABLE RECORDS (cont.)

HMS_LOS ANGELES COUNTY - CA		0.250	0	0	--	--	--	0
HWM COMMERCIAL FACILITIES - CA		0.250	0	0	--	--	--	0
HWP - CA		1.000	0	0	0	0	--	0
HWT - CA		0.250	0	0	--	--	--	0
LDS - CA		0.500	0	0	1	--	--	1
LOP_SANTA CLARA COUNTY - CA		0.500	0	0	0	--	--	0
MCS - CA		1.000	0	0	0	0	--	0
MWMP - CA		0.250	0	0	--	--	--	0
MWMP 2 - CA		0.250	0	0	--	--	--	0
NFA - CA		0.500	0	0	0	--	--	0
NFE - CA		0.500	0	0	0	--	--	0
NPDES - CA		SP	0	--	--	--	--	0
PERCHLORATE 2 - CA		0.500	0	0	0	--	--	0
PFAS - CA		0.500	0	0	0	--	--	0
PFAS DOD - CA		0.500	0	0	0	--	--	0
PROPOSITION 65 - CA		1.000	0	0	0	0	--	0
RFR - CA		SP	0	--	--	--	--	0
SITES INVENTORY_VENTURA COUNTY - CA		1.000	0	0	0	0	--	0
SMU_SANTA BARBARA COUNTY - CA		1.000	0	0	0	0	--	0
SWAT - CA		SP	0	--	--	--	--	0
VCCP_VENTURA COUNTY - CA		0.500	0	0	0	--	--	0
WDS - CA		SP	0	--	--	--	--	0
WILDLANDS - CA		1.000	0	0	0	0	--	0
WIP - CA		0.250	0	0	--	--	--	0

OTHER

SEISMIC - CA		1.000	0	0	0	0	--	0
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Map Id: 1
 Direction: E
 Distance: 0.008 mi., 44 ft.
 Elevation: 260 ft.
 Relative: Higher

Site Name : SAN PARTNERSHIP
 3455 N GOLDEN STATE BLVD
 MADERA, CA 93638
Database(s) : [ECHO, FRS, HAZNET - CA, HWG - CA,
 RCRA_NONGEN]

Envirosite ID: 969508
EPA ID: N/R

ECHO

Facility Name : SAN PARTNERSHIP
 Facility Address : 3455 N GOLDEN STATE BLVD, MADERA, CA 93638
 County : MADERA

Last Inspection Date : N/R
 Registry ID : 110070424732
 FIPS Code : N/R
 EPA Region : 09
 Inspection Count : 0
 Last Inspection Days : N/R
 Informal Count : 0
 Last Informal Action Date : N/R
 Formal Action Count : 0
 Last Formal Action Date : N/R
 Total Penalties : 0
 Penalty Count : N/R
 Last Penalty Date : N/R
 Last Penalty Amount : N/R
 QTRS IN NC : 0
 Programs IN SNC : 0
 Current Compliance Status : No Violation Identified
 Three-Year Compliance Status :
 Collection Method : Zip Code Centroid
 Reference Point : N/R
 Accuracy Meters : 10000
 Derived Tribes : N/R
 Derived HUC : N/R
 Derived WBD : N/R
 Derived STCTY FIPS : N/R
 Derived Zip : N/R
 Derived CD113 : N/R
 Derived CB2010 : N/R
 MYRTK Universe : NNN
 NPDES IDs : N/R
 CWA Permit Types : N/R
 CWA Compliance Tracking : N/R
 CWA NAICS : N/R
 CWA SICS : N/R
 CWA Inspection Count : N/R
 CWA Last Inspection Days : N/R
 CWA Informal Count : N/R
 CWA Formal Action Count : N/R
 CWA Last Formal Action Date : N/R
 CWA Penalties : N/R
 CWA Last Penalty Date : N/R
 CWA Last Penalty Amount : N/R
 CWA Quarters IN NC : N/R
 CWA Current Compliance Status : N/R
 CWA Current SNC Flag : N
 CWA 13 Quarters Compliance Status : N/R
 CWA 13 Quarters Effluent Exceedances: N/R
 CWA Three-Year QNCR Codes : N/R
 DFR URL : [Click here for hyperlink provided by the agency.](#)
 Facility SIC : N/R
 Facility NAICS : 447190 - Other Gasoline Stations

Map Id: 1
 Direction: E
 Distance: 0.008 mi., 44 ft.
 Elevation: 260 ft.
 Relative: Higher

Site Name : SAN PARTNERSHIP
 3455 N GOLDEN STATE BLVD
 MADERA, CA 93638
Database(s) : [ECHO, FRS, HAZNET - CA, HWG - CA,
 RCRA_NONGEN] **(cont.)**

EnviroSite ID: 969508
EPA ID: N/R

ECHO (cont.)

Facility Last Inspection EPA Date :	N/R
Facility Last Inspection State Date :	N/R
Facility Last Formal Act EPA Date :	N/R
Facility Last Formal Act State Date :	N/R
Facility Last Informal Act EPA Date :	N/R
Facility Last Informal Act State Date :	N/R
Facility Federal Agency :	N/R
TRI Reporter :	N/R
Facility Imp Water Flag :	N/R
Current SNC Flag :	N
Indian County Flag :	N
Federal Flag :	N/R
US Mexico Border Flag :	N/R
Chesapeake Bay Flag :	N/R
AIR Flag :	N
NPDES Flag :	N
SDWIS Flag :	N
RCRA Flag :	Y
TRI Flag :	N
GHG Flag :	N
Major Flag :	N/R
Active Flag :	Y
NAA Flag :	N
Latitude :	36.992176
Longitude :	-120.056189
Last Date in Agency List :	2021-10-15

FRS

Facility Name :	SAN PARTNERSHIP
Facility Address :	3455 N GOLDEN STATE BLVD, MADERA, CA 93638
County :	MADERA

Site Details

Registry ID :	110070424732
FRS Facility URL :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-10-09

Source Description

Source Description :

RCRAInfo is EPA's comprehensive information system that supports the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984 through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA. RCRAInfo also supports generation of the National Hazardous Waste Biennial Report. All generators and treatment, storage, and disposal facilities who handle hazardous waste are required to report to the EPA Administrator at least once every two years to support creation of the Biennial Report.

Map Id: 1
 Direction: E
 Distance: 0.008 mi., 44 ft.
 Elevation: 260 ft.
 Relative: Higher

Site Name : SAN PARTNERSHIP
 3455 N GOLDEN STATE BLVD
 MADERA, CA 93638
Database(s) : [ECHO, FRS, HAZNET - CA, HWG - CA,
 RCRA_NONGEN] (**cont.**)

EnviroSite ID: 969508
EPA ID: N/R

FRS (**cont.**)

FRS Environmental Interest
 Source and System ID : RCRAINFO - CAL000431288

HAZNET - CA

Facility Name : SAN PARTNERSHIP
 Facility Address : 3455 N GOLDEN STATE BLVD, MADERA, CA 93638
 County : MADERA

Site Details

Generator EPA ID : CAL000431288
 Active : Inactive
 Category : STATE
 Facility Types : N/R
 Type : PERMANENT
 Contact Name : N/R
 Contact Phone : N/R
 Facility Mailing Address : 3455 N GOLDEN STATE BLVD, MADERA, CA 93638
 Latitude : 36.98645339
 Longitude : -120.08971855
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-07-08

HWG - CA

Facility Name : SAN PARTNERSHIP
 Facility Address : 3455 N GOLDEN STATE BLVD, MADERA, CA 93638
 County : MADERA

EPA ID : CAL000431288
 Status : Inactive
 Category : STATE
 Type : PERMANENT
 Facility Type : N/R
 Mailing Address : 3455 N GOLDEN STATE BLVD, MADERA, CA 93638
 Owner Name : SAN PARTNERSHIP
 Owner Address : 3455 N GOLDEN STATE BLVD, MADERA, CA 93638
 Operator Name : NADEEM AHMAD
 Operator Address : 3455 N GOLDEN STATE BLVD, MADERA, CA 93638
 Latitude : 36.986453
 Longitude : -120.089719

RCRA_NONGEN

Facility Name : SAN PARTNERSHIP
 Facility Address : 3455 N GOLDEN STATE BLVD, MADERA, CA 93638
 County : MADERA

Date Form Received by Agency : 2017-10-06
 EPA ID : CAL000431288
 Mailing Address : 3455 N GOLDEN STATE BLVD, MADERA, CA 93638
 Contact : NADEEM AHMAD

Map Id: 1
 Direction: E
 Distance: 0.008 mi., 44 ft.
 Elevation: 260 ft.
 Relative: Higher

Site Name : SAN PARTNERSHIP
 3455 N GOLDEN STATE BLVD
 MADERA, CA 93638
Database(s) : [ECHO, FRS, HAZNET - CA, HWG - CA,
 RCRA_NONGEN] (**cont.**)

EnviroSite ID: 969508
EPA ID: N/R

RCRA_NONGEN (**cont.**)

Contact Address : 3455 N GOLDEN STATE BLVD, MADERA, CA 93638
 Contact Country : N/R
 Contact Telephone : 559-673-7600
 Contact Email : SIXSTAR76@YAHOO.COM
 EPA Region : 09
 Land Type : Not Reported
 Source Type : Implementer
 Classification : Not a generator, verified
 Description : Not a generator, verified
 Last Date in Agency List : 2021-10-13

Owner/Operator Summary

Owner/Operator Name : NADEEM AHMAD
 Owner/Operator Address : 3455 N GOLDEN STATE BLVD, MADERA, CA 93638
 Owner/Operator Country : N/R
 Owner/Operator Telephone : 559-673-7600
 Owner/Operator Email : N/R
 Owner/Operator Fax : N/R
 Legal Status : Other land type
 Owner/Operator Type : Operator
 Owner/Operator Start Date : N/R
 Owner/Operator End Date : N/R

Owner/Operator Name : SAN PARTNERSHIP
 Owner/Operator Address : 3455 N GOLDEN STATE BLVD, MADERA, CA 93638
 Owner/Operator Country : N/R
 Owner/Operator Telephone : 559-673-7600
 Owner/Operator Email : N/R
 Owner/Operator Fax : N/R
 Legal Status : Other land type
 Owner/Operator Type : Owner
 Owner/Operator Start Date : N/R
 Owner/Operator End Date : N/R

Handler Activities Summary

U.S. Importer of Hazardous Waste : N
 Mixed Waste (Haz. and Radioactive) : N
 Recycler of Hazardous Waste : N
 Transporter of Hazardous Waste : N
 Treater, Storer or Disposer of HW : N
 Underground Injection Activity : N
 On-site Burner Exemption : N
 Furnace Exemption : N
 Used Oil Fuel Burner : N
 Used Oil Processor : N
 Used Oil Refiner : N
 Used Oil Fuel Marketer to Burner : N
 Used Oil Specification Marketer : N
 Used Oil Transfer Facility : N
 Used Oil Transporter : N

Map Id: 1
 Direction: E
 Distance: 0.008 mi., 44 ft.
 Elevation: 260 ft.
 Relative: Higher

Site Name : SAN PARTNERSHIP
 3455 N GOLDEN STATE BLVD
 MADERA, CA 93638
Database(s) : [ECHO, FRS, HAZNET - CA, HWG - CA,
 RCRA_NONGEN] **(cont.)**

EnviroSite ID: 969508
EPA ID: N/R

RCRA_NONGEN **(cont.)**

Notices of Violations Summary
 Regulation Violated : N

Map Id: 2
 Direction: SE
 Distance: 0.033 mi., 174 ft.
 Elevation: 261 ft.
 Relative: Higher

Site Name : ARCO AM/PM # 83145
 3455 N GOLDENSTATE
 MADERA, CA 93638
Database(s) : [CALEPA SITES - CA, EPA UST, FID UST -
 CA, FRS, UST - CA]

EnviroSite ID: 733601
EPA ID: N/R

CALEPA SITES - CA

Facility Name : ARCO AM/PM # 83145
 Facility Address : 3455 N GOLDENSTATE, MADERA, 93638

 Site ID : 93137
 EI ID : 10457011
 EI Description : Underground Storage Tank
 Latitude : 36.835490
 Longitude : -119.919030
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-08-26

Site ID : 93137
 EI ID : 10457011
 EI Description : Chemical Storage Facilities
 Latitude : 36.835490
 Longitude : -119.919030
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-08-26

EPA UST

Facility Name : ARCO AM/PM # 83145
 Facility Address : 3455 N Goldenstate, MADERA, California 93638
 County : N/R

Facility ID : CA10457011
 Facility Status : Open UST(s)
 Open USTs : 3
 Closed USTs : N/R
 Temporarily Out of Service USTs : N/R
 Date of Last Inspection : N/R
 EPA Region : 9
 Tribe : N/R
 Facility ID 2 : N/R
 Latitude : 36.9985572577005

Map Id: 2
Direction: SE
Distance: 0.033 mi., 174 ft.
Elevation: 261 ft.
Relative: Higher

Site Name : ARCO AM/PM # 83145
3455 N GOLDENSTATE
MADERA, CA 93638
Database(s) : [CALEPA SITES - CA, EPA UST, FID UST -
CA, FRS, UST - CA] (**cont.**)

Envirosite ID: 733601
EPA ID: N/R

EPA UST (cont.)

Longitude : -120.106149729559
Last Date in Agency List : 2021-08-27

Tank Details

Tank ID : CA10457011-001_A Stand-alone Tank_1
Tank Status : Open
Installation Date : 2013-07-18
Removal Date : N/R
Capacity : 25000
Substances : Regular Unleaded
Tank Wall Type : Double Wall

Tank ID : CA10457011-002_One in a Compartmented Unit_2
Tank Status : Open
Installation Date : 2013-07-18
Removal Date : N/R
Capacity : 12000
Substances : Premium Unleaded
Tank Wall Type : Double Wall

Tank ID : CA10457011-003_One in a Compartmented Unit_2
Tank Status : Open
Installation Date : 2013-07-18
Removal Date : N/R
Capacity : 10000
Substances : Diesel
Tank Wall Type : Double Wall

FID UST - CA

Facility Name : ARCO AM/PM # 83145
Facility Address : 3455 N Goldenstate, MADERA, 93638
County : Madera

Facility ID : N/R
CERSID : 10457011
Permitting Agency : Madera County Environmental Health
Latitude : 36.83549
Longitude : -119.91903
Last Date in Agency List : 2021-09-17

FRS

Facility Name : ARCO AM/PM # 83145
Facility Address : 3455 N GOLDENSTATE, MADERA, CA 93638
County : FRESNO

Map Id: 2
Direction: SE
Distance: 0.033 mi., 174 ft.
Elevation: 261 ft.
Relative: Higher

Site Name : ARCO AM/PM # 83145
3455 N GOLDENSTATE
MADERA, CA 93638
Database(s) : [CALEPA SITES - CA, EPA UST, FID UST -
CA, FRS, UST - CA] (**cont.**)

Envirosite ID: 733601
EPA ID: N/R

FRS (cont.)

Site Details

Registry ID : 110066762097
FRS Facility URL : [Click here for hyperlink provided by the agency.](#)
Last Date in Agency List : 2021-10-09

Source Description

Source Description :

The California Environmental Protection Agency (CalEPA) has recently implemented a new data warehouse system (nSite). This data warehouse combines and merges facility and site information from five different systems managed within CalEPA. The five systems are: California Environmental Reporting System (CERS), EnviroStor, GeoTracker, California Integrated Water Quality System (CIWQS), and Toxic Release Inventory (TRI).

FRS Environmental Interest

Source and System ID : CA-ENVIROVIEW - 93137

UST - CA

Facility Name : ARCO AM/PM # 83145
Facility Address : 3455 N Goldenstate, MADERA, 93638
County : Madera

Facility ID : N/R
CERS ID : 10457011
Permitting Agency : Madera County Environmental Health
Latitude : 36.83549
Longitude : -119.91903
Last Date in Agency List : 2021-09-10

Map Id: A3
Direction: NNW
Distance: 0.063 mi., 334 ft.
Elevation: 254 ft.
Relative: Lower

Site Name : VALLEY GRAIN PRODUCTS, INC. | VALLEY
GRAIN/AZTECA MILLING
20157 HIGHWAY 99
MADERA, CA 93639
Database(s) : [CALEPA SITES - CA, FRS]

Envirosite ID: 239906
EPA ID: N/R

CALEPA SITES - CA

Facility Name : VALLEY GRAIN/AZTECA MILLING
Facility Address : 20157 HIGHWAY 99, MADERA, 93639

Site ID : 502198
EI ID : 110002437257

Map Id: A3
Direction: NNW
Distance: 0.063 mi., 334 ft.
Elevation: 254 ft.
Relative: Lower

Site Name : VALLEY GRAIN PRODUCTS, INC. | VALLEY
GRAIN/AZTECA MILLING
20157 HIGHWAY 99
MADERA, CA 93639
Database(s) : [CALEPA SITES - CA, FRS] **(cont.)**

EnviroSite ID: 239906
EPA ID: N/R

CALEPA SITES - CA **(cont.)**

El Description : US EPA Air Emission Inventory System (EIS)
Latitude : 37.001015
Longitude : -120.108450
Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
Last Date in Agency List : 2021-08-26

Facility Name : VALLEY GRAIN PRODUCTS, INC.
Facility Address : 20157 HIGHWAY 99, MADERA, 93639

Site ID : 502197
El ID : 110054314461
El Description : US EPA Air Emission Inventory System (EIS)
Latitude : 37.001010
Longitude : -120.108440
Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
Last Date in Agency List : 2021-08-26

FRS

Facility Name : VALLEY GRAIN/AZTECA MILLING
Facility Address : 20157 HIGHWAY 99, MADERA, CA 93639
County : MADERA

Site Details

Registry ID : 110002437257
FRS Facility URL : [Click here for hyperlink provided by the agency.](#)
Last Date in Agency List : 2021-10-09

Source Description

Source Description :

The Emission Inventory System (EIS) maintains an inventory of large stationary sources and voluntarily-reported smaller sources of air point pollution emitters. It contains information about facility sites and their physical location, emission units, emission processes, release points, control approaches, and regulations. Facility inventory data are kept separate from the emissions data and have stable identifiers to improve continuity from year to year and to help identify duplicate or missing facilities.

FRS Environmental Interest

Source and System ID : EIS - 2005911

Facility Name : VALLEY GRAIN PRODUCTS, INC.
Facility Address : 20157 HIGHWAY 99, MADERA, CA 93639
County : MADERA

Map Id: A3
 Direction: NNW
 Distance: 0.063 mi., 334 ft.
 Elevation: 254 ft.
 Relative: Lower

Site Name : VALLEY GRAIN PRODUCTS, INC. | VALLEY GRAIN/AZTECA MILLING
 20157 HIGHWAY 99
 MADERA, CA 93639
Database(s) : [CALEPA SITES - CA, FRS] **(cont.)**

EnviroSite ID: 239906
EPA ID: N/R

FRS (cont.)

Site Details

Registry ID : 110054314461
 FRS Facility URL : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-10-09

Source Description

Source Description :

The Emission Inventory System (EIS) maintains an inventory of large stationary sources and voluntarily-reported smaller sources of air point pollution emitters. It contains information about facility sites and their physical location, emission units, emission processes, release points, control approaches, and regulations. Facility inventory data are kept separate from the emissions data and have stable identifiers to improve continuity from year to year and to help identify duplicate or missing facilities.

FRS Environmental Interest

Source and System ID : EIS - 14347011

Map Id: A4
 Direction: N
 Distance: 0.084 mi., 446 ft.
 Elevation: 254 ft.
 Relative: Lower

Site Name : HORIZON ENTERPRISE
 17286 GOLDEN STATE BLVD
 MADERA, CA 93637
Database(s) : [HAZNET - CA, HWG - CA]

EnviroSite ID: 538715
EPA ID: CAC002606602

HAZNET - CA

Facility Name : HORIZON ENTERPRISE
 Facility Address : 17286 GOLDEN STATE BLVD, MADERA, CA 93637
 County : MADERA

Site Details

Generator EPA ID : CAC002606602
 Active : Inactive
 Category : STATE
 Facility Types : N/R
 Type : TEMPORARY
 Contact Name : N/R
 Contact Phone : N/R
 Facility Mailing Address : 586 W BARSTOW AVE, FRESNO, CA 937041935
 Latitude : 37.00129251
 Longitude : -120.10789041
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-07-08

Map Id: A4
Direction: N
Distance: 0.084 mi., 446 ft.
Elevation: 254 ft.
Relative: Lower

Site Name : HORIZON ENTERPRISE
17286 GOLDEN STATE BLVD
MADERA, CA 93637
Database(s) : [HAZNET - CA, HWG - CA] **(cont.)**

EnviroSite ID: 538715
EPA ID: CAC002606602

HAZNET - CA **(cont.)**

Waste Generator Details
State Waste :

2006: 151 - Asbestos containing waste, 6.7424 tons to CAL000190080

HWG - CA

Facility Name : HORIZON ENTERPRISE
Facility Address : 17286 GOLDEN STATE BLVD, MADERA, CA 93637
County : MADERA

EPA ID : CAC002606602
Status : Inactive
Category : STATE
Type : TEMPORARY
Facility Type : N/R
Mailing Address : 586 W BARSTOW AVE, FRESNO, CA 937041935
Owner Name : HORIZON ENTERPRISE
Owner Address : 586 W BARSTOW AVE, FRESNO, CA 937041935
Operator Name : STEVEN WEIL
Operator Address : 586 W BARSTOW AVE, FRESNO, CA 937041935
Latitude : 37.001365
Longitude : -120.107845

Map Id: B5
Direction: NNE
Distance: 0.094 mi., 496 ft.
Elevation: 258 ft.
Relative: Lower

Site Name : MERAS ENGINEERING, INC
17331 SHARON BLVD
MADERA, CA 93638
Database(s) : [FRS, HAZNET - CA, HWG - CA]

EnviroSite ID: 423282
EPA ID: CAC002736052

FRS

Facility Name : MERAS ENGINEERING
Facility Address : 17331 SHARON BLVD, MADERA, CA 93638
County : MADERA

Site Details

Registry ID : 110059753486
FRS Facility URL : [Click here for hyperlink provided by the agency.](#)
Last Date in Agency List : 2021-10-09

Source Description

Map Id: B5
 Direction: NNE
 Distance: 0.094 mi., 496 ft.
 Elevation: 258 ft.
 Relative: Lower

Site Name : MERAS ENGINEERING, INC
 17331 SHARON BLVD
 MADERA, CA 93638
Database(s) : [FRS, HAZNET - CA, HWG - CA] **(cont.)**

Envirosite ID: 423282
EPA ID: CAC002736052

FRS (cont.)

Source Description :

The California Environmental Reporting System (CERS) is a statewide web-based user and information exchange system to support over 140,000 regulated businesses and over 130 local agencies in electronically collecting and reporting significant hazardous materials, hazardous waste and compliance and enforcement data as mandated by California law. Under oversight by Cal/EPA, certified local governing agencies (Unified Program Agencies - UPAs) consolidate, coordinate and provide consistent regulatory activities for six state and federal environmental programs.

The California Environmental Protection Agency (CalEPA) has recently implemented a new data warehouse system (nSite). This data warehouse combines and merges facility and site information from five different systems managed within CalEPA. The five systems are: California Environmental Reporting System (CERS), EnviroStor, GeoTracker, California Integrated Water Quality System (CIWQS), and Toxic Release Inventory (TRI).

FRS Environmental Interest

Source and System ID :

CA-CERS - 10490341
 CA-ENVIROVIEW - 48038

HAZNET - CA

Facility Name :
 Facility Address :
 County :

MERAS ENGINEERING, INC
 17331 SHARON BLVD, MADERA, CA 93638
 MADERA

Site Details

Generator EPA ID : CAC002736052
 Active : Inactive
 Category : STATE
 Facility Types : N/R
 Type : TEMPORARY
 Contact Name : N/R
 Contact Phone : N/R
 Facility Mailing Address : 2401 E ORANGEBURG AVE STE 675, MODESTO, CA 953553379
 Latitude : 37.00281952
 Longitude : -120.10772502
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-07-08

Waste Generator Details

State Waste :

2013: 135 - Unspecified aqueous solution, 0.357 tons to CAD980887418
 2013: 791 - Liquids with pH <= 2, 0.1251 tons to CAD980887418

Facility Name :
 Facility Address :
 County :

MERAS ENGINEERING, INC.
 17331 SHARON BLVD, MADERA, CA 93638
 MADERA

Map Id: B5
 Direction: NNE
 Distance: 0.094 mi., 496 ft.
 Elevation: 258 ft.
 Relative: Lower

Site Name : MERAS ENGINEERING, INC
 17331 SHARON BLVD
 MADERA, CA 93638
Database(s) : [FRS, HAZNET - CA, HWG - CA] **(cont.)**

EnviroSite ID: 423282
EPA ID: CAC002736052

HAZNET - CA (cont.)

Site Details

Generator EPA ID :	CAC002813690
Active :	Inactive
Category :	STATE
Facility Types :	N/R
Type :	TEMPORARY
Contact Name :	N/R
Contact Phone :	N/R
Facility Mailing Address :	2401 E ORANGEBURG AVE STE 675, MODESTO, CA 953553379
Latitude :	37.00281952
Longitude :	-120.10772502
Agency Hyperlink :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-07-08

Waste Generator Details

State Waste :	2015: 181 - Other inorganic solid waste, 0.1 tons to NVT330010000
	2015: 141 - Off-specification, aged or surplus inorganics, 1.5846 tons to NVT330010000

Facility Name :	MERAS ENGINEERING, INC.
Facility Address :	17331 SHARON BLVD., MADERA, CA 93638
County :	MADERA

Site Details

Generator EPA ID :	CAC002829475
Active :	Inactive
Category :	STATE
Facility Types :	N/R
Type :	TEMPORARY
Contact Name :	N/R
Contact Phone :	N/R
Facility Mailing Address :	2401 E ORANGEBURG AVE STE 675, MODESTO, CA 953553379
Latitude :	37.00281952
Longitude :	-120.10772502
Agency Hyperlink :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-07-08

Waste Generator Details

State Waste :	2015: 141 - Off-specification, aged or surplus inorganics, 2.35605 tons to NVT330010000
---------------	---

HWG - CA

Facility Name :	MERAS ENGINEERING, INC
Facility Address :	17331 SHARON BLVD, MADERA, CA 93638
County :	MADERA

Map Id: B5
Direction: NNE
Distance: 0.094 mi., 496 ft.
Elevation: 258 ft.
Relative: Lower

Site Name : MERAS ENGINEERING, INC
17331 SHARON BLVD
MADERA, CA 93638
Database(s) : [FRS, HAZNET - CA, HWG - CA] (**cont.**)

EnviroSite ID: 423282
EPA ID: CAC002736052

HWG - CA (**cont.**)

EPA ID : CAC002736052
Status : Inactive
Category : STATE
Type : TEMPORARY
Facility Type : N/R
Mailing Address : 2401 E ORANGEBURG AVE STE 675, MODESTO, CA 953553379
Owner Name : BRYAN O'CONNELL / CHRIS BINFIELD
Owner Address : 601 VAN NESS AVE APT 725 # E3, SAN FRANCISCO, CA 941023256
Operator Name : ERIKA PINILLA
Operator Address : 900 H ST STE G, MODESTO, CA 953542300
Latitude : 37.00156
Longitude : -120.10578

Facility Name : MERAS ENGINEERING, INC.
Facility Address : 17331 SHARON BLVD, MADERA, CA 93638
County : MADERA

EPA ID : CAC002813690
Status : Inactive
Category : STATE
Type : TEMPORARY
Facility Type : N/R
Mailing Address : 2401 E ORANGEBURG AVE STE 675, MODESTO, CA 953553379
Owner Name : MERAS ENGINEERING, INC.
Owner Address : 17331 SHARON BLVD, MADERA, CA 93638
Operator Name : MARCO HURTADO
Operator Address : 2401 E ORANGEBURG AVE STE 675, MODESTO, CA 953553379
Latitude : 37.00282
Longitude : -120.107725

Facility Name : MERAS ENGINEERING, INC.
Facility Address : 17331 SHARON BLVD., MADERA, CA 93638
County : MADERA

EPA ID : CAC002829475
Status : Inactive
Category : STATE
Type : TEMPORARY
Facility Type : N/R
Mailing Address : 2401 E ORANGEBURG AVE STE 675, MODESTO, CA 953553379
Owner Name : MERAS ENGINEERING, INC.
Owner Address : 2401 E ORANGEBURG AVE STE 675, MODESTO, CA 953553379
Operator Name : MARCO HURTADO
Operator Address : 2401 E ORANGEBURG AVE STE 675, MODESTO, CA 953553379
Latitude : 37.00282
Longitude : -120.107725

Map Id: B6
 Direction: NNE
 Distance: 0.096 mi., 510 ft.
 Elevation: 258 ft.
 Relative: Lower

Site Name : AT&T - UG1XT
 24291 SCHMIDT CREEK WAY
 MADERA, CA 93638
Database(s) : [CALEPA SITES - CA]

EnviroSite ID: 36599886
EPA ID: N/R

CALEPA SITES - CA

Facility Name : AT&T - UG1XT
Facility Address : 24291 SCHMIDT CREEK WAY, MADERA, 93638

Site ID : 567243
EI ID : 10847284
EI Description : Chemical Storage Facilities
Latitude : 37.001540
Longitude : -120.102580
Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
Last Date in Agency List : 2021-08-26

Map Id: 7
 Direction: SSE
 Distance: 0.139 mi., 736 ft.
 Elevation: 261 ft.
 Relative: Higher

Site Name : MADERA COUNTY MOSQUITO & VECTOR
 CONTROL DISTRICT | MADERA COUNTY
 MOSQUITO & VECTOR CON |
 PERFORMANCE TRAILERS
 3105 AIRPORT DR
 MADERA, CA
Database(s) : [AST - CA, CALEPA SITES - CA, ECHO, EMI
 - CA, FRS, HAZNET - CA, HIST AST - CA,
 HWG - CA, MANIFEST EPA,
 RCRA_NONGEN]

EnviroSite ID: 672627
EPA ID: N/R

AST - CA

Facility Name : MADERA COUNTY MOSQUITO & VECTOR CON
Facility Address : 3105 AIRPORT DR, MADERA, CA 93637
County : N/R

Site ID : 45980
Facility Identifier : N/R
EPA Identifier : N/R
Facility Explorer ID : N/R
Dun and Bradstreet Number : N/R

Regulatory Programs : Hazardous Waste Generator, Aboveground Petroleum Storage, Chemical
 Storage Facilities

SIC : N/R
NAICS : N/R
Latitude : 36.994625
Longitude : -120.105324
Hyperlink : [Click here for hyperlink provided by the agency.](#)
Last Date in Agency List : 2021-09-30

Map Id: 7
 Direction: SSE
 Distance: 0.139 mi., 736 ft.
 Elevation: 261 ft.
 Relative: Higher

Site Name : MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT | MADERA COUNTY MOSQUITO & VECTOR CON | PERFORMANCE TRAILERS 3105 AIRPORT DR MADERA, CA

Database(s) : [AST - CA, CALEPA SITES - CA, ECHO, EMI - CA, FRS, HAZNET - CA, HIST AST - CA, HWG - CA, MANIFEST EPA, RCRA_NONGEN] **(cont.)**

EnviroSite ID: 672627
EPA ID: N/R

AST - CA (cont.)

Violations

Details for this site have been truncated due to the large number of available details for this site within this dataset. For the complete details for this site, contact your EnviroSite account representative for a complimentary site report containing all of the details available.

Violation Date :	2018-05-15
Citation :	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Description :	Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.
Notes :	Returned to compliance on 05/21/2018. CERS submission past due.
Division :	Madera County Environmental Health
Program :	HMRRP
Source :	CERS
Violation Date :	2017-10-23
Citation :	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Description :	Failure to complete and electronically submit a site map with all required content.
Notes :	Returned to compliance on 11/21/2017. HM05: Update site map to include the foll.: North Orientation, Emergency Evacuation Area, Emergency Shutoff locations, main shut off location, all fire extinguishers, emergency equipment, location of all hazardous materials and hazardous waste.
Division :	Madera County Environmental Health
Program :	HMRRP
Source :	CERS
Violation Date :	2017-10-23
Citation :	HSC 6.95 25508.1(a)-(f) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(a)-(f)

Map Id: 7
Direction: SSE
Distance: 0.139 mi., 736 ft.
Elevation: 261 ft.
Relative: Higher

Site Name : MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT | MADERA COUNTY MOSQUITO & VECTOR CON | PERFORMANCE TRAILERS
3105 AIRPORT DR
MADERA, CA

Database(s) : [AST - CA, CALEPA SITES - CA, ECHO, EMI - CA, FRS, HAZNET - CA, HIST AST - CA, HWG - CA, MANIFEST EPA, RCRA_NONGEN] **(cont.)**

Envirosite ID: 672627
EPA ID: N/R

AST - CA **(cont.)**

Description :

Failure to electronically update business plan within 30 days of any one of the following events: A 100 percent or more increase in the quantity of a previously disclosed material. Any handling of a previously undisclosed hazardous materials at or above reportable quantities. A change of business address, business ownership, or business name. A substantial change in the handler's operations that requires modification to any portion of the business plan.

Notes :

Returned to compliance on 11/21/2017. HM06: Update chemical locations for all inventory on site to reflect the site map. No materials marked as "EHS" on site were categorized as "EHS", remove "EHS" indicator from all inventory items. Update all Max. Daily values: Cocobear and BVAC, Evergreen only.

Division :
Program :
Source :

Madera County Environmental Health
HMRRP
CERS

Violation Date :

2017-10-23

Citation :

HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)

Description :

Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.

Notes :

Returned to compliance on 11/09/2017. Provide emergency evacuation training for all employees for the last 3 years. Only observed for "field" - staff. Provide training logs.

Division :
Program :
Source :

Madera County Environmental Health
HMRRP
CERS

Violation Date :

2017-10-23

Citation :

40 CFR 1 265.174 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.174

Description :

Failure to inspect hazardous waste storage areas at least weekly and look for leaking and deteriorating containers.

Map Id: 7
 Direction: SSE
 Distance: 0.139 mi., 736 ft.
 Elevation: 261 ft.
 Relative: Higher

Site Name : MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT | MADERA COUNTY MOSQUITO & VECTOR CON | PERFORMANCE TRAILERS
 3105 AIRPORT DR
 MADERA, CA

Database(s) : [AST - CA, CALEPA SITES - CA, ECHO, EMI - CA, FRS, HAZNET - CA, HIST AST - CA, HWG - CA, MANIFEST EPA, RCRA_NONGEN] **(cont.)**

EnviroSite ID: 672627
EPA ID: N/R

AST - CA (cont.)

Notes : Returned to compliance on 11/09/2017. HW14: Inspect containers and areas around containers for any spills, dents, leaks. Personnel must respond oil spills immediately. Inspector observed oil spill (minor) in secondary containment area. Provide pictures of clean secondary containment area where used oil spill was observed.

Division : Madera County Environmental Health
Program : HW
Source : CERS

Enforcements

Enforcement Action Date : 2018-05-15
Type : Notice of Violation (Unified Program)
Description : Notice of Violation Issued by the Inspector at the Time of Inspection
Notes : N/R
Division : Madera County Environmental Health
Program : HMRRP
Source : CERS

Enforcement Action Date : 2017-10-23
Type : Notice of Violation (Unified Program)
Description : Notice of Violation Issued by the Inspector at the Time of Inspection
Notes : N/R
Division : Madera County Environmental Health
Program : HMRRP
Source : CERS

Enforcement Action Date : 2017-10-23
Type : Notice of Violation (Unified Program)
Description : Notice of Violation Issued by the Inspector at the Time of Inspection
Notes : N/R
Division : Madera County Environmental Health
Program : HW
Source : CERS

Enforcement Action Date : 2017-06-23
Type : Notice of Violation (Unified Program)
Description : Notice of Violation Issued by the Inspector at the Time of Inspection
Notes : N/R
Division : Madera County Environmental Health
Program : HMRRP
Source : CERS

Map Id: 7
 Direction: SSE
 Distance: 0.139 mi., 736 ft.
 Elevation: 261 ft.
 Relative: Higher

Site Name : MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT | MADERA COUNTY MOSQUITO & VECTOR CON | PERFORMANCE TRAILERS
 3105 AIRPORT DR
 MADERA, CA

Database(s) : [AST - CA, CALEPA SITES - CA, ECHO, EMI - CA, FRS, HAZNET - CA, HIST AST - CA, HWG - CA, MANIFEST EPA, RCRA_NONGEN] **(cont.)**

EnviroSite ID: 672627
EPA ID: N/R

AST - CA (cont.)

Enforcement Action Date : 2014-08-20
 Type : Notice of Violation (Unified Program)
 Description : Notice of Violation Issued by the Inspector at the Time of Inspection
 Notes : N/R
 Division : Madera County Environmental Health
 Program : HMRRP
 Source : CERS

Enforcement Action Date : 2014-08-20
 Type : Notice of Violation (Unified Program)
 Description : Notice of Violation Issued by the Inspector at the Time of Inspection
 Notes : N/R
 Division : Madera County Environmental Health
 Program : HW
 Source : CERS

Chemicals

Chemical Name : N/R
 CAS Number : N/R
 Hazard Type(s) : N/R
 Max Daily Amount / Unit : N/R
 Average Daily Amount / Unit : N/R
 Days Onsite : N/R
 Physical State(s) : N/R

CALEPA SITES - CA

Facility Name : MADERA COUNTY MOSQUITO & VECTOR CON
 Facility Address : 3105 AIRPORT DR, MADERA, 93637

Site ID : 45980
 EI ID : 10425541
 EI Description : Aboveground Petroleum Storage
 Latitude : 36.994625
 Longitude : -120.105324
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-08-26

Site ID : 45980
 EI ID : 10425541
 EI Description : Hazardous Waste Generator
 Latitude : 36.994625
 Longitude : -120.105324
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-08-26

Map Id: 7
 Direction: SSE
 Distance: 0.139 mi., 736 ft.
 Elevation: 261 ft.
 Relative: Higher

Site Name : MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT | MADERA COUNTY MOSQUITO & VECTOR CON | PERFORMANCE TRAILERS
 3105 AIRPORT DR
 MADERA, CA

Database(s) : [AST - CA, CALEPA SITES - CA, ECHO, EMI - CA, FRS, HAZNET - CA, HIST AST - CA, HWG - CA, MANIFEST EPA, RCRA_NONGEN] **(cont.)**

EnviroSite ID: 672627
EPA ID: N/R

CALEPA SITES - CA (cont.)

Site ID : 45980
 EI ID : 10425541
 EI Description : Chemical Storage Facilities
 Latitude : 36.994625
 Longitude : -120.105324
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-08-26

Facility Name : PERFORMANCE TRAILERS
 Facility Address : 3105 AIRPORT DR, MADERA, 93637

Site ID : 486740
 EI ID : 110058373371
 EI Description : US EPA Air Emission Inventory System (EIS)
 Latitude : 36.994540
 Longitude : -120.105190
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-08-26

ECHO

Facility Name : MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT
 Facility Address : 3105 AIRPORT DR, MADERA, CA 93637
 County : MADERA

Last Inspection Date : N/R
 Registry ID : 110070477216
 FIPS Code : N/R
 EPA Region : 09
 Inspection Count : 0
 Last Inspection Days : N/R
 Informal Count : 0
 Last Informal Action Date : N/R
 Formal Action Count : 0
 Last Formal Action Date : N/R
 Total Penalties : 0
 Penalty Count : N/R
 Last Penalty Date : N/R
 Last Penalty Amount : N/R
 QTRS IN NC : 0
 Programs IN SNC : 0
 Current Compliance Status : No Violation Identified
 Three-Year Compliance Status :
 Collection Method : Zip Code Centroid
 Reference Point : N/R
 Accuracy Meters : 10000
 Derived Tribes : N/R

Map Id: 7
 Direction: SSE
 Distance: 0.139 mi., 736 ft.
 Elevation: 261 ft.
 Relative: Higher

Site Name : MADERA COUNTY MOSQUITO & VECTOR
 CONTROL DISTRICT | MADERA COUNTY
 MOSQUITO & VECTOR CON |
 PERFORMANCE TRAILERS
 3105 AIRPORT DR
 MADERA, CA

Database(s) : [AST - CA, CALEPA SITES - CA, ECHO, EMI
 - CA, FRS, HAZNET - CA, HIST AST - CA,
 HWG - CA, MANIFEST EPA,
 RCRA_NONGEN] **(cont.)**

EnviroSite ID: 672627
EPA ID: N/R

ECHO (cont.)

Derived HUC :	N/R
Derived WBD :	N/R
Derived STCTY FIPS :	N/R
Derived Zip :	N/R
Derived CD113 :	N/R
Derived CB2010 :	N/R
MYRTK Universe :	NNN
NPDES IDs :	N/R
CWA Permit Types :	N/R
CWA Compliance Tracking :	N/R
CWA NAICS :	N/R
CWA SICS :	N/R
CWA Inspection Count :	N/R
CWA Last Inspection Days :	N/R
CWA Informal Count :	N/R
CWA Formal Action Count :	N/R
CWA Last Formal Action Date :	N/R
CWA Penalties :	N/R
CWA Last Penalty Date :	N/R
CWA Last Penalty Amount :	N/R
CWA Quarters IN NC :	N/R
CWA Current Compliance Status :	N/R
CWA Current SNC Flag :	N
CWA 13 Quarters Compliance Status :	N/R
CWA 13 Quarters Effluent Exceedances:	N/R
CWA Three-Year QNCR Codes :	N/R
DFR URL :	Click here for hyperlink provided by the agency.
Facility SIC :	N/R
Facility NAICS :	811111 - General Automotive Repair
Facility Last Inspection EPA Date :	N/R
Facility Last Inspection State Date :	N/R
Facility Last Formal Act EPA Date :	N/R
Facility Last Formal Act State Date :	N/R
Facility Last Informal Act EPA Date :	N/R
Facility Last Informal Act State Date:	N/R
Facility Federal Agency :	N/R
TRI Reporter :	N/R
Facility Imp Water Flag :	N/R
Current SNC Flag :	N
Indian County Flag :	N
Federal Flag :	N/R
US Mexico Border Flag :	N/R
Chesapeake Bay Flag :	N/R
AIR Flag :	N
NPDES Flag :	N
SDWIS Flag :	N
RCRA Flag :	Y
TRI Flag :	N
GHG Flag :	N
Major Flag :	N/R

Map Id: 7
 Direction: SSE
 Distance: 0.139 mi., 736 ft.
 Elevation: 261 ft.
 Relative: Higher

Site Name : MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT | MADERA COUNTY MOSQUITO & VECTOR CON | PERFORMANCE TRAILERS
 3105 AIRPORT DR
 MADERA, CA

Database(s) : [AST - CA, CALEPA SITES - CA, ECHO, EMI - CA, FRS, HAZNET - CA, HIST AST - CA, HWG - CA, MANIFEST EPA, RCRA_NONGEN] **(cont.)**

EnviroSite ID: 672627
 EPA ID: N/R

ECHO (cont.)

Active Flag : Y
 NAA Flag : N
 Latitude : 36.909977
 Longitude : -120.110433
 Last Date in Agency List : 2021-10-15

EMI - CA

Facility Name : PERFORMANCE TRAILERS
 Facility Address : 3105 AIRPORT DR, MADERA, 93637
 County : Madera

Facility ID : 3765
 Air Basin Code : San Joaquin Valley
 District : SAN JOAQUIN VALLEY APCD
 County ID : MAD
 SIC Code : 3537
 CHAPIS : N/R
 CERR Code : N/R
 Last Date in Agency List : 2019-02-18

Additional Details

Year : 2012
 Total Organic Gases (Tons/Year) : .038604442148760330578512396694214876033
 Reactive Organic Gases (Tons/Year) : .0370625
 Carbon Monoxide (Tons/Year) : N/R
 Nitrogen Oxides (Tons/Year) : N/R
 Sulfur Oxides (Tons/Year) : N/R
 Particulate Matter (Tons/Year) : N/R
 Fine Particulate Matter (Tons/Year) : N/R

Year : 2011
 Total Organic Gases (Tons/Year) : .038604442148760330578512396694214876033
 Reactive Organic Gases (Tons/Year) : .0370625
 Carbon Monoxide (Tons/Year) : N/R
 Nitrogen Oxides (Tons/Year) : N/R
 Sulfur Oxides (Tons/Year) : N/R
 Particulate Matter (Tons/Year) : N/R
 Fine Particulate Matter (Tons/Year) : N/R

Year : 2010
 Total Organic Gases (Tons/Year) : .038604442148760330578512396694214876033
 Reactive Organic Gases (Tons/Year) : .0370625
 Carbon Monoxide (Tons/Year) : N/R
 Nitrogen Oxides (Tons/Year) : N/R

Map Id: 7
Direction: SSE
Distance: 0.139 mi., 736 ft.
Elevation: 261 ft.
Relative: Higher

Site Name : MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT | MADERA COUNTY MOSQUITO & VECTOR CON | PERFORMANCE TRAILERS
3105 AIRPORT DR
MADERA, CA

Database(s) : [AST - CA, CALEPA SITES - CA, ECHO, EMI - CA, FRS, HAZNET - CA, HIST AST - CA, HWG - CA, MANIFEST EPA, RCRA_NONGEN] **(cont.)**

EnviroSite ID: 672627
EPA ID: N/R

EMI - CA **(cont.)**

Sulfur Oxides (Tons/Year) : N/R
Particulate Matter (Tons/Year) : N/R
Fine Particulate Matter (Tons/Year) : N/R

FRS

Facility Name : MADERA COUNTY MOSQUITO & VECTOR CON
Facility Address : 3105 AIRPORT DR, MADERA, CA 93637
County : MADERA

Site Details

Registry ID : 110065451335
FRS Facility URL : [Click here for hyperlink provided by the agency.](#)
Last Date in Agency List : 2021-10-09

Source Description

Source Description :

The California Environmental Protection Agency (CalEPA) has recently implemented a new data warehouse system (nSite). This data warehouse combines and merges facility and site information from five different systems managed within CalEPA. The five systems are: California Environmental Reporting System (CERS), EnviroStor, GeoTracker, California Integrated Water Quality System (CIWQS), and Toxic Release Inventory (TRI).

FRS Environmental Interest

Source and System ID : CA-ENVIROVIEW - 45980

Facility Name : MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT
Facility Address : 3105 AIRPORT DR, MADERA, CA 93637-8704
County : MADERA

Site Details

Registry ID : 110070477216
FRS Facility URL : [Click here for hyperlink provided by the agency.](#)
Last Date in Agency List : 2021-10-09

Source Description

Map Id: 7
 Direction: SSE
 Distance: 0.139 mi., 736 ft.
 Elevation: 261 ft.
 Relative: Higher

Site Name : MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT | MADERA COUNTY MOSQUITO & VECTOR CON | PERFORMANCE TRAILERS
 3105 AIRPORT DR
 MADERA, CA

Database(s) : [AST - CA, CALEPA SITES - CA, ECHO, EMI - CA, FRS, HAZNET - CA, HIST AST - CA, HWG - CA, MANIFEST EPA, RCRA_NONGEN] **(cont.)**

EnviroSite ID: 672627
EPA ID: N/R

FRS (cont.)

Source Description :

RCRAInfo is EPA's comprehensive information system that supports the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984 through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA. RCRAInfo also supports generation of the National Hazardous Waste Biennial Report. All generators and treatment, storage, and disposal facilities who handle hazardous waste are required to report to the EPA Administrator at least once every two years to support creation of the Biennial Report.

FRS Environmental Interest

Source and System ID :

RCRAINFO - CAL000363587

Facility Name :

PERFORMANCE TRAILERS

Facility Address :

3105 AIRPORT DR, MADERA, CA 93637

County :

MADERA

Site Details

Registry ID :

110058373371

FRS Facility URL :

[Click here for hyperlink provided by the agency.](#)

Last Date in Agency List :

2021-10-09

Source Description

Source Description :

The Emission Inventory System (EIS) maintains an inventory of large stationary sources and voluntarily-reported smaller sources of air point pollution emitters. It contains information about facility sites and their physical location, emission units, emission processes, release points, control approaches, and regulations. Facility inventory data are kept separate from the emissions data and have stable identifiers to improve continuity from year to year and to help identify duplicate or missing facilities.

FRS Environmental Interest

Source and System ID :

EIS - 15825011

HAZNET - CA

Facility Name :

MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT

Facility Address :

3105 AIRPORT DR, MADERA, CA 93637

County :

MADERA

Map Id: 7
 Direction: SSE
 Distance: 0.139 mi., 736 ft.
 Elevation: 261 ft.
 Relative: Higher

Site Name : MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT | MADERA COUNTY MOSQUITO & VECTOR CON | PERFORMANCE TRAILERS
 3105 AIRPORT DR
 MADERA, CA

Database(s) : [AST - CA, CALEPA SITES - CA, ECHO, EMI - CA, FRS, HAZNET - CA, HIST AST - CA, HWG - CA, MANIFEST EPA, RCRA_NONGEN] **(cont.)**

Envirosite ID: 672627
EPA ID: N/R

HAZNET - CA **(cont.)**

Site Details

Generator EPA ID :	CAL000363587
Active :	Active
Category :	STATE
Facility Types :	N/R
Type :	PERMANENT
Contact Name :	N/R
Contact Phone :	N/R
Facility Mailing Address :	3105 AIRPORT DR, MADERA, CA 936378704
Latitude :	36.99461700
Longitude :	-120.10532850
Agency Hyperlink :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-07-08

Waste Generator Details

State Waste :	2019: 352 - Other organic solids, 0.20000 tons to AZR000521146
	2017: 352 - Other organic solids, 0.1 tons to CAD097030993
	2016: 352 - Other organic solids, 0.45 tons to CAD097030993
	2015: 352 - Other organic solids, 0.2 tons to CAD097030993
	2014: 352 - Other organic solids, 0.1 tons to CAD097030993

Facility Name :	PERFORMANCE TRAILERS INC
Facility Address :	3105 AIRPORT DR, MADERA, CA 93637
County :	MADERA

Site Details

Generator EPA ID :	CAL000223411
Active :	Inactive
Category :	STATE
Facility Types :	N/R
Type :	PERMANENT
Contact Name :	N/R
Contact Phone :	N/R
Facility Mailing Address :	2901 FALCON DR, MADERA, CA 936379287
Latitude :	36.99379354
Longitude :	-120.10611331
Agency Hyperlink :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-07-08

Waste Generator Details

State Waste :	2009: 214 - Unspecified solvent mixture, 0.0288 tons to CAD008252405
	2008: 214 - Unspecified solvent mixture, 0.0432 tons to CAD008252405
	2007: 214 - Unspecified solvent mixture, 0.2844 tons to CAD008252405

Map Id: 7
 Direction: SSE
 Distance: 0.139 mi., 736 ft.
 Elevation: 261 ft.
 Relative: Higher

Site Name : MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT | MADERA COUNTY MOSQUITO & VECTOR CON | PERFORMANCE TRAILERS
 3105 AIRPORT DR
 MADERA, CA

Database(s) : [AST - CA, CALEPA SITES - CA, ECHO, EMI - CA, FRS, HAZNET - CA, HIST AST - CA, HWG - CA, MANIFEST EPA, RCRA_NONGEN] **(cont.)**

Envirosite ID: 672627
EPA ID: N/R

HAZNET - CA (cont.)

2006: 214 - Unspecified solvent mixture, 0.108 tons to CAD008252405
 2006: 214 - Unspecified solvent mixture, 0.1008 tons to CAD008252405
 2005: 214 - Unspecified solvent mixture, 0.5688 tons to CAD008252405
 2004: 214 - Unspecified solvent mixture, 0.5076 tons to CAD008252405
 2003: 214 - Unspecified solvent mixture, 0.3996 tons to CAD008252405
 2002: 214 - Unspecified solvent mixture, 0.3564 tons to CAD008252405
 2001: 214 - Unspecified solvent mixture, 0.234 tons to CAD008252405

HIST AST - CA

Facility Name : MADERA COUNTY MOSQUITO & VECTOR CON
 Facility Address : 3105 AIRPORT DR, MADERA, CA 93637
 County : Madera

Site Details

CERS ID : 10425541
 Facility ID : N/R
 EPA ID : CAL000363587
 Business Name : MADERA COUNTY MOSQUITO & VECTOR CON
 Phone : (559) 662-8880
 Fax : (559) 662-8883
 Mailing Address : 3105 AIRPORT DRIVE, MADERA, CA 93637
 Owner Name : Madera County Mosquito V.C.D.
 Owner Phone : 559 662-8880
 Owner Mailing Address : 3105 Airport Drive, Madera, CA 93637
 Property Owner Name : Madera County Mosquito V.C.D.
 Property Owner Phone : (559)662-8880
 Property Owner Mailing Address : 3105 Airport Drive, Madera, CA 93637
 Operator Name : LEONARD IRBY
 Operator Phone : 559 474-7735
 CUPA : N/R
 Total Gallons : N/R
 Facility Latitude Measure : 36.99463
 Facility Longitude Measure : -120.10532
 Last Date in Agency List : 2018-01-31

HWG - CA

Facility Name : MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT
 Facility Address : 3105 AIRPORT DR, MADERA, CA 93637
 County : MADERA

EPA ID : CAL000363587
 Status : Active
 Category : STATE
 Type : PERMANENT
 Facility Type : N/R

Map Id: 7
 Direction: SSE
 Distance: 0.139 mi., 736 ft.
 Elevation: 261 ft.
 Relative: Higher

Site Name : MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT | MADERA COUNTY MOSQUITO & VECTOR CON | PERFORMANCE TRAILERS
 3105 AIRPORT DR
 MADERA, CA

Database(s) : [AST - CA, CALEPA SITES - CA, ECHO, EMI - CA, FRS, HAZNET - CA, HIST AST - CA, HWG - CA, MANIFEST EPA, RCRA_NONGEN] **(cont.)**

Envirosite ID: 672627
EPA ID: N/R

HWG - CA (cont.)

Mailing Address : 3105 AIRPORT DR, MADERA, CA 936378704
 Owner Name : MADERA COUNTY MOSQUITO & VECTOR CON
 Owner Address : 3105 AIRPORT DR, MADERA, CA 936378704
 Operator Name : ALEX SCALZO
 Operator Address : 3105 AIRPORT DR, MADERA, CA 93637
 Latitude : 36.99141
 Longitude : -120.10667

Facility Name : PERFORMANCE TRAILERS INC
 Facility Address : 3105 AIRPORT DR, MADERA, CA 93637
 County : MADERA

EPA ID : CAL000223411
 Status : Inactive
 Category : STATE
 Type : PERMANENT
 Facility Type : N/R
 Mailing Address : 2901 FALCON DR, MADERA, CA 936379287
 Owner Name : PERFORMANCE TRAILERS INC
 Owner Address : 3105 AIRPORT DR, MADERA, CA 936370000
 Operator Name : KENT GERHARDT
 Operator Address : 3105 AIRPORT DR, MADERA, CA 936370000
 Latitude : 36.99141
 Longitude : -120.10667

MANIFEST EPA

Manifest Details

Manifest Number : 020378544JJK
 Shipped Date : 2019-06-27
 Updated Date : 2019-08-01
 Received Date : 2019-07-12
 Status : Signed
 Generator ID : CAL000363587
 Generator Name : MADERA COUNTY MOSQUITO & VECTOR CONTROL
 Generator Address : 3105 AIRPORT DRIVE, MADERA, CA 93637
 Generator Mailing : 3105 AIRPORT DRIVE, MADERA, CA 93637
 Generator Contact : N/R
 Destination ID : AZR000521146
 Destination Name : YUMA YES 2 WASTE TRANSFER STATION
 Destination Mailing : 2621 GREEN RIVER RD STE 105, CORONA, CA 92882
 Destination Address : 6500 S US HIGHWAY 95, YUMA, AZ 85365
 Destination Contact : N/R
 Submission Type : DataImage5Copy
 Origin Type : Service
 Manifest Residue : N
 Rejection : N
 Last Date in Agency List : 2021-09-04

Map Id: 7
 Direction: SSE
 Distance: 0.139 mi., 736 ft.
 Elevation: 261 ft.
 Relative: Higher

Site Name : MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT | MADERA COUNTY MOSQUITO & VECTOR CON | PERFORMANCE TRAILERS
 3105 AIRPORT DR
 MADERA, CA

Database(s) : [AST - CA, CALEPA SITES - CA, ECHO, EMI - CA, FRS, HAZNET - CA, HIST AST - CA, HWG - CA, MANIFEST EPA, RCRA_NONGEN] **(cont.)**

Envirosite ID: 672627
EPA ID: N/R

MANIFEST EPA (cont.)

Waste Details

Waste Line Number :	1
Is DOT Hazardous :	N
DOT ID Number :	N/R
DOT Information :	N/R
Non Waste Description :	NON-RCRA HAZARDOUS WASTE SOLID (OILY SOLIDS-PAPER FILTERS)
Quantity :	400 Pounds
Quantity Tons, Acute, Non-Acute :	0.2, 0, 0.2
Quantity Kg, Acute, Non-Acute :	0, 181.406
Management Method :	H141 - STORAGE, BULKING AND/OR TRANSFER OFF SITE
Is EPA Waste :	N
Federal Code :	N/R
State Code :	CA - 352

RCRA_NONGEN

Facility Name :	MADERA COUNTY MOSQUITO & VECTOR CONTROL DISTRICT
Facility Address :	3105 AIRPORT DR, MADERA, CA 93637-8704
County :	MADERA

Date Form Received by Agency :	2011-05-13
EPA ID :	CAL000363587
Mailing Address :	3105 AIRPORT DR, MADERA, CA 93637-8704
Contact :	LEONARD IRBY
Contact Address :	3105 AIRPORT DR, MADERA, CA 93637
Contact Country :	N/R
Contact Telephone :	559-662-8880
Contact Email :	LEOI_MMVCD@UNWIREDDBB.COM
EPA Region :	09
Land Type :	Not Reported
Source Type :	Implementer
Classification :	Not a generator, verified
Description :	Not a generator, verified
Last Date in Agency List :	2021-10-13

Owner/Operator Summary

Owner/Operator Name :	LEONARD IRBY
Owner/Operator Address :	3105 AIRPORT DR, MADERA, CA 93637
Owner/Operator Country :	N/R
Owner/Operator Telephone :	559-662-8880
Owner/Operator Email :	N/R
Owner/Operator Fax :	N/R
Legal Status :	Other land type
Owner/Operator Type :	Operator
Owner/Operator Start Date :	N/R
Owner/Operator End Date :	N/R

Map Id: 7
 Direction: SSE
 Distance: 0.139 mi., 736 ft.
 Elevation: 261 ft.
 Relative: Higher

Site Name : MADERA COUNTY MOSQUITO & VECTOR
 CONTROL DISTRICT | MADERA COUNTY
 MOSQUITO & VECTOR CON |
 PERFORMANCE TRAILERS
 3105 AIRPORT DR
 MADERA, CA

Database(s) : [AST - CA, CALEPA SITES - CA, ECHO, EMI
 - CA, FRS, HAZNET - CA, HIST AST - CA,
 HWG - CA, MANIFEST EPA,
 RCRA_NONGEN] **(cont.)**

EnviroSite ID: 672627
EPA ID: N/R

RCRA_NONGEN **(cont.)**

Owner/Operator Name :	MADERA COUNTY MOSQUITO & VECTOR CON
Owner/Operator Address :	3105 AIRPORT DR, MADERA, CA 93637-8704
Owner/Operator Country :	N/R
Owner/Operator Telephone :	559-662-8882
Owner/Operator Email :	N/R
Owner/Operator Fax :	N/R
Legal Status :	Other land type
Owner/Operator Type :	Owner
Owner/Operator Start Date :	N/R
Owner/Operator End Date :	N/R

Handler Activities Summary

U.S. Importer of Hazardous Waste :	N
Mixed Waste (Haz. and Radioactive) :	N
Recycler of Hazardous Waste :	N
Transporter of Hazardous Waste :	N
Treater, Storer or Disposer of HW :	N
Underground Injection Activity :	N
On-site Burner Exemption :	N
Furnace Exemption :	N
Used Oil Fuel Burner :	N
Used Oil Processor :	N
Used Oil Refiner :	N
Used Oil Fuel Marketer to Burner :	N
Used Oil Specification Marketer :	N
Used Oil Transfer Facility :	N
Used Oil Transporter :	N

Notices of Violations Summary

Regulation Violated :	N
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Map Id: 8
 Direction: NE
 Distance: 0.177 mi., 936 ft.
 Elevation: 259 ft.
 Relative: Higher

Site Name : WESTERN STAR SANDBLASTING CO. |
 NORCAL PUMP & WELL SERVICE
 17378 BALDWIN ST
 MADERA, CA
Database(s) : [CALEPA SITES - CA, EMI - CA, FRS,
 HAZNET - CA, HWG - CA]

EnviroSite ID: 234482
EPA ID: CAL000409866

CALEPA SITES - CA

Facility Name : WESTERN STAR SANDBLASTING CO.
 Facility Address : 17378 BALDWIN ST, MADERA, 93638-9418

 Site ID : 504890
 EI ID : 110038090428
 EI Description : US EPA Air Emission Inventory System (EIS)
 Latitude : 37.002040
 Longitude : -120.104460
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-08-26

EMI - CA

Facility Name : WESTERN STAR SANDBLASTING CO.
 Facility Address : 17378 BALDWIN ST, MADERA, 93638
 County : Madera

 Facility ID : 1371
 Air Basin Code : San Joaquin Valley
 District : SAN JOAQUIN VALLEY APCD
 County ID : MAD
 SIC Code : 3471
 CHAPIS : N/R
 CERR Code : N/R
 Last Date in Agency List : 2019-02-18

Additional Details

Year :	2011
Total Organic Gases (Tons/Year) :	0
Reactive Organic Gases (Tons/Year) :	0
Carbon Monoxide (Tons/Year) :	0
Nitrogen Oxides (Tons/Year) :	0
Sulfur Oxides (Tons/Year) :	0
Particulate Matter (Tons/Year) :	0
Fine Particulate Matter (Tons/Year) :	0
Year :	2010
Total Organic Gases (Tons/Year) :	.0287737540337038365005378271782000717103
Reactive Organic Gases (Tons/Year) :	.024075
Carbon Monoxide (Tons/Year) :	.0765
Nitrogen Oxides (Tons/Year) :	.35175
Sulfur Oxides (Tons/Year) :	.00015
Particulate Matter (Tons/Year) :	.1316963162409454822722073961113229126954
Fine Particulate Matter (Tons/Year) :	.116245

FRS

Facility Name : WESTERN STAR SANDBLASTING CO.
 Facility Address : 17378 BALDWIN ST, MADERA, CA 93638-9418
 County : MADERA

Map Id: 8
 Direction: NE
 Distance: 0.177 mi., 936 ft.
 Elevation: 259 ft.
 Relative: Higher

Site Name : WESTERN STAR SANDBLASTING CO. |
 NORCAL PUMP & WELL SERVICE
 17378 BALDWIN ST
 MADERA, CA
Database(s) : [CALEPA SITES - CA, EMI - CA, FRS,
 HAZNET - CA, HWG - CA] **(cont.)**

EnviroSite ID: 234482
EPA ID: CAL000409866

FRS (cont.)

Site Details

Registry ID : 110038090428
 FRS Facility URL : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-10-09

Source Description

Source Description :

The Emission Inventory System (EIS) maintains an inventory of large stationary sources and voluntarily-reported smaller sources of air point pollution emitters. It contains information about facility sites and their physical location, emission units, emission processes, release points, control approaches, and regulations. Facility inventory data are kept separate from the emissions data and have stable identifiers to improve continuity from year to year and to help identify duplicate or missing facilities.

FRS Environmental Interest

Source and System ID : EIS - 10193111

HAZNET - CA

Facility Name : NORCAL PUMP & WELL SERVICE
 Facility Address : 17378 BALDWIN ST, MADERA, CA 93638
 County : MADERA

Site Details

Generator EPA ID : CAL000409866
 Active : Inactive
 Category : STATE
 Facility Types : N/R
 Type : PERMANENT
 Contact Name : N/R
 Contact Phone : N/R
 Facility Mailing Address : 1325 BARRY RD, YUBA CITY, CA 959939235
 Latitude : 37.00175400
 Longitude : -120.10482000
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-07-08

HWG - CA

Facility Name : NORCAL PUMP & WELL SERVICE
 Facility Address : 17378 BALDWIN ST, MADERA, CA 93638
 County : MADERA

EPA ID : CAL000409866
 Status : Inactive
 Category : STATE

Map Id: 8
 Direction: NE
 Distance: 0.177 mi., 936 ft.
 Elevation: 259 ft.
 Relative: Higher

Site Name : WESTERN STAR SANDBLASTING CO. |
 NORCAL PUMP & WELL SERVICE
 17378 BALDWIN ST
 MADERA, CA
Database(s) : [CALEPA SITES - CA, EMI - CA, FRS,
 HAZNET - CA, HWG - CA] **(cont.)**

EnviroSite ID: 234482
EPA ID: CAL000409866

HWG - CA **(cont.)**

Type :	PERMANENT
Facility Type :	N/R
Mailing Address :	1325 BARRY RD, YUBA CITY, CA 959939235
Owner Name :	NAR HEER
Owner Address :	1325 BARRY RD, YUBA CITY, CA 95993
Operator Name :	HARKRISHAN HEER
Operator Address :	1325 BARRY ROAD, YUBA CITY, CA 959939235
Latitude :	37.001754
Longitude :	-120.10482

Map Id: C9
 Direction: SSE
 Distance: 0.217 mi., 1146 ft.
 Elevation: 259 ft.
 Relative: Higher

Site Name : DOT CALIFORNIA
 3469 YEAGER RD
 MADERA, CA
Database(s) : [ECHO, FRS, HAZNET - CA, HWG - CA,
 RCRA_NONGEN]

EnviroSite ID: 1137138
EPA ID: N/R

ECHO

Facility Name :	DOT CALIFORNIA
Facility Address :	3469 YEAGER RD, MADERA, CA 93637
County :	MADERA

Last Inspection Date :	N/R
Registry ID :	110070660333
FIPS Code :	N/R
EPA Region :	09
Inspection Count :	0
Last Inspection Days :	N/R
Informal Count :	0
Last Informal Action Date :	N/R
Formal Action Count :	0
Last Formal Action Date :	N/R
Total Penalties :	0
Penalty Count :	N/R
Last Penalty Date :	N/R
Last Penalty Amount :	N/R
QTRS IN NC :	0
Programs IN SNC :	0
Current Compliance Status :	No Violation Identified
Three-Year Compliance Status :	
Collection Method :	Zip Code Centroid
Reference Point :	N/R
Accuracy Meters :	10000
Derived Tribes :	N/R
Derived HUC :	N/R
Derived WBD :	N/R
Derived STCTY FIPS :	N/R

Map Id: C9
 Direction: SSE
 Distance: 0.217 mi., 1146 ft.
 Elevation: 259 ft.
 Relative: Higher

Site Name : DOT CALIFORNIA
 3469 YEAGER RD
 MADERA, CA
Database(s) : [ECHO, FRS, HAZNET - CA, HWG - CA,
 RCRA_NONGEN] **(cont.)**

EnviroSite ID: 1137138
EPA ID: N/R

ECHO (cont.)

Derived Zip :	N/R
Derived CD113 :	N/R
Derived CB2010 :	N/R
MYRTK Universe :	NNN
NPDES IDs :	N/R
CWA Permit Types :	N/R
CWA Compliance Tracking :	N/R
CWA NAICS :	N/R
CWA SICS :	N/R
CWA Inspection Count :	N/R
CWA Last Inspection Days :	N/R
CWA Informal Count :	N/R
CWA Formal Action Count :	N/R
CWA Last Formal Action Date :	N/R
CWA Penalties :	N/R
CWA Last Penalty Date :	N/R
CWA Last Penalty Amount :	N/R
CWA Quarters IN NC :	N/R
CWA Current Compliance Status :	N/R
CWA Current SNC Flag :	N
CWA 13 Quarters Compliance Status :	N/R
CWA 13 Quarters Effluent Exceedances:	N/R
CWA Three-Year QNCR Codes :	N/R
DFR URL :	Click here for hyperlink provided by the agency.
Facility SIC :	N/R
Facility NAICS :	92119 - Other General Government Support
Facility Last Inspection EPA Date :	N/R
Facility Last Inspection State Date :	N/R
Facility Last Formal Act EPA Date :	N/R
Facility Last Formal Act State Date :	N/R
Facility Last Informal Act EPA Date :	N/R
Facility Last Informal Act State Date:	N/R
Facility Federal Agency :	N/R
TRI Reporter :	N/R
Facility Imp Water Flag :	N/R
Current SNC Flag :	N
Indian County Flag :	N
Federal Flag :	N/R
US Mexico Border Flag :	N/R
Chesapeake Bay Flag :	N/R
AIR Flag :	N
NPDES Flag :	N
SDWIS Flag :	N
RCRA Flag :	Y
TRI Flag :	N
GHG Flag :	N
Major Flag :	N/R
Active Flag :	N/R
NAA Flag :	N
Latitude :	36.909977
Longitude :	-120.110433
Last Date in Agency List :	2021-10-15

Facility Name : DOT CALIFORNIA
 Facility Address : 3469 YEAGER RD, MADERA, CA 93637-8747

Map Id: C9
 Direction: SSE
 Distance: 0.217 mi., 1146 ft.
 Elevation: 259 ft.
 Relative: Higher

Site Name : DOT CALIFORNIA
 3469 YEAGER RD
 MADERA, CA
Database(s) : [ECHO, FRS, HAZNET - CA, HWG - CA,
 RCRA_NONGEN] **(cont.)**

EnviroSite ID: 1137138
EPA ID: N/R

ECHO (cont.)

County :	MADERA
Last Inspection Date :	N/R
Registry ID :	N/R
FIPS Code :	N/R
EPA Region :	09
Inspection Count :	0
Last Inspection Days :	N/R
Informal Count :	0
Last Informal Action Date :	N/R
Formal Action Count :	0
Last Formal Action Date :	N/R
Total Penalties :	0
Penalty Count :	N/R
Last Penalty Date :	N/R
Last Penalty Amount :	N/R
QTRS IN NC :	0
Programs IN SNC :	0
Current Compliance Status :	No Violation Identified
Three-Year Compliance Status :	
Collection Method :	Zip Code Centroid
Reference Point :	N/R
Accuracy Meters :	10000
Derived Tribes :	N/R
Derived HUC :	N/R
Derived WBD :	N/R
Derived STCTY FIPS :	N/R
Derived Zip :	N/R
Derived CD113 :	N/R
Derived CB2010 :	N/R
MYRTK Universe :	NNN
NPDES IDs :	N/R
CWA Permit Types :	N/R
CWA Compliance Tracking :	N/R
CWA NAICS :	N/R
CWA SICS :	N/R
CWA Inspection Count :	N/R
CWA Last Inspection Days :	N/R
CWA Informal Count :	N/R
CWA Formal Action Count :	N/R
CWA Last Formal Action Date :	N/R
CWA Penalties :	N/R
CWA Last Penalty Date :	N/R
CWA Last Penalty Amount :	N/R
CWA Quarters IN NC :	N/R
CWA Current Compliance Status :	N/R
CWA Current SNC Flag :	N
CWA 13 Quarters Compliance Status :	N/R
CWA 13 Quarters Effluent Exceedances:	N/R
CWA Three-Year QNCR Codes :	N/R
DFR URL :	Click here for hyperlink provided by the agency.
Facility SIC :	N/R
Facility NAICS :	92119 - Other General Government Support
Facility Last Inspection EPA Date :	N/R
Facility Last Inspection State Date :	N/R

Map Id: C9
 Direction: SSE
 Distance: 0.217 mi., 1146 ft.
 Elevation: 259 ft.
 Relative: Higher

Site Name : DOT CALIFORNIA
 3469 YEAGER RD
 MADERA, CA
Database(s) : [ECHO, FRS, HAZNET - CA, HWG - CA,
 RCRA_NONGEN] (**cont.**)

EnviroSite ID: 1137138
EPA ID: N/R

ECHO (**cont.**)

Facility Last Formal Act EPA Date :	N/R
Facility Last Formal Act State Date :	N/R
Facility Last Informal Act EPA Date :	N/R
Facility Last Informal Act State Date:	N/R
Facility Federal Agency :	N/R
TRI Reporter :	N/R
Facility Imp Water Flag :	N/R
Current SNC Flag :	N
Indian County Flag :	N
Federal Flag :	N/R
US Mexico Border Flag :	N/R
Chesapeake Bay Flag :	N/R
AIR Flag :	N
NPDES Flag :	N
SDWIS Flag :	N
RCRA Flag :	Y
TRI Flag :	N
GHG Flag :	N
Major Flag :	N/R
Active Flag :	N/R
NAA Flag :	N/R
Latitude :	36.909977
Longitude :	-120.110433
Last Date in Agency List :	2019-09-23

FRS

Facility Name :	DOT CALIFORNIA
Facility Address :	3469 YEAGER RD, MADERA, CA 93637-8747
County :	MADERA

Site Details

Registry ID :	110070660333
FRS Facility URL :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-10-09

Source Description

Source Description :

RCRAInfo is EPA's comprehensive information system that supports the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984 through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA. RCRAInfo also supports generation of the National Hazardous Waste Biennial Report. All generators and treatment, storage, and disposal facilities who handle hazardous waste are required to report to the EPA Administrator at least once every two years to support creation of the Biennial Report.

Map Id: C9
 Direction: SSE
 Distance: 0.217 mi., 1146 ft.
 Elevation: 259 ft.
 Relative: Higher

Site Name : DOT CALIFORNIA
 3469 YEAGER RD
 MADERA, CA
Database(s) : [ECHO, FRS, HAZNET - CA, HWG - CA,
 RCRA_NONGEN] **(cont.)**

EnviroSite ID: 1137138
EPA ID: N/R

FRS (cont.)

FRS Environmental Interest
 Source and System ID : RCRAINFO - CAC003031605

HAZNET - CA

Facility Name : DOT CALIFORNIA
 Facility Address : 3469 YEAGER RD, MADERA, CA 93637
 County : MADERA

Site Details

Generator EPA ID : CAC003031605
 Active : Inactive
 Category : STATE
 Facility Types : N/R
 Type : TEMPORARY
 Contact Name : N/R
 Contact Phone : N/R
 Facility Mailing Address : 3469 YEAGER RD, MADERA, CA 936378747
 Latitude : 36.99375833
 Longitude : -120.10495951
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-07-08

HWG - CA

Facility Name : DOT CALIFORNIA
 Facility Address : 3469 YEAGER RD, MADERA, CA 93637
 County : MADERA

EPA ID : CAC003031605
 Status : Inactive
 Category : STATE
 Type : TEMPORARY
 Facility Type : N/R
 Mailing Address : 3469 YEAGER RD, MADERA, CA 936378747
 Owner Name : DOT CALIFORNIA
 Owner Address : 3469 YEAGER RD, MADERA, CA 936378747
 Operator Name : MUHAMMAD RAHMAN
 Operator Address : 3469 YEAGER RD, MADERA, CA 936378747
 Latitude : 36.993777
 Longitude : -120.105055

RCRA_NONGEN

Facility Name : DOT CALIFORNIA
 Facility Address : 3469 YEAGER RD, MADERA, CA 93637-8747
 County : MADERA

Date Form Received by Agency : 2019-08-29
 EPA ID : CAC003031605
 Mailing Address : 3469 YEAGER RD, MADERA, CA 93637-8747
 Contact : MUHAMMAD RAHMAN

Map Id: C9
 Direction: SSE
 Distance: 0.217 mi., 1146 ft.
 Elevation: 259 ft.
 Relative: Higher

Site Name : DOT CALIFORNIA
 3469 YEAGER RD
 MADERA, CA
Database(s) : [ECHO, FRS, HAZNET - CA, HWG - CA,
 RCRA_NONGEN] **(cont.)**

EnviroSite ID: 1137138
EPA ID: N/R

RCRA_NONGEN (cont.)

Contact Address : 3469 YEAGER RD, MADERA, CA 93637-8747
 Contact Country : N/R
 Contact Telephone : 559-905-5501
 Contact Email : MUHAMMAD_RAHMAN@DOT.CA.GOV
 EPA Region : 09
 Land Type : Not Reported
 Source Type : Implementer
 Classification : Not a generator, verified
 Description : Not a generator, verified
 Last Date in Agency List : 2021-10-13

Owner/Operator Summary

Owner/Operator Name : DOT CALIFORNIA
 Owner/Operator Address : 3469 YEAGER RD 34, MADERA, CA 93637-8747
 Owner/Operator Country : N/R
 Owner/Operator Telephone : 559-905-9901
 Owner/Operator Email : N/R
 Owner/Operator Fax : N/R
 Legal Status : Other land type
 Owner/Operator Type : Owner
 Owner/Operator Start Date : N/R
 Owner/Operator End Date : N/R

Owner/Operator Name : MUHAMMAD RAHMAN
 Owner/Operator Address : 3469 YEAGER RD, MADERA, CA 93637-8747
 Owner/Operator Country : N/R
 Owner/Operator Telephone : 559-905-5501
 Owner/Operator Email : N/R
 Owner/Operator Fax : N/R
 Legal Status : Other land type
 Owner/Operator Type : Operator
 Owner/Operator Start Date : N/R
 Owner/Operator End Date : N/R

Handler Activities Summary

U.S. Importer of Hazardous Waste : N
 Mixed Waste (Haz. and Radioactive) : N/R
 Recycler of Hazardous Waste : N
 Transporter of Hazardous Waste : N
 Treater, Storer or Disposer of HW : N
 Underground Injection Activity : N
 On-site Burner Exemption : N
 Furnace Exemption : N
 Used Oil Fuel Burner : N
 Used Oil Processor : N
 Used Oil Refiner : N
 Used Oil Fuel Marketer to Burner : N
 Used Oil Specification Marketer : N
 Used Oil Transfer Facility : N
 Used Oil Transporter : N

Map Id: C9
 Direction: SSE
 Distance: 0.217 mi., 1146 ft.
 Elevation: 259 ft.
 Relative: Higher

Site Name : DOT CALIFORNIA
 3469 YEAGER RD
 MADERA, CA
Database(s) : [ECHO, FRS, HAZNET - CA, HWG - CA,
 RCRA_NONGEN] (**cont.**)

Envirosite ID: 1137138
EPA ID: N/R

RCRA_NONGEN (**cont.**)

Notices of Violations Summary
 Regulation Violated : N

Map Id: 10
 Direction: SW
 Distance: 0.221 mi., 1167 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : Madera Municipal Airport
 36.995, -120.111667
 MADERA, CA
Database(s) : [FUDS]

Envirosite ID: 31206726
EPA ID: N/R

FUDS

Facility Name :	Madera Municipal Airport
Facility Address :	MADERA, CA
County :	MADERA
FUDS Property ID :	J09CA0859
FUDS Installation ID :	CA99799F578900
Status :	Properties without projects
NPL Status :	Not on the NPL
Current Owner :	N/R
Eligibility :	Eligible
FUDS Property have project :	No
EPA Region :	09
Congressional District :	16
District :	Sacramento District (SPK)
EMS Map Link :	Click here for hyperlink provided by the agency.
Latitude :	36.995
Longitude :	-120.111667
Fiscal Year :	2019
Last Date in Agency List :	2021-09-23

Map Id: 11
 Direction: NNE
 Distance: 0.222 mi., 1174 ft.
 Elevation: 259 ft.
 Relative: Lower

Site Name : VELARDES ORNAMENTAL IRON
 17463 BALDWIN ST
 MADERA, CA 93638
Database(s) : [CALEPA SITES - CA, EMI - CA, FRS]

Envirosite ID: 482090
EPA ID: N/R

CALEPA SITES - CA

Facility Name :	VELARDES ORNAMENTAL IRON
Facility Address :	17463 BALDWIN ST, MADERA, 93638

Map Id: 11
 Direction: NNE
 Distance: 0.222 mi., 1174 ft.
 Elevation: 259 ft.
 Relative: Lower

Site Name : VELARDES ORNAMENTAL IRON
 17463 BALDWIN ST
 MADERA, CA 93638
Database(s) : [CALEPA SITES - CA, EMI - CA, FRS]
(cont.)

EnviroSite ID: 482090
EPA ID: N/R

CALEPA SITES - CA (cont.)

Site ID : 502473
 EI ID : 110058373282
 EI Description : US EPA Air Emission Inventory System (EIS)
 Latitude : 37.003490
 Longitude : -120.105630
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-08-26

EMI - CA

Facility Name : VELARDES ORNAMENTAL IRON
 Facility Address : 17463 BALDWIN ST, MADERA, 93638
 County : Madera

Facility ID : 7209
 Air Basin Code : San Joaquin Valley
 District : SAN JOAQUIN VALLEY APCD
 County ID : MAD
 SIC Code : 3446
 CHAPIS : N/R
 CERR Code : N/R
 Last Date in Agency List : 2021-09-14

Additional Details

Year : 2018
 Total Organic Gases (Tons/Year) : 0
 Reactive Organic Gases (Tons/Year) : 0
 Carbon Monoxide (Tons/Year) : N/R
 Nitrogen Oxides (Tons/Year) : N/R
 Sulfur Oxides (Tons/Year) : N/R
 Particulate Matter (Tons/Year) : 0
 Fine Particulate Matter (Tons/Year) : 0

FRS

Facility Name : VELARDES ORNAMENTAL IRON
 Facility Address : 17463 BALDWIN ST, MADERA, CA 93638
 County : MADERA

Site Details

Registry ID : 110058373282
 FRS Facility URL : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-10-09

Source Description

Map Id: 11
 Direction: NNE
 Distance: 0.222 mi., 1174 ft.
 Elevation: 259 ft.
 Relative: Lower

Site Name : VELARDES ORNAMENTAL IRON
 17463 BALDWIN ST
 MADERA, CA 93638
Database(s) : [CALEPA SITES - CA, EMI - CA, FRS]
(cont.)

EnviroSite ID: 482090
EPA ID: N/R

FRS (cont.)

Source Description :

The Emission Inventory System (EIS) maintains an inventory of large stationary sources and voluntarily-reported smaller sources of air point pollution emitters. It contains information about facility sites and their physical location, emission units, emission processes, release points, control approaches, and regulations. Facility inventory data are kept separate from the emissions data and have stable identifiers to improve continuity from year to year and to help identify duplicate or missing facilities.

FRS Environmental Interest
 Source and System ID :

EIS - 15866411

Map Id: 12
 Direction: SSE
 Distance: 0.228 mi., 1202 ft.
 Elevation: 258 ft.
 Relative: Lower

Site Name : CALIFORNIA HIGHWAY PATROL #450
 MADERA | CA HIGHWAY PATROL MADERA
 | CALIFORNIA HIGHWAY PATROL #450
 3051 AIRPORT DR
 MADERA | Madera, CA
Database(s) : [CALEPA SITES - CA, ECHO, EPA UST, FID
 UST - CA, FRS, HAZNET - CA, HWG - CA,
 MANIFEST EPA, RCRA_NONGEN, UST - CA]

EnviroSite ID: 265048
EPA ID: N/R

CALEPA SITES - CA

Facility Name : CA HIGHWAY PATROL MADERA
 Facility Address : 3051 AIRPORT DRIVE, MADERA, 93637

Site ID : 14527
 EI ID : 10423648
 EI Description : Underground Storage Tank
 Latitude : 36.993340
 Longitude : -120.105570
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-10-14

Site ID : 14527
 EI ID : 10423648
 EI Description : Hazardous Waste Generator
 Latitude : 36.993340
 Longitude : -120.105570
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-10-14

Map Id: 12
 Direction: SSE
 Distance: 0.228 mi., 1202 ft.
 Elevation: 258 ft.
 Relative: Lower

Site Name : CALIFORNIA HIGHWAY PATROL #450
 MADERA | CA HIGHWAY PATROL MADERA
 | CALIFORNIA HIGHWAY PATROL #450
 3051 AIRPORT DR
 MADERA | Madera, CA
Database(s) : [CALEPA SITES - CA, ECHO, EPA UST, FID
 UST - CA, FRS, HAZNET - CA, HWG - CA,
 MANIFEST EPA, RCRA_NONGEN, UST - CA]
(cont.)

EnviroSite ID: 265048
EPA ID: N/R

CALEPA SITES - CA (cont.)

Site ID : 14527
 EI ID : 10423648
 EI Description : Chemical Storage Facilities
 Latitude : 36.993340
 Longitude : -120.105570
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-10-14

Facility Name : CALIFORNIA HIGHWAY PATROL #450
 Facility Address : 3051 AIRPORT DR, MADERA, 93637-9294

Site ID : 456950
 EI ID : 110037999985
 EI Description : US EPA Air Emission Inventory System (EIS)
 Latitude : 36.993210
 Longitude : -120.106160
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-08-26

ECHO

Facility Name : CALIFORNIA HIGHWAY PATROL #450 MADERA
 Facility Address : 3051 AIRPORT DR, MADERA, CA 93637
 County : MADERA

Last Inspection Date : N/R
 Registry ID : 110070444782
 FIPS Code : N/R
 EPA Region : 09
 Inspection Count : 0
 Last Inspection Days : N/R
 Informal Count : 0
 Last Informal Action Date : N/R
 Formal Action Count : 0
 Last Formal Action Date : N/R
 Total Penalties : 0
 Penalty Count : N/R
 Last Penalty Date : N/R
 Last Penalty Amount : N/R
 QTRS IN NC : 0
 Programs IN SNC : 0
 Current Compliance Status : No Violation Identified
 Three-Year Compliance Status :
 Collection Method : Zip Code Centroid
 Reference Point : N/R
 Accuracy Meters : 10000
 Derived Tribes : N/R
 Derived HUC : N/R

Map Id: 12
 Direction: SSE
 Distance: 0.228 mi., 1202 ft.
 Elevation: 258 ft.
 Relative: Lower

Site Name : CALIFORNIA HIGHWAY PATROL #450
 MADERA | CA HIGHWAY PATROL MADERA
 | CALIFORNIA HIGHWAY PATROL #450
 3051 AIRPORT DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, ECHO, EPA UST, FID
 UST - CA, FRS, HAZNET - CA, HWG - CA,
 MANIFEST EPA, RCRA_NONGEN, UST - CA]
(cont.)

EnviroSite ID: 265048
EPA ID: N/R

ECHO (cont.)

Derived WBD :	N/R
Derived STCTY FIPS :	N/R
Derived Zip :	N/R
Derived CD113 :	N/R
Derived CB2010 :	N/R
MYRTK Universe :	NNN
NPDES IDs :	N/R
CWA Permit Types :	N/R
CWA Compliance Tracking :	N/R
CWA NAICS :	N/R
CWA SICS :	N/R
CWA Inspection Count :	N/R
CWA Last Inspection Days :	N/R
CWA Informal Count :	N/R
CWA Formal Action Count :	N/R
CWA Last Formal Action Date :	N/R
CWA Penalties :	N/R
CWA Last Penalty Date :	N/R
CWA Last Penalty Amount :	N/R
CWA Quarters IN NC :	N/R
CWA Current Compliance Status :	N/R
CWA Current SNC Flag :	N
CWA 13 Quarters Compliance Status :	N/R
CWA 13 Quarters Effluent Exceedances:	N/R
CWA Three-Year QNCR Codes :	N/R
DFR URL :	Click here for hyperlink provided by the agency.
Facility SIC :	N/R
Facility NAICS :	92212 - Police Protection
Facility Last Inspection EPA Date :	N/R
Facility Last Inspection State Date :	N/R
Facility Last Formal Act EPA Date :	N/R
Facility Last Formal Act State Date :	N/R
Facility Last Informal Act EPA Date :	N/R
Facility Last Informal Act State Date:	N/R
Facility Federal Agency :	N/R
TRI Reporter :	N/R
Facility Imp Water Flag :	N/R
Current SNC Flag :	N
Indian County Flag :	N
Federal Flag :	N/R
US Mexico Border Flag :	N/R
Chesapeake Bay Flag :	N/R
AIR Flag :	N
NPDES Flag :	N
SDWIS Flag :	N
RCRA Flag :	Y
TRI Flag :	N
GHG Flag :	N
Major Flag :	N/R
Active Flag :	Y
NAA Flag :	N
Latitude :	36.909977

Map Id: 12
 Direction: SSE
 Distance: 0.228 mi., 1202 ft.
 Elevation: 258 ft.
 Relative: Lower

Site Name : CALIFORNIA HIGHWAY PATROL #450
 MADERA | CA HIGHWAY PATROL MADERA
 | CALIFORNIA HIGHWAY PATROL #450
 3051 AIRPORT DR
 MADERA | Madera, CA
Database(s) : [CALEPA SITES - CA, ECHO, EPA UST, FID
 UST - CA, FRS, HAZNET - CA, HWG - CA,
 MANIFEST EPA, RCRA_NONGEN, UST - CA]
(cont.)

EnviroSite ID: 265048
EPA ID: N/R

ECHO (cont.)

Longitude : -120.110433
 Last Date in Agency List : 2021-10-15

EPA UST

Facility Name : CA Highway Patrol Madera
 Facility Address : 3051 Airport Drive, Madera, California 93637
 County : N/R

Facility ID : CA10423648
 Facility Status : Open UST(s)
 Open USTs : 1
 Closed USTs : N/R
 Temporarily Out of Service USTs : N/R
 Date of Last Inspection : N/R
 EPA Region : 9
 Tribe : N/R
 Facility ID 2 : N/R
 Latitude : 36.9933399823463
 Longitude : -120.105570014615
 Last Date in Agency List : 2021-08-27

Tank Details

Tank ID : CA10423648-001_A Stand-alone Tank_1
 Tank Status : Open
 Installation Date : 1986-01-01
 Removal Date : N/R
 Capacity : 12000
 Substances : Regular Unleaded
 Tank Wall Type : Double Wall

FID UST - CA

Facility Name : CA Highway Patrol Madera
 Facility Address : 3051 Airport Drive, Madera, 93637
 County : Madera

Facility ID : FA0100377
 CERSID : 10423648
 Permitting Agency : Madera County Environmental Health
 Latitude : 36.99334
 Longitude : -120.10557
 Last Date in Agency List : 2021-09-17

Facility Name : CALIFORNIA HIGHWAY PATROL
 Facility Address : 3051 AIRPORT DR., MADERA, 93637

Map Id: 12
 Direction: SSE
 Distance: 0.228 mi., 1202 ft.
 Elevation: 258 ft.
 Relative: Lower

Site Name : CALIFORNIA HIGHWAY PATROL #450
 MADERA | CA HIGHWAY PATROL MADERA
 | CALIFORNIA HIGHWAY PATROL #450
 3051 AIRPORT DR
 MADERA | Madera, CA
Database(s) : [CALEPA SITES - CA, ECHO, EPA UST, FID
 UST - CA, FRS, HAZNET - CA, HWG - CA,
 MANIFEST EPA, RCRA_NONGEN, UST - CA]
(cont.)

EnviroSite ID: 265048
EPA ID: N/R

FID UST - CA (cont.)

County : Madera

Facility ID : FA0100377
 CERSID : N/R
 Permitting Agency : MADERA COUNTY
 Latitude : 36.59597
 Longitude : -120.06289
 Last Date in Agency List : 2018-05-14

FRS

Facility Name : CALIFORNIA HIGHWAY PATROL #450
 Facility Address : 3051 AIRPORT DR, MADERA, CA 93637-9294
 County : MADERA

Site Details

Registry ID : 110037999985
 FRS Facility URL : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-10-09

Source Description

Source Description :

The California Environmental Protection Agency (CalEPA) has recently implemented a new data warehouse system (nSite). This data warehouse combines and merges facility and site information from five different systems managed within CalEPA. The five systems are: California Environmental Reporting System (CERS), EnviroStor, GeoTracker, California Integrated Water Quality System (CIWQS), and Toxic Release Inventory (TRI).

Source Description :

The Emission Inventory System (EIS) maintains an inventory of large stationary sources and voluntarily-reported smaller sources of air point pollution emitters. It contains information about facility sites and their physical location, emission units, emission processes, release points, control approaches, and regulations. Facility inventory data are kept separate from the emissions data and have stable identifiers to improve continuity from year to year and to help identify duplicate or missing facilities.

FRS Environmental Interest

Source and System ID : CA-ENVIROVIEW - 14527
 EIS - 10225111

Map Id: 12
 Direction: SSE
 Distance: 0.228 mi., 1202 ft.
 Elevation: 258 ft.
 Relative: Lower

Site Name : CALIFORNIA HIGHWAY PATROL #450
 MADERA | CA HIGHWAY PATROL MADERA
 | CALIFORNIA HIGHWAY PATROL #450
 3051 AIRPORT DR
 MADERA | Madera, CA
Database(s) : [CALEPA SITES - CA, ECHO, EPA UST, FID
 UST - CA, FRS, HAZNET - CA, HWG - CA,
 MANIFEST EPA, RCRA_NONGEN, UST - CA]
(cont.)

Envirosite ID: 265048
EPA ID: N/R

FRS (cont.)

Facility Name : CALIFORNIA HIGHWAY PATROL #450 MADERA
 Facility Address : 3051 AIRPORT DR, MADERA, CA 93637-8709
 County : MADERA

Site Details

Registry ID : 110070444782
 FRS Facility URL : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-10-09

Source Description

Source Description :

RCRAInfo is EPA's comprehensive information system that supports the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984 through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA. RCRAInfo also supports generation of the National Hazardous Waste Biennial Report. All generators and treatment, storage, and disposal facilities who handle hazardous waste are required to report to the EPA Administrator at least once every two years to support creation of the Biennial Report.

FRS Environmental Interest

Source and System ID : RCRAINFO - CAL000046141

HAZNET - CA

Facility Name : CALIFORNIA HIGHWAY PATROL #450 MADERA
 Facility Address : 3051 AIRPORT DR, MADERA, CA 93637
 County : MADERA

Site Details

Generator EPA ID : CAL000046141
 Active : Active
 Category : STATE
 Facility Types : N/R
 Type : PERMANENT
 Contact Name : N/R
 Contact Phone : N/R
 Facility Mailing Address : PO BOX 942898, SACRAMENTO, CA 942980001
 Latitude : 36.99290310
 Longitude : -120.10611418
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-07-08

Map Id: 12
 Direction: SSE
 Distance: 0.228 mi., 1202 ft.
 Elevation: 258 ft.
 Relative: Lower

Site Name : CALIFORNIA HIGHWAY PATROL #450
 MADERA | CA HIGHWAY PATROL MADERA
 | CALIFORNIA HIGHWAY PATROL #450
 3051 AIRPORT DR
 MADERA | Madera, CA
Database(s) : [CALEPA SITES - CA, ECHO, EPA UST, FID
 UST - CA, FRS, HAZNET - CA, HWG - CA,
 MANIFEST EPA, RCRA_NONGEN, UST - CA]
(cont.)

EnviroSite ID: 265048
EPA ID: N/R

HAZNET - CA (cont.)

Waste Generator Details State Waste :

2019: 352 - Other organic solids, 0.02500 tons to CAD059494310
 2019: 223 - Unspecified oil-containing waste, 0.07500 tons to
 CAD044429835
 2018: 223 - Unspecified oil-containing waste, 0.07500 tons to
 CAD044429835
 2014: 221 - Waste oil and mixed oil, 0.285 tons to CAD982446882
 2011: 223 - Unspecified oil-containing waste, 0.02085 tons to
 CAD982444481
 2009: 352 - Other organic solids, 0.02 tons to CAD982444481
 2009: 134 - Aqueous solution with total organic residues less than 10
 percent, tons to CAD982444481
 2009: N/R - Blank or unknown, tons to CAD982444481
 2008: 134 - Aqueous solution with total organic residues less than 10
 percent, 1.155 tons to CAD982444481
 2007: 134 - Aqueous solution with total organic residues less than 10
 percent, 0.021 tons to CAT080013352
 2003: 223 - Unspecified oil-containing waste, 0.77145 tons to
 CAD044003556

HWG - CA

Facility Name :
 Facility Address :
 County :

CALIFORNIA HIGHWAY PATROL #450 MADERA
 3051 AIRPORT DR, MADERA, CA 93637
 MADERA

EPA ID :
 Status :
 Category :
 Type :
 Facility Type :
 Mailing Address :
 Owner Name :
 Owner Address :
 Operator Name :
 Operator Address :
 Latitude :
 Longitude :

CAL000046141
 Active
 STATE
 PERMANENT
 N/R
 PO BOX 942898, SACRAMENTO, CA 942980001
 CALIFORNIA HIGHWAY PATROL
 PO BOX 942898, SACRAMENTO, CA 942980001
 KAREN MEJIA
 PO BOX 942898, SACRAMENTO, CA 942980001
 36.991245
 -120.106852

MANIFEST EPA

Manifest Details

Manifest Number :
 Shipped Date :
 Updated Date :
 Received Date :
 Status :
 Generator ID :
 Generator Name :
 Generator Address :

007421793SKS
 2020-04-17
 2020-05-26
 2020-05-05
 Signed
 CAL000046141
 CALIFORNIA HIGHWAY PATROL #450 MADERA
 3051 AIRPORT DR, MADERA, CA 93637-8709

Map Id: 12
 Direction: SSE
 Distance: 0.228 mi., 1202 ft.
 Elevation: 258 ft.
 Relative: Lower

Site Name : CALIFORNIA HIGHWAY PATROL #450
 MADERA | CA HIGHWAY PATROL MADERA
 | CALIFORNIA HIGHWAY PATROL #450
 3051 AIRPORT DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, ECHO, EPA UST, FID
 UST - CA, FRS, HAZNET - CA, HWG - CA,
 MANIFEST EPA, RCRA_NONGEN, UST - CA]
(cont.)

EnviroSite ID: 265048
EPA ID: N/R

MANIFEST EPA (cont.)

Generator Mailing : PO BOX 942898 601 N 7TH ST, SACRAMENTO, CA 94298-0001
 Generator Contact : N/R
 Destination ID : CAD044429835
 Destination Name : Clean Harbors Wilmington LLC
 Destination Mailing : 1737 East Denni Street, Wilmington, CA 90744
 Destination Address : 1737 East Denni Street, Wilmington, CA 90744
 Destination Contact : N/R
 Submission Type : DataImage5Copy
 Origin Type : Service
 Manifest Residue : N
 Rejection : N
 Last Date in Agency List : 2021-09-04

Waste Details

Waste Line Number : 1
 Is DOT Hazardous : N
 DOT ID Number : N/R
 DOT Information : N/R
 Non Waste Description : NONE, NON-RCRA HAZARDOUS WASTE, SOLID) (OIL FILTERS), N/A,
 NONE
 Quantity : 10 Pounds
 Quantity Tons, Acute, Non-Acute : 0.005, 0, 0.005
 Quantity Kg, Acute, Non-Acute : 0, 4.53515
 Management Method : H141 - STORAGE, BULKING AND/OR TRANSFER OFF SITE
 Is EPA Waste : N
 Federal Code : N/R
 State Code : CA - 223

Manifest Details

Manifest Number : 006721898SKS
 Shipped Date : 2019-01-31
 Updated Date : 2019-08-27
 Received Date : 2019-02-19
 Status : Corrected
 Generator ID : CAL000046141
 Generator Name : CALIFORNIA HIGHWAY PATROL #450 MADERA
 Generator Address : 3051 AIRPORT DR, MADERA, CA 93637-8709
 Generator Mailing : PO BOX 942898 601 N 7TH ST, SACRAMENTO, CA 94298-0001
 Generator Contact : N/R
 Destination ID : CAD044429835
 Destination Name : Clean Harbors Wilmington LLC
 Destination Mailing : 1737 East Denni Street, Wilmington, CA 90744
 Destination Address : 1737 East Denni Street, Wilmington, CA 90744
 Destination Contact : N/R
 Submission Type : DataImage5Copy
 Origin Type : Service
 Manifest Residue : N

Map Id: 12
 Direction: SSE
 Distance: 0.228 mi., 1202 ft.
 Elevation: 258 ft.
 Relative: Lower

Site Name : CALIFORNIA HIGHWAY PATROL #450
 MADERA | CA HIGHWAY PATROL MADERA
 | CALIFORNIA HIGHWAY PATROL #450
 3051 AIRPORT DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, ECHO, EPA UST, FID
 UST - CA, FRS, HAZNET - CA, HWG - CA,
 MANIFEST EPA, RCRA_NONGEN, UST - CA]
(cont.)

Envirosite ID: 265048
EPA ID: N/R

MANIFEST EPA (cont.)

Rejection : N
 Last Date in Agency List : 2021-09-04

Waste Details

Waste Line Number : 1
 Is DOT Hazardous : N
 DOT ID Number : N/R
 DOT Information : N/R
 Non Waste Description : NONE, NON-RCRA HAZARDOUS WASTE, SOLID) (OIL FILTERS), N/A,
 NONE
 Quantity : 150 Pounds
 Quantity Tons, Acute, Non-Acute : 0.075, 0, 0.075
 Quantity Kg, Acute, Non-Acute : 0, 68.02725
 Management Method : H141 - STORAGE, BULKING AND/OR TRANSFER OFF SITE
 Is EPA Waste : N
 Federal Code : N/R
 State Code : CA - 223

Manifest Details

Manifest Number : 006721976SKS
 Shipped Date : 2019-01-31
 Updated Date : 2019-09-03
 Received Date : 2019-02-18
 Status : Corrected
 Generator ID : CAL000046141
 Generator Name : CALIFORNIA HIGHWAY PATROL #450 MADERA
 Generator Address : 3051 AIRPORT DR, MADERA, CA 93637-8709
 Generator Mailing : PO BOX 942898 601 N 7TH ST, SACRAMENTO, CA 94298-0001
 Generator Contact : N/R
 Destination ID : CAD059494310
 Destination Name : Clean Harbors San Jose LLC
 Destination Mailing : 1021 Berryessa Road, San Jose, CA 95133
 Destination Address : 1021 Berryessa Road, San Jose, CA 95133
 Destination Contact : N/R
 Submission Type : DataImage5Copy
 Origin Type : Service
 Manifest Residue : N
 Rejection : N
 Last Date in Agency List : 2021-09-04

Waste Details

Waste Line Number : 1
 Is DOT Hazardous : N
 DOT ID Number : N/R
 DOT Information : N/R

Map Id: 12
 Direction: SSE
 Distance: 0.228 mi., 1202 ft.
 Elevation: 258 ft.
 Relative: Lower

Site Name : CALIFORNIA HIGHWAY PATROL #450
 MADERA | CA HIGHWAY PATROL MADERA
 | CALIFORNIA HIGHWAY PATROL #450
 3051 AIRPORT DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, ECHO, EPA UST, FID
 UST - CA, FRS, HAZNET - CA, HWG - CA,
 MANIFEST EPA, RCRA_NONGEN, UST - CA]
(cont.)

EnviroSite ID: 265048
EPA ID: N/R

MANIFEST EPA (cont.)

Non Waste Description : NONE, NONE, NON RCRA HAZARDOUS WASTE SOLIDS,), N/
 (ABSORBENTS CONTAMINATED WITH OIL), N/A, NONE

Quantity : 50 Pounds
Quantity Tons, Acute, Non-Acute : 0.025, 0, 0.025
Quantity Kg, Acute, Non-Acute : 0, 22.67575
Management Method : H141 - STORAGE, BULKING AND/OR TRANSFER OFF SITE
Is EPA Waste : N
Federal Code : N/R
State Code : CA - 352

RCRA_NONGEN

Facility Name : CALIFORNIA HIGHWAY PATROL #450 MADERA
Facility Address : 3051 AIRPORT DR, MADERA, CA 93637-8709
County : MADERA

Date Form Received by Agency : 1991-02-15
EPA ID : CAL000046141
Mailing Address : PO BOX 942898 601 N 7TH ST, SACRAMENTO, CA 94298-0001
Contact : BETH DEPAOLA
Contact Address : PO BOX 942898 601 N 7TH ST, SACRAMENTO, CA 94298-0001
Contact Country : N/R
Contact Telephone : 916-843-3817
Contact Email : EDEPAOLA@CHP.CA.GOV
EPA Region : 09
Land Type : Not Reported
Source Type : Implementer
Classification : Not a generator, verified
Description : Not a generator, verified
Last Date in Agency List : 2021-10-13

Owner/Operator Summary

Owner/Operator Name : BETH DEPAOLA
Owner/Operator Address : PO BOX 942898 601 N 7TH ST, SACRAMENTO, CA 94298-0001
Owner/Operator Country : N/R
Owner/Operator Telephone : 916-843-3817
Owner/Operator Email : N/R
Owner/Operator Fax : N/R
Legal Status : Other land type
Owner/Operator Type : Operator
Owner/Operator Start Date : N/R
Owner/Operator End Date : N/R

Owner/Operator Name : CALIFORNIA HIGHWAY PATROL
Owner/Operator Address : PO BOX 942898 601 N 7TH ST, SACRAMENTO, CA 94298-0001
Owner/Operator Country : N/R

Map Id: 12
 Direction: SSE
 Distance: 0.228 mi., 1202 ft.
 Elevation: 258 ft.
 Relative: Lower

Site Name : CALIFORNIA HIGHWAY PATROL #450
 MADERA | CA HIGHWAY PATROL MADERA
 | CALIFORNIA HIGHWAY PATROL #450
 3051 AIRPORT DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, ECHO, EPA UST, FID
 UST - CA, FRS, HAZNET - CA, HWG - CA,
 MANIFEST EPA, RCRA_NONGEN, UST - CA]
(cont.)

EnviroSite ID: 265048
EPA ID: N/R

RCRA_NONGEN (cont.)

Owner/Operator Telephone :	916-843-3800
Owner/Operator Email :	N/R
Owner/Operator Fax :	N/R
Legal Status :	Other land type
Owner/Operator Type :	Owner
Owner/Operator Start Date :	N/R
Owner/Operator End Date :	N/R

Handler Activities Summary

U.S. Importer of Hazardous Waste :	N
Mixed Waste (Haz. and Radioactive) :	N
Recycler of Hazardous Waste :	N
Transporter of Hazardous Waste :	N
Treater, Storer or Disposer of HW :	N
Underground Injection Activity :	N
On-site Burner Exemption :	N
Furnace Exemption :	N
Used Oil Fuel Burner :	N
Used Oil Processor :	N
Used Oil Refiner :	N
Used Oil Fuel Marketer to Burner :	N
Used Oil Specification Marketer :	N
Used Oil Transfer Facility :	N
Used Oil Transporter :	N

Notices of Violations Summary

Regulation Violated :	N
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UST - CA

Facility Name :	CA Highway Patrol Madera
Facility Address :	3051 Airport Drive, Madera, 93637
County :	Madera

Facility ID :	FA0100377
CERS ID :	10423648
Permitting Agency :	Madera County Environmental Health
Latitude :	36.99334
Longitude :	-120.10557
Last Date in Agency List :	2021-09-10

Facility Name :	CALIFORNIA HIGHWAY PATROL
Facility Address :	3051 AIRPORT DR., MADERA, 93637
County :	Madera

Map Id: 12
 Direction: SSE
 Distance: 0.228 mi., 1202 ft.
 Elevation: 258 ft.
 Relative: Lower

Site Name : CALIFORNIA HIGHWAY PATROL #450
 MADERA | CA HIGHWAY PATROL MADERA
 | CALIFORNIA HIGHWAY PATROL #450
 3051 AIRPORT DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, ECHO, EPA UST, FID
 UST - CA, FRS, HAZNET - CA, HWG - CA,
 MANIFEST EPA, RCRA_NONGEN, UST - CA]
(cont.)

EnviroSite ID: 265048
EPA ID: N/R

UST - CA (cont.)

Facility ID : FA0100377
 CERS ID : N/R
 Permitting Agency : MADERA COUNTY
 Latitude : 36.59597
 Longitude : -120.06289
 Last Date in Agency List : 2017-01-13

Map Id: 13
 Direction: ESE
 Distance: 0.234 mi., 1233 ft.
 Elevation: 264 ft.
 Relative: Higher

Site Name : LOVE'S TRAVEL STOP #736
 3174 AVENUE 17
 Madera | MADERA, CA 93637

Database(s) : [AST - CA, CALEPA SITES - CA, EPA UST,
 FID UST - CA, UST - CA]

EnviroSite ID: 925615
EPA ID: N/R

AST - CA

Facility Name : Love's Travel Stop #736
 Facility Address : 3174 AVENUE 17, MADERA, CA 93637
 County : Madera County

Site ID : 447813
 Facility Identifier : N/R
 EPA Identifier : CAR000000
 Facility Explorer ID : 447813
 Dun and Bradstreet Number : N/R

Regulatory Programs : Aboveground Petroleum Storage, Chemical Storage Facilities, Hazardous
 Waste Generator, Underground Storage Tank

SIC : N/R
 NAICS : N/R
 Latitude : 36.996500
 Longitude : -120.102060
 Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-09-30

Violations

Map Id: 13
Direction: ESE
Distance: 0.234 mi., 1233 ft.
Elevation: 264 ft.
Relative: Higher

Site Name : LOVE'S TRAVEL STOP #736
3174 AVENUE 17
Madera | MADERA, CA 93637
Database(s) : [AST - CA, CALEPA SITES - CA, EPA UST,
FID UST - CA, UST - CA] **(cont.)**

EnviroSite ID: 925615
EPA ID: N/R

AST - CA **(cont.)**

Details for this site have been truncated due to the large number of available details for this site within this dataset. For the complete details for this site, contact your EnviroSite account representative for a complimentary site report containing all of the details available.

Violation Date : 2020-09-02

Citation : HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)

Description : Failure to complete and electronically submit the Business Activities Page and/or Business Owner Operator Identification Page.

Notes :

Returned to compliance on 09/29/2020. Complete and electronically submit the Business Activities Page and/or Business Owner Operator Identification Page HSC 6.95 25508 (a)(1) The facility phone number and facility fax number are missing from the owner/operator section of the hazardous material business plan. Corrective Action: Ensure all required elements are submitted to CERS to the Business Owner/Operator Identification Page. Add facility phone number to CERS and resubmit.

Division : Madera County Environmental Health
Program : HMRRP
Source : CERS

Violation Date : 2020-09-02

Citation : HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)

Description : Failure to provide and maintain secondary containment for bulk storage tank installations (except for mobile refuelers and other non-transportation-related tank trucks) sufficient to hold the capacity of the largest container and sufficient freeboard for precipitation.

Notes :

Returned to compliance on 10/29/2020. H592: Provide and maintain secondary containment for bulk storage tank installations (except for mobile refuelers and other non-transportation-related tank trucks) sufficient to hold the capacity of the largest container and sufficient freeboard for precipitation. HSC 6.67 25270.4.5(a) Inspector observed a 55-gallon steel drums containing S6 AXRME SAE 75W-90, 55-gallon steel drums containing S6 GME SAE40, and S4 AX 85W-140 without secondary containment. The SPCC plan calls out that these assorted new motor oils will possess a pallet that will sufficiently hold the capacity of the largest container. Corrective Action: Provide proper secondary containment for the three 55-gallon steel drums that contain the assorted new motor oils and provide Madera County Environmental Health Division of proof that a pallet has been installed to provide secondary containment to the three 55 gallon steel drums.

Division : Madera County Environmental Health
Program : APSA
Source : CERS

Map Id: 13
Direction: ESE
Distance: 0.234 mi., 1233 ft.
Elevation: 264 ft.
Relative: Higher

Site Name : LOVE'S TRAVEL STOP #736
3174 AVENUE 17
Madera | MADERA, CA 93637
Database(s) : [AST - CA, CALEPA SITES - CA, EPA UST,
FID UST - CA, UST - CA] **(cont.)**

EnviroSite ID: 925615
EPA ID: N/R

AST - CA **(cont.)**

Violation Date : 2020-09-02

Citation : HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)

Description : Failure to complete and electronically submit a site map with all required content.

Notes :

Returned to compliance on 09/29/2020. Complete and electronically submit a site map with all required content. HSC 25505(a)(2), 25508(a)(1). The facility's site map that was entered in CERS is missing the location of the water shutoff. The site map shows the two bio-diesel tanks in the wrong locations; both bio-diesel tanks are shown in the southern most position of each tank farm. However, both bio diesel tanks are located at the northern most position of each tank farm Corrective action: Show the location of the facility's water shut off and the proper locations of the two bio-diesel tanks on the facility site map and resubmit to CERS.

Division : Madera County Environmental Health
Program : HMRRP
Source : CERS

Violation Date : 2020-09-02

Citation : 22 CCR 15 66265.173 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.173

Description : Failure to meet the following container management requirements: (a) A container holding hazardous waste must always be closed during storage, except when it is necessary to add or remove waste. (b) A container holding hazardous waste must not be opened, handled, or stored in a manner which may rupture the container or cause it to leak.

Notes :

Returned to compliance on 09/02/2020. A container holding hazardous waste must always be closed during storage, except when it is necessary to add or remove waste 22 CCR 12 66262.34(a)(1). Inspector observed a single 55-gallon steel drum that was labeled as "Used Oil Filters" and contained what appeared to be used oil residual. The 55-gallon steel drum was not covered at the time of the inspection and no used oil filters were being added to the container at the time. Corrective action: Ensure hazardous waste containers are always closed unless adding or removing hazardous waste. Corrected on site.

Division : Madera County Environmental Health
Program : HW
Source : CERS

Violation Date : 2020-07-07

Map Id: 13
 Direction: ESE
 Distance: 0.234 mi., 1233 ft.
 Elevation: 264 ft.
 Relative: Higher

Site Name : LOVE'S TRAVEL STOP #736
 3174 AVENUE 17
 Madera | MADERA, CA 93637
Database(s) : [AST - CA, CALEPA SITES - CA, EPA UST,
 FID UST - CA, UST - CA] **(cont.)**

Envirosite ID: 925615
EPA ID: N/R

AST - CA (cont.)

Citation : 23 CCR 16 2638(d) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638(d)

Description : Failure to submit the "Monitoring System Certification Form" to the UPA within 30 days of completion of the test.

Notes : Returned to compliance on 07/08/2020. Failure to provide the monitoring system certification form to the MCEHD-CUPA within 30 days after completion of the inspection. [CCR 2638(d) 7/8/2020 - submitted test report.

Division : Madera County Environmental Health
Program : UST
Source : CERS

Enforcements

Enforcement Action Date : 2020-07-07
Type : Notice of Violation (Unified Program)
Description : Notice of Violation Issued by the Inspector at the Time of Inspection
Notes : N/R
Division : Madera County Environmental Health
Program : UST
Source : CERS

Chemicals

Chemical Name : Diesel Exhaust Fluid
CAS Number : N/R
Hazard Type(s) : N/R
Max Daily Amount / Unit : 12000-59999 Gallons
Average Daily Amount / Unit : 3000-5999 Gallons
Days Onsite : 365
Physical State(s) : Liquid, Pure

Chemical Name : Diesel Fuel No. 2
CAS Number : 68476-34-6
Hazard Type(s) : N/R
Max Daily Amount / Unit : 60000-119999 Gallons
Average Daily Amount / Unit : 60000-119999 Gallons
Days Onsite : 365
Physical State(s) : Liquid, Pure

Chemical Name : Gasoline
CAS Number : 8006-61-9
Hazard Type(s) : N/R
Max Daily Amount / Unit : 12000-59999 Gallons
Average Daily Amount / Unit : 12000-59999 Gallons
Days Onsite : 365
Physical State(s) : Liquid, Pure

Map Id: 13
Direction: ESE
Distance: 0.234 mi., 1233 ft.
Elevation: 264 ft.
Relative: Higher

Site Name : LOVE'S TRAVEL STOP #736
3174 AVENUE 17
Madera | MADERA, CA 93637
Database(s) : [AST - CA, CALEPA SITES - CA, EPA UST,
FID UST - CA, UST - CA] **(cont.)**

EnviroSite ID: 925615
EPA ID: N/R

AST - CA (cont.)

Chemical Name :	Oil Water Separator
CAS Number :	N/R
Hazard Type(s) :	N/R
Max Daily Amount / Unit :	3000-5999 Gallons
Average Daily Amount / Unit :	0-11 Gallons
Days Onsite :	365
Physical State(s) :	Liquid

CALEPA SITES - CA

Facility Name :	LOVE'S TRAVEL STOP #736
Facility Address :	3174 AVENUE 17, MADERA, 93637

Site ID :	447813
EI ID :	10779979
EI Description :	Hazardous Waste Generator
Latitude :	36.996500
Longitude :	-120.102060
Agency Hyperlink :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-10-14

Site ID :	447813
EI ID :	10779979
EI Description :	Aboveground Petroleum Storage
Latitude :	36.996500
Longitude :	-120.102060
Agency Hyperlink :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-10-14

Site ID :	447813
EI ID :	10779979
EI Description :	Underground Storage Tank
Latitude :	36.996500
Longitude :	-120.102060
Agency Hyperlink :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-10-14

Site ID :	447813
EI ID :	10779979
EI Description :	Chemical Storage Facilities
Latitude :	36.996500
Longitude :	-120.102060
Agency Hyperlink :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-10-14

EPA UST

Facility Name :	Love's Travel Stop #736
Facility Address :	3174 Avenue 17, Madera, California 93637
County :	N/R

Map Id: 13
Direction: ESE
Distance: 0.234 mi., 1233 ft.
Elevation: 264 ft.
Relative: Higher

Site Name : LOVE'S TRAVEL STOP #736
3174 AVENUE 17
Madera | MADERA, CA 93637
Database(s) : [AST - CA, CALEPA SITES - CA, EPA UST,
FID UST - CA, UST - CA] (**cont.**)

Envirosite ID: 925615
EPA ID: N/R

EPA UST (cont.)

Facility ID : CA10779979
Facility Status : Open UST(s)
Open USTs : 3
Closed USTs : N/R
Temporarily Out of Service USTs : N/R
Date of Last Inspection : N/R
EPA Region : 9
Tribe : N/R
Facility ID 2 : N/R
Latitude : 36.996447397654
Longitude : -120.187771019958
Last Date in Agency List : 2021-08-27

Tank Details

Tank ID : CA10779979-001_A Stand-alone Tank_1
Tank Status : Open
Installation Date : 2019-05-13
Removal Date : N/R
Capacity : 30000
Substances : Regular Unleaded
Tank Wall Type : Double Wall

Tank ID : CA10779979-002_One in a Compartmented Unit_2
Tank Status : Open
Installation Date : 2019-05-13
Removal Date : N/R
Capacity : 12000
Substances : Diesel
Tank Wall Type : Double Wall

Tank ID : CA10779979-003_One in a Compartmented Unit_2
Tank Status : Open
Installation Date : 2019-05-13
Removal Date : N/R
Capacity : 8000
Substances : Premium Unleaded
Tank Wall Type : Double Wall

FID UST - CA

Facility Name : Love's Travel Stop #736
Facility Address : 3174 Avenue 17, Madera, 93637
County : Madera

Facility ID : N/R
CERSID : 10779979
Permitting Agency : Madera County Environmental Health
Latitude : 36.9965
Longitude : -120.10206
Last Date in Agency List : 2021-09-17

Map Id: 13
 Direction: ESE
 Distance: 0.234 mi., 1233 ft.
 Elevation: 264 ft.
 Relative: Higher

Site Name : LOVE'S TRAVEL STOP #736
 3174 AVENUE 17
 Madera | MADERA, CA 93637
Database(s) : [AST - CA, CALEPA SITES - CA, EPA UST,
 FID UST - CA, UST - CA] **(cont.)**

EnviroSite ID: 925615
EPA ID: N/R

UST - CA

Facility Name : Love's Travel Stop #736
 Facility Address : 3174 Avenue 17, Madera, 93637
 County : Madera

 Facility ID : N/R
 CERS ID : 10779979
 Permitting Agency : Madera County Environmental Health
 Latitude : 36.9965
 Longitude : -120.10206
 Last Date in Agency List : 2021-09-10

Map Id: C14
 Direction: SE
 Distance: 0.239 mi., 1262 ft.
 Elevation: 261 ft.
 Relative: Higher

Site Name : MADERA POWDER COATING INC
 3443 YEAGER RD, BLDG D, #104
 MADERA, CA 93637
Database(s) : [CALEPA SITES - CA, EMI - CA, FRS]

EnviroSite ID: 496271
EPA ID: N/R

CALEPA SITES - CA

Facility Name : MADERA POWDER COATING INC
 Facility Address : 3443 YEAGER RD, BLDG D, #104, MADERA, 93637

 Site ID : 478813
 EI ID : 110058314202
 EI Description : US EPA Air Emission Inventory System (EIS)
 Latitude : 36.993692
 Longitude : -120.104130
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-08-26

EMI - CA

Facility Name : MADERA POWDER COATING INC
 Facility Address : 3443 YEAGER RD, BLDG D, #104, MADERA, 93637
 County : Madera

 Facility ID : 5887
 Air Basin Code : San Joaquin Valley
 District : SAN JOAQUIN VALLEY APCD
 County ID : MAD
 SIC Code : 3479
 CHAPIS : N/R
 CERR Code : N/R
 Last Date in Agency List : 2021-09-14

Map Id: C14
 Direction: SE
 Distance: 0.239 mi., 1262 ft.
 Elevation: 261 ft.
 Relative: Higher

Site Name : MADERA POWDER COATING INC
 3443 YEAGER RD, BLDG D, #104
 MADERA, CA 93637
Database(s) : [CALEPA SITES - CA, EMI - CA, FRS]
(cont.)

Envirosite ID: 496271
EPA ID: N/R

EMI - CA *(cont.)*

Additional Details

Year :	2018
Total Organic Gases (Tons/Year) :	N/R
Reactive Organic Gases (Tons/Year) :	N/R
Carbon Monoxide (Tons/Year) :	N/R
Nitrogen Oxides (Tons/Year) :	N/R
Sulfur Oxides (Tons/Year) :	N/R
Particulate Matter (Tons/Year) :	.0154815406976744186046511627906976744186
Fine Particulate Matter (Tons/Year) :	.014646

FRS

Facility Name :	MADERA POWDER COATING INC
Facility Address :	3443 YEAGER RD, BLDG D, #104, MADERA, CA 93637
County :	MADERA

Site Details

Registry ID :	110058314202
FRS Facility URL :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-10-09

Source Description

Source Description :

The Emission Inventory System (EIS) maintains an inventory of large stationary sources and voluntarily-reported smaller sources of air point pollution emitters. It contains information about facility sites and their physical location, emission units, emission processes, release points, control approaches, and regulations. Facility inventory data are kept separate from the emissions data and have stable identifiers to improve continuity from year to year and to help identify duplicate or missing facilities.

FRS Environmental Interest

Source and System ID :	EIS - 15799011
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Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA]

EnviroSite ID: 962183
EPA ID: CAR000298661

ALT FUELING

Facility Name :	Love's Travel Stop - Madera
Facility Address :	3175 Avenue 17, Madera, CA 93637
ID Number :	164172
Date Last Confirmed :	2021-03-15
Status :	Open: The station is open.
Station Phone :	866-816-7584
Expected Date :	N/R
Groups With Access Code :	Public
Access Days Time :	24 hours daily
Cards Accepted :	N/R
Date Updated :	2021-03-15 13:14:11
BD Blends :	N/R
Open Date :	2020-07-10
Fuel Type :	Electric
NG Fill Type :	N/R
NG PSI :	N/R
EV Level 1 EVSE Number :	N/R
EV Level 2 EVSE Number :	2
EV DC Fast Count :	4
EV Other Information :	N/R
EV Network :	EV Connect
EV Network Website :	Click here for hyperlink provided by the agency.
Hydrogen Status Link :	N/R
NG Vehicle Class :	N/R
LPG Primary :	N/R
E85 Blender Pump :	N/R
EV Connector Types :	CHADEMO J1772 J1772COMBO
Hydrogen is Retail :	N/R
Access Code :	public
Access Detail Code :	N/R
Intersection Directions :	N/R
Geocode Status :	GPS
Geocode Status Description :	The location is from a real GPS readout at the station.
Owner Type :	Privately owned
Federal Agency ID :	N/R
Federal Agency Name :	N/R
Facility Type :	TRUCK_STOP
CNG Dispenser Num :	N/R
CNG On-Site Renewable Source :	N/R
CNG Total Compression Capacity :	N/R
CNG Storage Capacity :	N/R
LNG On-Site Renewable Source :	N/R
E85 Other Ethanol Blends :	N/R
EV Pricing :	N/R
LPG Nozzle Types :	N/R
Hydrogen Pressures :	N/R
Hydrogen Standards :	N/R
CNG Fill Type :	N/R
CNG PSI :	N/R
CNG Vehicle Class :	N/R

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

ALT FUELING **(cont.)**

LNG Vehicle Class :	N/R
Latitude :	36.99628
Longitude :	-120.097911
EV On-Site Renewable Source :	N/R
Last Date in Agency List :	2021-07-22
ID Number :	185672
Date Last Confirmed :	2021-03-15
Status :	Open: The station is open.
Station Phone :	866-816-7584
Expected Date :	N/R
Groups With Access Code :	Public - Credit card at all times
Access Days Time :	24 hours daily
Cards Accepted :	A Debit M V
Date Updated :	2021-03-15 13:14:11
BD Blends :	N/R
Open Date :	N/R
Fuel Type :	Electric
NG Fill Type :	N/R
NG PSI :	N/R
EV Level 1 EVSE Number :	N/R
EV Level 2 EVSE Number :	3
EV DC Fast Count :	N/R
EV Other Information :	N/R
EV Network :	Non-Networked
EV Network Website :	N/R
Hydrogen Status Link :	N/R
NG Vehicle Class :	N/R
LPG Primary :	N/R
E85 Blender Pump :	N/R
EV Connector Types :	J1772
Hydrogen is Retail :	N/R
Access Code :	public
Access Detail Code :	CREDIT_CARD_ALWAYS
Intersection Directions :	N/R
Geocode Status :	GPS
Geocode Status Description :	The location is from a real GPS readout at the station.
Owner Type :	Privately owned
Federal Agency ID :	N/R
Federal Agency Name :	N/R
Facility Type :	TRUCK_STOP
CNG Dispenser Num :	N/R
CNG On-Site Renewable Source :	N/R
CNG Total Compression Capacity :	N/R
CNG Storage Capacity :	N/R
LNG On-Site Renewable Source :	N/R
E85 Other Ethanol Blends :	N/R
EV Pricing :	\$1 per hour + \$1 to start
LPG Nozzle Types :	N/R
Hydrogen Pressures :	N/R
Hydrogen Standards :	N/R

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

ALT FUELING (cont.)

CNG Fill Type : N/R
 CNG PSI : N/R
 CNG Vehicle Class : N/R
 LNG Vehicle Class : N/R
 Latitude : 36.99628
 Longitude : -120.097911
 EV On-Site Renewable Source : N/R
 Last Date in Agency List : 2021-07-22

Facility Name : Love's Travel Stop - Madera
 Facility Address : 3175 Avenue 17, Madera, CA 93637

ID Number : 164172
 Date Last Confirmed : 2021-03-15
 Status : Open: The station is open.
 Station Phone : 866-816-7584
 Expected Date : N/R
 Groups With Access Code : Public
 Access Days Time : 24 hours daily
 Cards Accepted : N/R
 Date Updated : 2021-08-04 00:01:52
 BD Blends : N/R
 Open Date : 2020-07-10
 Fuel Type : Electric
 NG Fill Type : N/R
 NG PSI : N/R
 EV Level 1 EVSE Number : N/R
 EV Level 2 EVSE Number : 2
 EV DC Fast Count : 4
 EV Other Information : N/R
 EV Network : EV Connect
 EV Network Website : [Click here for hyperlink provided by the agency.](#)
 Hydrogen Status Link : N/R
 NG Vehicle Class : N/R
 LPG Primary : N/R
 E85 Blender Pump : N/R
 EV Connector Types : CHADEMO J1772 J1772COMBO
 Hydrogen is Retail : N/R
 Access Code : public
 Access Detail Code : N/R
 Intersection Directions : N/R
 Geocode Status : GPS
 Geocode Status Description : The location is from a real GPS readout at the station.
 Owner Type : Privately owned
 Federal Agency ID : N/R
 Federal Agency Name : N/R
 Facility Type : TRUCK_STOP
 CNG Dispenser Num : N/R
 CNG On-Site Renewable Source : N/R
 CNG Total Compression Capacity : N/R

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

Envirosite ID: 962183
EPA ID: CAR000298661

ALT FUELING (cont.)

CNG Storage Capacity : N/R
 LNG On-Site Renewable Source : N/R
 E85 Other Ethanol Blends : N/R
 EV Pricing : N/R
 LPG Nozzle Types : N/R
 Hydrogen Pressures : N/R
 Hydrogen Standards : N/R
 CNG Fill Type : N/R
 CNG PSI : N/R
 CNG Vehicle Class : N/R
 LNG Vehicle Class : N/R
 Latitude : 36.99628
 Longitude : -120.097911
 EV On-Site Renewable Source : N/R
 Last Date in Agency List : 2021-10-12

ID Number : 185672
 Date Last Confirmed : 2021-03-15
 Status : Open: The station is open.
 Station Phone : 866-816-7584
 Expected Date : N/R
 Groups With Access Code : Public - Credit card at all times
 Access Days Time : 24 hours daily
 Cards Accepted : A Debit M V
 Date Updated : 2021-08-04 00:01:52
 BD Blends : N/R
 Open Date : 2021-01-01
 Fuel Type : Electric
 NG Fill Type : N/R
 NG PSI : N/R
 EV Level 1 EVSE Number : N/R
 EV Level 2 EVSE Number : 3
 EV DC Fast Count : N/R
 EV Other Information : N/R
 EV Network : Non-Networked
 EV Network Website : N/R
 Hydrogen Status Link : N/R
 NG Vehicle Class : N/R
 LPG Primary : N/R
 E85 Blender Pump : N/R
 EV Connector Types : J1772
 Hydrogen is Retail : N/R
 Access Code : public
 Access Detail Code : CREDIT_CARD_ALWAYS
 Intersection Directions : N/R
 Geocode Status : GPS
 Geocode Status Description : The location is from a real GPS readout at the station.
 Owner Type : Privately owned
 Federal Agency ID : N/R
 Federal Agency Name : N/R
 Facility Type : TRUCK_STOP

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

ALT FUELING **(cont.)**

CNG Dispenser Num :	N/R
CNG On-Site Renewable Source :	N/R
CNG Total Compression Capacity :	N/R
CNG Storage Capacity :	N/R
LNG On-Site Renewable Source :	N/R
E85 Other Ethanol Blends :	N/R
EV Pricing :	\$1 per hour + \$1 to start
LPG Nozzle Types :	N/R
Hydrogen Pressures :	N/R
Hydrogen Standards :	N/R
CNG Fill Type :	N/R
CNG PSI :	N/R
CNG Vehicle Class :	N/R
LNG Vehicle Class :	N/R
Latitude :	36.99628
Longitude :	-120.097911
EV On-Site Renewable Source :	N/R
Last Date in Agency List :	2021-10-12

AST - CA

Facility Name :	Love's Travel Stop #736
Facility Address :	3175 AVENUE 17, MADERA, CA 93637
County :	Madera County

Site ID :	447813
Facility Identifier :	N/R
EPA Identifier :	CAR000000
Facility Explorer ID :	447813
Dun and Bradstreet Number :	N/R

Regulatory Programs :	Aboveground Petroleum Storage, Chemical Storage Facilities, Hazardous Waste Generator, Underground Storage Tank
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SIC :	N/R
NAICS :	N/R
Latitude :	36.996500
Longitude :	-120.102060
Hyperlink :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2020-04-23

Violations

Details for this site have been truncated due to the large number of available details for this site within this dataset. For the complete details for this site, contact your EnviroSite account representative for a complimentary site report containing all of the details available.

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

AST - CA (cont.)

Violation Date : 2020-09-02

Citation : HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)

Description : Failure to provide and maintain secondary containment for bulk storage tank installations (except for mobile refuelers and other non-transportation-related tank trucks) sufficient to hold the capacity of the largest container and sufficient freeboard for precipitation.

Notes :

H592: Provide and maintain secondary containment for bulk storage tank installations (except for mobile refuelers and other non-transportation-related tank trucks) sufficient to hold the capacity of the largest container and sufficient freeboard for precipitation. HSC 6.67 25270.4.5(a) Inspector observed a 55-gallon steel drums containing S6 AXRME SAE 75W-90, 55-gallon steel drums containing S6 GME SAE40, and S4 AX 85W-140 without secondary containment. The SPCC plan calls out that these assorted new motor oils will possess a pallet that will sufficiently hold the capacity of the largest container. Corrective Action: Provide proper secondary containment for the three 55-gallon steel drums that contain the assorted new motor oils and provide Madera County Environmental Health Division of proof that a pallet has been installed to provide secondary containment to the three 55 gallon steel drums.

Division : Madera County Environmental Health
Program : APSA
Source : CERS

Violation Date : 2020-09-02

Citation : HSC 6.95 25508(a)(3) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(3)

Description : Failure to complete and electronically submit a site map with all required content.

Notes :

Returned to compliance on 09/29/2020. Complete and electronically submit a site map with all required content. HSC 25505(a)(2), 25508(a)(1). The facility's site map that was entered in CERS is missing the location of the water shutoff. The site map shows the two bio-diesel tanks in the wrong locations; both bio-diesel tanks are shown in the southern most position of each tank farm. However, both bio diesel tanks are located at the northern most position of each tank farm Corrective action: Show the location of the facility's water shut off and the proper locations of the two bio-diesel tanks on the facility site map and resubmit to CERS.

Division : Madera County Environmental Health
Program : HMRRP
Source : CERS

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA
Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

AST - CA (cont.)

Violation Date : 2020-09-02
Citation : HSC 6.95 25508(a)(3) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(3)
Description : Failure to complete and electronically submit the Business Activities Page and/or Business Owner Operator Identification Page.

Notes :

Returned to compliance on 09/29/2020. Complete and electronically submit the Business Activities Page and/or Business Owner Operator Identification Page HSC 6.95 25508 (a)(1) The facility phone number and facility fax number are missing from the owner/operator section of the hazardous material business plan. Corrective Action: Ensure all required elements are submitted to CERS to the Business Owner/Operator Identification Page. Add facility phone number to CERS and resubmit.

Division : Madera County Environmental Health
Program : HMRRP
Source : CERS

Violation Date : 2020-09-02
Citation : 22 CCR 15 66265.173 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.173
Description : Failure to meet the following container management requirements: (a) A container holding hazardous waste must always be closed during storage, except when it is necessary to add or remove waste. (b) A container holding hazardous waste must not be opened, handled, or stored in a manner which may rupture the container or cause it to leak.

Notes :

Returned to compliance on 09/02/2020. A container holding hazardous waste must always be closed during storage, except when it is necessary to add or remove waste 22 CCR 12 66262.34(a)(1). Inspector observed a single 55-gallon steel drum that was labeled as "Used Oil Filters" and contained what appeared to be used oil residual. The 55-gallon steel drum was not covered at the time of the inspection and no used oil filters were being added to the container at the time. Corrective action: Ensure hazardous waste containers are always closed unless adding or removing hazardous waste. Corrected on site.

Division : Madera County Environmental Health
Program : HW
Source : CERS

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

AST - CA (cont.)

Violation Date : 2020-07-07

Citation : 23 CCR 16 2638(d) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638(d)

Description : Failure to submit the "Monitoring System Certification Form" to the UPA within 30 days of completion of the test.

Notes : Returned to compliance on 07/08/2020. Failure to provide the monitoring system certification form to the MCEHD-CUPA within 30 days after completion of the inspection. [CCR 2638(d) 7/8/2020 - submitted test report.

Division : Madera County Environmental Health
Program : UST
Source : CERS

Enforcements

Enforcement Action Date : 2020-07-07
Type : Notice of Violation (Unified Program)
Description : Notice of Violation Issued by the Inspector at the Time of Inspection
Notes : N/R
Division : Madera County Environmental Health
Program : UST
Source : CERS

Chemicals

Chemical Name : Diesel Exhaust Fluid
CAS Number : N/R
Hazard Type(s) : -
Max Daily Amount / Unit : 12000-59999 Gallons
Average Daily Amount / Unit : 3000-5999 Gallons
Days Onsite : 365
Physical State(s) : Liquid, Pure

Chemical Name : Diesel Fuel No. 2
CAS Number : 68476-34-6
Hazard Type(s) : -
Max Daily Amount / Unit : 60000-119999 Gallons
Average Daily Amount / Unit : 60000-119999 Gallons
Days Onsite : 365
Physical State(s) : Liquid, Pure

Map Id: 15
Direction: ESE
Distance: 0.338 mi., 1785 ft.
Elevation: 265 ft.
Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
3175 AVENUE 17
MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

AST - CA (cont.)

Chemical Name : Gasoline
CAS Number : 8006-61-9
Hazard Type(s) : -
Max Daily Amount / Unit : 12000-59999 Gallons
Average Daily Amount / Unit : 12000-59999 Gallons
Days Onsite : 365
Physical State(s) : Liquid, Pure

Chemical Name : Oil Water Separator
CAS Number : N/R
Hazard Type(s) : -
Max Daily Amount / Unit : 3000-5999 Gallons
Average Daily Amount / Unit : 0-11 Gallons
Days Onsite : 365
Physical State(s) : Liquid

CALEPA SITES - CA

Facility Name : Love's Travel Stop #736
Facility Address : 3175 AVENUE 17, MADERA, 93637

Site ID : 447813
EI ID : 10779979
EI Description : Aboveground Petroleum Storage
Latitude : 36.996500
Longitude : -120.102060
Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
Last Date in Agency List : 2020-02-19

Site ID : 447813
EI ID : 10779979
EI Description : Chemical Storage Facilities
Latitude : 36.996500
Longitude : -120.102060
Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
Last Date in Agency List : 2020-02-19

Site ID : 447813
EI ID : 10779979
EI Description : Hazardous Waste Generator
Latitude : 36.996500
Longitude : -120.102060
Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
Last Date in Agency List : 2020-02-19

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

CALEPA SITES - CA (cont.)

Site ID : 447813
 EI ID : 10779979
 EI Description : Underground Storage Tank
 Latitude : 36.996500
 Longitude : -120.102060
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2020-02-19

Facility Name : MADERA TRAVEL CENTER
 Facility Address : 3175 AVENUE 17, MADERA, 93637

Site ID : 536162
 EI ID : 867271
 EI Description : Construction Storm Water
 Latitude : 36.995275
 Longitude : -120.096801
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-10-14

Facility Name : State Route 99 Northbound Off Ramp Widening at Avenue 17
 Facility Address : 3175 AVENUE 17, MADERA, 93638

Site ID : 543256
 EI ID : 868745
 EI Description : Construction Storm Water
 Latitude : 36.995577
 Longitude : -120.100333
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-08-26

CIWQS - CA

Facility Name : MADERA TRAVEL CENTER
 Facility Address : 3175 AVENUE 17, MADERA, CA 93637
 County : MADERA

Place ID : S867271
 Agency Name : LOVE S COUNTRY STORES OF CALIFORNIA
 Last Date in Agency List : 2021-10-11

Facility Name : STATE ROUTE 99 NORTHBOUND OFF RAMP WIDENING AT AVENUE 17
 Facility Address : 3175 AVENUE 17, MADERA, CA 93638
 County : MADERA

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

CIWQS - CA (cont.)

Place ID : S868745
 Agency Name : LOVE S COUNTRY STORES OF CALIFORNIA
 Last Date in Agency List : 2021-10-11

ECHO

Facility Name : LOVE'S TRAVEL STOP # 736
 Facility Address : 3175 AVENUE 17, MADERA, CA 93637
 County : MADERA

Last Inspection Date : N/R
 Registry ID : 110070630524
 FIPS Code : N/R
 EPA Region : 09
 Inspection Count : 0
 Last Inspection Days : N/R
 Informal Count : 0
 Last Informal Action Date : N/R
 Formal Action Count : 0
 Last Formal Action Date : N/R
 Total Penalties : 0
 Penalty Count : N/R
 Last Penalty Date : N/R
 Last Penalty Amount : N/R
 QTRS IN NC : 0
 Programs IN SNC : 0
 Current Compliance Status : No Violation Identified
 Three-Year Compliance Status :
 Collection Method : Zip Code Centroid
 Reference Point : N/R
 Accuracy Meters : 10000
 Derived Tribes : N/R
 Derived HUC : N/R
 Derived WBD : N/R
 Derived STCTY FIPS : N/R
 Derived Zip : N/R
 Derived CD113 : N/R
 Derived CB2010 : N/R
 MYRTK Universe : NNN
 NPDES IDs : N/R
 CWA Permit Types : N/R
 CWA Compliance Tracking : N/R
 CWA NAICS : N/R
 CWA SICS : N/R
 CWA Inspection Count : N/R
 CWA Last Inspection Days : N/R
 CWA Informal Count : N/R
 CWA Formal Action Count : N/R
 CWA Last Formal Action Date : N/R
 CWA Penalties : N/R

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL
 STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES -
 CA, CIWQS - CA, ECHO, FID UST - CA,
 FRS, HAULERS - CA, HAZNET - CA, HWG -
 CA, MANIFEST EPA, NPDES - CA,
 RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

ECHO **(cont.)**

CWA Last Penalty Date :	N/R
CWA Last Penalty Amount :	N/R
CWA Quarters IN NC :	N/R
CWA Current Compliance Status :	N/R
CWA Current SNC Flag :	N
CWA 13 Quarters Compliance Status :	N/R
CWA 13 Quarters Effluent Exceedances:	N/R
CWA Three-Year QNCR Codes :	N/R
DFR URL :	Click here for hyperlink provided by the agency.
Facility SIC :	N/R
Facility NAICS :	447110 - Gasoline Stations with Convenience Stores
Facility Last Inspection EPA Date :	N/R
Facility Last Inspection State Date :	N/R
Facility Last Formal Act EPA Date :	N/R
Facility Last Formal Act State Date :	N/R
Facility Last Informal Act EPA Date :	N/R
Facility Last Informal Act State Date:	N/R
Facility Federal Agency :	N/R
TRI Reporter :	N/R
Facility Imp Water Flag :	N/R
Current SNC Flag :	N
Indian County Flag :	N
Federal Flag :	N/R
US Mexico Border Flag :	N/R
Chesapeake Bay Flag :	N/R
AIR Flag :	N
NPDES Flag :	N
SDWIS Flag :	N
RCRA Flag :	Y
TRI Flag :	N
GHG Flag :	N
Major Flag :	N/R
Active Flag :	Y
NAA Flag :	N
Latitude :	36.909977
Longitude :	-120.110433
Last Date in Agency List :	2021-10-15
Last Inspection Date :	N/R
Registry ID :	N/R
FIPS Code :	N/R
EPA Region :	09
Inspection Count :	0
Last Inspection Days :	N/R
Informal Count :	0
Last Informal Action Date :	N/R
Formal Action Count :	0
Last Formal Action Date :	N/R
Total Penalties :	0
Penalty Count :	N/R
Last Penalty Date :	N/R

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

ECHO (cont.)

Last Penalty Amount :	N/R
QTRS IN NC :	0
Programs IN SNC :	0
Current Compliance Status :	No Violation Identified
Three-Year Compliance Status :	
Collection Method :	Zip Code Centroid
Reference Point :	N/R
Accuracy Meters :	10000
Derived Tribes :	N/R
Derived HUC :	N/R
Derived WBD :	N/R
Derived STCTY FIPS :	N/R
Derived Zip :	N/R
Derived CD113 :	N/R
Derived CB2010 :	N/R
MYRTK Universe :	NNN
NPDES IDs :	N/R
CWA Permit Types :	N/R
CWA Compliance Tracking :	N/R
CWA NAICS :	N/R
CWA SICS :	N/R
CWA Inspection Count :	N/R
CWA Last Inspection Days :	N/R
CWA Informal Count :	N/R
CWA Formal Action Count :	N/R
CWA Last Formal Action Date :	N/R
CWA Penalties :	N/R
CWA Last Penalty Date :	N/R
CWA Last Penalty Amount :	N/R
CWA Quarters IN NC :	N/R
CWA Current Compliance Status :	N/R
CWA Current SNC Flag :	N
CWA 13 Quarters Compliance Status :	N/R
CWA 13 Quarters Effluent Exceedances:	N/R
CWA Three-Year QNCR Codes :	N/R
DFR URL :	Click here for hyperlink provided by the agency.
Facility SIC :	N/R
Facility NAICS :	447110 - Gasoline Stations with Convenience Stores
Facility Last Inspection EPA Date :	N/R
Facility Last Inspection State Date :	N/R
Facility Last Formal Act EPA Date :	N/R
Facility Last Formal Act State Date :	N/R
Facility Last Informal Act EPA Date :	N/R
Facility Last Informal Act State Date:	N/R
Facility Federal Agency :	N/R
TRI Reporter :	N/R
Facility Imp Water Flag :	N/R
Current SNC Flag :	N
Indian County Flag :	N
Federal Flag :	N/R
US Mexico Border Flag :	N/R
Chesapeake Bay Flag :	N/R

Map Id: 15
Direction: ESE
Distance: 0.338 mi., 1785 ft.
Elevation: 265 ft.
Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
3175 AVENUE 17
MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

ECHO (cont.)

AIR Flag :	N
NPDES Flag :	N
SDWIS Flag :	N
RCRA Flag :	Y
TRI Flag :	N
GHG Flag :	N
Major Flag :	N/R
Active Flag :	Y
NAA Flag :	N/R
Latitude :	36.909977
Longitude :	-120.110433
Last Date in Agency List :	2019-09-23

FID UST - CA

Facility Name :	Love's Travel Stop #736
Facility Address :	3175 Avenue 17, Madera, 93637
County :	Madera
Facility ID :	N/R
CERSID :	10779979
Permitting Agency :	Madera County Environmental Health
Latitude :	36.9965
Longitude :	-120.10206
Last Date in Agency List :	2020-10-12

FRS

Facility Name :	LOVE'S TRAVEL STOP # 736
Facility Address :	3175 AVENUE 17, MADERA, CA 93637
County :	MADERA

Site Details

Registry ID :	110070630524
FRS Facility URL :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-10-09

Source Description

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

FRS (cont.)

Source Description :

RCRAInfo is EPA's comprehensive information system that supports the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984 through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA. RCRAInfo also supports generation of the National Hazardous Waste Biennial Report. All generators and treatment, storage, and disposal facilities who handle hazardous waste are required to report to the EPA Administrator at least once every two years to support creation of the Biennial Report.

FRS Environmental Interest

Source and System ID :

RCRAINFO - CAR000298661

HAULERS - CA

Facility Name : Love's Travel Stop #736
Facility Address : 3175 Avenue 17, Madera, CA 93637
County : N/R

Site Details

Site Number : 1945645
Site Type : Hauler Main Site
Site Status : Active
Contact : Todd Lang
Phone : N/R
Current Status : N/R
End Use : N/R
Generator : Yes
Accepting Tires from Public : No
Last Date in Agency List : 2021-09-14

Additional Details

Current Hauler Status : N/R
Primary Contact Person : N/R
Primary Mailing Address : N/R
Primary Mailing Phone Number : N/R
Website : N/R

Permit/Authority Details

Regulatory Status Last Changed/Issued On: N/R
Current Site Regulatory Status : N/R
Maximum Number of Tires Permitted : N/R

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

HAULERS - CA **(cont.)**

Business Types : N/R

HAZNET - CA

Facility Name : LOVE'S OF CALIFORNIA
 Facility Address : 3175 AVENUE 17, MADERA, CA 93637
 County : MADERA

Site Details

Generator EPA ID : CAC003004616
 Active : Inactive
 Category : STATE
 Facility Types : N/R
 Type : TEMPORARY
 Contact Name : N/R
 Contact Phone : N/R
 Facility Mailing Address : 10601 N PENNSYLVANIA AVENUE, OKLAHOMA CITY, OK 73120
 Latitude : 36.99644154
 Longitude : -120.18779308
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-07-08

Facility Name : LOVES TRAVEL STOP #736
 Facility Address : 3175 AVE 17, MADERA, CA 93637
 County : MADERA

Site Details

Generator EPA ID : CAR000298661
 Active : Active
 Category : FEDERAL
 Facility Types : N/R
 Type : PERMANENT
 Contact Name : N/R
 Contact Phone : N/R
 Facility Mailing Address : PO BOX 26210, OKLAHOMA CITY, OK 731260000
 Latitude : 36.99644154
 Longitude : -120.18779308
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-07-08

HWG - CA

Facility Name : LOVE'S OF CALIFORNIA
 Facility Address : 3175 AVENUE 17, MADERA, CA 93637
 County : MADERA

Map Id: 15
Direction: ESE
Distance: 0.338 mi., 1785 ft.
Elevation: 265 ft.
Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
3175 AVENUE 17
MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

HWG - CA (cont.)

EPA ID : CAC003004616
Status : Inactive
Category : STATE
Type : TEMPORARY
Facility Type : N/R
Mailing Address : 10601 N PENNSYLVANIA AVENUE, OKLAHOMA CITY, OK 73120
Owner Name : LOVE'S OF CALIFORNIA
Owner Address : 10601 N PENNSYLVANIA AVENUE, OKLAHOMA CITY, OK 73120
Operator Name : CHRIS WELDON
Operator Address : 10601 N PENNSYLVANIA AVENUE, OKLAHOMA CITY, OK 73120
Latitude : 36.996442
Longitude : -120.187793

Facility Name : LOVES TRAVEL STOP #736
Facility Address : 3175 AVE 17, MADERA, CA 93637
County : MADERA

EPA ID : CAR000298661
Status : Active
Category : FEDERAL
Type : PERMANENT
Facility Type : N/R
Mailing Address : PO BOX 26210, OKLAHOMA CITY, OK 731260000
Owner Name : LOVES TRAVEL STOP AND COUNTRY STORE
Owner Address : PO BOX 26210, OKLAHOMA CITY, OK 731260000
Operator Name : JESSE DIAZ
Operator Address : PO BOX 26210, OKLAHOMA CITY, OK 73126
Latitude : 36.996442
Longitude : -120.187793

MANIFEST EPA

Manifest Details

Details for this site have been truncated due to the large number of available details for this site within this dataset. For the complete details for this site, contact your EnviroSite account representative for a complimentary site report containing all of the details available.

Manifest Number : 015004301FLE
Shipped Date : 2021-03-09
Updated Date : 2021-04-09
Received Date : 2021-03-18
Status : Signed
Generator ID : CAR000298661
Generator Name : LOVE'S COUNTRY STORES CALIFORNIA
Generator Address : 3175 AVENUE 17, MADERA, CA 93637
Generator Mailing : P.O. BOX 80922, RANCHO SANTA MARGARITA, CA 92688
Generator Contact : N/R
Destination ID : CAT080013352

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

MANIFEST EPA (cont.)

Destination Name :	WORLD OIL RECYCLING
Destination Mailing :	2000 N. ALAMEDA STREET CA90222 CA037US 2000, COMPTON, CA 90222
Destination Address :	2000 N. ALAMEDA STREET, COMPTON, CA 90222-0000
Destination Contact :	N/R
Submission Type :	DataImage5Copy
Origin Type :	Service
Manifest Residue :	N
Rejection :	N
Last Date in Agency List :	2021-09-04

Waste Details

Waste Line Number :	1
Is DOT Hazardous :	N
DOT ID Number :	N/R
DOT Information :	N/R
Non Waste Description :	NON-RCRA HAZARDOUS WASTE, LIQUID (WASTE OIL)
Quantity :	5 Gallons
Quantity Tons, Acute, Non-Acute :	0.020850709, 0, 0.020850709
Quantity Kg, Acute, Non-Acute :	0, 18.912218
Management Method :	H039 - OTHER RECOVERY OR RECLAMATION FOR REUSE
Is EPA Waste :	N
Federal Code :	N/R
State Code :	CA - 221

Manifest Details

Manifest Number :	015008735FLE
Shipped Date :	2021-02-18
Updated Date :	2021-03-05
Received Date :	2021-02-24
Status :	Signed
Generator ID :	CAR000298661
Generator Name :	LOVE'S COUNTY STORES OF CALIFORNIA #736
Generator Address :	3175 AVE 17, MADERA, CA 93637
Generator Mailing :	P.O. BOX 80922, RANCHO SANTA MARGARITA, CA 92688
Generator Contact :	N/R
Destination ID :	NVT330010000
Destination Name :	US ECOLOGY NEVADA, INC.
Destination Mailing :	HWY 95 11 MILES S. OF BEATTY, BEATTY, NV 89003
Destination Address :	HWY 95 11 MILES S. OF BEATTY, BEATTY, NV 89003
Destination Contact :	N/R
Submission Type :	DataImage5Copy
Origin Type :	Service
Manifest Residue :	N
Rejection :	N
Last Date in Agency List :	2021-09-04

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

MANIFEST EPA **(cont.)**

Waste Details

Waste Line Number :	1
Is DOT Hazardous :	N
DOT ID Number :	N/R
DOT Information :	N/R
Non Waste Description :	SOLIDS CONTAMINATED WITH DIESEL
Quantity :	200 Pounds
Quantity Tons, Acute, Non-Acute :	0.1, 0, 0.1
Quantity Kg, Acute, Non-Acute :	0, 90.703
Management Method :	H132 - LANDFILL (WITH PRIOR TREATMENT AND/OR STABILIZATION)
Is EPA Waste :	N
Federal Code :	N/R
State Code :	CA - 352

Manifest Details

Manifest Number :	015008736FLE
Shipped Date :	2021-02-18
Updated Date :	2021-03-17
Received Date :	2021-02-25
Status :	Signed
Generator ID :	CAR000298661
Generator Name :	LOVE'S TRAVEL STOP # 736
Generator Address :	3175 AVENUE 17, MADERA, CA 93637
Generator Mailing :	P.O. BOX 80922, RANCHO SANTA MARGARITA, CA 92688
Generator Contact :	N/R
Destination ID :	CAT080013352
Destination Name :	WORLD OIL RECYCLING
Destination Mailing :	2000 N. ALAMEDA STREET CA90222 CA037US 2000, COMPTON, CA 90222
Destination Address :	2000 N. ALAMEDA STREET, COMPTON, CA 90222-0000
Destination Contact :	N/R
Submission Type :	DataImage5Copy
Origin Type :	Service
Manifest Residue :	N
Rejection :	N
Last Date in Agency List :	2021-09-04

Waste Details

Waste Line Number :	1
Is DOT Hazardous :	Y
DOT ID Number :	UN1993
DOT Information :	UN1993, Flammable liquids n.o.s., 3, PG III (CONTAINS MOTOR FUEL)
Non Waste Description :	N/R
Quantity :	65 Gallons
Quantity Tons, Acute, Non-Acute :	0.27105922, 0, 0.27105922
Quantity Kg, Acute, Non-Acute :	0, 245.85884
Management Method :	H039 - OTHER RECOVERY OR RECLAMATION FOR REUSE

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

MANIFEST EPA **(cont.)**

Is EPA Waste : N
 Federal Code : N/R
 State Code : CA - 343

Manifest Details

Manifest Number : 013703005FLE
 Shipped Date : 2021-02-11
 Updated Date : 2021-03-05
 Received Date : 2021-02-15
 Status : Signed
 Generator ID : CAR000298661
 Generator Name : LOVE'S COUNTRY STORES OF CALIFORNIA
 Generator Address : 3175 AVENUE 17, MADERA, CA 93637
 Generator Mailing : P.O. BOX 80922, RANCHO SANTA MARGARITA, CA 92688
 Generator Contact : N/R
 Destination ID : CAT080013352
 Destination Name : WORLD OIL RECYCLING
 Destination Mailing : 2000 N. ALAMEDA STREET CA90222 CA037US 2000, COMPTON, CA 90222
 Destination Address : 2000 N. ALAMEDA STREET, COMPTON, CA 90222-0000
 Destination Contact : N/R
 Submission Type : DataImage5Copy
 Origin Type : Service
 Manifest Residue : N
 Rejection : N
 Last Date in Agency List : 2021-09-04

Waste Details

Waste Line Number : 1
 Is DOT Hazardous : N
 DOT ID Number : N/R
 DOT Information : N/R
 Non Waste Description : NON-RCRA HAZARDOUS, LIQUID (DISSOLVED PETROLEUM HYDROCARBONS IN WATER)
 Quantity : 3600 Gallons
 Quantity Tons, Acute, Non-Acute : 15.01251, 0, 15.01251
 Quantity Kg, Acute, Non-Acute : 0, 13616.798
 Management Method : H039 - OTHER RECOVERY OR RECLAMATION FOR REUSE
 Is EPA Waste : N
 Federal Code : N/R
 State Code : CA - 134

Manifest Details

Manifest Number : 030023435WAS
 Shipped Date : 2020-12-15

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

MANIFEST EPA (cont.)

Updated Date :	2021-01-15
Received Date :	2020-12-18
Status :	Signed
Generator ID :	CAR000298661
Generator Name :	LOVE'S TRAVEL STOP # 736
Generator Address :	3175 AVENUE 17, MADERA, CA 93637
Generator Mailing :	P.O. BOX 26210, OKLAHOMA CITY, OK 73126
Generator Contact :	N/R
Destination ID :	CAL000330453
Destination Name :	AGRITEC INT DBA CLEANTECH ENVIRONMENTAL
Destination Mailing :	5820 MARTIN RD, IRVINDALE, CA 91706
Destination Address :	5820 MARTIN RD, IRVINDALE, CA 91706
Destination Contact :	N/R
Submission Type :	DataImage5Copy
Origin Type :	Web
Manifest Residue :	N
Rejection :	N
Last Date in Agency List :	2021-09-04

Waste Details

Waste Line Number :	2
Is DOT Hazardous :	N
DOT ID Number :	N/R
DOT Information :	N/R
Non Waste Description :	NON-RCRA HAZARDOUS WASTE SOLID (ABSORBENT/PAPER FILTER MEDIA)
Quantity :	200 Pounds
Quantity Tons, Acute, Non-Acute :	0.1, 0, 0.1
Quantity Kg, Acute, Non-Acute :	0, 90.703
Management Method :	H141 - STORAGE, BULKING AND/OR TRANSFER OFF SITE
Is EPA Waste :	N
Federal Code :	N/R
State Code :	CA - 352

NPDES - CA

Facility Name :	Madera Travel Center
Facility Address :	3175 Avenue 17, Madera, 93637
County :	Madera

Effective Date :	2018-11-26
Adoption Date :	N/R
Expiration Date :	N/R
Termination Date :	N/R
Order Number :	2009-0009-DWQ
NPDES Number :	CAS000002
WDID :	5F20C385321
RM Status :	Active

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

Envirosite ID: 962183
EPA ID: CAR000298661

NPDES - CA (cont.)

Reg Meas ID : 501925
 Reg Meas Type : Enrollee
 Program : Construction
 Facility Place ID : N/R
 Region Code : 5F
 Discharger ID : 0
 Discharger : Love s Country Stores of California
 Discharger Address : P O Box 26210, Oklahoma City, Oklahoma 73126
 Last Date in Agency List : 2021-09-03

Facility Name : State Route 99 Northbound Off Ramp Widening at Avenue 17
 Facility Address : 3175 Avenue 17, Madera, 93638
 County : Madera

Effective Date : 2018-12-11
 Adoption Date : N/R
 Expiration Date : N/R
 Termination Date : 2020-05-18
 Order Number : 2009-0009-DWQ
 NPDES Number : CAS000002
 WDID : 5F20C385449
 RM Status : Terminated
 Reg Meas ID : 503917
 Reg Meas Type : Enrollee
 Program : Construction
 Facility Place ID : N/R
 Region Code : 5F
 Discharger ID : 0
 Discharger : Love s Country Stores of California
 Discharger Address : P O Box 26210, Oklahoma City, Oklahoma 73126
 Last Date in Agency List : 2021-09-03

RCRA_SQG

Facility Name : LOVE'S TRAVEL STOP # 736
 Facility Address : 3175 AVENUE 17, MADERA, CA 93637
 County : MADERA

Date Form Received by Agency : 2019-08-13
 EPA ID : CAR000298661
 Mailing Address : P.O. BOX 26210, OKLAHOMA CITY, OK 73126
 Contact : JESSE DIAZ
 Contact Address : P.O. BOX 26210, OKLAHOMA CITY, OK 73126
 Contact Country : US
 Contact Telephone : 405-687-1060
 Contact Email : JESSE.DIAZ@LOVES.COM
 EPA Region : 09
 Land Type : Private

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

RCRA_SQG (cont.)

Source Type :	Notification
Classification :	Small Quantity Generator
Description :	Handlers that generate more than 100 and less than 1000 kilograms of hazardous waste during any calendar month and accumulate less than 6000 kg of hazardous waste at any time; or generate 100 kg or less of hazardous waste during any calendar month, and accumulate more than 1000 kg of hazardous waste at any time.
Last Date in Agency List :	2021-10-13

Owner/Operator Summary

Owner/Operator Name :	LOVE'S COUNTRY STORES OF CALIFORNIA INC.
Owner/Operator Address :	P.O. BOX 26210, OKLAHOMA CITY, OK 73126
Owner/Operator Country :	US
Owner/Operator Telephone :	405-687-1060
Owner/Operator Email :	JESSE.DIAZ@LOVES.COM
Owner/Operator Fax :	N/R
Legal Status :	Private
Owner/Operator Type :	Owner
Owner/Operator Start Date :	2019-08-13
Owner/Operator End Date :	N/R

Owner/Operator Name :	LOVE'S TRAVEL STOP # 736
Owner/Operator Address :	P.O. BOX 26210, OKLAHOMA CITY, OK 73126
Owner/Operator Country :	US
Owner/Operator Telephone :	405-687-1060
Owner/Operator Email :	JESSE.DIAZ@LOVES.COM
Owner/Operator Fax :	N/R
Legal Status :	Private
Owner/Operator Type :	Operator
Owner/Operator Start Date :	2019-08-13
Owner/Operator End Date :	N/R

Handler Activities Summary

U.S. Importer of Hazardous Waste :	N
Mixed Waste (Haz. and Radioactive) :	N/R
Recycler of Hazardous Waste :	N
Transporter of Hazardous Waste :	N
Treater, Storer or Disposer of HW :	N
Underground Injection Activity :	N
On-site Burner Exemption :	N
Furnace Exemption :	N
Used Oil Fuel Burner :	N
Used Oil Processor :	N
Used Oil Refiner :	N

Map Id: 15
 Direction: ESE
 Distance: 0.338 mi., 1785 ft.
 Elevation: 265 ft.
 Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
 3175 AVENUE 17
 MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

RCRA_SQG (cont.)

Used Oil Fuel Marketer to Burner :	N
Used Oil Specification Marketer :	N
Used Oil Transfer Facility :	N
Used Oil Transporter :	N

Hazardous Waste Summary

Waste Code / Name :

133 - Aqueous solution with 10% or more total organic residues
 134 - Aqueous solution with <10% total organic residues
 343 - Unspecified organic liquid mixture
 352 - Other organic solids
 D001 - IGNITABLE WASTE

Notices of Violations Summary

Regulation Violated :

N

RFR - CA

Facility Name :	Madera Travel Center
Facility Address :	3175 Avenue 17, Madera, CA 93637
County :	Madera
Effective Date :	2018-11-26
Adoption Date :	N/R
Termination Date :	N/R
Expiration/Review Date :	N/R
NPDES Number :	CAS000002
Order Number :	2009-0009-DWQ
WDID :	5F20C385321
SIC/NAICS :	N/R
Program :	CONSTW
Regulatory Measure Status :	Active
Regulatory Measure Type :	Storm water construction
Place/Project Type :	Construction - Commercial
Region :	5F
Design Flow :	N/R
Major/Minor :	N/R
Complexity :	N/R
TTWQ :	N/R
Number of Enforcement Actions within Five Years:	N/R
Number of Violations within Five Years:	N/R
Agency :	Love s Country Stores of California
Agency Address :	P O Box 26210, Oklahoma City, OK 73126
Latitude :	36.995275
Longitude :	-120.096801
Last Date in Agency List :	2021-10-15

Map Id: 15
Direction: ESE
Distance: 0.338 mi., 1785 ft.
Elevation: 265 ft.
Relative: Higher

Site Name : Love's Travel Stop #736 | LOVES TRAVEL STOP #736 | MADERA TRAVEL CENTER
3175 AVENUE 17
MADERA | Madera, CA

Database(s) : [ALT FUELING, AST - CA, CALEPA SITES - CA, CIWQS - CA, ECHO, FID UST - CA, FRS, HAULERS - CA, HAZNET - CA, HWG - CA, MANIFEST EPA, NPDES - CA, RCRA_SQG, RFR - CA, UST - CA] **(cont.)**

EnviroSite ID: 962183
EPA ID: CAR000298661

RFR - CA **(cont.)**

Facility Name :	State Route 99 Northbound Off Ramp Widening at Avenue 17
Facility Address :	3175 Avenue 17, Madera, CA 93638
County :	Madera
Effective Date :	2018-12-11
Adoption Date :	N/R
Termination Date :	N/R
Expiration/Review Date :	N/R
NPDES Number :	CAS000002
Order Number :	2009-0009-DWQ
WDID :	5F20C385449
SIC/NAICS :	N/R
Program :	CONSTW
Regulatory Measure Status :	Active
Regulatory Measure Type :	Storm water construction
Place/Project Type :	Construction - Transportation
Region :	5F
Design Flow :	N/R
Major/Minor :	N/R
Complexity :	N/R
TTWQ :	N/R
Number of Enforcement Actions within Five Years:	N/R
Number of Violations within Five Years:	N/R
Agency :	Love's Country Stores of California
Agency Address :	P O Box 26210, Oklahoma City, OK 73126
Latitude :	36.995577
Longitude :	-120.100333
Last Date in Agency List :	2020-01-27

UST - CA

Facility Name :	Love's Travel Stop #736
Facility Address :	3175 Avenue 17, Madera, 93637
County :	Madera
Facility ID :	N/R
CERS ID :	10779979
Permitting Agency :	Madera County Environmental Health
Latitude :	36.9965
Longitude :	-120.10206
Last Date in Agency List :	2020-06-21

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

EnviroSite ID: 220464
 EPA ID: N/R

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER]

CALEPA SITES - CA

Facility Name :	CITY OF MADERA
Facility Address :	4020 AVIATION DR, MADERA, 93637-9227
Site ID :	460335
EI ID :	110038081571
EI Description :	US EPA Air Emission Inventory System (EIS)
Latitude :	36.989577
Longitude :	-120.109090
Agency Hyperlink :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-08-26
Facility Name :	MADERA MUNICIPAL AIRPORT
Facility Address :	4020 AVIATION DR, MADERA, 93637
Site ID :	45992
EI ID :	L10009481596
EI Description :	Land Disposal Site
Latitude :	36.987160
Longitude :	-120.105380
Agency Hyperlink :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-10-14
Site ID :	45992
EI ID :	SLT5FS594624
EI Description :	Cleanup Program Site
Latitude :	36.987160
Longitude :	-120.105380
Agency Hyperlink :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-10-14
Site ID :	45992
EI ID :	T0603900044
EI Description :	Leaking Underground Storage Tank Cleanup Site
Latitude :	36.987160
Longitude :	-120.105380
Agency Hyperlink :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-10-14

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

EnviroSite ID: 220464
 EPA ID: N/R

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

CALEPA SITES - CA (cont.)

Site ID : 45992
 EI ID : 10425880
 EI Description : Chemical Storage Facilities
 Latitude : 36.987160
 Longitude : -120.105380
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-10-14

Site ID : 45992
 EI ID : 10425880
 EI Description : Hazardous Waste Generator
 Latitude : 36.987160
 Longitude : -120.105380
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-10-14

Site ID : 45992
 EI ID : 239112
 EI Description : Land Disposal
 Latitude : 36.987160
 Longitude : -120.105380
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-10-14

Site ID : 45992
 EI ID : 239104
 EI Description : Industrial Facility Storm Water
 Latitude : 36.987160
 Longitude : -120.105380
 Agency Hyperlink : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-10-14

CERCLIS-HIST

Facility Name : MADERA MUNI ARPT
 Facility Address : 4020 AVIATION DR, MADERA, CA 93637
 County : MADERA

Site ID : 0901852
 Epa ID : CAD980636898
 Short Name : MADERA MUNI ARPT

Map Id: 16
Direction: SSW
Distance: 0.486 mi., 2567 ft.
Elevation: 253 ft.
Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
4020 AVIATION DR | 4020 AVAITION DR
MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

EnviroSite ID: 220464
EPA ID: N/R

CERCLIS-HIST (cont.)

Congressional District :	15
IFMS ID :	N/R
SMSA Number :	N/R
USGC Hydro Unit :	18040001
Federal Facility :	N
DMNSN Number :	N/R
Site Orphan Flag :	N
RCRA ID :	N/R
USGS Quadrangle :	N/R
Site Init by Prog :	N/R
NFRAP Flag :	N/R
Parent ID :	N/R
RST Code :	N/R
EPA Region :	09
Classification :	N/R
Site Settings Code :	N/R
NPL Status :	Not on the NPL
DMNSN Unit Code :	N/R
RBRAC Code :	N/R
RResp Fed Agency Code :	N/R
Non NPL Status :	NFRAP-Site does not qualify for the NPL based on existing information
Non NPL Status Date :	2004-08-02
Site Fips Code :	06039
CC Concurrence Date :	N/R
CC Concurrence FY :	N/R
Alias EPA ID :	N/R
Site FUDS Flag :	N/R

CERCLIS Site Contact Name(s)

Contact ID :	13003854
Contact Name :	Leslie Ramirez
Contact Tel. :	4159723978
Contact Title :	Site Assessment Manager (SAM)
Contact Email :	N/R

Contact ID :	13003858
Contact Name :	Sharon Murray
Contact Tel. :	4159724250
Contact Title :	Site Assessment Manager (SAM)
Contact Email :	N/R

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

EnviroSite ID: 220464
 EPA ID: N/R

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

CERCLIS-HIST **(cont.)**

Contact ID : 13004003
 Contact Name : Carl Brickner
 Contact Tel. : N/R
 Contact Title : Site Assessment Manager (SAM)
 Contact Email : N/R

Alias Comments : N/R
 Site Description : N/R

CERCLIS Assessment History

Action Code : 001
 Action : DISCOVERY
 Date Started : N/R
 Date Completed : 1979-12-01
 Priority Level : 1
 Operational Unit : 00
 Primary Responsibility : EPA Fund-Financed
 Planning Status : N/R
 Urgency Indicator : N/R
 Action Anomaly : N/R

Action Code : 001
 Action : SITE INSPECTION
 Date Started : N/R
 Date Completed : 1987-09-01
 Priority Level : 1
 Operational Unit : 00
 Primary Responsibility : EPA Fund-Financed
 Planning Status : N/R
 Urgency Indicator : N/R
 Action Anomaly : N/R

Action Code : 001
 Action : SITE REASSESSMENT
 Date Started : 2002-07-01
 Date Completed : 2004-07-06
 Priority Level : 1
 Operational Unit : 00
 Primary Responsibility : State, Fund Financed
 Planning Status : N/R

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

EnviroSite ID: 220464
 EPA ID: N/R

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

CERCLIS-HIST **(cont.)**

Urgency Indicator :	N/R
Action Anomaly :	N/R
Action Code :	001
Action :	PRELIMINARY ASSESSMENT
Date Started :	N/R
Date Completed :	1987-04-01
Priority Level :	1
Operational Unit :	00
Primary Responsibility :	EPA Fund-Financed
Planning Status :	N/R
Urgency Indicator :	N/R
Action Anomaly :	N/R
Action Code :	001
Action :	EXPANDED SITE INSPECTION
Date Started :	N/R
Date Completed :	1989-03-09
Priority Level :	1
Operational Unit :	00
Primary Responsibility :	EPA Fund-Financed
Planning Status :	N/R
Urgency Indicator :	N/R
Action Anomaly :	N/R
Action Code :	001
Action :	HAZARD RANKING SYSTEM PACKAGE
Date Started :	N/R
Date Completed :	1987-08-01
Priority Level :	1
Operational Unit :	00
Primary Responsibility :	State, Fund Financed
Planning Status :	N/R
Urgency Indicator :	N/R
Action Anomaly :	N/R

CIWQS - CA

Facility Name :	Madera Airport
Facility Address :	4020 Aviation Dr, Madera, CA 93637
County :	Madera

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

EnviroSite ID: 220464
 EPA ID: N/R

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

CIWQS - CA (cont.)

Place ID : 239104
 Agency Name : Not Available
 Last Date in Agency List : 2017-08-08

Facility Name : MADERA MUNICIPAL AIRPORT
 Facility Address : 4020 AVIATION, MADERA, CA 93637
 County : MADERA

Place ID : 239112
 Agency Name : MADERA CITY
 Last Date in Agency List : 2021-10-11

Facility Name : MADERA MUNICIPAL AIRPORT
 Facility Address : 4020 AVIATION DR, MADERA, CA 93637
 County : MADERA

Place ID : S239104
 Agency Name : MADERA CITY
 Last Date in Agency List : 2021-10-11

Facility Name : MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS
 Facility Address : 4020 AVIATION DRIVE, MADERA, CA 93637
 County : MADERA

Place ID : S862754
 Agency Name : MADERA CITY
 Last Date in Agency List : 2021-10-11

Facility Name : MADERA MUNICIPAL AIRPORT TAXIWAY P EXTENSION
 Facility Address : 4020 AVAITION DR, MADERA, CA 93637
 County : MADERA

Place ID : S800715
 Agency Name : MADERA CITY
 Last Date in Agency List : 2021-10-11

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

EnviroSite ID: 220464
EPA ID: N/R

CIWQS - CA (cont.)

Facility Name :	MANDERA MUNICIPAL AIRPORT TAXIWAY P EXTENSION
Facility Address :	4020 AVAITION DR, MADERA, CA 93722
County :	MADERA
Place ID :	S800650
Agency Name :	MANDERA CITY
Last Date in Agency List :	2021-10-11

CIWQS 2 - CA

Facility Name :	Madera Municipal Airport
Facility Address :	4020 Aviation, Madera, 93637
County :	Madera
Facility ID :	239112
WDID :	5C200101003
Facility Type :	All other facilities
Region :	5F
Place Type :	Waste Management Unit
Place Subtype :	Waste Pile
Agency Name :	Madera City
Agency Type :	City Agency
Number of Agencies :	1
Status Date :	2014-05-20
Status :	Active
Status Enrollee :	N
Individual/General :	I
Fee Code :	59 - Land Disposal Site not paying tipping fee
Staff Assigned :	N/R
Number of Staff Assigned :	N/R
Supervisor :	N/R
Number of Supervisor :	N/R
Number of Amendments :	0
Number of Reg Measures :	1
Baseline Flow :	0
Population (MS4)/Acres :	N/R
Reclamation :	N - No
CAFO Type :	N/R
CAFO Subtype :	N/R
CAFO Population :	N/R
Onsite :	N/R
Quality Assurance :	N/R
RCRA Flag :	N

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

EnviroSite ID: 220464
EPA ID: N/R

CIWQS 2 - CA (cont.)

Total MMP Violations Number :	0
Total Number of Violations :	0
Total Number of Inspections :	23
Date of Most Recent Completed Inspection:	2020-07-17
Date of Most Recent Received Report :	N/R
Total Number of Final (A+H)	
Enforcement Actions:	0
Most Recent Effective Date of Enf Action (A+H):	N/R
Program :	LNDISPOTH
Program Category :	LNDISP
Number of Programs :	1
Complexity :	C
Pretreatment :	X - Facility is not a POTW
Facility Waste Type :	Process waste, NEC
Reg Measure ID :	146334
Reg Measure Type :	WDR
Reg Measure Title :	WDR 97-167 for MADERA, CITY OF
Reg Measure Description :	N/R
SIC 1 :	2879 - Pesticides and Agricultural Chemicals, NEC
SIC 2 :	-
SIC 3 :	-
Latitude :	36.992136
Longitude :	-120.10745
Last Date in Agency List :	2021-11-12

ECHO

Facility Name :	MADERA MUNCIPLE AIRPORT
Facility Address :	4020 AVIATION DR, MADERA, CA 93637
County :	MADERA
Last Inspection Date :	N/R
Registry ID :	N/R
FIPS Code :	N/R
EPA Region :	09
Inspection Count :	0
Last Inspection Days :	N/R
Informal Count :	0
Last Informal Action Date :	N/R
Formal Action Count :	0
Last Formal Action Date :	N/R
Total Penalties :	0

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

EnviroSite ID: 220464
EPA ID: N/R

ECHO (cont.)

Penalty Count :	N/R
Last Penalty Date :	N/R
Last Penalty Amount :	N/R
QTRS IN NC :	0
Programs IN SNC :	0
Current Compliance Status :	No Violation Identified
Three-Year Compliance Status :	
Collection Method :	Zip Code Centroid
Reference Point :	N/R
Accuracy Meters :	10000
Derived Tribes :	N/R
Derived HUC :	N/R
Derived WBD :	N/R
Derived STCTY FIPS :	N/R
Derived Zip :	N/R
Derived CD113 :	N/R
Derived CB2010 :	N/R
MYRTK Universe :	NNN
NPDES IDs :	N/R
CWA Permit Types :	N/R
CWA Compliance Tracking :	N/R
CWA NAICS :	N/R
CWA SICS :	N/R
CWA Inspection Count :	N/R
CWA Last Inspection Days :	N/R
CWA Informal Count :	N/R
CWA Formal Action Count :	N/R
CWA Last Formal Action Date :	N/R
CWA Penalties :	N/R
CWA Last Penalty Date :	N/R
CWA Last Penalty Amount :	N/R
CWA Quarters IN NC :	N/R
CWA Current Compliance Status :	N/R
CWA Current SNC Flag :	N
CWA 13 Quarters Compliance Status :	N/R
CWA 13 Quarters Effluent Exceedances:	N/R
CWA Three-Year QNCR Codes :	N/R
DFR URL :	Click here for hyperlink provided by the agency.
Facility SIC :	N/R
Facility NAICS :	N/R
Facility Last Inspection EPA Date :	N/R
Facility Last Inspection State Date :	N/R
Facility Last Formal Act EPA Date :	N/R
Facility Last Formal Act State Date :	N/R
Facility Last Informal Act EPA Date :	N/R

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

EnviroSite ID: 220464
EPA ID: N/R

ECHO (cont.)

Facility Last Informal Act State Date:	N/R
Facility Federal Agency :	N/R
TRI Reporter :	N/R
Facility Imp Water Flag :	N/R
Current SNC Flag :	N
Indian County Flag :	N
Federal Flag :	N/R
US Mexico Border Flag :	N/R
Chesapeake Bay Flag :	N/R
AIR Flag :	N
NPDES Flag :	N
SDWIS Flag :	N
RCRA Flag :	Y
TRI Flag :	N
GHG Flag :	N
Major Flag :	N/R
Active Flag :	N/R
NAA Flag :	N
Latitude :	36.909977
Longitude :	-120.110433
Last Date in Agency List :	2021-10-15

Facility Name :	MADERA MUNICIPAL AIRPORT
Facility Address :	4020 AVIATION DR, MADERA, CA 93637
County :	MADERA COUNTY

Last Inspection Date :	N/R
Registry ID :	110070088685
FIPS Code :	06039
EPA Region :	09
Inspection Count :	0
Last Inspection Days :	N/R
Informal Count :	0
Last Informal Action Date :	N/R
Formal Action Count :	0
Last Formal Action Date :	N/R
Total Penalties :	0
Penalty Count :	N/R
Last Penalty Date :	N/R
Last Penalty Amount :	N/R
QTRS IN NC :	0
Programs IN SNC :	0
Current Compliance Status :	No Violation Identified

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

Envirosite ID: 220464
EPA ID: N/R

ECHO **(cont.)**

Three-Year Compliance Status :	
Collection Method :	N/R
Reference Point :	N/R
Accuracy Meters :	17531
Derived Tribes :	N/R
Derived HUC :	18040001
Derived WBD :	180400070304
Derived STCTY FIPS :	06039
Derived Zip :	93637
Derived CD113 :	16
Derived CB2010 :	060390005032014
MYRTK Universe :	NNN
NPDES IDs :	CAZ196410
CWA Permit Types :	Minor
CWA Compliance Tracking :	On
CWA NAICS :	N/R
CWA SICS :	4581
CWA Inspection Count :	N/R
CWA Last Inspection Days :	N/R
CWA Informal Count :	N/R
CWA Formal Action Count :	N/R
CWA Last Formal Action Date :	N/R
CWA Penalties :	N/R
CWA Last Penalty Date :	N/R
CWA Last Penalty Amount :	N/R
CWA Quarters IN NC :	0
CWA Current Compliance Status :	No Violation Identified
CWA Current SNC Flag :	N
CWA 13 Quarters Compliance Status :	
CWA 13 Quarters Effluent Exceedances:	N/R
CWA Three-Year QNCR Codes :	N/R
DFR URL :	Click here for hyperlink provided by the agency.
Facility SIC :	4581
Facility NAICS :	N/R
Facility Last Inspection EPA Date :	N/R
Facility Last Inspection State Date :	N/R
Facility Last Formal Act EPA Date :	N/R
Facility Last Formal Act State Date :	N/R
Facility Last Informal Act EPA Date :	N/R
Facility Last Informal Act State Date:	N/R
Facility Federal Agency :	N/R
TRI Reporter :	N/R
Facility Imp Water Flag :	Y
Current SNC Flag :	N
Indian County Flag :	N

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

EnviroSite ID: 220464
EPA ID: N/R

ECHO (cont.)

Federal Flag :	N/R
US Mexico Border Flag :	N
Chesapeake Bay Flag :	N/R
AIR Flag :	N
NPDES Flag :	Y
SDWIS Flag :	N
RCRA Flag :	N
TRI Flag :	N
GHG Flag :	N
Major Flag :	N/R
Active Flag :	Y
NAA Flag :	Y
Latitude :	36.98716
Longitude :	-120.10538
Last Date in Agency List :	2021-10-15

ENVIROSTOR - CA

Facility Name :	MADERA MUNICIPAL AIRPORT
Facility Address :	4020 AVIATION DRIVE, MADERA, CA 93638
County :	MADERA

Site Details

Cleanup Date :	1994-11-02
Cleanup Status :	Refer: RWQCB
Site Type :	Evaluation
Site Type Detailed :	Evaluation
Acreage :	543
APN :	NONE SPECIFIED
National Priorities List :	NO
Regulatory Agencies Involved :	DTSC - Site Cleanup Program; RWQCB 5R - Central Valley; MADERA COUNTY
Lead Agency :	RWQCB 5R - Central Valley
Project Manager :	N/R
Supervisor :	Steven Becker
Office :	Cleanup Sacramento
Envirostor ID :	20070001
Site Code :	100099
Assembly :	05
Senate :	12
Congressional District :	16
Special Program :	N/R
Past Uses :	NONE SPECIFIED

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

Envirosite ID: 220464
EPA ID: N/R

ENVIROSTOR - CA (cont.)

Potential COC :	N/R
Confirmed COC :	N/R
Potential Media Affected :	N/R
Restricted Use :	NO
Site Management Req :	N/R
Funding :	N/R
Latitude :	36.991667
Longitude :	-120.109444
Agency Hyperlink :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-10-20

Alias Details

Alias :	100099
Alias Type :	Project Code (Site Code)

Alias :	20070001
Alias Type :	Envirostor ID Number

Alias :	CAD980636898
Alias Type :	EPA Identification Number

Alias :	SLT5FS594624
Alias Type :	GeoTracker Global ID

Alias :	T0603900044
Alias Type :	GeoTracker Global ID

Completed Activities

Completed Date :	2003-12-12
Area Name :	PROJECT WIDE
Sub Area Name :	N/R
Document Type :	* Discovery
Comments :	N/R

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Envirosite ID: 220464
 EPA ID: N/R

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

ENVIROSTOR - CA (cont.)

Completed Date : 1997-11-07
 Area Name : PROJECT WIDE
 Sub Area Name : N/R
 Document Type : * Discovery
 Comments : N/R

Completed Date : 1990-11-15
 Area Name : PROJECT WIDE
 Sub Area Name : N/R
 Document Type : Site Screening

Comments : According to 1984 sample results, the drainage ditch is contaminated with DDT up to 1510 ppm and DDD up to 1090 ppm, as well as dieldrin, ethion, malathion, and trithion. 1985 sample results revealed DDT up to 23.9 ppm, trithion, DEF, ethylparathion, and ethion. The shallow aquifer is contaminated with toxaphene and DDT. RWQCB will work on the site.

Completed Date : 1987-09-15
 Area Name : PROJECT WIDE
 Sub Area Name : N/R
 Document Type : Preliminary Assessment/Site Inspection Report (PA/SI)
 Comments : N/R

Completed Date : 1987-02-10
 Area Name : PROJECT WIDE
 Sub Area Name : N/R
 Document Type : Site Screening
 Comments : N/R

Completed Date : 1985-02-05
 Area Name : PROJECT WIDE
 Sub Area Name : N/R
 Document Type : Fence & Post Order
 Comments : N/R

Future Activities

Area Name : N/R
 Sub Area Name : N/R
 Document Type : N/R

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

Envirosite ID: 220464
EPA ID: N/R

ENVIROSTOR - CA (cont.)

Due Date : N/R

Scheduled Activites

Due Date : N/R
 Revised Date : N/R
 Area Name : N/R
 Sub Area Name : N/R
 Document Type : N/R

EPA LUST

Facility Name : MADERA MUNICIPAL AIRPORT
 Facility Address : 4020 AVIATION DR, MADERA, California 93637
 County : N/R

Facility ID : N/R
 LUST ID : CAT0603900044
 Reported Date : N/R
 Status : No Further Action
 Substance : N/R
 Closed With Residual Contamination (Tribal Only): N/R
 NFA_Letter (Tribal Only) : N/R
 Tribe (Tribal Only) : N/R
 EPA Region : 9
 Estimated Population within 1500ft : 0
 Estimated Private Domestic Wells within 1500ft: 0
 Within Source Water Protection Area (SPA): No
 SPA Public Water System and Facility ID: N/R
 SPA Water Type : N/R
 SPA Facility Type : N/R
 SPA HUC12 : N/R
 Within Groundwater Wellhead Protection Area (WHPA): Yes
 WHPA Public Water System and Facility ID: CA2000920_CA2000920001
 WHPA Water Type : GW
 WHPA Facility Type : WL
 WHPA HUC12 : 180400070304
 Within Estimated 100-year Floodplain: No

Map Id: 16
Direction: SSW
Distance: 0.486 mi., 2567 ft.
Elevation: 253 ft.
Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
4020 AVIATION DR | 4020 AVAITION DR
MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

EnviroSite ID: 220464
EPA ID: N/R

EPA LUST **(cont.)**

Latitude : 36.9895599999999
Longitude : -120.1091899999999
Last Date in Agency List : 2021-08-27

FRS

Facility Name : CITY OF MADERA
Facility Address : 4020 AVIATION DR, MADERA, CA 93637-9227
County : MADERA

Site Details

Registry ID : 110038081571
FRS Facility URL : [Click here for hyperlink provided by the agency.](#)
Last Date in Agency List : 2021-10-09

Source Description

Source Description :

The Emission Inventory System (EIS) maintains an inventory of large stationary sources and voluntarily-reported smaller sources of air point pollution emitters. It contains information about facility sites and their physical location, emission units, emission processes, release points, control approaches, and regulations. Facility inventory data are kept separate from the emissions data and have stable identifiers to improve continuity from year to year and to help identify duplicate or missing facilities.

FRS Environmental Interest

Source and System ID : EIS - 10213411

Facility Name : MADERA MUNICIPAL AIRPORT
Facility Address : 4020 AVIATION DRIVE, MADERA, CA 93638
County : MADERA

Site Details

Registry ID : 110060892164
FRS Facility URL : [Click here for hyperlink provided by the agency.](#)

Map Id: 16
Direction: SSW
Distance: 0.486 mi., 2567 ft.
Elevation: 253 ft.
Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
4020 AVIATION DR | 4020 AVAITION DR
MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

EnviroSite ID: 220464
EPA ID: N/R

FRS (cont.)

Last Date in Agency List : 2021-10-09

Source Description

Source Description :

The California Environmental Protection Agency (CalEPA) has recently implemented a new data warehouse system (nSite). This data warehouse combines and merges facility and site information from five different systems managed within CalEPA. The five systems are: California Environmental Reporting System (CERS), EnviroStor, GeoTracker, California Integrated Water Quality System (CIWQS), and Toxic Release Inventory (TRI).

FRS Environmental Interest

Source and System ID : CA-ENVIROVIEW - 45992

Facility Name : MADERA MUNICIPAL AIRPORT
Facility Address : 4020 AVIATION DR, MADERA, CA 93637
County : MADERA COUNTY

Site Details

Registry ID : 110070088685
FRS Facility URL : [Click here for hyperlink provided by the agency.](#)
Last Date in Agency List : 2021-10-09

Source Description

Source Description :

The NPDES module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

EnviroSite ID: 220464
EPA ID: N/R

FRS (cont.)

FRS Environmental Interest
 Source and System ID :

ICIS - CAZ196410

HAZNET - CA

Facility Name :
 Facility Address :
 County :

MADERA MUNICIPAL AIRPORT.MADERA,CITY OF
 4020 AVIATION DR., MADERA, CA 93637
 MADERA

Site Details

Generator EPA ID :	CAD980636898
Active :	Inactive
Category :	STATE
Facility Types :	N/R
Type :	PERMANENT
Contact Name :	N/R
Contact Phone :	N/R
Facility Mailing Address :	4020 AVIATION DR, MADERA, CA 936370000
Latitude :	36.98955840
Longitude :	-120.10918463
Agency Hyperlink :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-07-08

Waste Generator Details
 State Waste :

2014: 221 - Waste oil and mixed oil, 1.045 tons to CAD982446882

HIST LDS - CA

Facility Name :
 Facility Address :
 County :

MADERA MUNICIPAL AIRPORT
 4020 AVIATION, MADERA, CA 93637
 MADERA

Facility ID :
 Facility Type :
 Status :
 Global ID :
 Site Code :
 Last Date in Agency List :

N/R
 LAND DISPOSAL SITE
 OPEN - INACTIVE
 L10009481596
 N/R
 2014-07-10

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

EnviroSite ID: 220464
 EPA ID: N/R

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

HWG - CA

Facility Name :	MADERA MUNICIPAL AIRPORT.MADERA,CITY OF
Facility Address :	4020 AVIATION DR., MADERA, CA 93637
County :	MADERA
EPA ID :	CAD980636898
Status :	Inactive
Category :	STATE
Type :	PERMANENT
Facility Type :	N/R
Mailing Address :	4020 AVIATION DR, MADERA, CA 936370000
Owner Name :	CITY OF MADERA
Owner Address :	205 W. 4TH ST, MADERA, CA 936370000
Operator Name :	JASON ROGERS
Operator Address :	4020 AVIATION DR, MADERA, CA 93637
Latitude :	36.991321
Longitude :	-120.108709

ICIS

Facility Name :	MADERA MUNICIPAL AIRPORT
Facility Address :	4020 AVIATION DR, MADERA, CA 93637

Site Details

NPDES ID :	CAZ196410
ICIS Facility Interest ID :	3600724631
Facility UIN :	110070088685
Facility Type Code :	Municipal or Water District
Impaired Waters :	N/R
Latitude :	36.98716
Longitude :	-120.10538
Last Date in Agency List :	2021-11-09

Facility NAICS

NAICS Code :	N/R
NAICS Description :	N/R

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

EnviroSite ID: 220464
EPA ID: N/R

ICIS (cont.)

Facility SIC
 SIC Code : 4581
 SIC Description : Airports, Flying Fields, & Services

INACTIVE PCS

Issue Date : 2015-07-01
 Original Issue Date : 2015-07-01
 Effective Date : 2015-07-01
 Expiration Date : 2020-06-30
 Retirement Date : N/R
 Termination Date : N/R
 Issuing Agency : CA Waterboards
 Agency Type : State
 Activity ID : 3601103989
 External Permit Number : CAZ196410
 Facility Type Indicator : NON-POTW
 Permit Type : General Permit Covered Facility-NPDES)
 Major Minor Status : N
 Permit Status : Expired
 Total Design Flow Number : N/R
 Actual Average Flow Number : N/R
 State Water Body : N/R
 State Water Body Name : N/R
 Permit Name : Madera City
 Permit Comp Status : Y
 RNC Tracking : Y
 Master External Permit Number : CAS000001
 TMDL Interface : N/R
 EDMR Authorization : N
 Pretreatment Indicator : N/R
 Last Date in Agency List : 2021-11-10

LDS - CA

Facility Name : MADERA MUNICIPAL AIRPORT
 Facility Address : 4020 AVIATION, MADERA, CA 93637
 County : Madera

Site Details

Status Date : 1965-01-01
 Status : Open - Inactive
 Begin Date : N/R

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

EnviroSite ID: 220464
 EPA ID: N/R

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

LDS - CA (cont.)

Global ID :	L10009481596
Site History :	N/R
RB Case Number :	5C200101003
Potential Media Affected :	N/R
Potential Contaminants of Concern :	N/R
Local Agency :	N/R
Local Case Number :	N/R
Lead Agency :	CENTRAL VALLEY RWQCB (REGION 5F)
File Location :	N/R
CUF Case :	NO
Caseworker :	UNK
Case Type :	Land Disposal Site
How Discovered :	N/R
How Discovered Description :	N/R
Stop Method :	N/R
Stop Description :	N/R
Calwater Watershed Name :	San Joaquin Valley Floor - Madera (545.20)
DWR Groundwater Subbasin Name :	San Joaquin Valley - Madera (5-022.06)
Disadvantaged Community :	N/R
Latitude :	36.99156
Longitude :	-120.106768
Agency URL :	Click here for hyperlink provided by the agency.
Last Date in Agency List :	2021-09-08

Contacts Summary

Global ID :	L10009481596
Contact Name :	UNKNOWN
Contact Type :	Regional Board Caseworker
Organization Name :	CENTRAL VALLEY RWQCB (REGION 5F)
Address :	1685 E STREET
City :	FRESNO
Phone Number :	N/R
Email :	N/R

Regulatory Activities

Date :	N/R
Global ID :	L10009481596
Action Type :	N/R
Action :	N/R

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Envirosite ID: 220464
 EPA ID: N/R

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

LDS - CA (cont.)

Status History
 Status Date : N/R
 Global ID : L10009481596
 Status : N/R

LUST REG 5 - CA

Facility Name : MADERA MUNICIPAL AIRPORT
 Facility Address : 4020 AVIATION DR, MADERA, CA 93637
 County : Madera

Site Details

Status Date : 1987-12-29
 Status : Completed - Case Closed
 Begin Date : 1987-12-16
 Global ID : T0603900044
 Region : REGION 5
 Site History : N/R
 RB Case Number : 5T20000044
 Potential Media Affected : Soil
 Potential Contaminants of Concern : Gasoline
 Local Agency : MADERA COUNTY
 Local Case Number : N/R
 Lead Agency : MADERA COUNTY
 File Location : N/R
 CUF Case : NO
 Caseworker : ADR
 Case Type : LUST Cleanup Site
 How Discovered : Tank Tightness Test
 How Discovered Description : N/R
 Stop Method : N/R
 Stop Description : N/R
 Calwater Watershed Name : San Joaquin Valley Floor - Madera (545.20)
 DWR Groundwater Subbasin Name : San Joaquin Valley - Madera (5-022.06)
 Disadvantaged Community : N/R
 Latitude : 36.989382
 Longitude : -120.109118
 Agency URL : [Click here for hyperlink provided by the agency.](#)
 Last Date in Agency List : 2021-09-08

Map Id: 16
Direction: SSW
Distance: 0.486 mi., 2567 ft.
Elevation: 253 ft.
Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
4020 AVIATION DR | 4020 AVAITION DR
MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

EnviroSite ID: 220464
EPA ID: N/R

LUST REG 5 - CA **(cont.)**

Contacts Summary

Global ID : T0603900044
Contact Name : JEFFREY HANNEL
Contact Type : Regional Board Caseworker
Organization Name : CENTRAL VALLEY RWQCB (REGION 5F)
Address : 1685 E STREET
City : FRESNO
Phone Number : N/R
Email : jhannel@waterboards.ca.gov

Global ID : T0603900044
Contact Name : ANN ROLAN
Contact Type : Local Agency Caseworker
Organization Name : MADERA COUNTY
Address : 2037 WEST CLEVELAND
City : MADERA
Phone Number : N/R
Email : arolan@madera-county.com

Regulatory Activities

Date : 1987-12-29
Global ID : T0603900044
Action Type : Other
Action : Leak Reported

Date : 1987-12-16
Global ID : T0603900044
Action Type : Other
Action : Leak Discovery

Status History

Status Date : 1987-12-29
Global ID : T0603900044
Status : Completed - Case Closed

Status Date : 1987-12-16
Global ID : T0603900044
Status : Open - Case Begin Date

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

EnviroSite ID: 220464
 EPA ID: N/R

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

NPDES - CA

Facility Name : Madera Municipal Airport
 Facility Address : 4020 Aviation Dr, Madera, 93637
 County : Madera

Effective Date : 1992-04-01
 Adoption Date : N/R
 Expiration Date : N/R
 Termination Date : N/R
 Order Number : 97-03-DWQ
 NPDES Number : CAS000001
 WDID : 5F20I002618
 RM Status : Active
 Reg Meas ID : 196410
 Reg Meas Type : Enrollee
 Program : Industrial
 Facility Place ID : N/R
 Region Code : 5F
 Discharger ID : 0
 Discharger : Madera City
 Discharger Address : 1030 S Gateway Dr, Madera, California 93637
 Last Date in Agency List : 2021-09-03

Facility Name : Madera Municipal Airport Crack Seal and Reseal Joints in Airfield Pavements
 Facility Address : 4020 Aviation Drive, Madera, 93637
 County : Madera

Effective Date : 2018-04-05
 Adoption Date : N/R
 Expiration Date : N/R
 Termination Date : 2019-05-21
 Order Number : 2009-0009-DWQ
 NPDES Number : CAS000002
 WDID : 5F20C382952
 RM Status : Terminated
 Reg Meas ID : 496087
 Reg Meas Type : Enrollee
 Program : Construction
 Facility Place ID : N/R
 Region Code : 5F
 Discharger ID : 0
 Discharger : Madera City

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

EnviroSite ID: 220464
EPA ID: N/R

NPDES - CA (cont.)

Discharger Address : 1030 S Gateway Dr, Madera, California 93637
 Last Date in Agency List : 2021-09-03

PCS FACILITY

Issue Date : 2015-07-01
 Original Issue Date : 2015-07-01
 Effective Date : 2015-07-01
 Expiration Date : 2020-06-30
 Retirement Date : N/R
 Termination Date : N/R
 Issuing Agency : CA Waterboards
 Agency Type : State
 Activity ID : 3601103989
 External Permit Number : CAZ196410
 Facility Type Indicator : NON-POTW
 Permit Type : General Permit Covered Facility-NPDES)
 Major Minor Status : N
 Permit Status : Effective
 Total Design Flow Number : N/R
 Actual Average Flow Number : N/R
 State Water Body : N/R
 State Water Body Name : N/R
 Permit Name : Madera City
 Permit Comp Status : Y
 RNC Tracking : Y
 Master External Permit Number : CAS000001
 TMDL Interface : N/R
 EDMR Authorization : N
 Pretreatment Indicator : N/R
 Last Date in Agency List : 2020-02-11

RCRA_NONGEN

Facility Name : MADERA MUNICIPLE AIRPORT
 Facility Address : 4020 AVIATION DR, MADERA, CA 93637
 County : MADERA

Date Form Received by Agency : 2021-09-13
 EPA ID : CAD980636898
 Mailing Address : 4020 AVIATION DR, MADERA, CA 93637
 Contact : ADAM GONZALES
 Contact Address : 1030 S GATEWAY DR, MADERA, CA 93637
 Contact Country : US

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Envirosite ID: 220464
 EPA ID: N/R

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

RCRA_NONGEN (cont.)

Contact Telephone :	559-662-4951
Contact Email :	AGONZALES1@MADERA.GOV
EPA Region :	09
Land Type :	Not Reported
Source Type :	Implementer
Classification :	Not a generator, verified
Description :	Not a generator, verified
Last Date in Agency List :	2021-10-13

Owner/Operator Summary

Owner/Operator Name :	CITY OF MADERA
Owner/Operator Address :	2005 W 4TH ST, MADERA, CA 93637
Owner/Operator Country :	US
Owner/Operator Telephone :	559-661-5454
Owner/Operator Email :	N/R
Owner/Operator Fax :	N/R
Legal Status :	Other land type
Owner/Operator Type :	Operator
Owner/Operator Start Date :	N/R
Owner/Operator End Date :	N/R

Owner/Operator Name :	CITY OF MADERA
Owner/Operator Address :	2005 W 4TH ST, MADERA, CA 93637
Owner/Operator Country :	US
Owner/Operator Telephone :	559-661-5454
Owner/Operator Email :	N/R
Owner/Operator Fax :	N/R
Legal Status :	Other land type
Owner/Operator Type :	Owner
Owner/Operator Start Date :	N/R
Owner/Operator End Date :	N/R

Handler Activities Summary

U.S. Importer of Hazardous Waste :	N
Mixed Waste (Haz. and Radioactive) :	N/R
Recycler of Hazardous Waste :	N
Transporter of Hazardous Waste :	N
Treater, Storer or Disposer of HW :	N
Underground Injection Activity :	N
On-site Burner Exemption :	N

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

Envirosite ID: 220464
EPA ID: N/R

RCRA_NONGEN (cont.)

Furnace Exemption :	N
Used Oil Fuel Burner :	N
Used Oil Processor :	N
Used Oil Refiner :	N
Used Oil Fuel Marketer to Burner :	N
Used Oil Specification Marketer :	N
Used Oil Transfer Facility :	N
Used Oil Transporter :	N

Notices of Violations Summary Regulation Violated :

N

RFR - CA

Facility Name :	Madera Municipal Airport
Facility Address :	4020 Aviation, Madera, CA 93637
County :	Madera

Effective Date :	1997-08-08
Adoption Date :	1997-08-08
Termination Date :	N/R
Expiration/Review Date :	2007-08-06
NPDES Number :	N/R
Order Number :	97-167
WDID :	5C200101003
SIC/NAICS :	2879
Program :	LNDISPOTH
Regulatory Measure Status :	Active
Regulatory Measure Type :	WDR
Place/Project Type :	Waste Pile
Region :	5F
Design Flow :	0
Major/Minor :	N/R
Complexity :	C
TTWQ :	3
Number of Enforcement Actions within Five Years:	N/R
Number of Violations within Five Years:	N/R
Agency :	Madera City
Agency Address :	205 West 4th Street, Madera, CA 93637
Latitude :	36.992136
Longitude :	-120.10745

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

Envirosite ID: 220464
EPA ID: N/R

RFR - CA (cont.)

Last Date in Agency List :	2021-10-15
Facility Name :	Madera Municipal Airport
Facility Address :	4020 Aviation Dr, Madera, CA 93637
County :	Madera
Effective Date :	1992-04-01
Adoption Date :	N/R
Termination Date :	N/R
Expiration/Review Date :	N/R
NPDES Number :	CAS000001
Order Number :	2014-0057-DWQ
WDID :	5F20I002618
SIC/NAICS :	4581
Program :	INDSTW
Regulatory Measure Status :	Active
Regulatory Measure Type :	Storm water industrial
Place/Project Type :	Industrial - Airports, Flying Fields, and Airport Terminal Services
Region :	5F
Design Flow :	N/R
Major/Minor :	N/R
Complexity :	N/R
TTWQ :	N/R
Number of Enforcement Actions within Five Years:	N/R
Number of Violations within Five Years:	N/R
Agency :	Madera City
Agency Address :	1030 S Gateway Dr, Madera, CA 93637
Latitude :	36.98716
Longitude :	-120.10538
Last Date in Agency List :	2021-10-15
Facility Name :	Madera Municipal Airport Crack Seal and Reseal Joints in Airfield Pavements
Facility Address :	4020 Aviation Drive, Madera, CA 93637
County :	Madera
Effective Date :	2018-04-05
Adoption Date :	N/R
Termination Date :	N/R
Expiration/Review Date :	N/R

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

EnviroSite ID: 220464
EPA ID: N/R

RFR - CA (cont.)

NPDES Number :	CAS000002
Order Number :	2009-0009-DWQ
WDID :	5F20C382952
SIC/NAICS :	N/R
Program :	CONSTW
Regulatory Measure Status :	Active
Regulatory Measure Type :	Storm water construction
Place/Project Type :	Construction - Other: Airport
Region :	5F
Design Flow :	N/R
Major/Minor :	N/R
Complexity :	N/R
TTWQ :	N/R
Number of Enforcement Actions within Five Years:	N/R
Number of Violations within Five Years:	N/R
Agency :	Madera City
Agency Address :	1030 S Gateway Dr, Madera, CA 93637
Latitude :	36.988816
Longitude :	-120.113392
Last Date in Agency List :	2019-04-22

SEMS_8R_ARCHIVED SITES

Facility Name :	MADERA MUNI ARPT
Facility Address :	4020 AVIATION DR, MADERA, CA 93637
County :	MADERA

Site Details

Site ID :	0901852
EPA ID :	CAD980636898
Region :	09
Congressional District :	15
Federal Facility :	N
Federal Facility Docket :	N
NPL Status :	Not on the NPL
Non NPL Status :	NFRAP-Site does not qualify for the NPL based on existing information
FIPS Code :	06039
Superfund Alternative Agreement :	N
Last Date in Agency List :	2021-08-10

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Envirosite ID: 220464
 EPA ID: N/R

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

SEMS_8R_ARCHIVED SITES **(cont.)**

Additional Information

Start Date : 2002-07-01
 Finish Date : 2004-07-06
 OU : 00
 Action Code : 00
 Action Name : SITE REASS
 Sequence : 1
 Quality : N
 Current Action Lead : St Perf

Start Date : 1979-12-01
 Finish Date : 1979-12-01
 OU : 00
 Action Code : DS
 Action Name : DISCVRY
 Sequence : 1
 Quality : N/R
 Current Action Lead : EPA Perf

Start Date : N/R
 Finish Date : 1989-03-09
 OU : 00
 Action Code : ES
 Action Name : ESI
 Sequence : 1
 Quality : G
 Current Action Lead : EPA Perf

Start Date : N/R
 Finish Date : 1987-08-01
 OU : 00
 Action Code : HR
 Action Name : HAZRANK
 Sequence : 1
 Quality : N/R
 Current Action Lead : St Perf

Start Date : N/R
 Finish Date : 1987-04-01
 OU : 00
 Action Code : PA

Map Id: 16
Direction: SSW
Distance: 0.486 mi., 2567 ft.
Elevation: 253 ft.
Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
4020 AVIATION DR | 4020 AVAITION DR
MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

EnviroSite ID: 220464
EPA ID: N/R

SEMS_8R_ARCHIVED SITES **(cont.)**

Action Name : PA
Sequence : 1
Quality : L
Current Action Lead : EPA Perf

Start Date : N/R
Finish Date : 1987-09-01
OU : 00
Action Code : SI
Action Name : SI
Sequence : 1
Quality : H
Current Action Lead : EPA Perf

Start Date : N/R
Finish Date : 2013-11-08
OU : 00
Action Code : VS
Action Name : ARCH SITE
Sequence : 1
Quality : N/R
Current Action Lead : EPA Perf In-Hse

SLIC REG 5 - CA

Facility Name : MADERA MUNICIPAL AIRPORT
Facility Address : 4020 AVIATION DRIVE, MADERA, CA 93637
County : Madera

Site Details

Status Date : 1985-01-10
Status : Open - Site Assessment
Begin Date : 1985-01-10
Global ID : SLT5FS594624
Region : REGION 5F

Map Id: 16
Direction: SSW
Distance: 0.486 mi., 2567 ft.
Elevation: 253 ft.
Relative: Lower

Envirosite ID: 220464
EPA ID: N/R

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
4020 AVIATION DR | 4020 AVAITION DR
MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] (*cont.*)

SLIC REG 5 - CA (**cont.**)

Site History :

Passed operations and practices resulted in underlying soils being impacted by pesticides from aerial applicators. An onsite disposal ditch/impoundment was formerly utilized by aerial applicators to dispose of pesticide rinseate. The ditch/impoundment has been capped with a Title 27 cap and is inspected by staff annually.

RB Case Number :
Potential Media Affected :
Potential Contaminants of Concern :

SLT5F5059
Aquifer used for drinking water supply
Endrin, Other Insecticides / Pesticide / Fumigants / Herbicides,
Toxaphene

Local Agency :
Local Case Number :
Lead Agency :
File Location :
CUF Case :
Caseworker :
Case Type :
How Discovered :
How Discovered Description :
Stop Method :
Stop Description :
Calwater Watershed Name :
DWR Groundwater Subbasin Name :
Disadvantaged Community :
Latitude :
Longitude :
Agency URL :
Last Date in Agency List :

N/R
N/R
CENTRAL VALLEY RWQCB (REGION 5F)
Regional Board
NO
JYH
Cleanup Program Site
N/R
N/R
N/R
N/R
San Joaquin Valley Floor - Madera (545.20)
San Joaquin Valley - Madera (5-022.06)
N/R
36.9869
-120.1094
[Click here for hyperlink provided by the agency.](#)
2021-09-09

Contacts Summary

Global ID :
Contact Name :
Contact Type :
Organization Name :
Address :
City :
Phone Number :
Email :

SLT5F5594624
JONG HAN
Regional Board Caseworker
CENTRAL VALLEY RWQCB (REGION 5F)
1685 E. Street
Fresno
N/R
jong.han@waterboards.ca.gov

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

Envirosite ID: 220464
EPA ID: N/R

SLIC REG 5 - CA **(cont.)**

Regulatory Activities

Details for this site have been truncated due to the large number of available details for this site within this dataset. For the complete details for this site, contact your Envirosearch account representative for a complimentary site report containing all of the details available.

Date :	2020-03-26
Global ID :	SLT5FS594624
Action Type :	RESPONSE
Action :	Monitoring Report - Other
Date :	2017-12-28
Global ID :	SLT5FS594624
Action Type :	ENFORCEMENT
Action :	Staff Letter
Date :	2017-08-03
Global ID :	SLT5FS594624
Action Type :	ENFORCEMENT
Action :	Staff Letter
Date :	2017-06-29
Global ID :	SLT5FS594624
Action Type :	ENFORCEMENT
Action :	Site Visit / Inspection / Sampling
Date :	2016-06-03
Global ID :	SLT5FS594624
Action Type :	ENFORCEMENT
Action :	Site Visit / Inspection / Sampling
Date :	2015-07-17
Global ID :	SLT5FS594624
Action Type :	RESPONSE
Action :	Monitoring Report - Other
Date :	2015-06-24
Global ID :	SLT5FS594624
Action Type :	ENFORCEMENT

Map Id: 16
 Direction: SSW
 Distance: 0.486 mi., 2567 ft.
 Elevation: 253 ft.
 Relative: Lower

EnviroSite ID: 220464
 EPA ID: N/R

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
 4020 AVIATION DR | 4020 AVAITION DR
 MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

SLIC REG 5 - CA **(cont.)**

Action : Site Visit / Inspection / Sampling

Date : 2014-07-22
 Global ID : SLT5FS594624
 Action Type : RESPONSE
 Action : Other Report / Document

Date : 2014-06-25
 Global ID : SLT5FS594624
 Action Type : ENFORCEMENT
 Action : Site Visit / Inspection / Sampling

Date : 2013-06-11
 Global ID : SLT5FS594624
 Action Type : ENFORCEMENT
 Action : Site Visit / Inspection / Sampling

Status History

Status Date : 1985-01-10
 Global ID : SLT5FS594624
 Status : Open - Case Begin Date

Status Date : 1985-01-10
 Global ID : SLT5FS594624
 Status : Open - Site Assessment

STORMWATER

Facility Name : MADERA MUNICIPAL AIRPORT
 Facility Address : 4020 AVIATION DR, MADERA, CA 93637

NPDES ID : CAZ196410
 Permittee Name : Madera City
 Permit Status : Expired
 Permit Issuing Name : State
 Issued Date : 2015-07-01
 Termination Date : N/R

Map Id: 16
Direction: SSW
Distance: 0.486 mi., 2567 ft.
Elevation: 253 ft.
Relative: Lower

Site Name : MADERA MUNICIPAL AIRPORT | MADERA MUNICIPAL AIRPORT CRACK SEAL AND RESEAL JOINTS IN AIRFIELD PAVEMENTS | MADERA MUNI ARPT
4020 AVIATION DR | 4020 AVAITION DR
MADERA | Madera, CA

Database(s) : [CALEPA SITES - CA, CERCLIS-HIST, CIWQS - CA, CIWQS 2 - CA, ECHO, ENVIROSTOR - CA, EPA LUST, FRS, HAZNET - CA, HIST LDS - CA, HWG - CA, ICIS, INACTIVE PCS, LDS - CA, LUST REG 5 - CA, NPDES - CA, PCS FACILITY, RCRA_NONGEN, RFR - CA, SEMS_8R_ARCHIVED SITES, SLIC REG 5 - CA, STORMWATER] **(cont.)**

Envirosite ID: 220464
EPA ID: N/R

STORMWATER (cont.)

Effective Date :	2015-07-01 2020-06-30
EPA Region :	09
SIC Code :	4581
NAICS Code :	N/R
EJ Indexes Above 80th Percentile :	N
Significant Noncompliance Status :	N/R
Quarters with Noncompliance :	0
Industrial Stormwater Formal Enforcement Actions:	0
Facility Map Flag :	Y
DRF URL :	Click here for hyperlink provided by the agency.
Latitude :	36.98716
Longitude :	-120.10538
Last Date in Agency List :	2021-09-24

<u>ENVIROSITE ID</u>	<u>NAME</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>ZIP</u>	<u>DATABASE(S)</u>
<u>37134940</u>	Ashley Recycling	24117 Avenue 9	Madera	93637	SWRCY - CA
<u>6912969</u>	LANDFILL #1	RAYMOND ROAD OFF OF CLEVE...	MADERA	93637	ENVIROSTOR - CA, HIS...
<u>32564226</u>	LEON'S PLACE AND FIX IT	EAST OF NORTH GATEWAY DR/...	MADERA	93637	ENVIROSTOR - CA, HIS...
<u>32564229</u>	LOT SOUTH OF VALLEY WHOLE...	SOUTH OF EAST CENTRAL BET...	MADERA	93637	ENVIROSTOR - CA, HIS...
<u>8984881</u>	MINNEHOMA LAND & FARM, MA...	N/R	MADERA		SLIC REG 5 - CA

FEDERAL RCRA NON-CORRACTS TSD FACILITIES LIST

ARCHIVED RCRA TSDF: Resource Conservation and Recovery Act hazardous waste transportation storage disposal and treatment facilities

Agency Version Date: 10/05/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/30/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 215-814-2469
Most Recent Contact: 10/05/2021

RCRA_TSDF: Resource Conservation and Recovery Act hazardous waste transportation storage disposal and treatment facilities

Agency Version Date: 10/05/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/30/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 215-814-2469
Most Recent Contact: 10/05/2021

STATE, TRIBAL, AND FEDERAL REGISTERED STORAGE TANK LISTS

AST PBS: Bulk petroleum terminals with a total bulk storage capacity of 50,000 barrels or more.

Agency Version Date: 08/31/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 11/26/2021

Agency: Department of Homeland Security
Agency Contact: 202-853-5361
Most Recent Contact: 08/31/2021

EPA UST: Facilities listed in the EPA UST Finder database

Agency Version Date: 08/23/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 11/19/2021

Agency: EPA
Agency Contact: (202) 566-1667
Most Recent Contact: 08/23/2021

FEMA UST: FEMA underground storage tank listing

Agency Version Date: 10/08/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/04/2022

Agency: FEMA
Agency Contact: 202-212-5283
Most Recent Contact: 10/08/2021

HIST INDIAN UST R4: Historical Underground Storage Tanks on Indian Land in EPA Region 4

Agency Version Date: 08/23/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 11/19/2021

Agency: U.S. Environmental Protection Agency Region 4
Agency Contact: 855-246-3642
Most Recent Contact: 08/23/2021

HIST INDIAN UST R7: Historical Underground Storage Tanks on Indian Land in EPA Region 7

Agency Version Date: 08/10/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 11/19/2021

Agency: U.S. Environmental Protection Agency Region 7
Agency Contact: 855-246-3642
Most Recent Contact: 08/23/2021

INDIAN UST R1: Underground Storage Tanks on Indian Land in EPA Region 1

Agency Version Date: 10/21/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/18/2022

Agency: U.S. Environmental Protection Agency Region 1
Agency Contact: 855-246-3642
Most Recent Contact: 10/21/2021

INDIAN UST R10: Underground Storage Tanks on Indian Land in EPA Region 10

Agency Version Date: 08/23/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 11/18/2021

Agency: U.S. Environmental Protection Agency Region 10
Agency Contact: 855-246-3642
Most Recent Contact: 08/23/2021

STATE, TRIBAL, AND FEDERAL REGISTERED STORAGE TANK LISTS (cont.)

INDIAN UST R2: Underground Storage Tanks on Indian Land in EPA Region 2

Agency Version Date: 12/07/2016
Agency Update Frequency: Quarterly
Planned Next Contact: 01/21/2022

Agency: U.S. Environmental Protection Agency Region 2
Agency Contact: 855-246-3642
Most Recent Contact: 10/26/2021

INDIAN UST R4: Underground Storage Tanks on Indian Land in EPA Region 4

Agency Version Date: 08/23/2021
Agency Update Frequency: Semi Annually
Planned Next Contact: 11/18/2021

Agency: U.S. Environmental Protection Agency Region 4
Agency Contact: 855-246-3642
Most Recent Contact: 08/23/2021

INDIAN UST R5: Underground Storage Tanks on Indian Land in EPA Region 5

Agency Version Date: 08/10/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/31/2022

Agency: U.S. Environmental Protection Agency Region 5
Agency Contact: 855-246-3642
Most Recent Contact: 11/04/2021

INDIAN UST R6: Underground Storage Tanks on Indian Land in EPA Region 6

Agency Version Date: 12/18/2020
Agency Update Frequency: Semi Annually
Planned Next Contact: 12/03/2021

Agency: U.S. Environmental Protection Agency Region 6
Agency Contact: 855-246-3642
Most Recent Contact: 09/08/2021

INDIAN UST R7: Underground Storage Tanks on Indian Land in EPA Region 7

Agency Version Date: 11/04/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/31/2022

Agency: U.S. Environmental Protection Agency Region 7
Agency Contact: 855-246-3642
Most Recent Contact: 11/04/2021

INDIAN UST R8: Underground Storage Tanks on Indian Land in EPA Region 8

Agency Version Date: 10/21/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/17/2022

Agency: U.S. Environmental Protection Agency Region 8
Agency Contact: 855-246-3642
Most Recent Contact: 10/21/2021

INDIAN UST R9: Underground Storage Tanks on Indian Land in EPA Region 9

Agency Version Date: 10/21/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/17/2022

Agency: U.S. Environmental Protection Agency Region 9
Agency Contact: 855-246-3642
Most Recent Contact: 10/21/2021

AST - CA: Listing of tank facilities that are subject to the California Aboveground Petroleum Storage Act

Agency Version Date: 04/12/2021
Agency Update Frequency: No update
Planned Next Contact: 12/29/2021

Agency: California Environmental Protection Agency Unified Program
Section
Agency Contact: 916-327-5092
Most Recent Contact: 10/04/2021

AST_KERN COUNTY - CA: Kern County aboveground storage tank sites

Agency Version Date: 09/21/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/17/2021

Agency: Kern County Environment Health Division
Agency Contact: 661-862-8774
Most Recent Contact: 09/21/2021

AST_ORANGE COUNTY - CA: Orange county aboveground storage tanks

Agency Version Date: 09/01/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 11/26/2021

Agency: Orange County Health Care Agency
Agency Contact: 714-433-6000
Most Recent Contact: 09/01/2021

STATE, TRIBAL, AND FEDERAL REGISTERED STORAGE TANK LISTS (cont.)

AST_PLACER COUNTY - CA: Placer county aboveground storage tank sites

Agency Version Date: 10/29/2021
Agency Update Frequency: Semi Annually
Planned Next Contact: 01/25/2022

Agency: Placer County Environmental Health
Agency Contact: 530-745-2350
Most Recent Contact: 10/29/2021

AST_YOLO COUNTY - CA: Yolo county above ground storage tank sites listing

Agency Version Date: 11/04/2021
Agency Update Frequency: Annually
Planned Next Contact: 01/31/2022

Agency: Yolo County Environmental Health
Agency Contact: 530-666-8646
Most Recent Contact: 11/04/2021

CLOSED UST_VENTURA COUNTY - CA: Ventura County closed underground storage tank site listing

Agency Version Date: 05/17/2021
Agency Update Frequency: Varies
Planned Next Contact: 02/01/2022

Agency: Environmental Health Division
Agency Contact: 805-654-2815
Most Recent Contact: 11/05/2021

FID UST - CA: The State Water Resource Control Board's Facility Inventory Database underground storage tank locations listing

Agency Version Date: 09/17/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/14/2021

Agency: California Environmental Protection Agency
Agency Contact: 916-341-5791
Most Recent Contact: 09/17/2021

HIST AST - CA: Historical listing of tank facilities that are subject to the California Aboveground Petroleum Storage Act

Agency Version Date: 07/19/2019
Agency Update Frequency: Quarterly
Planned Next Contact: 01/10/2022

Agency: California Environmental Protection Agency Unified Program
Section
Agency Contact: 916-327-5092
Most Recent Contact: 10/19/2021

HIST UST - CA: Historical UST listing

Agency Version Date: 04/02/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/23/2021

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 09/24/2021

HIST UST_EL SEGUNDO CITY - CA: List of City of El Segundo Underground Storage Tanks that are no longer in current agency list.

Agency Version Date: 01/29/2018
Agency Update Frequency: Annually
Planned Next Contact: 12/27/2021

Agency: City of El Segundo Fire Department
Agency Contact: 310-524-2242
Most Recent Contact: 09/30/2021

HIST UST_KERN COUNTY - CA: List of Kern County underground storage tank records that is no longer in current agency list.

Agency Version Date: 11/28/2018
Agency Update Frequency: Annually
Planned Next Contact: 12/08/2021

Agency: Kern County Environment Health Division
Agency Contact: 661-862-8774
Most Recent Contact: 09/13/2021

HIST UST_SUTTER COUNTY - CA: List of Sutter County Underground Storage Tank records that are no longer in current agency list.

Agency Version Date: 10/22/2018
Agency Update Frequency: Annually
Planned Next Contact: 01/10/2022

Agency: Sutter County Department of Agriculture
Agency Contact: 530-822-7400
Most Recent Contact: 10/14/2021

STATE, TRIBAL, AND FEDERAL REGISTERED STORAGE TANK LISTS (cont.)

TANKS_CONTRA COSTA COUNTY - CA: Listing of aboveground storage tanks in Contra Costa County

Agency Version Date: 08/20/2021
Agency Update Frequency: Varies
Planned Next Contact: 02/04/2022

Agency: Contra Costa Health Services Department
Agency Contact: 925-335-3200
Most Recent Contact: 11/10/2021

UST - CA: Listing of active underground storage tank facilities

Agency Version Date: 09/10/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/07/2021

Agency: CA Gov geotracker state water resources control board
Agency Contact: N/R
Most Recent Contact: 09/10/2021

UST_ALAMEDA COUNTY - CA: Alameda County Underground Storage Tank sites

Agency Version Date: 09/10/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/07/2021

Agency: CA Gov geotracker state water resources control board
Agency Contact: 916-341-5791
Most Recent Contact: 09/10/2021

UST_CITY OF LONG BEACH - CA: City of Long Beach underground storage tank sites

Agency Version Date: 06/29/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 02/08/2022

Agency: City of Long Beach Fire Department
Agency Contact: 562-570-6782
Most Recent Contact: 11/12/2021

UST_CITY OF TORRANCE - CA: City of Torrance underground storage tank sites

Agency Version Date: 05/07/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: City of Torrance Fire Department
Agency Contact: 310-618-2872
Most Recent Contact: 10/29/2021

UST_EL SEGUNDO CITY - CA: City of El Segundo Underground Storage Tanks

Agency Version Date: 01/29/2018
Agency Update Frequency: Annually
Planned Next Contact: 01/04/2022

Agency: City of El Segundo Fire Department
Agency Contact: 310-524-2242
Most Recent Contact: 10/08/2021

UST_KERN COUNTY - CA: Kern County underground storage tank sites

Agency Version Date: 09/21/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/17/2021

Agency: Kern County Environment Health Division
Agency Contact: 661-862-8774
Most Recent Contact: 09/21/2021

UST_MARIN COUNTY - CA: Marin county underground storage tank sites

Agency Version Date: 08/04/2018
Agency Update Frequency: Semi Annually
Planned Next Contact: 02/04/2022

Agency: Marin County Department of Public Works
Agency Contact: 415-473-5051
Most Recent Contact: 11/09/2021

UST_MENDOCINO COUNTY - CA: A listing of underground storage tank locations in Mendocino County

Agency Version Date: 09/10/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/07/2021

Agency: CA Gov geotracker state water resources control board
Agency Contact: 916-341-5791
Most Recent Contact: 09/10/2021

UST_NAPA COUNTY - CA: Underground storage tank sites located in Napa county.

Agency Version Date: 09/10/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/07/2021

Agency: CA Gov geotracker state water resources control board
Agency Contact: 916-341-5791
Most Recent Contact: 09/10/2021

STATE, TRIBAL, AND FEDERAL REGISTERED STORAGE TANK LISTS (cont.)

UST_ORANGE COUNTY - CA: Orange county underground storage tanks

Agency Version Date: 08/20/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 11/16/2021

Agency: Orange County Health Care Agency
Agency Contact: 714-433-6000
Most Recent Contact: 08/20/2021

UST_PLACER COUNTY - CA: Placer county underground storage tank sites

Agency Version Date: 10/29/2021
Agency Update Frequency: Semi Annually
Planned Next Contact: 01/25/2022

Agency: Placer County Environmental Health
Agency Contact: 530-745-2350
Most Recent Contact: 10/29/2021

UST_RIVERSIDE COUNTY - CA: Riverside county underground storage tank sites

Agency Version Date: 09/10/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/07/2021

Agency: CA Gov geotracker state water resources control board
Agency Contact: N/R
Most Recent Contact: 09/10/2021

UST_SAN FRANCISCO COUNTY - CA: San Francisco county Underground storage tank sites listing

Agency Version Date: 09/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 11/30/2021

Agency: San Francisco Department of Public Health
Agency Contact: N/R
Most Recent Contact: 09/03/2021

UST_SAN JOAQUIN COUNTY - CA: San Joaquin County Underground storage tank sites listing

Agency Version Date: 09/10/2021
Agency Update Frequency: Semi Annually
Planned Next Contact: 12/07/2021

Agency: CA Gov geotracker state water resources control board
Agency Contact: 916-341-5791
Most Recent Contact: 09/10/2021

UST_SOLANO COUNTY - CA: Solano county underground storage tank listing

Agency Version Date: 09/10/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/07/2021

Agency: CA Gov geotracker state water resources control board
Agency Contact: N/R
Most Recent Contact: 09/10/2021

UST_SUTTER COUNTY - CA: Sutter county underground storage tank listing

Agency Version Date: 10/26/2021
Agency Update Frequency: Semi Annually
Planned Next Contact: 01/21/2022

Agency: Sutter County Department of Agriculture
Agency Contact: 530-822-7400
Most Recent Contact: 10/26/2021

UST_YOLO COUNTY - CA: Yolo county underground storage tank sites listing

Agency Version Date: 08/13/2021
Agency Update Frequency: Annually
Planned Next Contact: 02/04/2022

Agency: Yolo County Environmental Health
Agency Contact: 530-666-8646
Most Recent Contact: 11/09/2021

FEDERAL CERCLIS LIST

CERCLIS NFRAP: The CERCLIS sites with No Further Remedial Action Planned from the CERCLIS program database. The Environmental Protection Agency decommissioned the CERCLIS data in 2014. The last update was November 12, 2013.

Agency Version Date: 10/25/2013
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 800-424-9346
Most Recent Contact: 11/02/2021

FEDERAL CERCLIS LIST (cont.)

CERCLIS-HIST: The CERCLIS program database contains information on the assessment and remediation of federal hazardous waste sites. The Environmental Protection Agency decommissioned the CERCLIS data in 2014. The last update was November 12, 2013.

Agency Version Date: 10/29/2013
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 800-424-9346
Most Recent Contact: 11/02/2021

EPA SAA: Listing of Sites with Superfund Alternative Approach Agreements.

Agency Version Date: 11/01/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/27/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 800-424-9346
Most Recent Contact: 11/01/2021

FEDERAL FACILITY: Sites where Federal Facilities Restoration and Reuse Office (FFRRO) arranged cleanup for Base Closure and Property Transfer at Federal Facilities

Agency Version Date: 08/06/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 703-603-8712
Most Recent Contact: 11/02/2021

SEMS_8R_ACTIVE SITES: The Active Site Inventory Report displays site and location information at active SEMS sites. An active site is one at which site assessment, removal, remedial, enforcement, cost recovery, or oversight activities are being planned or conducted. NPL sites include latitude and longitude information. For non-NPL sites, a brief site status is provided.

Agency Version Date: 08/06/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 703-603-8867
Most Recent Contact: 11/02/2021

SEMS_8R_ARCHIVED SITES: The Archived Site Inventory displays site and location information at sites archived from SEMS. An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time.

Agency Version Date: 08/06/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 703-603-8867
Most Recent Contact: 11/02/2021

FEDERAL RCRA CORRACTS FACILITIES LIST

CORRACTS: List of facilities where Resource Conservation and Recovery Act Corrective Action Program used to investigate and remediate hazardous releases

Agency Version Date: 10/05/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/30/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 202-566-1667
Most Recent Contact: 10/05/2021

HIST CORRACTS 2: List of facilities where Resource Conservation and Recovery Act Corrective Action Program used to investigate and remediate hazardous releases that are no longer in current agency list.

Agency Version Date: 10/12/2018
Agency Update Frequency: Annually
Planned Next Contact: 11/30/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 202-566-1667
Most Recent Contact: 09/03/2021

FEDERAL DELISTED NPL SITE LIST

DELISTED NPL: National Priority List of sites that were delisted and no longer require action

Agency Version Date: 08/06/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 703-603-8867
Most Recent Contact: 11/02/2021

FEDERAL DELISTED NPL SITE LIST (cont.)

DELISTED PROPOSED NPL: Sites that have been delisted from the proposed National Priority List

Agency Version Date: 08/06/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 703-603-8867
Most Recent Contact: 11/02/2021

SEMS_DELETED NPL: All Deleted National Priority List Sites

Agency Version Date: 08/06/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 703-603-8867
Most Recent Contact: 11/02/2021

FEDERAL LANDFILL AND/OR SOLID WASTE DISPOSAL SITE LISTS

EPA LF MOP: Sites in the EPA Landfill Methane Outreach Program

Agency Version Date: 10/04/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/29/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 703-603-8867
Most Recent Contact: 10/04/2021

STATE, TRIBAL, AND FEDERAL LEAKING STORAGE TANK LISTS

EPA LUST: Releases listed in the EPA UST Finder database

Agency Version Date: 08/23/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 11/19/2021

Agency: EPA
Agency Contact: (202) 566-1667
Most Recent Contact: 08/23/2021

HIST INDIAN LUST R4: Historical Leaking Underground Storage Tanks on Indian Land in EPA Region 4

Agency Version Date: 08/23/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 11/19/2021

Agency: U.S. Environmental Protection Agency Region 4
Agency Contact: 855-246-3642
Most Recent Contact: 08/23/2021

HIST INDIAN LUST R8: Historical Leaking Underground Storage Tanks on Indian Land in EPA Region 8

Agency Version Date: 08/16/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 02/07/2022

Agency: U.S. Environmental Protection Agency Region 8
Agency Contact: 855-246-3642
Most Recent Contact: 11/11/2021

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land in EPA Region 1

Agency Version Date: 10/21/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/18/2022

Agency: U.S. Environmental Protection Agency Region 1
Agency Contact: 855-246-3642
Most Recent Contact: 10/21/2021

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land in EPA Region 10

Agency Version Date: 08/23/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 11/18/2021

Agency: U.S. Environmental Protection Agency Region 10
Agency Contact: 855-246-3642
Most Recent Contact: 08/23/2021

INDIAN LUST R2: Leaking Underground Storage Tanks on Indian Land in EPA Region 2

Agency Version Date: 12/07/2016
Agency Update Frequency: Quarterly
Planned Next Contact: 01/21/2022

Agency: U.S. Environmental Protection Agency Region 2
Agency Contact: 855-246-3642
Most Recent Contact: 10/26/2021

STATE, TRIBAL, AND FEDERAL LEAKING STORAGE TANK LISTS (cont.)

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land in EPA Region 4

Agency Version Date: 08/23/2021
Agency Update Frequency: Semi Annually
Planned Next Contact: 11/18/2021

Agency: U.S. Environmental Protection Agency Region 4
Agency Contact: 855-246-3642
Most Recent Contact: 08/23/2021

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land in EPA Region 5

Agency Version Date: 08/10/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/31/2022

Agency: U.S. Environmental Protection Agency Region 5
Agency Contact: 855-246-3642
Most Recent Contact: 11/04/2021

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land in EPA Region 6

Agency Version Date: 11/08/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 02/03/2022

Agency: U.S. Environmental Protection Agency Region 6
Agency Contact: 855-246-3642
Most Recent Contact: 11/08/2021

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land in EPA Region 7

Agency Version Date: 08/10/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/31/2022

Agency: U.S. Environmental Protection Agency Region 7
Agency Contact: 855-246-3642
Most Recent Contact: 11/04/2021

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land in EPA Region 8

Agency Version Date: 08/16/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 02/04/2022

Agency: U.S. Environmental Protection Agency Region 8
Agency Contact: 855-246-3642
Most Recent Contact: 11/11/2021

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land in EPA Region 9

Agency Version Date: 10/21/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/17/2022

Agency: U.S. Environmental Protection Agency Region 9
Agency Contact: 855-246-3642
Most Recent Contact: 10/21/2021

HIST_LUST_SONOMA COUNTY - CA: List of Sonoma County leaking underground storage tank sites that is no longer in current agency list.

Agency Version Date: 08/23/2018
Agency Update Frequency: Annually
Planned Next Contact: 01/04/2022

Agency: CA Gov geotracker state water resources control board
Agency Contact: 916-341-5791
Most Recent Contact: 10/08/2021

LUFT_ALAMEDA COUNTY - CA: Listing of Alameda County leaking underground fuel tank sites

Agency Version Date: 11/19/2018
Agency Update Frequency: No Longer Maintained
Planned Next Contact: 11/23/2021

Agency: Alameda County Environmental Health Services
Agency Contact: 510-567-6721
Most Recent Contact: 08/27/2021

LUST ORANGE COUNTY - CA: Orange county leaking underground storage tanks

Agency Version Date: 10/25/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/19/2022

Agency: Orange County Health Care Agency
Agency Contact: 714-433-6000
Most Recent Contact: 10/25/2021

STATE, TRIBAL, AND FEDERAL LEAKING STORAGE TANK LISTS (cont.)

LUST REG 1 - CA: Leaking underground storage tanks in Region 1: Del Norte Glenn Humboldt Lake Marin Mendocino Modoc Siskiyou Sonoma and Trinity counties.

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

LUST REG 2 - CA: Leaking underground storage tanks in Region 2: Alameda Contra Costa San Francisco Santa Clara (north of Morgan Hill) San Mateo Marin Sonoma Napa Solano counties

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

LUST REG 3 - CA: Leaking underground storage tanks in Region 3: Santa Clara (south of Morgan Hill) San Mateo (southern part) Santa Cruz San Benito Monterey Kern (some parts) San Luis Obispo Santa Barbara Ventura (northern part) counties

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

LUST REG 4 - CA: Leaking underground storage tanks in Region 4: Los Angeles Ventura counties (Small parts of Kern and Santa Barbara counties).

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

LUST REG 5 - CA: Leaking underground storage tanks in Region 5: Modoc Shasta Lassen Plumas Butte Glen Colusa Lake Sutter Yuba Sierra Nevada Placer Yolo Napa (Northeast) Solano (West) Sacramento El Dorado Amador Calaveras San Joaquin Contra Costa (East) Stanislaus Toulumne Merced Mariposa Madera Kings Fresno Tulare Kern (Very small portions of San Benito and San Luis Obispo) counties

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

LUST REG 6 - CA: Leaking underground storage tanks in Region 6: Modoc (East) Lassen (East side and Eagle Lake) Sierra Nevada Placer El Dorado Alpine Mono Inyo Kern (East) San Bernardino Los Angeles (Northeast corner) counties

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

LUST REG 7 - CA: Leaking underground storage tanks in Region 7: Imperial San Bernardino Riverside and San Diego counties.

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

LUST REG 8 - CA: Leaking underground storage tanks in Region 8: Orange Riverside San Bernardino counties.

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

STATE, TRIBAL, AND FEDERAL LEAKING STORAGE TANK LISTS (cont.)

LUST REG 9 - CA: Leaking underground storage tanks in Region 9: San Diego Imperial Riverside counties.

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

LUST_HAZMAT_YOLO COUNTY - CA: Yolo county leaking underground storage tank sites listing

Agency Version Date: 10/26/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/21/2022

Agency: Yolo County Environmental Health
Agency Contact: 530-666-8646
Most Recent Contact: 10/26/2021

LUST_KERN COUNTY - CA: Kern County leaking underground tank sites

Agency Version Date: 10/26/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/21/2022

Agency: CA Gov geotracker state water resources control bo
Agency Contact: 916-341-5791
Most Recent Contact: 10/26/2021

LUST_RIVERSIDE COUNTY - CA: Riverside county leaking underground storage tank sites

Agency Version Date: 10/26/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/21/2022

Agency: CA Gov geotracker state water resources control board
Agency Contact: 916-341-5791
Most Recent Contact: 10/26/2021

LUST_SAN FRANCISCO COUNTY - CA: A listing of leaking underground storage tank sites located in San Francisco county.

Agency Version Date: 10/26/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/21/2022

Agency: CA Gov geotracker state water resources control board
Agency Contact: 916-341-5791
Most Recent Contact: 10/26/2021

LUST_SAN MATEO COUNTY - CA: San Mateo county leaking underground storage tank listing

Agency Version Date: 10/26/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/21/2022

Agency: CA Gov geotracker state water resources control board
Agency Contact: 916-341-5791
Most Recent Contact: 10/26/2021

LUST_SOLANO COUNTY - CA: Solano county leaking underground storage tank listing

Agency Version Date: 10/26/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/21/2022

Agency: CA Gov geotracker state water resources control board
Agency Contact: 916-341-5791
Most Recent Contact: 10/26/2021

LUST_SONOMA COUNTY - CA: Sonoma county leaking underground storage tank sites listing

Agency Version Date: 10/26/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/21/2022

Agency: CA Gov geotracker state water resources control board
Agency Contact: 916-341-5791
Most Recent Contact: 10/26/2021

LUST_SUTTER COUNTY - CA: Sutter County Leaking Underground Storage Tanks

Agency Version Date: 10/26/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/21/2022

Agency: CA Gov geotracker state water resources control board
Agency Contact: 916-341-5791
Most Recent Contact: 10/26/2021

LUST_VENTURA COUNTY - CA: Ventura County leaking underground storage tank site listing

Agency Version Date: 10/26/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/21/2022

Agency: CA Gov geotracker state water resources control board
Agency Contact: 916-341-5791
Most Recent Contact: 10/26/2021

STATE, TRIBAL, AND FEDERAL LEAKING STORAGE TANK LISTS (cont.)

SLIC REG 1 - CA: List of Region 1 sites from GeoTracker Site Cleanup Program (formerly known as SLIC) database.

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

SLIC REG 2 - CA: List of Region 2 sites from GeoTracker Site Cleanup Program (formerly known as SLIC) database.

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

SLIC REG 3 - CA: List of Region 3 sites from GeoTracker Site Cleanup Program (formerly known as SLIC) database.

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

SLIC REG 4 - CA: List of Region 4 sites from GeoTracker Site Cleanup Program (formerly known as SLIC) database.

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

SLIC REG 5 - CA: List of Region 5 sites from GeoTracker Site Cleanup Program (formerly known as SLIC) database.

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

SLIC REG 6 - CA: List of Region 6 sites from GeoTracker Site Cleanup Program (formerly known as SLIC) database that is no longer in current agency list.

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

SLIC REG 7 - CA: List of Region 7 sites from GeoTracker Site Cleanup Program (formerly known as SLIC) database.

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

SLIC REG 8 - CA: List of Region 8 sites from GeoTracker Site Cleanup Program (formerly known as SLIC) database.

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

SLIC REG 9 - CA: List of Region 9 sites from GeoTracker Site Cleanup Program (formerly known as SLIC) database that is no longer in current agency list.

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

STATE, TRIBAL, AND FEDERAL LEAKING STORAGE TANK LISTS (cont.)

SLIC_ALAMEDA COUNTY - CA: Listing of spills leaks investigation & cleanup sites

Agency Version Date: 01/16/2019
Agency Update Frequency: Quarterly
Planned Next Contact: 02/03/2022

Agency: Alameda County Environmental Health Services
Agency Contact: 510-567-6721
Most Recent Contact: 11/08/2021

FEDERAL ERNS LIST

ERNS: Emergency Response Notification System records of reported spills

Agency Version Date: 10/26/2021
Agency Update Frequency: Annually
Planned Next Contact: 01/21/2022

Agency: National Response Center United States Coast Guard
Agency Contact: N/R
Most Recent Contact: 10/26/2021

FEDERAL INSTITUTIONAL CONTROLS / ENGINEERING CONTROLS REGISTRIES

FED E C: Federal listing of remediation sites with engineering controls

Agency Version Date: 09/01/2021
Agency Update Frequency: Varies
Planned Next Contact: 11/26/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 800-424-9346
Most Recent Contact: 09/01/2021

FED I C: Federal listing of remediation sites with institutional controls

Agency Version Date: 09/01/2021
Agency Update Frequency: Varies
Planned Next Contact: 11/26/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 800-424-9346
Most Recent Contact: 09/01/2021

RCRA IC_EC: Sites with institutional or engineering controls related to Resource Conservation and Recovery Act

Agency Version Date: 08/16/2021
Agency Update Frequency: Varies
Planned Next Contact: 02/04/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 215-814-2469
Most Recent Contact: 11/11/2021

FEDERAL RCRA GENERATORS LIST

HIST RCRA_CESQG: List of Resource Conservation and Recovery Act licensed conditionally exempt small quantity generators that are no longer in current agency list.

Agency Version Date: 10/12/2018
Agency Update Frequency: Annually
Planned Next Contact: 11/30/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 215-814-2469
Most Recent Contact: 09/03/2021

HIST RCRA_LQG: List of Resource Conservation and Recovery Act licensed large quantity generators that are no longer in current agency list.

Agency Version Date: 10/12/2018
Agency Update Frequency: Annually
Planned Next Contact: 11/30/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 215-814-2469
Most Recent Contact: 09/03/2021

HIST RCRA_NONGEN: List of Resource Conservation and Recovery Act licensed non-generators that are no longer in current agency list.

Agency Version Date: 10/12/2018
Agency Update Frequency: Annually
Planned Next Contact: 11/30/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 215-814-2469
Most Recent Contact: 09/03/2021

FEDERAL RCRA GENERATORS LIST (cont.)

HIST RCRA_SQG: List of Resource Conservation and Recovery Act licensed small quantity generators that are no longer in current agency list.

Agency Version Date: 10/12/2018
Agency Update Frequency: Annually
Planned Next Contact: 11/30/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 215-814-2469
Most Recent Contact: 09/03/2021

RCRA_LQG: Resource Conservation and Recovery Act listing of licensed large quantity generators

Agency Version Date: 10/05/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/30/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 215-814-2469
Most Recent Contact: 10/05/2021

RCRA_NONGEN: Resource Conservation and Recovery Act listing of licensed non-generators

Agency Version Date: 10/05/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/30/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 215-814-2469
Most Recent Contact: 10/05/2021

RCRA_SQG: Resource Conservation and Recovery Act listing of licensed small quantity generators

Agency Version Date: 10/05/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/30/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 215-814-2469
Most Recent Contact: 10/05/2021

RCRA_VSQG: Resource Conservation and Recovery Act listing of licensed very small quantity generators.

Agency Version Date: 10/05/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/30/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 215-814-2469
Most Recent Contact: 10/05/2021

FEDERAL NPL SITE LIST

NPL: List of priority contaminated sites among identified releases or threatened releases of hazardous substances pollutants or contaminants nationally

Agency Version Date: 08/06/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 703-603-8867
Most Recent Contact: 11/02/2021

NPL EPA R1 GIS: Geospatial data for the Environmental Protection Agency Region 1 National Priority List subject to environmental regulation

Agency Version Date: 08/06/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 202-566-2132
Most Recent Contact: 11/02/2021

NPL EPA R3 GIS: Geospatial data for the Environmental Protection Agency Region 3 National Priority List subject to environmental regulation

Agency Version Date: 08/06/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 202-566-2132
Most Recent Contact: 11/02/2021

NPL EPA R6 GIS: Geospatial data for the Environmental Protection Agency Region 6 National Priority List subject to environmental regulation

Agency Version Date: 08/06/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 202-566-2132
Most Recent Contact: 11/02/2021

FEDERAL NPL SITE LIST (cont.)

NPL EPA R8 GIS: Geospatial data for the Environmental Protection Agency Region 8 National Priority List subject to environmental regulation

Agency Version Date: 08/06/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 202-566-2132
Most Recent Contact: 11/02/2021

NPL EPA R9 GIS: Geospatial data for the Environmental Protection Agency Region 9 National Priority List subject to environmental regulation

Agency Version Date: 08/06/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 202-566-2132
Most Recent Contact: 11/02/2021

PART NPL: Sites that are a part of an National Priority List site referred to as the parent site

Agency Version Date: 08/06/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 703-603-8867
Most Recent Contact: 11/02/2021

PROPOSED NPL: Sites that have been proposed for the National Priority List

Agency Version Date: 08/06/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 703-603-8867
Most Recent Contact: 11/02/2021

SEMS_FINAL NPL: All Included National Priority List Sites

Agency Version Date: 08/06/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 703-603-8867
Most Recent Contact: 11/02/2021

SEMS_PROPOSED NPL: All Proposed National Priority List Sites

Agency Version Date: 08/06/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 703-603-8867
Most Recent Contact: 11/02/2021

STATE- AND TRIBAL - EQUIVALENT CERCLIS

ENVIROSTOR - CA: Department of Toxic Substances Controls

Agency Version Date: 09/28/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/23/2021

Agency: Department of Toxic Substances Control
Agency Contact: 916-327-1077
Most Recent Contact: 09/28/2021

HIST TOXIC PITS - CA: Listing of Toxic Pit Cleanup Act sites that are no longer in current agency list.

Agency Version Date: 10/12/2018
Agency Update Frequency: Quarterly
Planned Next Contact: 01/10/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5810
Most Recent Contact: 10/14/2021

OIL & GAS CLEANUP - CA: List of SWRCB Oil & Gas Cleanup Sites from GeoTracker Site Cleanup Program database.

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: California Regional Water Quality Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

STATE- AND TRIBAL - EQUIVALENT CERCLIS (cont.)

SWRCB CLEANUP - CA: List of SWRCB Cleanups from Geotracker including CAF, Sampling Points, and Projects.

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: California Regional Water Quality Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

SWRCB NON_CASE - CA: List of SWRCB Non-Case sites from GeoTracker Site Cleanup Program database.

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: California Regional Water Quality Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

TOXIC PITS - CA: Listing of Toxic Pit Cleanup Act sites

Agency Version Date: 07/20/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/10/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5810
Most Recent Contact: 10/14/2021

STATE- AND TRIBAL - EQUIVALENT NPL

HIST RESPONSE - CA: List of state response sites with confirmed releases and potential high risk that are no longer in current agency list.

Agency Version Date: 10/19/2017
Agency Update Frequency: Annually
Planned Next Contact: 11/19/2021

Agency: Department of Toxic Substances Control
Agency Contact: 916-327-1077
Most Recent Contact: 08/24/2021

RESPONSE - CA: State response sites with confirmed releases and potential high risk

Agency Version Date: 09/28/2021
Agency Update Frequency: Annually
Planned Next Contact: 12/23/2021

Agency: Department of Toxic Substances Control
Agency Contact: 916-327-1077
Most Recent Contact: 09/28/2021

STATE AND TRIBAL LANDFILL AND/OR SOLID WASTE DISPOSAL SITE LISTS

HIST SWF/LF - CA: List of Solid Waste Information System's solid waste facilities and landfills that is no longer in current agency list.

Agency Version Date: 03/05/2018
Agency Update Frequency: Annually
Planned Next Contact: 02/10/2022

Agency: Department of Resources Recycling and Recovery
Agency Contact: 916-341-6066
Most Recent Contact: 11/16/2021

SWF/LF - CA: Solid Waste Information System's facility listing of solid waste facilities and landfills

Agency Version Date: 09/17/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/14/2021

Agency: Department of Resources Recycling and Recovery
Agency Contact: 916-341-6066
Most Recent Contact: 09/17/2021

STATE RCRA GENERATORS LIST

HWG - CA: Hazardous waste generator listing

Agency Version Date: 06/30/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/22/2021

Agency: Department of Toxic Substances Control
Agency Contact: N/R
Most Recent Contact: 09/27/2021

STATE RCRA GENERATORS LIST (cont.)

HWG_YOLO COUNTY - CA: Listing of permitted hazardous waste generators

Agency Version Date: 10/26/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/21/2022

Agency: Yolo County Environmental Health
Agency Contact: 530-666-8646
Most Recent Contact: 10/26/2021

STATE AND TRIBAL BROWNFIELD SITES

TRIBAL BROWNFIELDS: Tribal brownfield remediation site listing

Agency Version Date: 02/10/2017
Agency Update Frequency: No Longer Maintained
Planned Next Contact: 12/21/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 855-246-3642
Most Recent Contact: 09/24/2021

STATE AND TRIBAL VOLUNTARY CLEANUP SITES

VCP - CA: Voluntary Cleanup Program remediation sites listing

Agency Version Date: 09/28/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/23/2021

Agency: Department of Toxic Substances Control
Agency Contact: 916-322-2861
Most Recent Contact: 09/28/2021

LOCAL BROWNFIELD LISTS

BROWNFIELDS-ACRES: EPA Brownfields Assessment, Cleanup and Redevelopment Exchange System.

Agency Version Date: 09/17/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/14/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 855-246-3642
Most Recent Contact: 09/17/2021

FED BROWNFIELDS: Federal brownfield remediation sites

Agency Version Date: 07/30/2021
Agency Update Frequency: Semi Annually
Planned Next Contact: 01/24/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 855-246-3642
Most Recent Contact: 10/27/2021

LOCAL LISTS OF HAZARDOUS WASTE / CONTAMINATED SITES

FED CDL: The U.S. Department of Justice listing of clandestine drug lab locations

Agency Version Date: 10/19/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/12/2022

Agency: U.S. Department of Justice
Agency Contact: 202-307-7610
Most Recent Contact: 10/19/2021

US HIST CDL: The U.S. Department of Justice historical listing of clandestine drug lab locations

Agency Version Date: 08/05/2019
Agency Update Frequency: Quarterly
Planned Next Contact: 11/22/2021

Agency: U.S. Department of Justice
Agency Contact: 202-307-7610
Most Recent Contact: 08/25/2021

CALARP_KERN COUNTY - CA: Kern County hazardous material permitted facilities

Agency Version Date: 09/06/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/01/2021

Agency: County of Kern Public Health Services Department
Agency Contact: 661-862-8740
Most Recent Contact: 09/06/2021

LOCAL LISTS OF HAZARDOUS WASTE / CONTAMINATED SITES (cont.)

CASE LIST_SAN DIEGO COUNTY - CA: San Diego county listing of hazardous chemical releases

Agency Version Date: 08/03/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/25/2022

Agency: County of San Diego Department of Environmental Health
Agency Contact: 619-338-2259
Most Recent Contact: 10/29/2021

CDL - CA: Listing of Meth and clandestine drug labs maintained by the Department of Toxic Substances Control

Agency Version Date: 07/30/2020
Agency Update Frequency: Varies
Planned Next Contact: 01/07/2022

Agency: Department of Toxic Substances Control
Agency Contact: 916-322-2861
Most Recent Contact: 10/12/2021

CORRECTIVE ACTION_RIVERSIDE COUNTY - CA: Riverside county corrective action sites list

Agency Version Date: 11/15/2017
Agency Update Frequency: No Longer Maintained
Planned Next Contact: 12/17/2021

Agency: Riverside County Environmental Health
Agency Contact: 888-722-4234
Most Recent Contact: 09/22/2021

CS_NAPA COUNTY - CA: Napa county listing of Contaminated sites

Agency Version Date: 11/02/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/28/2022

Agency: Napa County Department of Environmental Management
Agency Contact: 707-253-4471
Most Recent Contact: 11/02/2021

CS_PLACER COUNTY - CA: Placer county cleanup sites listing

Agency Version Date: 10/29/2021
Agency Update Frequency: Semi Annually
Planned Next Contact: 01/25/2022

Agency: Placer County Environmental Health
Agency Contact: 530-745-2350
Most Recent Contact: 10/29/2021

SCH - CA: Listing of possible hazardous material contamination sites on existing school properties

Agency Version Date: 10/29/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/25/2022

Agency: Department of Toxic Substances Control
Agency Contact: 916-322-2861
Most Recent Contact: 10/29/2021

SITE LIST_CONTRA COSTA COUNTY - CA: Listing of underground tank hazardous waste generator and business plan sites in Contra Costa County

Agency Version Date: 08/20/2021
Agency Update Frequency: Varies
Planned Next Contact: 02/04/2022

Agency: Contra Costa Health Services Department
Agency Contact: 925-335-3200
Most Recent Contact: 11/10/2021

TOXIC SITE_SACRAMENTO COUNTY - CA: Sacramento County listing of historical sites where unauthorized releases of potentially hazardous materials have occurred

Agency Version Date: 08/24/2021
Agency Update Frequency: No Longer Maintained
Planned Next Contact: 11/19/2021

Agency: Sacramento County Environmental Management
Agency Contact: 916-875-8550
Most Recent Contact: 08/24/2021

RECORDS OF EMERGENCY RELEASE REPORTS

HMIRS (DOT): Hazardous Material spills reported by the Department of Transportation

Agency Version Date: 09/27/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/22/2021

Agency: U.S. Department of Transportation
Agency Contact: (202) 366-4996
Most Recent Contact: 09/27/2021

RECORDS OF EMERGENCY RELEASE REPORTS (cont.)

CHMIRS - CA: California Hazardous Material Incident Reporting System's reported accidental hazardous material incidents releases or spills

Agency Version Date: 07/21/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/11/2022

Agency: California Emergency Management Agency
Agency Contact: 916-845-8275
Most Recent Contact: 10/15/2021

HIST CHMIRS - CA: California Hazardous Material Incident Reporting System's reported accidental hazardous material incidents releases or spills

Agency Version Date: 04/06/2017
Agency Update Frequency: Quarterly
Planned Next Contact: 02/09/2022

Agency: California Emergency Management Agency
Agency Contact: 916-845-8275
Most Recent Contact: 11/15/2021

INDUSTRIAL CLEANUP_ORANGE COUNTY - CA: Petroleum and non-petroleum industrial spills

Agency Version Date: 09/03/2021
Agency Update Frequency: Annually
Planned Next Contact: 11/30/2021

Agency: Orange County Health Care Agency
Agency Contact: 714-433-6000
Most Recent Contact: 09/03/2021

SML_LOS ANGELES COUNTY - CA: Listing of all Emergency Response session spills

Agency Version Date: 07/12/2017
Agency Update Frequency: Quarterly
Planned Next Contact: 01/26/2022

Agency: Los Angeles Department of Public Health
Agency Contact: 323-890-7808
Most Recent Contact: 11/01/2021

LOCAL LAND RECORDS

LIENS 2: Comprehensive Environmental Response Compensation and Liability Act sites with liens

Agency Version Date: 05/11/2017
Agency Update Frequency: No Longer Maintained
Planned Next Contact: 12/20/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 800-424-9346
Most Recent Contact: 09/23/2021

DEED - CA: The Department of Toxic Substances Control's listing of property locations with Deed restrictions

Agency Version Date: 11/01/2021
Agency Update Frequency: Semi Annually
Planned Next Contact: 01/27/2022

Agency: Department of Toxic Substances Control
Agency Contact: 916-341-5791
Most Recent Contact: 11/01/2021

HIST LIENS - CA: The Department of Toxic Substances Control's listing of property locations with environmental liens that is no longer in current agency list.

Agency Version Date: 12/04/2018
Agency Update Frequency: Annually
Planned Next Contact: 02/08/2022

Agency: Department of Toxic Substances Control
Agency Contact: 916-322-2861
Most Recent Contact: 11/12/2021

LIENS - CA: The Department of Toxic Substances Control's listing of property locations with environmental liens

Agency Version Date: 09/15/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/13/2021

Agency: Department of Toxic Substances Control
Agency Contact: 916-322-2861
Most Recent Contact: 09/15/2021

LOCAL LISTS OF LANDFILL / SOLID WASTE DISPOSAL SITES

HIST INDIAN ODI R8: List of Region 8 Indian land open dump inventory sites maintained within the STARS program that is no longer in current agency list.

Agency Version Date: 11/12/2018
Agency Update Frequency: Annually
Planned Next Contact: 01/11/2022

Agency: Indian Health Service
Agency Contact: 855-246-3642
Most Recent Contact: 10/19/2021

INDIAN ODI R8: Region 8 Indian land open dump inventory sites maintained within the STARS program

Agency Version Date: 11/02/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/28/2022

Agency: Indian Health Service
Agency Contact: 855-246-3642
Most Recent Contact: 11/02/2021

ODI: Open dump inventory sites

Agency Version Date: 10/03/2017
Agency Update Frequency: No Update
Planned Next Contact: 11/17/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 855-246-3642
Most Recent Contact: 08/20/2021

TRIBAL ODI: Indian land open dump inventory for all regions

Agency Version Date: 08/31/2021
Agency Update Frequency: Varies
Planned Next Contact: 11/25/2021

Agency: Indian Health Service
Agency Contact: 301-443-3593
Most Recent Contact: 08/31/2021

HAULERS - CA: Waste Tire Manifest Program Hauler Registration listing

Agency Version Date: 07/07/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/29/2021

Agency: California Department of Resources Recycling and Recovery (CalRecycle)
Agency Contact: 916-341-6066
Most Recent Contact: 10/04/2021

LF_SAN DIEGO COUNTY - CA: San Diego county landfill listing

Agency Version Date: 08/06/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/25/2022

Agency: County of San Diego Department of Environmental Health
Agency Contact: 858-694-2801
Most Recent Contact: 10/29/2021

SWF_LOS ANGELES COUNTY - CA: Listing of Los Angeles County solid waste facilities

Agency Version Date: 09/03/2021
Agency Update Frequency: Varies
Planned Next Contact: 11/30/2021

Agency: LA County Department of Public Works
Agency Contact: 800-320-1771
Most Recent Contact: 09/03/2021

SWRCY - CA: Listing of facilities which perform recycled material processing activities

Agency Version Date: 08/23/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 11/19/2021

Agency: California Department of Resources Recycling and Recovery (CalRecycle)
Agency Contact: 916-341-6066
Most Recent Contact: 08/23/2021

OTHER ASCERTAINABLE RECORDS

AFS: Air Facility Systems Quarterly Extract

Agency Version Date: 11/04/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/31/2022

Agency: Environmental Protection Agency
Agency Contact: (202) 566-1667
Most Recent Contact: 11/04/2021

OTHER ASCERTAINABLE RECORDS (cont.)

ALT FUELING: Alternative Fueling Stations by fuel type.

Agency Version Date: 10/04/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/29/2021

Agency: U.S. Department of Energy
Agency Contact: N/R
Most Recent Contact: 10/04/2021

BRS: Reporting of hazardous waste generation and management from large quantity generators

Agency Version Date: 10/05/2021
Agency Update Frequency: Biennial
Planned Next Contact: 12/30/2021

Agency: Environmental Protection Agency
Agency Contact: (202) 566-1667
Most Recent Contact: 10/05/2021

CDC HAZDAT: The Agency for Toxic Substances and Disease Registry's Hazardous Substance Release/Health Effects Database.

Agency Version Date: 08/21/2020
Agency Update Frequency: Varies
Planned Next Contact: 01/28/2022

Agency: Agency for Toxic Substances and Disease Registry
Agency Contact: 770-488-6399
Most Recent Contact: 11/02/2021

COAL ASH DOE: List of existing and planned generators with 1 megawatt or greater of combined capacity that are utilizing coal ash impoundments.

Agency Version Date: 07/02/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/24/2021

Agency: Department of Energy
Agency Contact: (202) 586-8800
Most Recent Contact: 09/29/2021

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

Agency Version Date: 02/18/2021
Agency Update Frequency: Varies
Planned Next Contact: 02/01/2022

Agency: Environmental Protection Agency
Agency Contact: (202) 566-1667
Most Recent Contact: 11/05/2021

COAL GAS: Manufactured Gas Plant locations

Agency Version Date: 10/12/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/07/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 855-246-3642
Most Recent Contact: 10/12/2021

CONSENT (DECREES): Legal decisions regarding responsibility for Superfund locations

Agency Version Date: 08/06/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/28/2022

Agency: Environmental Protection Agency
Agency Contact: (800) 424-9346
Most Recent Contact: 11/02/2021

CORRECTIVE ACTIONS_2020: In 2009 the EPA created the 2020 Corrective Action Baseline list of contaminated or potentially contaminated sites with a cleanup goal to complete 95% by the year 2020. The names on the list indicate the facility owners who may or may not have caused the contamination.

Agency Version Date: 12/21/2018
Agency Update Frequency: No Longer Maintained
Planned Next Contact: 01/21/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: N/R
Most Recent Contact: 10/26/2021

DEBRIS EPA LF: EPA list of designated landfill facilities for the safe disposal of disaster debris.

Agency Version Date: 10/20/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/14/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 855-246-3642
Most Recent Contact: 10/20/2021

OTHER ASCERTAINABLE RECORDS (cont.)

DEBRIS EPA SWRCY: EPA list of facilities for the safe recovery, recycling, and disposal of disaster debris.

Agency Version Date: 10/20/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/14/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 855-246-3642
Most Recent Contact: 10/20/2021

DOD: Department of Defense sites from the Protected Areas Database (PAD-US)

Agency Version Date: 08/06/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/28/2022

Agency: United States Geologic Survey (USGS)
Agency Contact: 1-888-275-8747
Most Recent Contact: 11/02/2021

DOT OPS: Incident Data Report

Agency Version Date: 08/23/2021
Agency Update Frequency: Varies
Planned Next Contact: 11/18/2021

Agency: U.S. Department of Transportation
Agency Contact: (202) 366-4996
Most Recent Contact: 08/23/2021

ECHO: ECHO is EPA Enforcement and Compliance History Online website to search for facilities in your community to assess their compliance with environmental regulations related to CAA, CWA, RCRA, & SDWA.

Agency Version Date: 09/28/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/24/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 202-566-1667
Most Recent Contact: 09/28/2021

ENOI: The Electronic Notice of Intent (eNOI) database contains construction sites and industrial facilities that submit permit requests to EPA for Construction General Permits (CGP) and Multi-Sector General Permits (MSGP).

Agency Version Date: 03/19/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/10/2021

Agency: Environmental Protection Agency
Agency Contact: (202) 566-1667
Most Recent Contact: 09/13/2021

EPA FUELS: List of companies and facilities registered to participate in EPA Fuel Programs under Title 40 CFR Part 80.

Agency Version Date: 08/16/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 02/04/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: (202) 564-2307
Most Recent Contact: 11/11/2021

EPA OSC: Listing of oil spills and hazardous substance release sites requiring EPA On-Site Coordinators.

Agency Version Date: 06/29/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/21/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: (202) 564-2307
Most Recent Contact: 09/24/2021

EPA WATCH: The EPA Watch List was used to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. EPA maintained the lists from 2011 - 2013.

Agency Version Date: 02/09/2018
Agency Update Frequency: No Longer Maintained
Planned Next Contact: 12/20/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: (202) 564-2307
Most Recent Contact: 09/23/2021

FA HWF: Hazardous Waste Facilities with Financial Assurance

Agency Version Date: 10/11/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/06/2022

Agency: Environmental Protection Agency
Agency Contact: (800) 424-9346
Most Recent Contact: 10/11/2021

OTHER ASCERTAINABLE RECORDS (cont.)

FEDLAND: Federal Lands from the Protected Areas Database (PAD-US)

Agency Version Date: 08/06/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/28/2022

Agency: United States Geologic Survey (USGS)
Agency Contact: 1-888-275-8747
Most Recent Contact: 11/02/2021

FRS: Facility Registry Systems

Agency Version Date: 08/19/2021
Agency Update Frequency: Varies
Planned Next Contact: 02/09/2022

Agency: Environmental Protection Agency
Agency Contact: (202) 566-1667
Most Recent Contact: 11/15/2021

FTTS: Tracking of administrative and enforcement activities related to FIFRA/TSCA

Agency Version Date: 04/16/2013
Agency Update Frequency: No Longer Maintained
Planned Next Contact: 01/05/2022

Agency: Environmental Protection Agency
Agency Contact: (202) 564-2280
Most Recent Contact: 10/11/2021

FTTS INSP: Tracking of inspections related to FIFRA/TSCA

Agency Version Date: 05/08/2017
Agency Update Frequency: No Longer Maintained
Planned Next Contact: 12/30/2021

Agency: Environmental Protection Agency
Agency Contact: (202) 564-2280
Most Recent Contact: 10/05/2021

FUDS: Defense sites that require cleanup

Agency Version Date: 08/16/2021
Agency Update Frequency: Varies
Planned Next Contact: 02/07/2022

Agency: US Army Corps of Engineering
Agency Contact: (202) 761-0011
Most Recent Contact: 11/11/2021

HIST AFS: List of Air Facility Systems Quarterly Extract that are no longer in current agency list.

Agency Version Date: 06/14/2019
Agency Update Frequency: Quarterly
Planned Next Contact: 12/20/2021

Agency: Environmental Protection Agency
Agency Contact: (202) 566-1667
Most Recent Contact: 09/23/2021

HIST AFS 2: List of Air Facility Systems Quarterly Extract that are no longer in current agency list.

Agency Version Date: 11/26/2018
Agency Update Frequency: Quarterly
Planned Next Contact: 01/18/2022

Agency: Environmental Protection Agency
Agency Contact: (202) 566-1667
Most Recent Contact: 10/22/2021

HIST DOD: Department of Defense historical sites

Agency Version Date: 08/17/2018
Agency Update Frequency: No Longer Maintained
Planned Next Contact: 01/28/2022

Agency: Environmental Protection Agency
Agency Contact: (800) 424-9346
Most Recent Contact: 11/02/2021

HIST LEAD_SMELTER: List of former lead smelter sites that is no longer in current agency list.

Agency Version Date: 12/12/2018
Agency Update Frequency: Annually
Planned Next Contact: 01/05/2022

Agency: Environmental Protection Agency
Agency Contact: (202) 566-1667
Most Recent Contact: 10/11/2021

HIST MLTS: List of sites in possession/use of radioactive materials regulated by NRC that is no longer in current agency list.

Agency Version Date: 07/13/2016
Agency Update Frequency: Annually
Planned Next Contact: 01/12/2022

Agency: Nuclear Regulatory Commission
Agency Contact: (800) 397-4209
Most Recent Contact: 10/19/2021

OTHER ASCERTAINABLE RECORDS (cont.)

HIST PCB TRANS: List of PCB Disposal Facilities that are no longer in current agency list.

Agency Version Date: 01/18/2018
Agency Update Frequency: No Update
Planned Next Contact: 02/04/2022

Agency: Environmental Protection Agency
Agency Contact: (703) 308-8404
Most Recent Contact: 11/09/2021

HIST PCS ENF: List of permitted facilities to discharge wastewater (Federal equivalent to NPDES) that are no longer in current agency list.

Agency Version Date: 12/08/2018
Agency Update Frequency: Annually
Planned Next Contact: 11/24/2021

Agency: Environmental Protection Agency
Agency Contact: (202) 564-6582
Most Recent Contact: 08/30/2021

HIST PCS FACILITY: List of Permitted facilities to discharge wastewater (Federal equivalent to NPDES) that are no longer in current agency list.

Agency Version Date: 12/18/2018
Agency Update Frequency: Annually
Planned Next Contact: 11/24/2021

Agency: Environmental Protection Agency
Agency Contact: (202) 564-6582
Most Recent Contact: 08/30/2021

HIST SSTs: List of tracking of facilities who produce pesticides and their quantity that are no longer in current agency list.

Agency Version Date: 02/13/2019
Agency Update Frequency: Annually
Planned Next Contact: 02/08/2022

Agency: Environmental Protection Agency
Agency Contact: (202) 566-1667
Most Recent Contact: 11/12/2021

HWC DOCKET: Listing of Federal facilities which are managing or have managed hazardous waste; or have had a release of hazardous waste.

Agency Version Date: 05/17/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 02/03/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: (202) 564-2307
Most Recent Contact: 11/09/2021

ICIS: Comprised of all Federal Administrative and Judicial enforcement information [intended to replace PCS] by tracking enforcement and compliance information (also contains what used to be known as FFTS)

Agency Version Date: 10/01/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/28/2021

Agency: Environmental Protection Agency
Agency Contact: (202) 566-1667
Most Recent Contact: 10/01/2021

INACTIVE PCS: Inactive Permitted facilities to discharge wastewater

Agency Version Date: 10/01/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/28/2021

Agency: Environmental Protection Agency
Agency Contact: (202) 564-6582
Most Recent Contact: 10/01/2021

INDIAN RESERVATION: American Indian Lands from the Protected Areas Database (PAD-US)

Agency Version Date: 07/15/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/28/2022

Agency: United States Geologic Survey (USGS)
Agency Contact: 1-888-275-8747
Most Recent Contact: 11/02/2021

LUCIS: Land Use Control Information Systems

Agency Version Date: 09/24/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/21/2021

Agency: Department of the Navy: BRAC PMO
Agency Contact: (619) 532-0900
Most Recent Contact: 09/24/2021

OTHER ASCERTAINABLE RECORDS (cont.)**LUCIS 2: Land Use Control Information Systems**

Agency Version Date: 01/17/2018
Agency Update Frequency: No Longer Maintained
Planned Next Contact: 02/04/2022

Agency: Department of the Navy: BRAC PMO
Agency Contact: (619) 532-0900
Most Recent Contact: 11/09/2021

MANIFEST EPA: EPA Hazardous Waste Electronic Manifest System (e-Manifest)

Agency Version Date: 08/16/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 02/08/2022

Agency: Environmental Protection Agency
Agency Contact: (202) 566-1667
Most Recent Contact: 11/12/2021

MINES: Mines Master Index Files

Agency Version Date: 10/04/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/29/2021

Agency: Department of Labor
Agency Contact: (202) 693-9400
Most Recent Contact: 10/04/2021

MINES USGS: Listing of all active mines and mineral plants in 2003

Agency Version Date: 10/05/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/30/2021

Agency: USGS Mineral Resources Program
Agency Contact: (703) 648-5953
Most Recent Contact: 10/05/2021

MLTS: Sites in possession/use of radioactive materials regulated by NRC

Agency Version Date: 07/30/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/21/2022

Agency: Nuclear Regulatory Commission
Agency Contact: (800) 397-4209
Most Recent Contact: 10/26/2021

NPL AOC: Areas of Concern related to NPL remediation sites

Agency Version Date: 08/06/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: Environmental Protection Agency
Agency Contact: N/R
Most Recent Contact: 11/02/2021

NPL LIENS: National Priority List of sites with Liens

Agency Version Date: 08/06/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 703-603-8867
Most Recent Contact: 11/02/2021

OSHA: OSHA's listing of inspections violations and fatality information

Agency Version Date: 07/05/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/27/2021

Agency: Occupational Safety & Health Administration
Agency Contact: 800-321-6742
Most Recent Contact: 09/30/2021

PADS: Listing of generators transporters commercial store/ brokers and disposers of PCB

Agency Version Date: 11/02/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/28/2022

Agency: Environmental Protection Agency
Agency Contact: (703) 308-8404
Most Recent Contact: 11/02/2021

PCB TRANSFORMER: Disposal and Storage of Polychlorinated Biphenyl (PCB) Waste

Agency Version Date: 05/24/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 11/16/2021

Agency: Environmental Protection Agency
Agency Contact: (703) 308-8404
Most Recent Contact: 08/20/2021

OTHER ASCERTAINABLE RECORDS (cont.)

PCS ENF: Permitted facilities to discharge wastewater (Federal equivalent to NPDES)

Agency Version Date: 10/01/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/28/2021

Agency: Environmental Protection Agency
Agency Contact: (202) 564-6582
Most Recent Contact: 10/01/2021

PCS FACILITY: Permitted facilities to discharge wastewater (Federal equivalent to NPDES)

Agency Version Date: 10/01/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/28/2021

Agency: Environmental Protection Agency
Agency Contact: (202) 564-6582
Most Recent Contact: 10/01/2021

PFAS NPL: List of NPL sites with PFAS or PFOA contamination

Agency Version Date: 10/11/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/05/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 703-603-8867
Most Recent Contact: 10/11/2021

RAATS: Listing of major violators with enforcement actions issued under RCRA. Includes administrative and civil actions filed by the EPA. This dataset is no longer maintained.

Agency Version Date: 09/23/2019
Agency Update Frequency: Varies
Planned Next Contact: 01/20/2022

Agency: Environmental Protection Agency
Agency Contact: (202) 566-1667
Most Recent Contact: 10/26/2021

RADINFO: EPA regulated facilities with radiation and radioactive materials

Agency Version Date: 08/01/2019
Agency Update Frequency: Varies
Planned Next Contact: 01/10/2022

Agency: Environmental Protection Agency
Agency Contact: (202) 566-1667
Most Recent Contact: 10/14/2021

RMP: Facilities producing/handling/ process/ distribute/ store specific chemicals report plans required by the Clean Air Act

Agency Version Date: 07/13/2021
Agency Update Frequency: Monthly
Planned Next Contact: 01/04/2022

Agency: Environmental Protection Agency
Agency Contact: (202) 564-2534
Most Recent Contact: 10/08/2021

ROD: Permanent remedy at an NPL site

Agency Version Date: 08/06/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/28/2022

Agency: Environmental Protection Agency
Agency Contact: (800) 424-9346
Most Recent Contact: 11/02/2021

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners

Agency Version Date: 06/14/2021
Agency Update Frequency: No Update
Planned Next Contact: 12/06/2021

Agency: Environmental Protection Agency
Agency Contact: (202) 566-1667
Most Recent Contact: 09/09/2021

SEMS_SMELTER: This report includes sites that have smelting-related, or potentially smelting-related, indicators in the SEMS database. The report includes information on the site location as well as contaminants of concern.

Agency Version Date: 08/06/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 703-603-8867
Most Recent Contact: 11/02/2021

OTHER ASCERTAINABLE RECORDS (cont.)

SSTS: Tracking of facilities who produce pesticides and their quantity

Agency Version Date: 09/14/2021
Agency Update Frequency: Annually
Planned Next Contact: 12/10/2021

Agency: Environmental Protection Agency
Agency Contact: (202) 566-1667
Most Recent Contact: 09/14/2021

STORMWATER: Permitted storm water sites

Agency Version Date: 09/24/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/21/2021

Agency: Environmental Protection Agency
Agency Contact: (202) 566-1667
Most Recent Contact: 09/24/2021

TOSCA-PLANT: Plants controlled by the Toxic Substance Control Act

Agency Version Date: 06/23/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/16/2021

Agency: Environmental Protection Agency
Agency Contact: (202) 566-1667
Most Recent Contact: 09/20/2021

TRIS: Information regarding toxic chemicals that are being used/manufactured/ treated/ transported/released into the environment

Agency Version Date: 07/06/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/28/2021

Agency: Environmental Protection Agency
Agency Contact: (202) 566-1667
Most Recent Contact: 10/01/2021

UMTRA: Uranium Recovery Sites

Agency Version Date: 07/08/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/29/2021

Agency: United States Nuclear Regulatory Commission
Agency Contact: (301) 415-8200
Most Recent Contact: 10/04/2021

VAPOR: EPA Vapor Intrusion Database

Agency Version Date: 03/19/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/09/2021

Agency: U.S. Environmental Protection Agency
Agency Contact: 855-246-3642
Most Recent Contact: 09/13/2021

AOC_SAN GABRIEL VALLEY - CA: San Gabriel Valley Superfund sites

Agency Version Date: 02/12/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/28/2022

Agency: U.S. Environmental Protection Agency
Agency Contact: 415-972-3181
Most Recent Contact: 11/02/2021

BOND EXPENDITURE PLAN - CA: Hazardous Substance Cleanup Bond Act of 1984 Article 7.5 of Health and Safety Code 25385 listing of orphan sites

Agency Version Date: 09/28/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/23/2021

Agency: Department of Toxic Substance Control
Agency Contact: 916-322-2861
Most Recent Contact: 09/28/2021

BP HW OUT_VENTURA COUNTY - CA: Ventura County Business Plan Hazardous Waste Producers and Operating Underground Tanks

Agency Version Date: 08/18/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 02/08/2022

Agency: Ventura County Environmental Health Division
Agency Contact: 805-654-2815
Most Recent Contact: 11/12/2021

OTHER ASCERTAINABLE RECORDS (cont.)

BUSINESS INVENTORY_SAN MATEO COUNTY - CA: San Mateo County listing of underground storage tanks, hazardous materials, business plans, and hazardous waste generators

Agency Version Date: 10/11/2021
Agency Update Frequency: Annually
Planned Next Contact: 01/05/2022

Agency: San Mateo County Environmental Health Services Division
Agency Contact: 650-372-6200
Most Recent Contact: 10/11/2021

CALEPA SITES - CA: CalEPA Regulated Sites from the Certified Unified Program Agencies (CUPA).

Agency Version Date: 10/08/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/31/2021

Agency: California Environmental Protection Agency Unified Program Section
Agency Contact: 916-327-5092
Most Recent Contact: 10/08/2021

CIWQS - CA: California Integrated Water Quality System database facilities listing which includes owner information, violations, inspections, and other regulatory matters

Agency Version Date: 09/24/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/21/2021

Agency: CA State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 09/24/2021

CIWQS 2 - CA: California Integrated Water Quality System database facilities listing which includes owner information violations inspections and other regulatory matters

Agency Version Date: 10/14/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/10/2022

Agency: CA State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/14/2021

CORTESE - CA: Compliance document used in providing information about the location of hazardous material release sites utilized by the state local agencies and developers

Agency Version Date: 07/01/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/23/2021

Agency: Department of Toxic Substance Control
Agency Contact: 916-322-2861
Most Recent Contact: 09/27/2021

CUPA_BUTTE COUNTY - CA: Listing of the Butte County Certified Unified Program Agency's hazardous material program sites

Agency Version Date: 03/19/2018
Agency Update Frequency: No Longer Maintained
Planned Next Contact: 11/29/2021

Agency: Butte County Environmental Health
Agency Contact: 530.538.7281
Most Recent Contact: 09/02/2021

CUPA_FRESNO COUNTY - CA: Listing of the Fresno County Certified Unified Program Agency's hazardous material program sites

Agency Version Date: 10/04/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/29/2021

Agency: Fresno County Department of Public Health
Agency Contact: 559-600-3271
Most Recent Contact: 10/04/2021

CUPA_PLACER COUNTY - CA: Listing of the Placer County Certified Unified Program Agency's hazardous material program sites

Agency Version Date: 10/29/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: Placer County Environmental Health
Agency Contact: 530-745-2350
Most Recent Contact: 10/29/2021

DAYCARE - CA: List of daycare locations

Agency Version Date: 07/26/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/18/2022

Agency: California Department of Social Services
Agency Contact: 916-651-6040
Most Recent Contact: 10/22/2021

OTHER ASCERTAINABLE RECORDS (cont.)**DRYCLEANERS - CA: Listing of drycleaning facilities**

Agency Version Date: 09/09/2014
Agency Update Frequency: Quarterly
Planned Next Contact: 12/22/2021

Agency: California EPA Air Resources Board
Agency Contact: 916-324-3013
Most Recent Contact: 09/27/2021

DRYCLEANERS_AMADOR COUNTY - CA: Listing of drycleaning facilities in Amador County

Agency Version Date: 11/02/2016
Agency Update Frequency: Varies
Planned Next Contact: 12/10/2021

Agency: Amador County APCD
Agency Contact: (209) 223-6439
Most Recent Contact: 09/13/2021

DRYCLEANERS_ANTELOPE VALLEY - CA: Listing of drycleaning facilities in Antelope Valley

Agency Version Date: 08/20/2021
Agency Update Frequency: Varies
Planned Next Contact: 11/16/2021

Agency: Antelope Valley AQMD
Agency Contact: 661-723-8070
Most Recent Contact: 08/20/2021

DRYCLEANERS_BAY AREA - CA: Listing of drycleaning facilities in Bay Area

Agency Version Date: 07/01/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/21/2021

Agency: Bay Area AQMD
Agency Contact: 415-749-4784
Most Recent Contact: 09/24/2021

DRYCLEANERS_BUTTE COUNTY - CA: Listing of drycleaning facilities in Butte County

Agency Version Date: 12/11/2019
Agency Update Frequency: Semi Annually
Planned Next Contact: 01/25/2022

Agency: Butte County AQMD
Agency Contact: 530-332-9400 ext. 107
Most Recent Contact: 10/29/2021

DRYCLEANERS_CALAVERAS COUNTY - CA: Listing of drycleaning facilities in Calaveras County

Agency Version Date: 11/19/2015
Agency Update Frequency: Varies
Planned Next Contact: 01/21/2022

Agency: Calaveras County APCD
Agency Contact: 209-754-6504
Most Recent Contact: 10/26/2021

DRYCLEANERS_COLUSA COUNTY - CA: Listing of drycleaning facilities in Colusa County

Agency Version Date: 09/08/2014
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: Colusa County APCD
Agency Contact: 530-458-0590
Most Recent Contact: 10/29/2021

DRYCLEANERS_EASTERN KERN COUNTY - CA: Listing of drycleaning facilities in Eastern Kern County

Agency Version Date: 10/29/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/25/2022

Agency: Eastern Kern County APCD
Agency Contact: 661-862-5250
Most Recent Contact: 10/29/2021

DRYCLEANERS_EL DORADO COUNTY - CA: Listing of drycleaning facilities in El Dorado County

Agency Version Date: 03/18/2016
Agency Update Frequency: Varies
Planned Next Contact: 01/25/2022

Agency: El Dorado County AQMD
Agency Contact: 530-621-7503
Most Recent Contact: 10/29/2021

DRYCLEANERS_FEATHER RIVER - CA: Listing of drycleaning facilities in Feather River

Agency Version Date: 09/24/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/21/2021

Agency: Feather River AQMD
Agency Contact: 530-634-7659 ext. 205
Most Recent Contact: 09/24/2021

OTHER ASCERTAINABLE RECORDS (cont.)

DRYCLEANERS_GLENN COUNTY - CA: Listing of drycleaning facilities in Glenn County

Agency Version Date: 10/29/2012
Agency Update Frequency: Varies
Planned Next Contact: 11/16/2021

Agency: Glenn County APCD
Agency Contact: 530-934-6500
Most Recent Contact: 08/20/2021

DRYCLEANERS_GREAT BASIN UNIFIED - CA: Listing of drycleaning facilities in the Great Basin Unified region

Agency Version Date: 09/09/2014
Agency Update Frequency: Varies
Planned Next Contact: 01/04/2022

Agency: Great Basin Unified APCD
Agency Contact: 760-872-8211 ext. 228
Most Recent Contact: 10/08/2021

DRYCLEANERS_IMPERIAL COUNTY - CA: Listing of drycleaning facilities in Imperial County

Agency Version Date: 02/12/2021
Agency Update Frequency: Annually
Planned Next Contact: 01/25/2022

Agency: Imperial County APCD
Agency Contact: 760-482-4606
Most Recent Contact: 10/29/2021

DRYCLEANERS_LAKE COUNTY - CA: Listing of drycleaning facilities in Lake County

Agency Version Date: 03/29/2016
Agency Update Frequency: Varies
Planned Next Contact: 01/21/2022

Agency: Lake County AQMD
Agency Contact: 707-263-7000
Most Recent Contact: 10/26/2021

DRYCLEANERS_LASSEN COUNTY - CA: Listing of drycleaning facilities in Lassen County

Agency Version Date: 05/16/2013
Agency Update Frequency: Varies
Planned Next Contact: 11/13/2021

Agency: Lassen County APCD
Agency Contact: 530-257-1045
Most Recent Contact: 08/17/2021

DRYCLEANERS_MENDOCINO COUNTY - CA: Listing of drycleaning facilities in Mendocino County

Agency Version Date: 08/24/2016
Agency Update Frequency: Varies
Planned Next Contact: 01/17/2022

Agency: Mendocino County AQMD
Agency Contact: 707-463-4354
Most Recent Contact: 10/21/2021

DRYCLEANERS_MOJAVE DESERT - CA: Listing of drycleaning facilities in the Mojave Desert region

Agency Version Date: 08/20/2021
Agency Update Frequency: Varies
Planned Next Contact: 11/16/2021

Agency: Mojave Desert AQMD
Agency Contact: 661-723-8070
Most Recent Contact: 08/20/2021

DRYCLEANERS_MONTEREY BAY - CA: Listing of drycleaning facilities in the Monterey Bay region

Agency Version Date: 09/13/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/10/2021

Agency: Monterey Bay Unified APCD
Agency Contact: 831-647-9418 ext.240
Most Recent Contact: 09/13/2021

DRYCLEANERS_NORTH COAST UNIFIED - CA: Listing of drycleaning facilities in the North Coast region

Agency Version Date: 11/01/2017
Agency Update Frequency: Varies
Planned Next Contact: 12/29/2021

Agency: North Coast Unified AQMD
Agency Contact: 707-443-3093 ext. 111
Most Recent Contact: 10/05/2021

DRYCLEANERS_NORTHERN SIERRA - CA: Listing of drycleaning facilities in the Northern Sierra region

Agency Version Date: 09/08/2014
Agency Update Frequency: No Update
Planned Next Contact: 12/07/2021

Agency: Northern Sierra AQMD
Agency Contact: 530-274-9360 ext. 106
Most Recent Contact: 09/10/2021

OTHER ASCERTAINABLE RECORDS (cont.)

DRYCLEANERS_NORTHERN SONOMA COUNTY - CA: Listing of drycleaning facilities in Northern Sonoma County

Agency Version Date: 06/01/2018
Agency Update Frequency: Varies
Planned Next Contact: 11/16/2021

Agency: Northern Sonoma County APCD
Agency Contact: 707-433-5911
Most Recent Contact: 08/20/2021

DRYCLEANERS_PLACER COUNTY - CA: Listing of drycleaning facilities in Placer County

Agency Version Date: 05/02/2018
Agency Update Frequency: Quarterly
Planned Next Contact: 11/25/2021

Agency: Placer County APCD
Agency Contact: 530-745-2324
Most Recent Contact: 08/31/2021

DRYCLEANERS_SACRAMENTO COUNTY - CA: Listing of drycleaning facilities in Sacramento County

Agency Version Date: 09/13/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/10/2021

Agency: Sacramento Metro AQMD
Agency Contact: 916-874-4817
Most Recent Contact: 09/13/2021

DRYCLEANERS_SAN DIEGO COUNTY - CA: Listing of drycleaning facilities in San Diego County

Agency Version Date: 05/20/2019
Agency Update Frequency: Varies
Planned Next Contact: 02/11/2022

Agency: San Diego County APCD
Agency Contact: 858-586-2618
Most Recent Contact: 11/16/2021

DRYCLEANERS_SAN JOAQUIN VALLEY - CA: Listing of drycleaning facilities in the San Joaquin Valley

Agency Version Date: 08/13/2021
Agency Update Frequency: Varies
Planned Next Contact: 02/04/2022

Agency: San Joaquin Valley APCD
Agency Contact: 559-230-5936
Most Recent Contact: 11/09/2021

DRYCLEANERS_SAN LUIS OBISPO - CA: Listing of drycleaning facilities in the San Luis Obispo region

Agency Version Date: 08/24/2021
Agency Update Frequency: Varies
Planned Next Contact: 11/19/2021

Agency: San Luis Obispo County APCD
Agency Contact: 805-781-5912
Most Recent Contact: 08/24/2021

DRYCLEANERS_SANTA BARBARA COUNTY - CA: Listing of drycleaning facilities in Santa Barbara County

Agency Version Date: 08/20/2021
Agency Update Frequency: Varies
Planned Next Contact: 11/16/2021

Agency: Santa Barbara County APCD
Agency Contact: 805-961-8867
Most Recent Contact: 08/20/2021

DRYCLEANERS_SHASTA COUNTY - CA: Listing of drycleaning facilities in Shasta County

Agency Version Date: 02/12/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/25/2022

Agency: Shasta County AQMD
Agency Contact: 530-225-5674
Most Recent Contact: 10/29/2021

DRYCLEANERS_SISKIYOU COUNTY - CA: Listing of drycleaning facilities in Siskiyou County

Agency Version Date: 09/08/2014
Agency Update Frequency: Varies
Planned Next Contact: 01/13/2022

Agency: Siskiyou County APCD
Agency Contact: N/R
Most Recent Contact: 10/19/2021

DRYCLEANERS_SOUTH COAST - CA: Listing of drycleaning facilities in the South Coast region

Agency Version Date: 08/27/2021
Agency Update Frequency: Varies
Planned Next Contact: 11/23/2021

Agency: South Coast AQMD
Agency Contact: 909-396-2000
Most Recent Contact: 08/27/2021

OTHER ASCERTAINABLE RECORDS (cont.)

DRYCLEANERS_TEHAMA COUNTY - CA: Listing of drycleaning facilities in Tehama County

Agency Version Date: 03/12/2021
Agency Update Frequency: Varies
Planned Next Contact: 11/30/2021

Agency: Tehama County APCD
Agency Contact: 530-527-3717 ext.100
Most Recent Contact: 09/03/2021

DRYCLEANERS_TUOLUMNE COUNTY - CA: Listing of drycleaning facilities in Tuolumne County

Agency Version Date: 09/21/2020
Agency Update Frequency: Varies
Planned Next Contact: 12/07/2021

Agency: Tuolumne County APCD
Agency Contact: 209-533-6678
Most Recent Contact: 09/10/2021

DRYCLEANERS_VENTURA COUNTY - CA: Listing of drycleaning facilities in Ventura County

Agency Version Date: 08/04/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/25/2022

Agency: Ventura County APCD
Agency Contact: 805-645-1405
Most Recent Contact: 10/29/2021

DRYCLEANERS_YOLO-SOLANO COUNTIES - CA: Listing of drycleaning facilities in Yolo and Solano Counties

Agency Version Date: 08/24/2021
Agency Update Frequency: Varies
Planned Next Contact: 11/19/2021

Agency: Yolo-Solano AQMD
Agency Contact: 530-757-3664
Most Recent Contact: 08/24/2021

EMI - CA: An estimation of air pollution for a listing of air permitted facilities

Agency Version Date: 09/14/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/10/2021

Agency: California Air Resources Board
Agency Contact: 916-327-6251
Most Recent Contact: 09/14/2021

FA - CA: Listing of the Department of Toxic Substance Control's Financial Assurance report sites and facilities

Agency Version Date: 07/30/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/21/2022

Agency: Department of Toxic Substance Control
Agency Contact: 916-322-2861
Most Recent Contact: 10/26/2021

FA 2 - CA: Financial Assurance Information for solid waste facilities

Agency Version Date: 02/27/2020
Agency Update Frequency: Varies
Planned Next Contact: 01/13/2022

Agency: Department of Environment & Natural Resources
Agency Contact: 916-341-6066
Most Recent Contact: 10/19/2021

FIRE AREAS - CA: The multi-agency statewide database of fire perimeters.

Agency Version Date: 07/15/2021
Agency Update Frequency: No Update
Planned Next Contact: 01/06/2022

Agency: California Department of Forestry and Fire Protection
Agency Contact: 916-445-4302
Most Recent Contact: 10/11/2021

GCC_SANTA CLARA VALLEY - CA: Santa Clara Valley groundwater contamination cleanups listing

Agency Version Date: 09/01/2021
Agency Update Frequency: Varies
Planned Next Contact: 11/29/2021

Agency: CA State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 09/01/2021

HAZMAT INCIDENT_CONTRA COSTA COUNTY - CA: Listing of hazardous material incident sites since 1993 in Contra Costa County

Agency Version Date: 08/13/2021
Agency Update Frequency: Varies
Planned Next Contact: 02/04/2022

Agency: Contra Costa Health Services Department
Agency Contact: 925-335-3200
Most Recent Contact: 11/09/2021

OTHER ASCERTAINABLE RECORDS (cont.)

HAZMAT_CITY OF SAN JOSE - CA: City of San Jose hazardous material facilities listing

Agency Version Date: 01/05/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/21/2021

Agency: Santa Clara County Department of Environmental Health
Agency Contact: 408-918-1951
Most Recent Contact: 09/24/2021

HAZMAT_SACRAMENTO COUNTY - CA: Sacramento county hazardous material facilities listing

Agency Version Date: 08/20/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 11/16/2021

Agency: Sacramento County Environmental Management
Agency Contact: 916-875-8550
Most Recent Contact: 08/20/2021

HAZMAT_SAN BERNARDINO COUNTY - CA: San Bernardino county listing of hazardous material permitted facilities

Agency Version Date: 08/13/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 02/04/2022

Agency: San Bernardino County Fire Department Hazardous Materials Division
Agency Contact: 909-386-8419
Most Recent Contact: 11/09/2021

HAZMAT_SAN DIEGO COUNTY - CA: San Diego county listing of hazardous material permitted facilities

Agency Version Date: 05/19/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 02/03/2022

Agency: Hazardous Materials Management Division
Agency Contact: 858-505-6700
Most Recent Contact: 11/09/2021

HAZMAT_SANTA CLARA COUNTY - CA: Santa Clara county hazardous material facilities listing

Agency Version Date: 08/31/2021
Agency Update Frequency: Annually
Planned Next Contact: 11/19/2021

Agency: Santa Clara Department of Environmental Health
Agency Contact: 408-918-3428
Most Recent Contact: 08/31/2021

HAZNET - CA: Listing of hazardous waste manifests from when hazardous waste is transported from generators to permitted recycling treatment storage or disposal facilities by registered hazardous waste transporters

Agency Version Date: 04/05/2021
Agency Update Frequency: Annually
Planned Next Contact: 12/22/2021

Agency: California Environmental Protection Agency
Agency Contact: 916-341-5791
Most Recent Contact: 09/27/2021

HAZWASTE_ORANGE COUNTY - CA: Orange County hazardous waste facilities

Agency Version Date: 08/18/2021
Agency Update Frequency: Annually
Planned Next Contact: 02/08/2022

Agency: Orange County Health Care Agency
Agency Contact: 714-433-6000
Most Recent Contact: 11/12/2021

HIGH FIRE - CA: Fire hazard severity zones mapped as areas of significant fire hazards on the basis of fuels terrain weather and other factors

Agency Version Date: 03/22/2021
Agency Update Frequency: No update
Planned Next Contact: 12/09/2021

Agency: California Department of Forestry and Fire Protection
Agency Contact: 916-445-4302
Most Recent Contact: 09/13/2021

HIST CORTESE - CA: The historical compliance document used in providing information about the location of hazardous material release sites utilized by the state local agencies and developers

Agency Version Date: 11/09/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 02/03/2022

Agency: Department of Toxic Substance Control
Agency Contact: 916-322-2861
Most Recent Contact: 11/09/2021

OTHER ASCERTAINABLE RECORDS (cont.)

HIST HAZNET - CA: List of hazardous waste manifests from when hazardous waste is transported from generators to permitted recycling treatment storage or disposal facilities by registered hazardous waste transporters that are no longer in current agency list.

Agency Version Date: 10/10/2018
Agency Update Frequency: Annually
Planned Next Contact: 11/24/2021

Agency: California Environmental Protection Agency
Agency Contact: 916-341-5791
Most Recent Contact: 08/30/2021

HIST HMS_LOS ANGELES COUNTY - CA: List of Los Angeles county industrial waste and underground storage tank sites that are no longer in current agency list.

Agency Version Date: 09/15/2018
Agency Update Frequency: Annually
Planned Next Contact: 12/20/2021

Agency: County of Los Angeles Department of Public Works
Agency Contact: 626-458-3518
Most Recent Contact: 09/23/2021

HIST HWP - CA: List of the Department of Toxic Substance Control's hazardous waste transporters and corrective action that are no longer in current agency list.

Agency Version Date: 01/18/2019
Agency Update Frequency: Annually
Planned Next Contact: 01/25/2022

Agency: Department of Toxic Substance Control
Agency Contact: 916-322-2861
Most Recent Contact: 10/29/2021

HIST LDS - CA: List of areas of land on or in which hazardous waste is placed or the largest area in which there is significant likelihood of mixing hazardous waste constituents in the same area that are no longer in current agency list.

Agency Version Date: 05/20/2018
Agency Update Frequency: Annually
Planned Next Contact: 11/30/2021

Agency: State Water Quality Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 09/03/2021

HIST MCS - CA: List of the State Water Resources Control Boards investigation and remediation of water quality issues at military facilities that is no longer in current agency list.

Agency Version Date: 09/24/2018
Agency Update Frequency: No Longer Maintained
Planned Next Contact: 12/20/2021

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 09/23/2021

HIST NFA - CA: Historical No further action cleanup sites listing

Agency Version Date: 02/21/2019
Agency Update Frequency: Quarterly
Planned Next Contact: 02/10/2022

Agency: Department of Toxic Substances Control
Agency Contact: 916-322-2861
Most Recent Contact: 11/16/2021

HMS_LOS ANGELES COUNTY - CA: Listing of Los Angeles county industrial waste and underground storage tank sites

Agency Version Date: 04/02/2021
Agency Update Frequency: Monthly
Planned Next Contact: 12/21/2021

Agency: County of Los Angeles Department of Public Works
Agency Contact: 626-458-3518
Most Recent Contact: 09/24/2021

HWM COMMERCIAL FACILITIES - CA: Listing of all commercial hazardous waste permitted off-site transfer recycling treatment storage and disposal facilities

Agency Version Date: 10/25/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/20/2022

Agency: Department of Toxic Substance Control
Agency Contact: 916-322-5308
Most Recent Contact: 10/25/2021

HWP - CA: Facility listing of the Department of Toxic Substance Control's hazardous waste transporters and corrective action

Agency Version Date: 11/02/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/28/2022

Agency: Department of Toxic Substance Control
Agency Contact: 916-322-2861
Most Recent Contact: 11/02/2021

OTHER ASCERTAINABLE RECORDS (cont.)

HWT - CA: Listing of registered hazardous waste transporters

Agency Version Date: 11/05/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 02/01/2022

Agency: Department of Toxic Substance Control
Agency Contact: 916-322-2861
Most Recent Contact: 11/05/2021

LDS - CA: List of Land Disposal Cleanup Sites from Geotracker

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

LOP_SANTA CLARA COUNTY - CA: Santa Clara county leaking underground storage tank sites

Agency Version Date: 07/21/2017
Agency Update Frequency: No Longer Maintained
Planned Next Contact: 01/20/2022

Agency: Department of Environmental Health
Agency Contact: 408-280-6479
Most Recent Contact: 10/26/2021

MCS - CA: List of Military Cleanup Sites from Geotracker

Agency Version Date: 08/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/25/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5791
Most Recent Contact: 10/29/2021

MWMP - CA: Listing of treatment and transfer stations that properly handle and dispose of medical waste that are permitted and inspected by the Medical Waste Management Program

Agency Version Date: 11/02/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/28/2022

Agency: California-Health Human Services Department of Public Health
Agency Contact: 916-449-5661
Most Recent Contact: 11/02/2021

MWMP 2 - CA: Listing of facilities that generate permitted medical waste and are inspected by the Medical Waste Management Program

Agency Version Date: 10/19/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/13/2022

Agency: California-Health Human Services Department of Public Health
Agency Contact: 916-449-5661
Most Recent Contact: 10/19/2021

NFA - CA: No further action cleanup sites listing

Agency Version Date: 09/28/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/23/2021

Agency: Department of Toxic Substances Control
Agency Contact: 916-322-2861
Most Recent Contact: 09/28/2021

NFE - CA: Unconfirmed contaminated properties listing

Agency Version Date: 09/24/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/22/2021

Agency: Department of Toxic Substances Control
Agency Contact: 916-322-2861
Most Recent Contact: 09/24/2021

NPDES - CA: Listing of facilities with wastewater and NPDES permits including stormwater

Agency Version Date: 09/03/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 11/30/2021

Agency: State Water Resources Control Board
Agency Contact: 916-341-5810
Most Recent Contact: 09/03/2021

OTHER ASCERTAINABLE RECORDS (cont.)

PERCHLORATE 2 - CA: Listing of contaminated sites where the primary known chemical is perchlorate

Agency Version Date: 09/24/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 12/21/2021

Agency: Department of Toxic Substances Control
Agency Contact: 916-322-2861
Most Recent Contact: 09/24/2021

PFAS - CA: List of PFAS sites and areas of interest

Agency Version Date: 10/12/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/07/2022

Agency: California State Water Resources Control Board
Agency Contact: N/R
Most Recent Contact: 10/12/2021

PFAS DOD - CA: List of DoD facilities conducting PFAS investigations

Agency Version Date: 10/12/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/07/2022

Agency: California State Water Resources Control Board
Agency Contact: N/R
Most Recent Contact: 10/12/2021

PROPOSITION 65 - CA: Listing of Proposition 65 enforcement reporting notice sites in accordance with "The Safe Drinking Water and Toxic Enforcement Act of 1986"

Agency Version Date: 06/11/2021
Agency Update Frequency: No update
Planned Next Contact: 12/03/2021

Agency: State of California Department of JusticeOffice of the Attorney General
Agency Contact: 510-873-6321
Most Recent Contact: 09/08/2021

RFR - CA: State Water Resources Control Board Regulated Facility Report database listing which includes program agency type and their permit status

Agency Version Date: 09/10/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/07/2021

Agency: CA State Water Resources Control Board
Agency Contact: 916-341-5810
Most Recent Contact: 09/10/2021

SITES INVENTORY_VENTURA COUNTY - CA: Listing of Ventura County inventory of closed illegal abandoned and inactive sites

Agency Version Date: 05/14/2021
Agency Update Frequency: Annually
Planned Next Contact: 02/01/2022

Agency: Environmental Health Division
Agency Contact: 805-654-2815
Most Recent Contact: 11/05/2021

SMU_SANTA BARBARA COUNTY - CA: Site Mitigation Unit site assessment and corrective actions at properties in Santa Barbara County

Agency Version Date: 10/08/2021
Agency Update Frequency: Varies
Planned Next Contact: 12/31/2021

Agency: Santa Barbara County APCD
Agency Contact: (805) 681-4900
Most Recent Contact: 10/08/2021

SWAT - CA: The SWAT Reports Summary Data and the Waste Management Unit Database were published by State Water Resources Control Board staff and the Regional Water Quality Control Boards for tracking and inventory of waste management units.

Agency Version Date: 08/08/2015
Agency Update Frequency: No Longer Maintained
Planned Next Contact: 11/23/2021

Agency: Department of Ecology
Agency Contact: 916-322-2861
Most Recent Contact: 08/27/2021

VCCP_VENTURA COUNTY - CA: Listing of Ventura County cleanup program sites

Agency Version Date: 05/13/2021
Agency Update Frequency: Annually
Planned Next Contact: 01/31/2022

Agency: Environmental Health Division
Agency Contact: 805-654-2815
Most Recent Contact: 11/04/2021

OTHER ASCERTAINABLE RECORDS (cont.)

WDS - CA: Listing of waste discharge system reporting facilities

Agency Version Date: 10/22/2021
Agency Update Frequency: Quarterly
Planned Next Contact: 01/18/2022

Agency: State Water Resources Control Board
Agency Contact: 916-341-5810
Most Recent Contact: 10/22/2021

WILDLANDS - CA: The Wildlands Conservancy listing of preserves in California

Agency Version Date: 08/23/2021
Agency Update Frequency: Varies
Planned Next Contact: 11/18/2021

Agency: The Wildlands Conservancy
Agency Contact: 909-797-8507
Most Recent Contact: 08/23/2021

WIP - CA: Listing of Well Investigation Program cases in the San Gabriel and San Fernando Valley area

Agency Version Date: 07/01/2009
Agency Update Frequency: Varies
Planned Next Contact: 02/08/2022

Agency: Los Angeles Water Quality Control Board
Agency Contact: 916-341-5810
Most Recent Contact: 11/12/2021

OTHER

SEISMIC - CA: Earthquake Zones of Required Investigation. Shows the location of both Seismic Hazard Zones and Earthquake Fault Zones

Agency Version Date: 04/30/2021
Agency Update Frequency: Varies
Planned Next Contact: 01/18/2022

Agency: State of California Department of Conservation
Agency Contact: 916-324-7299
Most Recent Contact: 10/22/2021

SUBJECT PROPERTY ADDRESS:

15.4-Acre Site
Avenue 17
Madera, CA 93637

SUBJECT PROPERTY COORDINATES:

Latitude(North):	36.998342 - 36°59'54"
Longitude(West):	-120.107289 - -120°6'26.2"
Universal Transverse Mercator:	Zone 10N
UTM X (Meters):	757418.02
UTM Y (Meters):	4098600.92

ELEVATION:

Elevation: 259 ft. above sea level

USGS TOPOGRAPHIC MAP:

Subject Property Map:	36120-H1 Madera, CA
Most Recent Revision:	2015

Subject Property Map:	37120-A1 Kismet, CA
Most Recent Revision:	2018

GEOHYDROLOGY DATA:**SUBJECT PROPERTY TOPOGRAPHY:**

Topographic Gradient: Northwest

DFIRM FLOOD ZONE:

	DFIRM Flood
Subject Property County:	Electronic Data:
MADERA	Yes - refer to the PROPERTY PROXIMITY MAP and AREA MAP
Flood Plain Panel at Subject Property:	06039C0915E (Eff. date 9/26/2008) 06039C1155E (Eff. date 9/26/2008)
Additional Panels in search area:	06039C1150E (Eff. date 9/26/2008) 06039C0900E (Eff. date 9/26/2008)

FEMA FLOOD ZONE:

	FEMA Flood
Subject Property County:	Electronic Data:
MADERA	Yes - refer to the PROPERTY PROXIMITY MAP and AREA MAP
Flood Plain Panel at Subject Property:	0601700605B
Additional Panels in search area:	0601700600B 0601720005B

NATIONAL WETLAND INVENTORY:

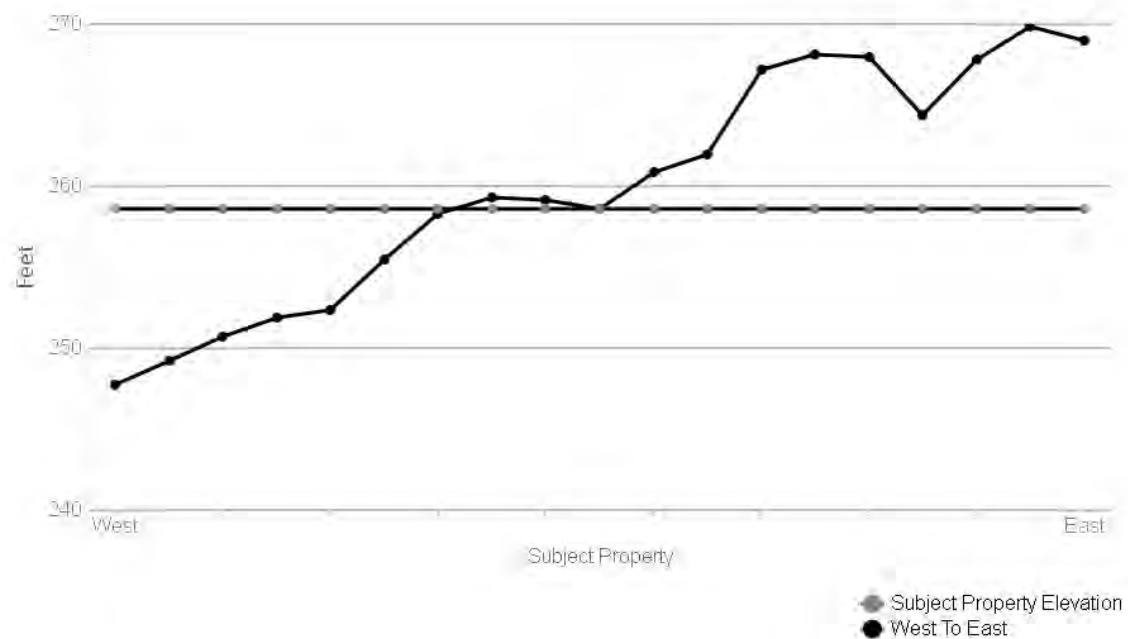
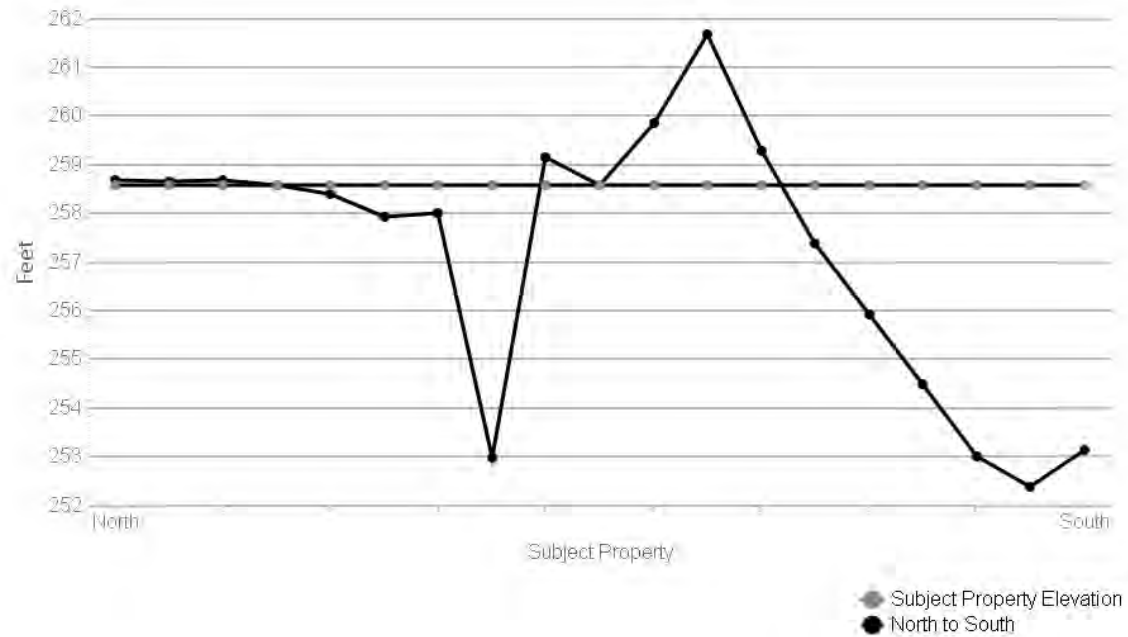
NWI Electronic	
<u>NWI Quad at Subject Property:</u>	<u>Data Coverage:</u>
Madera	Yes - refer to the Geological Findings Map

LITHOSTRATIGRAPHIC INFORMATION:

ROCK STRATIGRAPHIC UNIT:

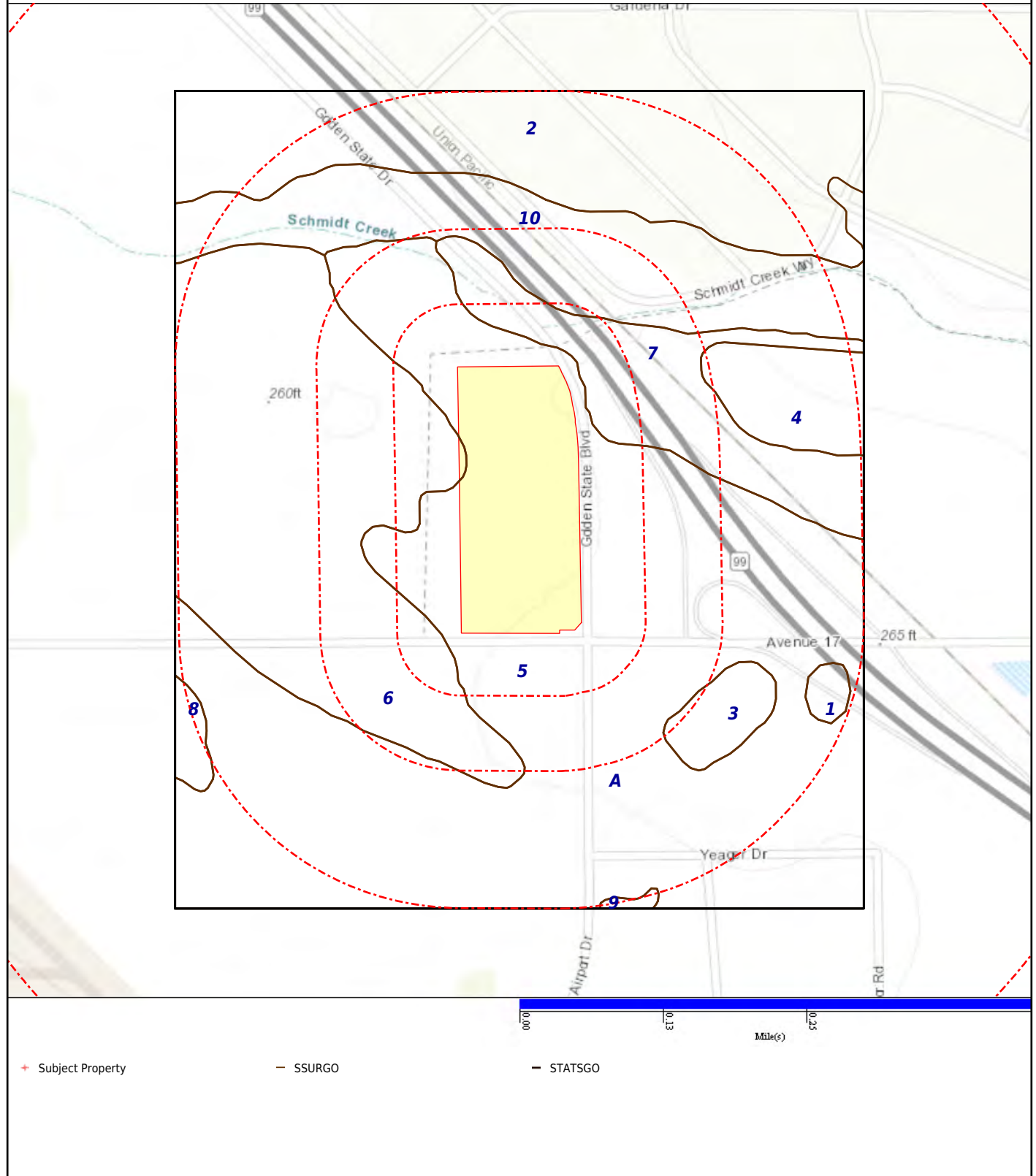
GEOLOGIC AGE IDENTIFICATION

Era:	Cenozoic	Category: 4 Q Quaternary
System:	Quaternary	
Series:	Quaternary	
Code:	Q	



SUBJECT NAME: 15.4-Acre Site
 ADDRESS: Avenue 17, Madera, CA, 93637
 LAT/LONG: 36.998342 / -120.107289

PREPARED FOR: Technicon Engineering Services
 ORDER #: 63639
 REPORT DATE: November 16, 2021



SOIL COMPOSITION IN GENERAL AREA OF SUBJECT PROPERTY:

Agency source: Soil Conservation Service, US Department of Agriculture

SOIL MAP ID 1
SSURGO

USDA Soil Name	Alamo, Series
USDA Soil Texture	Clay
Hydrologic Soil Group	D
Soil Drainage Class	Poorly drained
Hydric Classification	85
Corrosion Potential - Uncoated Steel	High

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
1	0-30	Clay	Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984).	FINE-GRAINED SOILS, Silts and clays (liquid limit is 50% or more), Fat Clay. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	0.42-1.4	6.1-7.8
2	30-56	Clay	Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984).	FINE-GRAINED SOILS, Silts and clays (liquid limit is 50% or more), Fat Clay. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	0.01-0.42	6.1-8.4
3	56-76		No data	No data	0-0.01	0-0
4	76-152	Sandy loam	Silt-Clay materials (more than 35% passing NO. 200), silty soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and	14-42	5.6-6.5

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
4	76-152	Sandy loam	Transportation Officials, 1984.	the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	14-42	5.6-6.5

SOIL MAP ID 2**SSURGO**

USDA Soil Name	San Joaquin, Series
USDA Soil Texture	Sandy loam
Hydrologic Soil Group	D
Soil Drainage Class	Moderately well drained
Hydric Classification	1
Corrosion Potential - Uncoated Steel	Moderate

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
1	0-23	Sandy loam	Silt-Clay materials (more than 35% passing NO. 200), silty soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	COARSE-GRAINED SOILS, Sands, sands with fines, Clayey Sand. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	4-14	5.6-6.5
2	23-38	Sandy clay loam	Silt-Clay materials (more than 35% passing No. 200) clayey soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	COARSE-GRAINED SOILS, Sands, sands with fines, Clayey Sand. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in	1.4-4	6.2-7.3

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
2	23-38	Sandy clay loam	Silt-Clay materials (more than 35% passing No. 200) clayey soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	organic matter (ASTM test D 2487, in ASTM, 1984).	1.4-4	6.2-7.3
3	38-53	Clay	Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	FINE-GRAINED SOILS, Silts and clays (liquid limit is 50% or more), Fat Clay. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	0.01-0.42	6.2-7.8
4	53-94		No data	No data	0-0.01	6.2-7.8
5	94-200	Loam	Silt-Clay materials (more than 35% passing No. 200) clayey soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	FINE-GRAINED SOILS, Silts and clays (liquid limit is less than 50%), Lean Clay. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	0.42-1.4	6.2-7.8

SOIL MAP ID 3**SSURGO**

USDA Soil Name	Alamo, Series
USDA Soil Texture	Clay
Hydrologic Soil Group	D
Soil Drainage Class	Poorly drained
Hydric Classification	85
Corrosion Potential - Uncoated Steel	High

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
1	0-30	Clay	Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984).	FINE-GRAINED SOILS, Silts and clays (liquid limit is 50% or more), Fat Clay. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	0.42-1.4	6.1-7.8
2	30-56	Clay	Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984).	FINE-GRAINED SOILS, Silts and clays (liquid limit is 50% or more), Fat Clay. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	0.01-0.42	6.1-8.4
3	56-76		No data	No data	0-0.01	0-0
4	76-152	Sandy loam	Silt-Clay materials (more than 35% passing NO. 200), silty soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984).	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in	14-42	5.6-6.5

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
4	76-152	Sandy loam	Silt-Clay materials (more than 35% passing NO. 200), silty soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	organic matter (ASTM test D 2487, in ASTM, 1984).	14-42	5.6-6.5

SOIL MAP ID 4**SSURGO**

USDA Soil Name	Gravel pits,Miscellaneous area
USDA Soil Texture	Coarse sand
Hydrologic Soil Group	Not Reported
Soil Drainage Class	Excessively drained
Hydric Classification	0
Corrosion Potential - Uncoated Steel	Not Reported

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
1	0-15	Coarse sand	Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	COARSE-GRAINED SOILS, Gravels, clean gravels, Poorly Graded Gravel. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	42-141	0-0
2	15-152	Sand	Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	COARSE-GRAINED SOILS, Gravels, clean gravels, Poorly Graded Gravel. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size	42-141	0-0

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
2	15-152	Sand	Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	42-141	0-0

SOIL MAP ID 5**SSURGO**

USDA Soil Name	San Joaquin, Series
USDA Soil Texture	Sandy loam
Hydrologic Soil Group	D
Soil Drainage Class	Moderately well drained
Hydric Classification	1
Corrosion Potential - Uncoated Steel	Moderate

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
1	0-23	Sandy loam	Silt-Clay materials (more than 35% passing NO. 200), silty soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	COARSE-GRAINED SOILS, Sands, sands with fines, Clayey Sand. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	4-14	5.6-6.5
2	23-38	Sandy clay loam	Silt-Clay materials (more than 35% passing No. 200) clayey soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	COARSE-GRAINED SOILS, Sands, sands with fines, Clayey Sand. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM	1.4-4	6.2-7.3

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
2	23-38	Sandy clay loam	Silt-Clay materials (more than 35% passing No. 200) clayey soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	test D 2487, in ASTM, 1984).	1.4-4	6.2-7.3
3	38-53	Clay	Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	FINE-GRAINED SOILS, Silts and clays (liquid limit is 50% or more), Fat Clay. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	0.01-0.42	6.2-7.8
4	53-94		No data	No data	0-0.01	6.2-7.8
5	94-200	Loam	Silt-Clay materials (more than 35% passing No. 200) clayey soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	FINE-GRAINED SOILS, Silts and clays (liquid limit is less than 50%), Lean Clay. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	0.42-1.4	6.2-7.8

SOIL MAP ID 6**SSURGO**

USDA Soil Name	Atwater, Series
USDA Soil Texture	Loamy sand
Hydrologic Soil Group	A
Soil Drainage Class	Well drained
Hydric Classification	2
Corrosion Potential - Uncoated Steel	Low

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
1	0-61	Loamy sand	Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984).	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	42-141	6.1-7.3
2	61-107	Sandy loam	Silt-Clay materials (more than 35% passing NO. 200), silty soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984).	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	14-42	6.1-7.3
3	107-152		No data	No data	0-0.01	0-0

SOIL MAP ID 7**SSURGO**

USDA Soil Name	Atwater, Series
USDA Soil Texture	Loamy sand
Hydrologic Soil Group	A
Soil Drainage Class	Well drained
Hydric Classification	2
Corrosion Potential - Uncoated Steel	Low

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
1	0-61	Loamy sand	Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	42-141	6.1-7.3
2	61-107	Sandy loam	Silt-Clay materials (more than 35% passing NO. 200), silty soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	14-42	6.1-7.3
3	107-152		No data	No data	0-0.01	0-0

SOIL MAP ID 8**SSURGO**

USDA Soil Name	Madera, Series
USDA Soil Texture	Loam
Hydrologic Soil Group	D
Soil Drainage Class	Moderately well drained
Hydric Classification	1
Corrosion Potential - Uncoated Steel	Moderate

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
1	0-23	Loam	Silt-Clay materials (more than 35% passing NO. 200), silty soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure	FINE-GRAINED SOILS, Silts and clays (liquid limit is less than 50%), Lean Clay. Reference: This is a classification of soil material designed for general construction purposes. It is dependent	4-14	5.6-7.3

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
1	0-23	Loam	M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	4-14	5.6-7.3
2	23-46	Sandy clay loam	Silt-Clay materials (more than 35% passing No. 200) clayey soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	COARSE-GRAINED SOILS, Sands, sands with fines, Clayey Sand. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	1.4-4	6.1-7.3
3	46-64	Clay	Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	FINE-GRAINED SOILS, Silts and clays (liquid limit is 50% or more), Fat Clay. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	0.01-0.42	6.6-8.4
4	64-71		No data	No data	0-0.01	0-0
5	71-152	Coarse sandy loam	Silt-Clay materials (more than 35% passing NO. 200), silty soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	COARSE-GRAINED SOILS, Sands, sands with fines, Clayey Sand. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM,	0.42-1.4	7.4-8.4

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
5	71-152	Coarse sandy loam	Silt-Clay materials (more than 35% passing NO. 200), silty soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	1984).	0.42-1.4	7.4-8.4

SOIL MAP ID 9
SSURGO

USDA Soil Name	Alamo, Series
USDA Soil Texture	Clay
Hydrologic Soil Group	D
Soil Drainage Class	Poorly drained
Hydric Classification	85
Corrosion Potential - Uncoated Steel	High

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
1	0-30	Clay	Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	FINE-GRAINED SOILS, Silts and clays (liquid limit is 50% or more), Fat Clay. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	0.42-1.4	6.1-7.8
2	30-56	Clay	Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and	FINE-GRAINED SOILS, Silts and clays (liquid limit is 50% or more), Fat Clay. Reference: This is a classification of soil material designed for general construction	0.01-0.42	6.1-8.4

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
2	30-56	Clay	Transportation Officials, 1984.	purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	0.01-0.42	6.1-8.4
3	56-76		No data	No data	0-0.01	0-0
4	76-152	Sandy loam	Silt-Clay materials (more than 35% passing NO. 200), silty soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	14-42	5.6-6.5

SOIL MAP ID 10**SSURGO**

USDA Soil Name	Hanford, Series
USDA Soil Texture	Sandy loam
Hydrologic Soil Group	B
Soil Drainage Class	Well drained
Hydric Classification	0
Corrosion Potential - Uncoated Steel	Low

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
1	0-30	Sandy loam	Silt-Clay materials (more than 35% passing NO. 200), silty soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM	14-42	5.6-7.8

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
1	0-30	Sandy loam	Silt-Clay materials (more than 35% passing NO. 200), silty soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	test D 2487, in ASTM, 1984).	14-42	5.6-7.8
2	30-91	Fine sandy loam	Silt-Clay materials (more than 35% passing NO. 200), silty soils. Reference: This is a classification of soil material for highway and airfield construction (Procedure M 145-73 in Am. Assoc. of State Highway and Transportation Officials, 1984.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. Reference: This is a classification of soil material designed for general construction purposes. It is dependent on the particle size distribution of the <75 mm, the liquid limit, and the plasticity index and on whether the soil material is high in organic matter (ASTM test D 2487, in ASTM, 1984).	14-42	5.6-7.8
3	91-152		No data	No data	0-0.01	0-0

SOIL MAP ID A**STATSGO**

USDA Soil Name	San Joaquin, Series
USDA Soil Texture	Sandy loam
Hydrologic Soil Group	D
Soil Drainage Class	Moderately well drained
Hydric Classification	0
Corrosion Potential - Uncoated Steel	Moderate

Layer	Depth (inches)	Soil Texture	AASHTO Group	Unified Soil Description	Saturated Hydraulic Conductivity micro m/sec	Soil Reaction pH
1	0-16	Sandy loam	No data	No data	4.2343-14.1143	5.6-6.5
2	16-19	Sandy clay loam	No data	No data	1.4114-4.2343	6.1-7.3
3	19-28	No data	No data	No data	0.0706-0.4234	6.1-7.8
4	28-60		No data	No data	No data	No data
5	60-70	Sandy loam	No data	No data	0.4234-1.4114	6.1-7.8

WATER AGENCY DATA:**WATER AGENCY SEARCH DISTANCES:**

<u>DATABASE:</u>	<u>SEARCH DISTANCE (MILES):</u>
NWIS	1.000
OIL & GAS WELLS - CA	1.000
PWS	1.000
WELLS - GAMA - CA	0.000

<u>DISTANCE TO NEAREST:</u>	<u>DISTANCE:</u>
NWIS	0.291 mi / 1534 ft
OIL & GAS WELLS - CA	N/A
PWS	0.324 mi / 1709 ft
WELLS - GAMA - CA	0.404 mi / 2135 ft

FEDERAL WATER AGENCY DATA SUMMARY:

<u>MAP ID:</u>	<u>WELL ID:</u>	<u>LOCATION FROM SP:</u>
5	370014120063501	1/4 - 1/2 Mile NNW
7	CA2000286	1/4 - 1/2 Mile S
10	MADCHOW-02 USGS-365936120062901 365936120062901	1/4 - 1/2 Mile SSW
15	USGS-370026120060701 370026120060701	1/2 - 1 Mile NNE
23	370013120071001	1/2 - 1 Mile WNW
26	370039120063701	1/2 - 1 Mile NNW
27	Valley Grain Products AZTECA MILLING LP AZTECA MILLING LP #1(VALLEY GRAIN)	1/2 - 1 Mile NNW
28	365923120053801	1/2 - 1 Mile SE
29	365921120071001	1/2 - 1 Mile SW
31	365947120072301	1/2 - 1 Mile W

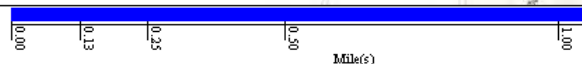
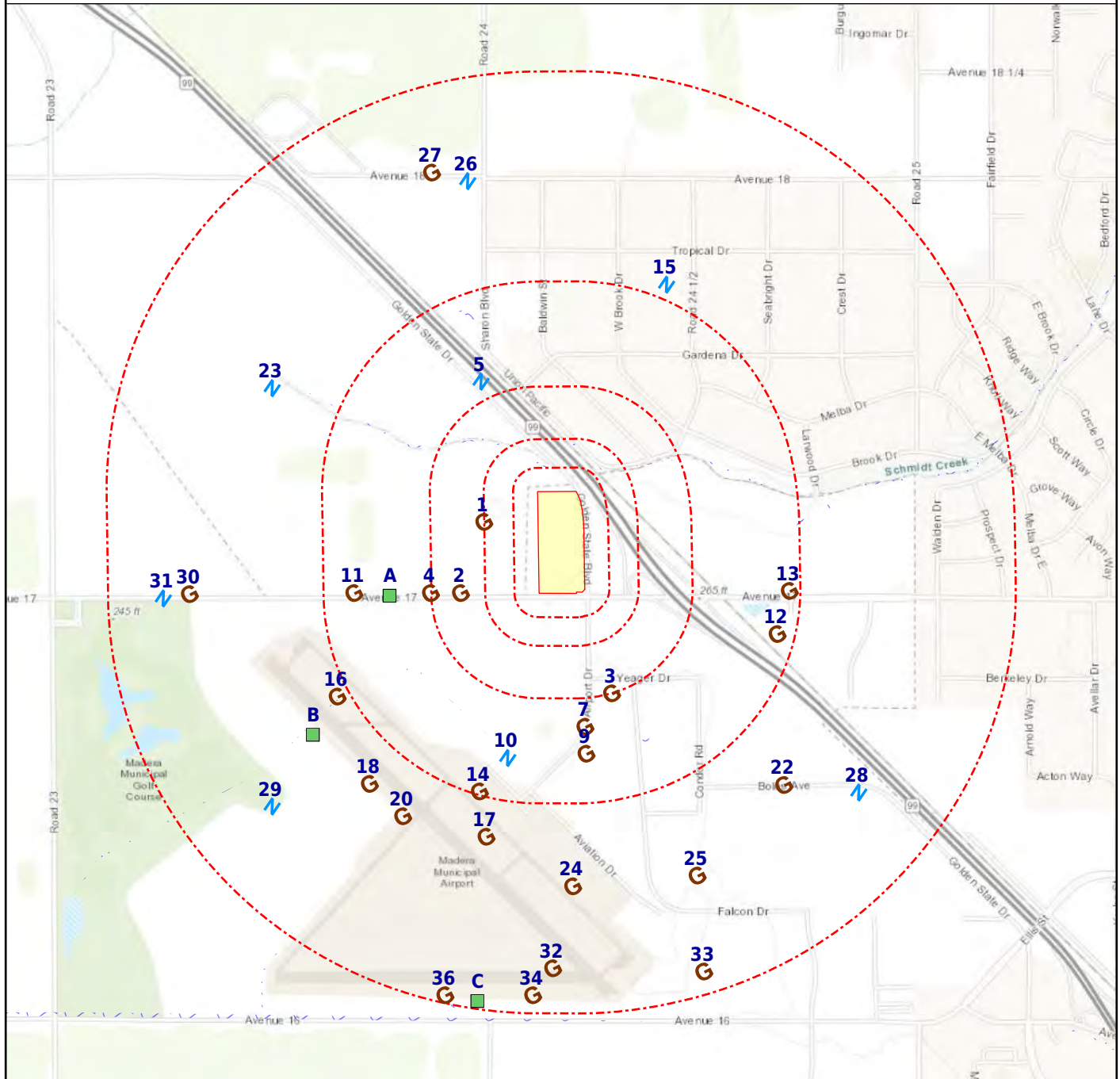
Note: PWS System location is not always the same as well location.

STATE/LOCAL WATER AGENCY DATA SUMMARY:

<u>MAP ID:</u>	<u>WELL ID:</u>	<u>LOCATION FROM SP:</u>
10	MADCHOW-02 USGS-365936120062901 365936120062901	1/4 - 1/2 Mile SSW
15	USGS-370026120060701 370026120060701	1/2 - 1 Mile NNE

SUBJECT NAME: 15.4-Acre Site
ADDRESS: Avenue 17, Madera, CA, 93637
LAT/LONG: 36.998342 / -120.107289

PREPARED FOR: Technicon Engineering Services
ORDER #: 63639
REPORT DATE: November 16, 2021



- | | | | |
|---------------------------|------------------|----------------|----------------------|
| Subject Property | Basins (No Data) | DAMS (No Data) | Fire Areas (No Data) |
| Geologic Cluster | Geological Site | NWI | NWIS |
| Oil & Gas Wells (No Data) | | | |

Map Id: 1
Direction: W
Distance: 0.129 mi., 684 ft.
Elevation: 260 ft.
Relative: Higher

Site Name : UTILITY POLE
36.998981, -120.110589
MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 43195380
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action : 2021-04-13
Action : Change
FAA Study Number : 2015AWP04043OE
OBS Number : 06-154549
Obstacle Type : UTILITY POLE
City Name : MADERA
State Identifier : CA
Country Identifier : USA
Type of Lighting : None
Verification Status : Verified
Quantity : 1
Mark Indicator : None
Above Ground Level Height (Feet) : 00041
Above Mean Sea Level Height (Feet) : 00301
Horizontal Accuracy : +-20'
Vertical Accuracy : +-10'
Latitude : 36 59 56.33N
Longitude : 120 06 38.12W

Map Id: 2
Direction: WSW
Distance: 0.186 mi., 985 ft.
Elevation: 258 ft.
Relative: Lower

Site Name : UTILITY POLE
36.99655, -120.111581
MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 43161332
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action : 2021-04-13
Action : Change
FAA Study Number : 2014AWP00392OE
OBS Number : 06-150084
Obstacle Type : UTILITY POLE
City Name : MADERA
State Identifier : CA
Country Identifier : USA
Type of Lighting : None
Verification Status : Verified
Quantity : 1
Mark Indicator : None
Above Ground Level Height (Feet) : 00050
Above Mean Sea Level Height (Feet) : 00307
Horizontal Accuracy : +-20'
Vertical Accuracy : +-10'
Latitude : 36 59 47.58N
Longitude : 120 06 41.69W

Map Id: 3
Direction: SSE
Distance: 0.254 mi., 1344 ft.
Elevation: 258 ft.
Relative: Lower

Site Name : TOWER
36.993083, -120.105222
MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 812659
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action :	2021-04-13
Action :	Change
FAA Study Number :	2010AWP049400E
OBS Number :	06-021831
Obstacle Type :	TOWER
City Name :	MADERA
State Identifier :	CA
Country Identifier :	USA
Type of Lighting :	None
Verification Status :	Verified
Quantity :	1
Mark Indicator :	None
Above Ground Level Height (Feet) :	00072
Above Mean Sea Level Height (Feet) :	00329
Horizontal Accuracy :	+ -20'
Vertical Accuracy :	+ -20'
Latitude :	36 59 35.10N
Longitude :	120 06 18.80W

Map Id: 4
Direction: WSW
Distance: 0.255 mi., 1346 ft.
Elevation: 256 ft.
Relative: Lower

Site Name : UTILITY POLE
36.996542, -120.112822
MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 906792
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action :	2021-04-13
Action :	Change
FAA Study Number :	2014AWP003910E
OBS Number :	06-150115
Obstacle Type :	UTILITY POLE
City Name :	MADERA
State Identifier :	CA
Country Identifier :	USA
Type of Lighting :	None
Verification Status :	Verified
Quantity :	1
Mark Indicator :	None
Above Ground Level Height (Feet) :	00050
Above Mean Sea Level Height (Feet) :	00305
Horizontal Accuracy :	+ -20'
Vertical Accuracy :	+ -10'
Latitude :	36 59 47.55N
Longitude :	120 06 46.16W

Map Id: 5
 Direction: NNW
 Distance: 0.291 mi., 1535 ft.
 Elevation: 257 ft.
 Relative: Lower

Site Name : 370014120063501
 37.003835, -120.110721
 CA
Database(s) : [NWIS]

EnviroSite ID: 9212654
EPA ID: N/R

NWIS

Site Identification Number :	370014120063501
Site Type :	Well
Station Name :	011S017E04J001M
Agency :	U.S. Geological Survey
District :	N/R
State :	CA
County :	Madera County
Country :	USA
Land Net Location :	N/R
Name of Location Map :	N/R
Scale of Location Map :	N/R
Altitude of Gage/Land Surface :	250.00
Method Altitude Determined :	Interpolated from topographic map.
Altitude Accuracy :	2.5
Altitude Datum :	National Geodetic Vertical Datum of 1929
Hydrologic Unit :	Fresno River
Drainage Basin :	N/R
Topographic Setting :	N/R
Flags for the Type of Data Collected:	NNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNO
Flags for Instruments at Site :	NNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNN
Date of First Construction :	1965-01-01
Date Site Established or Inventoried:	N/R
Drainage Area :	N/R
Contributing Drainage Area :	N/R
Data Reliability :	Data have been checked by the reporting agency.
Data-Other GW Files :	YYNNYYNN
National Aquifer :	Central Valley aquifer system
Local Aquifer :	N/R
Local Aquifer Type :	N/R
Well Depth :	345
Hole Depth :	N/R
Source of Depth Data :	N/R
Project Number :	N/R
Real-Time Data Flag :	0
Peak-Streamflow Data Begin Date :	N/R
Peak-Streamflow Data End Date :	N/R
Peak-Streamflow Data Count :	0
Water-Quality Data Begin Date :	N/R
Water-Quality Data End Date :	N/R
Water-Quality Data Count :	0
Field Water-Level Measurements Begin Date:	1965-03-01
Field Water-level Measurements End Date:	1965-03-01
Field Water-Level Measurements Count:	1
Site-Visit Data Begin Date :	N/R
Site-Visit Data End Date :	N/R
Site-Visit Data Count :	0
Latitude :	37.003835
Longitude :	-120.110721
Last Date in Agency List :	2021-10-11

Map Id: A6
 Direction: WSW
 Distance: 0.322 mi., 1701 ft.
 Elevation: 254 ft.
 Relative: Lower

Site Name : UTILITY POLE
 36.996542, -120.114039
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 43160951
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action : 2021-04-13
 Action : Change
 FAA Study Number : 2014AWP003900E
 OBS Number : 06-150044
 Obstacle Type : UTILITY POLE
 City Name : MADERA
 State Identifier : CA
 Country Identifier : USA
 Type of Lighting : None
 Verification Status : Verified
 Quantity : 1
 Mark Indicator : None
 Above Ground Level Height (Feet) : 00050
 Above Mean Sea Level Height (Feet) : 00304
 Horizontal Accuracy : +-20'
 Vertical Accuracy : +-10'
 Latitude : 36 59 47.55N
 Longitude : 120 06 50.54W

Map Id: 7
 Direction: S
 Distance: 0.324 mi., 1709 ft.
 Elevation: 257 ft.
 Relative: Lower

Site Name : CA2000286
 2985 AIRPORT DRIVE
 MADERA, CA 93638
Database(s) : [PWS, PWS ENF]

Envirosite ID: 1041879
EPA ID: N/R

PWS

Facility Address : 2985 AIRPORT DRIVE, MADERA, CA 93638

PWS ID : CA2000286
 PWS Type : Transient non-community system
 PWS Name : SPECIALTY CROP CO
 Activity Status : Active
 Primary Source : Ground water
 Submission Year : 2021
 Submission Year Quarter : 2021Q2
 Population Served Count : 30
 Service Connections Count : 1
 Population Category 2 : <10,000
 Population Category 3 : <=3300
 Population Category 4 : <10K
 Population Category 5 : <=500
 Population Category 11 : <=100
 Submission Quarter : 2
 Submission Status Code : Y
 First Reported Date : 2000-02-03
 Last Reported Date : 2021-06-30
 Deactivation Date : N/R
 GW or SW : Groundwater
 Is Grant Eligible : Y

Map Id: 7
 Direction: S
 Distance: 0.324 mi., 1709 ft.
 Elevation: 257 ft.
 Relative: Lower

Site Name : CA2000286
 2985 AIRPORT DRIVE
 MADERA, CA 93638
Database(s) : [PWS, PWS ENF] (**cont.**)

EnviroSite ID: 1041879
EPA ID: N/R

PWS (**cont.**)

Is Outstanding Performer :	N/R
Is School or Daycare :	N
Is Source Water Protected :	N/R
Primacy Agency :	California
Primacy Type :	State
Org Name :	_HERMAN, KEVIN
EPA Region :	Region 9
Admin Name :	_HERMAN, KEVIN
Owner Type :	Private
Phone Number :	559-661-8253
Phone Ext Number :	N/R
Alt Phone Number :	N/R
Email Address :	kherman@speccrop.com
Fax Number :	N/R
Is Wholesaler :	N
LT2 Schedule Category :	N/R
NPM Candidate :	Y
CDS ID :	N/R
DBPR Schedule Category :	N/R
Outstanding Performer Date :	N/R
Season Begin Date :	01-Jan
Season End Date :	31-Dec
Source Water Protection Date :	N/R
Seasonal Startup System :	N/R
Reduced Monitoring Begin Date :	N/R
Reduced Monitoring End Date :	N/R
Reduced RTCR Monitoring :	N/R
Last Date in Agency List :	2021-08-30

PWS ENF

Facility Address : 2985 AIRPORT DRIVE, MADERA, CA 93638

Site Details

PWS ID :	CA2000286
PWS Name :	SPECIALTY CROP CO
EPA Region :	Region 9
Primacy Agency :	California
PWS Type :	Transient non-community system
Primacy Type :	State
Primary Source :	Ground water
Activity Status :	Active
Deactivation Date :	N/R
Owner Type :	Private
Phone Number :	559-661-8253
Last Date in Agency List :	2021-09-28

Violation Details

RTC Enforcement ID :	600109
Violation ID :	600001
Submission Year :	2021
Violation First Reported Date :	2014-11-20
Contaminant Name :	Coliform (TCR)

Map Id: 7
 Direction: S
 Distance: 0.324 mi., 1709 ft.
 Elevation: 257 ft.
 Relative: Lower

Site Name : CA2000286
 2985 AIRPORT DRIVE
 MADERA, CA 93638
Database(s) : [PWS, PWS ENF] (**cont.**)

Envirosite ID: 1041879
EPA ID: N/R

PWS ENF (**cont.**)

Rule Family :	Total Coliform Rules
Rule Group :	Microbials
Rule Name :	Total Coliform Rule
Violation Type :	Monitoring, Routine Major (TCR)
Is Health Based :	N
Is Major Violation :	N/R
Severity Indicator Count :	N/R
Public Notification Tier :	3
Address Line 1 :	2985 AIRPORT DRIVE, MADERA, 93638
Address Line 2 :	N/R
Compliance Status :	Returned to Compliance
RTC Date :	2005-04-30
Enforcement Action Description :	State Violation/Reminder Notice
Admin Name :	_HERMAN, KEVIN
Email Address :	kherman@speccrop.com

RTC Enforcement ID :	600111
Violation ID :	600002
Submission Year :	2021
Violation First Reported Date :	2020-11-13
Contaminant Name :	Nitrate
Rule Family :	Inorganic Chemicals
Rule Group :	Chemicals
Rule Name :	Nitrates
Violation Type :	Monitoring, Regular
Is Health Based :	N
Is Major Violation :	Y
Severity Indicator Count :	N/R
Public Notification Tier :	3
Address Line 1 :	2985 AIRPORT DRIVE, MADERA, 93638
Address Line 2 :	N/R
Compliance Status :	Returned to Compliance
RTC Date :	2020-09-17
Enforcement Action Description :	State Compliance achieved
Admin Name :	_HERMAN, KEVIN
Email Address :	kherman@speccrop.com

RTC Enforcement ID :	600113
Violation ID :	600003
Submission Year :	2021
Violation First Reported Date :	2021-02-16
Contaminant Name :	Revised Total Coliform Rule
Rule Family :	Total Coliform Rules
Rule Group :	Microbials
Rule Name :	Revised Total Coliform Rule
Violation Type :	Monitoring, Routine (RTCR)
Is Health Based :	N
Is Major Violation :	Y
Severity Indicator Count :	N/R
Public Notification Tier :	3
Address Line 1 :	2985 AIRPORT DRIVE, MADERA, 93638
Address Line 2 :	N/R
Compliance Status :	Returned to Compliance
RTC Date :	2021-01-20
Enforcement Action Description :	State Compliance achieved

Map Id: 7
 Direction: S
 Distance: 0.324 mi., 1709 ft.
 Elevation: 257 ft.
 Relative: Lower

Site Name : CA2000286
 2985 AIRPORT DRIVE
 MADERA, CA 93638
Database(s) : [PWS, PWS ENF] (**cont.**)

Envirosite ID: 1041879
EPA ID: N/R

PWS ENF (**cont.**)

Admin Name :	_HERMAN, KEVIN
Email Address :	khorman@speccrop.com
RTC Enforcement ID :	600115
Violation ID :	600004
Submission Year :	2021
Violation First Reported Date :	2021-02-16
Contaminant Name :	Revised Total Coliform Rule
Rule Family :	Total Coliform Rules
Rule Group :	Microbials
Rule Name :	Revised Total Coliform Rule
Violation Type :	Monitoring, Routine (RTCR)
Is Health Based :	N
Is Major Violation :	Y
Severity Indicator Count :	N/R
Public Notification Tier :	3
Address Line 1 :	2985 AIRPORT DRIVE, MADERA, 93638
Address Line 2 :	N/R
Compliance Status :	Returned to Compliance
RTC Date :	2021-01-20
Enforcement Action Description :	State Compliance achieved
Admin Name :	_HERMAN, KEVIN
Email Address :	khorman@speccrop.com
RTC Enforcement ID :	600115
Violation ID :	600005
Submission Year :	2021
Violation First Reported Date :	2021-02-16
Contaminant Name :	Revised Total Coliform Rule
Rule Family :	Total Coliform Rules
Rule Group :	Microbials
Rule Name :	Revised Total Coliform Rule
Violation Type :	Monitoring, Routine (RTCR)
Is Health Based :	N
Is Major Violation :	Y
Severity Indicator Count :	N/R
Public Notification Tier :	3
Address Line 1 :	2985 AIRPORT DRIVE, MADERA, 93638
Address Line 2 :	N/R
Compliance Status :	Returned to Compliance
RTC Date :	2021-01-20
Enforcement Action Description :	State Compliance achieved
Admin Name :	_HERMAN, KEVIN
Email Address :	khorman@speccrop.com
RTC Enforcement ID :	600115
Violation ID :	600006
Submission Year :	2021
Violation First Reported Date :	2021-02-16
Contaminant Name :	Revised Total Coliform Rule
Rule Family :	Total Coliform Rules
Rule Group :	Microbials
Rule Name :	Revised Total Coliform Rule
Violation Type :	Monitoring, Routine (RTCR)

Map Id: 7
 Direction: S
 Distance: 0.324 mi., 1709 ft.
 Elevation: 257 ft.
 Relative: Lower

Site Name : CA2000286
 2985 AIRPORT DRIVE
 MADERA, CA 93638
Database(s) : [PWS, PWS ENF] (**cont.**)

Envirosite ID: 1041879
EPA ID: N/R

PWS ENF (**cont.**)

Is Health Based :	N
Is Major Violation :	Y
Severity Indicator Count :	N/R
Public Notification Tier :	3
Address Line 1 :	2985 AIRPORT DRIVE, MADERA, 93638
Address Line 2 :	N/R
Compliance Status :	Returned to Compliance
RTC Date :	2021-01-20
Enforcement Action Description :	State Compliance achieved
Admin Name :	_HERMAN, KEVIN
Email Address :	kherman@speccrop.com

Map Id: A8
 Direction: WSW
 Distance: 0.367 mi., 1941 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : UTILITY POLE
 36.996542, -120.114861
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 43188436
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action :	2021-04-13
Action :	Change
FAA Study Number :	2014AWP00389OE
OBS Number :	06-150083
Obstacle Type :	UTILITY POLE
City Name :	MADERA
State Identifier :	CA
Country Identifier :	USA
Type of Lighting :	None
Verification Status :	Verified
Quantity :	1
Mark Indicator :	None
Above Ground Level Height (Feet) :	00050
Above Mean Sea Level Height (Feet) :	00303
Horizontal Accuracy :	+ -20'
Vertical Accuracy :	+ -10'
Latitude :	36 59 47.55N
Longitude :	120 06 53.50W

Map Id: 9
Direction: S
Distance: 0.389 mi., 2052 ft.
Elevation: 256 ft.
Relative: Lower

Site Name : BLDG
36.990983, -120.106294
MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 43160031
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action : 2021-04-06
Action : Add
FAA Study Number : 2020AWP09068OE
OBS Number : 06-235975
Obstacle Type : BLDG
City Name : MADERA
State Identifier : CA
Country Identifier : USA
Type of Lighting : None
Verification Status : Unverified
Quantity : 1
Mark Indicator : None
Above Ground Level Height (Feet) : 00030
Above Mean Sea Level Height (Feet) : 00286
Horizontal Accuracy : +-250'
Vertical Accuracy : +-50'
Latitude : 36 59 27.54N
Longitude : 120 06 22.66W

Map Id: 10
Direction: SSW
Distance: 0.404 mi., 2136 ft.
Elevation: 254 ft.
Relative: Lower

Site Name : MADCHOW-02 | USGS-365936120062901
| 365936120062901
36.990861, -120.109611
CA
Database(s) : [NWIS, WELLS - GAMA - CA]

Envirosite ID: 9301362
EPA ID: N/R

NWIS

Site Identification Number : 365936120062901
Site Type : Well
Station Name : 011S017E10E001M
Agency : U.S. Geological Survey
District : N/R
State : CA
County : Madera County
Country : USA
Land Net Location : SWNWS10 T11S R17E M
Name of Location Map : MADERA, CA
Scale of Location Map : 24000
Altitude of Gage/Land Surface : 253
Method Altitude Determined : Interpolated from Digital Elevation Model
Altitude Accuracy : 4.3
Altitude Datum : North American Vertical Datum of 1988
Hydrologic Unit : Fresno River
Drainage Basin : N/R
Topographic Setting : Valley flat
Flags for the Type of Data Collected : NNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNO
Flags for Instruments at Site : NNNNNNNNNNNNNNNNNNNNNNNNNNNNNNN
Date of First Construction : 1978-05-04
Date Site Established or Inventoried : 1987-04-03
Drainage Area : N/R

Map Id: 10
 Direction: SSW
 Distance: 0.404 mi., 2136 ft.
 Elevation: 254 ft.
 Relative: Lower

Site Name : MADCHOW-02 | USGS-365936120062901
 | 365936120062901
 36.990861, -120.109611
 CA

Envirosite ID: 9301362
EPA ID: N/R

Database(s) : [NWIS, WELLS - GAMA - CA] **(cont.)**

NWIS (cont.)

Contributing Drainage Area :	N/R
Data Reliability :	Data have been checked by the reporting agency.
Data-Other GW Files :	YNNNNYNN
National Aquifer :	Central Valley aquifer system
Local Aquifer :	N/R
Local Aquifer Type :	N/R
Well Depth :	600
Hole Depth :	625
Source of Depth Data :	D
Project Number :	470642800
Real-Time Data Flag :	0
Peak-Streamflow Data Begin Date :	N/R
Peak-Streamflow Data End Date :	N/R
Peak-Streamflow Data Count :	0
Water-Quality Data Begin Date :	1987-06-16
Water-Quality Data End Date :	2008-04-15
Water-Quality Data Count :	4
Field Water-Level Measurements Begin Date:	1987-04-03
Field Water-level Measurements End Date:	1987-04-03
Field Water-Level Measurements Count:	1
Site-Visit Data Begin Date :	N/R
Site-Visit Data End Date :	N/R
Site-Visit Data Count :	0
Latitude :	36.990861
Longitude :	-120.109611
Last Date in Agency List :	2021-10-11

WELLS - GAMA - CA

Well ID :	USGS-365936120062901
Well Type :	UNK
Well Depth (Ft.) :	N/R
Top of Screen (Ft.) :	N/R
Screen Length (Ft.) :	N/R
Source :	USGSNEW
Source Name :	USGS-365936120062901
Other Names :	USGS-365936120062901
RL :	UNK
Approximate Latitude :	36.990861
Approximate Longitude :	-120.109611
Last Date in Agency List :	2021-07-29

Details for this site have been truncated due to the large number of available details for this site within this dataset. For the complete details for this site, contact your Envirosearch account representative for a complimentary site report containing all of the details available.

Chemicals :	2008-04-15 - AG ND 0 UG/L
	2008-04-15 - ALDICARB ND 0 UG/L
	2008-04-15 - PB ND 0 UG/L
	2008-04-15 - PROPGITE ND 0 UG/L
	2008-04-15 - BTBZT ND 0 UG/L
	2008-04-15 - SE = .12 UG/L

Map Id: 10
Direction: SSW
Distance: 0.404 mi., 2136 ft.
Elevation: 254 ft.
Relative: Lower

Site Name : MADCHOW-02 | USGS-365936120062901
| 365936120062901
36.990861, -120.109611
CA

Database(s) : [NWIS, WELLS - GAMA - CA] (*cont.*)

Envirosite ID: 9301362
EPA ID: N/R

WELLS - GAMA - CA (*cont.*)

2008-04-15 - ATRAZINE ND 0 UG/L
2008-04-15 - PROPANIL ND 0 UG/L
2008-04-15 - TRICLOPYR ND 0 UG/L
2008-04-15 - FONOFOS ND 0 UG/L
2008-04-15 - VC ND 0 UG/L
2008-04-15 - CRBFN ND 0 UG/L
2008-04-15 - ENDOSULFANS ND 0 UG/L
2008-04-15 - METHOMYL ND 0 UG/L
2008-04-15 - TCPRI23 ND 0 UG/L
2008-04-15 - MTBE ND 0 UG/L
2008-04-15 - TDS = 184 MG/L
2008-04-15 - HG ND 0 UG/L
2008-04-15 - TMB124 ND 0 UG/L
2008-04-15 - TCA112 ND 0 UG/L

Well ID : MADCHOW-02
Well Type : MUNICIPAL
Well Depth (Ft.) : 600.0
Top of Screen (Ft.) : 240.0
Screen Length (Ft.) : 360.0
Source : USGS
Source Name : MADCHOW-02
Other Names : MADCHOW-02
RL : .02
Approximate Latitude : 36.99086111
Approximate Longitude : -120.10961111
Last Date in Agency List : 2021-07-29

Well ID : MADCHOW-02
Well Type : MUNICIPAL
Well Depth (Ft.) : 600.0
Top of Screen (Ft.) : 240.0
Screen Length (Ft.) : 360.0
Source : USGS
Source Name : MADCHOW-02
Other Names : MADCHOW-02
RL : .2
Approximate Latitude : 36.99086111
Approximate Longitude : -120.10961111
Last Date in Agency List : 2021-07-29

Well ID : MADCHOW-02
Well Type : MUNICIPAL
Well Depth (Ft.) : 600.0
Top of Screen (Ft.) : 240.0
Screen Length (Ft.) : 360.0
Source : USGS
Source Name : MADCHOW-02
Other Names : MADCHOW-02
RL : .0069
Approximate Latitude : 36.99086111
Approximate Longitude : -120.10961111
Last Date in Agency List : 2021-07-29

Map Id: 10
Direction: SSW
Distance: 0.404 mi., 2136 ft.
Elevation: 254 ft.
Relative: Lower

Site Name : MADCHOW-02 | USGS-365936120062901
| 365936120062901
36.990861, -120.109611
CA

Database(s) : [NWIS, WELLS - GAMA - CA] (*cont.*)

EnviroSite ID: 9301362
EPA ID: N/R

WELLS - GAMA - CA (*cont.*)

Well ID : MADCHOW-02
Well Type : MUNICIPAL
Well Depth (Ft.) : 600.0
Top of Screen (Ft.) : 240.0
Screen Length (Ft.) : 360.0
Source : USGS
Source Name : MADCHOW-02
Other Names : MADCHOW-02
RL : .04
Approximate Latitude : 36.99086111
Approximate Longitude : -120.10961111
Last Date in Agency List : 2021-07-29

Well ID : MADCHOW-02
Well Type : MUNICIPAL
Well Depth (Ft.) : 600.0
Top of Screen (Ft.) : 240.0
Screen Length (Ft.) : 360.0
Source : USGS
Source Name : MADCHOW-02
Other Names : MADCHOW-02
RL : 5
Approximate Latitude : 36.99086111
Approximate Longitude : -120.10961111
Last Date in Agency List : 2021-07-29

Well ID : MADCHOW-02
Well Type : MUNICIPAL
Well Depth (Ft.) : 600.0
Top of Screen (Ft.) : 240.0
Screen Length (Ft.) : 360.0
Source : USGS
Source Name : MADCHOW-02
Other Names : MADCHOW-02
RL : .08
Approximate Latitude : 36.99086111
Approximate Longitude : -120.10961111
Last Date in Agency List : 2021-07-29

Well ID : MADCHOW-02
Well Type : MUNICIPAL
Well Depth (Ft.) : 600.0
Top of Screen (Ft.) : 240.0
Screen Length (Ft.) : 360.0
Source : USGS
Source Name : MADCHOW-02
Other Names : MADCHOW-02
RL : .013
Approximate Latitude : 36.99086111
Approximate Longitude : -120.10961111
Last Date in Agency List : 2021-07-29

Map Id: 10
 Direction: SSW
 Distance: 0.404 mi., 2136 ft.
 Elevation: 254 ft.
 Relative: Lower

Site Name : MADCHOW-02 | USGS-365936120062901
 | 365936120062901
 36.990861, -120.109611
 CA
Database(s) : [NWIS, WELLS - GAMA - CA] **(cont.)**

Envirosite ID: 9301362
EPA ID: N/R

WELLS - GAMA - CA **(cont.)**

Well ID : MADCHOW-02
 Well Type : MUNICIPAL
 Well Depth (Ft.) : 600.0
 Top of Screen (Ft.) : 240.0
 Screen Length (Ft.) : 360.0
 Source : USGS
 Source Name : MADCHOW-02
 Other Names : MADCHOW-02
 RL : .14
 Approximate Latitude : 36.99086111
 Approximate Longitude : -120.10961111
 Last Date in Agency List : 2021-07-29

Well ID : MADCHOW-02
 Well Type : MUNICIPAL
 Well Depth (Ft.) : 600.0
 Top of Screen (Ft.) : 240.0
 Screen Length (Ft.) : 360.0
 Source : USGS
 Source Name : MADCHOW-02
 Other Names : MADCHOW-02
 RL : .006
 Approximate Latitude : 36.99086111
 Approximate Longitude : -120.10961111
 Last Date in Agency List : 2021-07-29

Well ID : MADCHOW-02
 Well Type : MUNICIPAL
 Well Depth (Ft.) : 600.0
 Top of Screen (Ft.) : 240.0
 Screen Length (Ft.) : 360.0
 Source : USGS
 Source Name : MADCHOW-02
 Other Names : MADCHOW-02
 RL : .18
 Approximate Latitude : 36.99086111
 Approximate Longitude : -120.10961111
 Last Date in Agency List : 2021-07-29

Chemicals :
 2008-04-15 - METALAXYL < .02 UG/L
 2008-04-15 - MN .6 UG/L
 2008-04-15 - CRBFN < .02 UG/L
 2008-04-15 - METALAXYL < .007 UG/L
 2008-04-15 - 24D < .02 UG/L
 2008-04-15 - PROPGITE < .04 UG/L
 2008-04-15 - ALK 64.8 MG/L
 2008-04-15 - VC < .08 UG/L
 2008-04-15 - DICHLORVOS < .01 UG/L
 2008-04-15 - BTBZN < .14 UG/L
 2008-04-15 - PROPANIL < .006 UG/L
 2008-04-15 - SE .12 UG/L
 2008-04-15 - NI < .28 UG/L
 2008-04-15 - TCB124 < .08 UG/L

Map Id: 10
 Direction: SSW
 Distance: 0.404 mi., 2136 ft.
 Elevation: 254 ft.
 Relative: Lower

Site Name : MADCHOW-02 | USGS-365936120062901
 | 365936120062901
 36.990861, -120.109611
 CA
Database(s) : [NWIS, WELLS - GAMA - CA] (**cont.**)

EnviroSite ID: 9301362
EPA ID: N/R

WELLS - GAMA - CA (**cont.**)

2008-04-15 - SO4 3.13 MG/L
 2008-04-15 - DCP13 < .1 UG/L
 2008-04-15 - MTBE < .1 UG/L
 2008-04-15 - IME < .4 UG/L
 2008-04-15 - V 25.1 UG/L
 2008-04-15 - CLBZ < .02 UG/L

Map Id: 11
 Direction: WSW
 Distance: 0.431 mi., 2278 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : UTILITY POLE
 36.996533, -120.116019
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

EnviroSite ID: 904261
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action :	2021-04-13
Action :	Change
FAA Study Number :	2014AWP00388OE
OBS Number :	06-150114
Obstacle Type :	UTILITY POLE
City Name :	MADERA
State Identifier :	CA
Country Identifier :	USA
Type of Lighting :	None
Verification Status :	Verified
Quantity :	1
Mark Indicator :	None
Above Ground Level Height (Feet) :	00050
Above Mean Sea Level Height (Feet) :	00302
Horizontal Accuracy :	+ -20'
Vertical Accuracy :	+ -10'
Latitude :	36 59 47.52N
Longitude :	120 06 57.67W

Map Id: 12
 Direction: ESE
 Distance: 0.457 mi., 2413 ft.
 Elevation: 268 ft.
 Relative: Higher

Site Name : SIGN
 36.995139, -120.09825
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

EnviroSite ID: 23402953
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action :	2020-03-10
Action :	Change

Map Id: 12
 Direction: ESE
 Distance: 0.457 mi., 2413 ft.
 Elevation: 268 ft.
 Relative: Higher

Site Name : SIGN
 36.995139, -120.09825
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE] (*cont.*)

Envirosite ID: 23402953
EPA ID: N/R

DIGITAL OBSTACLE (*cont.*)

FAA Study Number :	2017AWP13428OE
OBS Number :	06-223266
Obstacle Type :	SIGN
City Name :	MADERA
State Identifier :	CA
Country Identifier :	USA
Type of Lighting :	None
Verification Status :	Verified
Quantity :	1
Mark Indicator :	None
Above Ground Level Height (Feet) :	00095
Above Mean Sea Level Height (Feet) :	00363
Horizontal Accuracy :	+/-20'
Vertical Accuracy :	+/-3'
Latitude :	36 59 42.50N
Longitude :	120 05 53.70W

Map Id: 13
 Direction: E
 Distance: 0.472 mi., 2490 ft.
 Elevation: 268 ft.
 Relative: Higher

Site Name : UTILITY POLE
 36.996625, -120.097736
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 37109629
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action :	2020-04-01
Action :	Add
FAA Study Number :	2018AWP15102OE
OBS Number :	06-229762
Obstacle Type :	UTILITY POLE
City Name :	MADERA
State Identifier :	CA
Country Identifier :	USA
Type of Lighting :	None
Verification Status :	Unverified
Quantity :	1
Mark Indicator :	None
Above Ground Level Height (Feet) :	00044
Above Mean Sea Level Height (Feet) :	00311
Horizontal Accuracy :	+/-250'
Vertical Accuracy :	+/-50'
Latitude :	36 59 47.85N
Longitude :	120 05 51.85W

Envirosite ID: 807761
EPA ID: N/R

Envirosite ID: 9221603
EPA ID: N/R

Map Id: 15
 Direction: NNE
 Distance: 0.528 mi., 2787 ft.
 Elevation: 262 ft.
 Relative: Higher

Site Name : USGS-370026120060701 |
 370026120060701
 37.007169, -120.102943
 CA
Database(s) : [NWIS, WELLS - GAMA - CA] *(cont.)*

EnviroSite ID: 9221603
EPA ID: N/R

NWIS *(cont.)*

Contributing Drainage Area :	N/R
Data Reliability :	Data have been checked by the reporting agency.
Data-Other GW Files :	YNNNNNNN
National Aquifer :	Central Valley aquifer system
Local Aquifer :	Alluvium of the Sierra Nevada
Local Aquifer Type :	N/R
Well Depth :	206
Hole Depth :	N/R
Source of Depth Data :	N/R
Project Number :	N/R
Real-Time Data Flag :	0
Peak-Streamflow Data Begin Date :	N/R
Peak-Streamflow Data End Date :	N/R
Peak-Streamflow Data Count :	0
Water-Quality Data Begin Date :	1965-06-18
Water-Quality Data End Date :	1965-06-18
Water-Quality Data Count :	1
Field Water-Level Measurements Begin Date:	N/R
Field Water-level Measurements End Date:	N/R
Field Water-Level Measurements Count:	0
Site-Visit Data Begin Date :	N/R
Site-Visit Data End Date :	N/R
Site-Visit Data Count :	0
Latitude :	37.007169
Longitude :	-120.102943
Last Date in Agency List :	2021-10-11

WELLS - GAMA - CA

Well ID :	USGS-370026120060701
Well Type :	UNK
Well Depth (Ft.) :	206.0
Top of Screen (Ft.) :	N/R
Screen Length (Ft.) :	N/R
Source :	USGSNEW
Source Name :	USGS-370026120060701
Other Names :	USGS-370026120060701
RL :	UNK
Approximate Latitude :	37.0071688
Approximate Longitude :	-120.1029427
Last Date in Agency List :	2021-07-29

Chemicals :	1965-06-18 - CL = 21 MG/L
	1965-06-18 - NA = 21 MG/L
	1965-06-18 - TDS = 224 MG/L
	1965-06-18 - PH = 8.6 PH UNITS
	1965-06-18 - K = 2.9 MG/L
	1965-06-18 - SC = 304 UMHOS/CM
	1965-06-18 - MG = 7.5 MG/L
	1965-06-18 - SO4 = 1.8 MG/L
	1965-06-18 - CA = 24 MG/L
	1965-06-18 - HCO3 = 110 MG/L
	1965-06-18 - TEMP = 22 CELSIUS

Map Id: 15
 Direction: NNE
 Distance: 0.528 mi., 2787 ft.
 Elevation: 262 ft.
 Relative: Higher

Site Name : USGS-370026120060701 |
 370026120060701
 37.007169, -120.102943
 CA
Database(s) : [NWIS, WELLS - GAMA - CA] *(cont.)*

Envirosite ID: 9221603
EPA ID: N/R

WELLS - GAMA - CA *(cont.)*

1965-06-18 - TDS = 137 MG/L
 1965-06-18 - B = 0 MG/L
 1965-06-18 - TDS = MG/L
 1965-06-18 - NO3N = 4.29 MG/L

Map Id: 16
 Direction: WSW
 Distance: 0.534 mi., 2821 ft.
 Elevation: 250 ft.
 Relative: Lower

Site Name : FENCE
 36.992983, -120.116753
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 805480
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action :	2013-01-28
Action :	Add
FAA Study Number :	N/R
OBS Number :	06-025509
Obstacle Type :	FENCE
City Name :	MADERA
State Identifier :	CA
Country Identifier :	USA
Type of Lighting :	Unknown
Verification Status :	Verified
Quantity :	1
Mark Indicator :	Unknown
Above Ground Level Height (Feet) :	00001
Above Mean Sea Level Height (Feet) :	00251
Horizontal Accuracy :	+/-20'
Vertical Accuracy :	+/-3'
Latitude :	36 59 34.74N
Longitude :	120 07 00.31W

Map Id: 17
 Direction: SSW
 Distance: 0.600 mi., 3168 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : GEN UTIL
 36.988119, -120.1105
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 821796
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action :	2013-01-28
Action :	Add
FAA Study Number :	N/R
OBS Number :	06-025521

Map Id: 17
 Direction: SSW
 Distance: 0.600 mi., 3168 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : GEN UTIL
 36.988119, -120.1105
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE] (*cont.*)

Envirosite ID: 821796
EPA ID: N/R

DIGITAL OBSTACLE (*cont.*)

Obstacle Type :	GEN UTIL
City Name :	MADERA
State Identifier :	CA
Country Identifier :	USA
Type of Lighting :	Unknown
Verification Status :	Verified
Quantity :	1
Mark Indicator :	Unknown
Above Ground Level Height (Feet) :	00004
Above Mean Sea Level Height (Feet) :	00256
Horizontal Accuracy :	+ -20'
Vertical Accuracy :	+ -3'
Latitude :	36 59 17.23N
Longitude :	120 06 37.80W

Map Id: 18
 Direction: SW
 Distance: 0.606 mi., 3201 ft.
 Elevation: 248 ft.
 Relative: Lower

Site Name : FENCE
 36.989972, -120.115389
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 805226
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action :	2013-01-28
Action :	Add
FAA Study Number :	N/R
OBS Number :	06-025506
Obstacle Type :	FENCE
City Name :	MADERA
State Identifier :	CA
Country Identifier :	USA
Type of Lighting :	Unknown
Verification Status :	Verified
Quantity :	1
Mark Indicator :	Unknown
Above Ground Level Height (Feet) :	00004
Above Mean Sea Level Height (Feet) :	00251
Horizontal Accuracy :	+ -20'
Vertical Accuracy :	+ -3'
Latitude :	36 59 23.90N
Longitude :	120 06 55.40W

Map Id: B19
Direction: WSW
Distance: 0.615 mi., 3248 ft.
Elevation: 249 ft.
Relative: Lower

Site Name : FENCE
36.991586, -120.117406
MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 805479
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action : 2013-01-28
Action : Add
FAA Study Number : N/R
OBS Number : 06-025507
Obstacle Type : FENCE
City Name : MADERA
State Identifier : CA
Country Identifier : USA
Type of Lighting : Unknown
Verification Status : Verified
Quantity : 1
Mark Indicator : Unknown
Above Ground Level Height (Feet) : 00002
Above Mean Sea Level Height (Feet) : 00251
Horizontal Accuracy : +-20'
Vertical Accuracy : +-3'
Latitude : 36 59 29.71N
Longitude : 120 07 02.66W

Map Id: 20
Direction: SW
Distance: 0.624 mi., 3297 ft.
Elevation: 252 ft.
Relative: Lower

Site Name : FENCE
36.988822, -120.113953
MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 821715
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action : 2013-01-28
Action : Add
FAA Study Number : N/R
OBS Number : 06-025505
Obstacle Type : FENCE
City Name : MADERA
State Identifier : CA
Country Identifier : USA
Type of Lighting : Unknown
Verification Status : Verified
Quantity : 1
Mark Indicator : Unknown
Above Ground Level Height (Feet) : 00001
Above Mean Sea Level Height (Feet) : 00252
Horizontal Accuracy : +-20'
Vertical Accuracy : +-3'
Latitude : 36 59 19.76N
Longitude : 120 06 50.23W

Map Id: B21
 Direction: WSW
 Distance: 0.626 mi., 3305 ft.
 Elevation: 249 ft.
 Relative: Lower

Site Name : FENCE
 36.991894, -120.117889
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 810278
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action : 2013-01-28
 Action : Add
 FAA Study Number : N/R
 OBS Number : 06-025508
 Obstacle Type : FENCE
 City Name : MADERA
 State Identifier : CA
 Country Identifier : USA
 Type of Lighting : Unknown
 Verification Status : Verified
 Quantity : 1
 Mark Indicator : Unknown
 Above Ground Level Height (Feet) : 00003
 Above Mean Sea Level Height (Feet) : 00251
 Horizontal Accuracy : +-20'
 Vertical Accuracy : +-3'
 Latitude : 36 59 30.82N
 Longitude : 120 07 04.40W

Map Id: 22
 Direction: SE
 Distance: 0.655 mi., 3458 ft.
 Elevation: 268 ft.
 Relative: Higher

Site Name : UTILITY POLE
 36.989939, -120.098006
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 1138434
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action : 2019-08-08
 Action : Add
 FAA Study Number : 2018AWP14058OE
 OBS Number : 06-221993
 Obstacle Type : UTILITY POLE
 City Name : MADERA
 State Identifier : CA
 Country Identifier : USA
 Type of Lighting : None
 Verification Status : Unverified
 Quantity : 1
 Mark Indicator : None
 Above Ground Level Height (Feet) : 00041
 Above Mean Sea Level Height (Feet) : 00308
 Horizontal Accuracy : +-250'
 Vertical Accuracy : +-50'
 Latitude : 36 59 23.78N
 Longitude : 120 05 52.82W

Site Name : 370013120071001
37.003611, -120.119444
CA

Database(s) : [NWIS]

Envirosite ID: 9225316
EPA ID: N/R

NWIS

[illegible]

Map Id: 24
Direction: S
Distance: 0.704 mi., 3716 ft.
Elevation: 254 ft.
Relative: Lower

Site Name : POLE
36.986417, -120.106864
MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 815124
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action : 2013-01-28
Action : Add
FAA Study Number : N/R
OBS Number : 06-025519
Obstacle Type : POLE
City Name : MADERA
State Identifier : CA
Country Identifier : USA
Type of Lighting : Unknown
Verification Status : Verified
Quantity : 1
Mark Indicator : Unknown
Above Ground Level Height (Feet) : 00019
Above Mean Sea Level Height (Feet) : 00272
Horizontal Accuracy : +-20'
Vertical Accuracy : +-3'
Latitude : 36 59 11.10N
Longitude : 120 06 24.71W

Map Id: 25
Direction: SSE
Distance: 0.730 mi., 3853 ft.
Elevation: 258 ft.
Relative: Lower

Site Name : TOWER
36.986783, -120.101661
MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 905924
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action : 2018-01-24
Action : Add
FAA Study Number : 2015AWP06345OE
OBS Number : 06-155380
Obstacle Type : TOWER
City Name : MADERA
State Identifier : CA
Country Identifier : USA
Type of Lighting : None
Verification Status : Unverified
Quantity : 1
Mark Indicator : None
Above Ground Level Height (Feet) : 00070
Above Mean Sea Level Height (Feet) : 00328
Horizontal Accuracy : +-250'
Vertical Accuracy : +-50'
Latitude : 36 59 12.42N
Longitude : 120 06 05.98W

Map Id: 26
 Direction: NNW
 Distance: 0.755 mi., 3989 ft.
 Elevation: 257 ft.
 Relative: Lower

Site Name : 370039120063701
 37.01078, -120.111277
 CA
Database(s) : [NWIS]

EnviroSite ID: 9220955
EPA ID: N/R

NWIS

Site Identification Number :	370039120063701
Site Type :	Well
Station Name :	011S017E04A001M
Agency :	U.S. Geological Survey
District :	N/R
State :	CA
County :	Madera County
Country :	USA
Land Net Location :	N/R
Name of Location Map :	N/R
Scale of Location Map :	N/R
Altitude of Gage/Land Surface :	225.00
Method Altitude Determined :	Interpolated from topographic map.
Altitude Accuracy :	2.5
Altitude Datum :	National Geodetic Vertical Datum of 1929
Hydrologic Unit :	Fresno River
Drainage Basin :	N/R
Topographic Setting :	N/R
Flags for the Type of Data Collected:	NNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNO
Flags for Instruments at Site :	NNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNN
Date of First Construction :	N/R
Date Site Established or Inventoried:	N/R
Drainage Area :	N/R
Contributing Drainage Area :	N/R
Data Reliability :	Data have been checked by the reporting agency.
Data-Other GW Files :	YYNNYYNN
National Aquifer :	Central Valley aquifer system
Local Aquifer :	N/R
Local Aquifer Type :	N/R
Well Depth :	N/R
Hole Depth :	N/R
Source of Depth Data :	N/R
Project Number :	N/R
Real-Time Data Flag :	0
Peak-Streamflow Data Begin Date :	N/R
Peak-Streamflow Data End Date :	N/R
Peak-Streamflow Data Count :	0
Water-Quality Data Begin Date :	N/R
Water-Quality Data End Date :	N/R
Water-Quality Data Count :	0
Field Water-Level Measurements Begin Date:	1965-03-01
Field Water-level Measurements End Date:	1965-03-01
Field Water-Level Measurements Count:	1
Site-Visit Data Begin Date :	N/R
Site-Visit Data End Date :	N/R
Site-Visit Data Count :	0
Latitude :	37.01078
Longitude :	-120.111277
Last Date in Agency List :	2021-10-11

Map Id: 27
 Direction: NNW
 Distance: 0.795 mi., 4199 ft.
 Elevation: 257 ft.
 Relative: Lower

Site Name : Valley Grain Products | AZTECA MILLING
 LP | AZTECA MILLING LP #1(VALLEY
 GRAIN)
 23865 AVE 18
 MADERA | Madera | MADERA, CA
Database(s) : [PWS]

EnviroSite ID: 248124
EPA ID: N/R

PWS

Facility Address : 23865 AVENUE 18, MADERA, CA 93637

PWS ID : CA2000241
 PWS Type : Non-Transient non-community system
 PWS Name : AZTECA MILLING/VALLEY GRAIN 1B
 Activity Status : Changed from public to non-public
 Primary Source : Ground water
 Submission Year : 2021
 Submission Year Quarter : 2021Q2
 Population Served Count : 30
 Service Connections Count : 1
 Population Category 2 : <10,000
 Population Category 3 : <=3300
 Population Category 4 : <10K
 Population Category 5 : <=500
 Population Category 11 : <=100
 Submission Quarter : 2
 Submission Status Code : Y
 First Reported Date : 2000-02-03
 Last Reported Date : 2021-06-30
 Deactivation Date : 2017-03-02
 GW or SW : Groundwater
 Is Grant Eligible : N
 Is Outstanding Performer : N/R
 Is School or Daycare : N
 Is Source Water Protected : N/R
 Primacy Agency : California
 Primacy Type : State
 Org Name : N/R
 EPA Region : Region 9
 Admin Name : N/R
 Owner Type : Private
 Phone Number : N/R
 Phone Ext Number : N/R
 Alt Phone Number : N/R
 Email Address : N/R
 Fax Number : N/R
 Is Wholesaler : N
 LT2 Schedule Category : N/R
 NPM Candidate : N
 CDS ID : N/R
 DBPR Schedule Category : N/R
 Outstanding Performer Date : N/R
 Season Begin Date : 01-Jan
 Season End Date : 31-Dec
 Source Water Protection Date : N/R
 Seasonal Startup System : N/R
 Reduced Monitoring Begin Date : N/R
 Reduced Monitoring End Date : N/R
 Reduced RTRC Monitoring : N/R
 Last Date in Agency List : 2021-08-30

Envirosite ID: 9225970
EPA ID: N/R

Site Name : 365921120071001
36.989167, -120.119444
CA

Database(s) : [NWIS]

Envirosite ID: 9230923
EPA ID: N/R

NWIS

[illegible]

Envirosite ID: 814530
EPA ID: N/R

Envirosite ID: 31345564
EPA ID: N/R

Map Id: 31
 Direction: W
 Distance: 0.875 mi., 4620 ft.
 Elevation: 248 ft.
 Relative: Lower

Site Name : 365947120072301
 36.996335, -120.124054
 CA
Database(s) : [NWIS] (**cont.**)

Envirosite ID: 31345564
EPA ID: N/R

NWIS (**cont.**)

Data Reliability :	Data have been checked by the reporting agency.
Data-Other GW Files :	YYNNNNNN
National Aquifer :	Central Valley aquifer system
Local Aquifer :	N/R
Local Aquifer Type :	N/R
Well Depth :	160
Hole Depth :	N/R
Source of Depth Data :	N/R
Project Number :	N/R
Real-Time Data Flag :	N/R
Peak-Streamflow Data Begin Date :	N/R
Peak-Streamflow Data End Date :	N/R
Peak-Streamflow Data Count :	N/R
Water-Quality Data Begin Date :	N/R
Water-Quality Data End Date :	N/R
Water-Quality Data Count :	N/R
Field Water-Level Measurements Begin Date:	N/R
Field Water-level Measurements End Date:	N/R
Field Water-Level Measurements Count:	N/R
Site-Visit Data Begin Date :	N/R
Site-Visit Data End Date :	N/R
Site-Visit Data Count :	N/R
Latitude :	36.996335
Longitude :	-120.124054
Last Date in Agency List :	2021-10-11

Map Id: 32
 Direction: S
 Distance: 0.898 mi., 4742 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : SIGN
 36.983606, -120.107719
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 807758
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action :	2013-01-28
Action :	Add
FAA Study Number :	N/R
OBS Number :	06-025516
Obstacle Type :	SIGN
City Name :	MADERA
State Identifier :	CA
Country Identifier :	USA
Type of Lighting :	Unknown
Verification Status :	Verified
Quantity :	1
Mark Indicator :	Unknown
Above Ground Level Height (Feet) :	00003
Above Mean Sea Level Height (Feet) :	00256
Horizontal Accuracy :	+ -20'

Map Id: 32
 Direction: S
 Distance: 0.898 mi., 4742 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : SIGN
 36.983606, -120.107719
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE] (*cont.*)

Envirosite ID: 807758
EPA ID: N/R

DIGITAL OBSTACLE (*cont.*)

Vertical Accuracy : +-3'
 Latitude : 36 59 00.98N
 Longitude : 120 06 27.79W

Map Id: 33
 Direction: SSE
 Distance: 0.950 mi., 5018 ft.
 Elevation: 259 ft.
 Relative: Lower

Site Name : FENCE
 36.983494, -120.101347
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 805220
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action : 2013-01-28
 Action : Add
 FAA Study Number : N/R
 OBS Number : 06-025520
 Obstacle Type : FENCE
 City Name : MADERA
 State Identifier : CA
 Country Identifier : USA
 Type of Lighting : Unknown
 Verification Status : Verified
 Quantity : 1
 Mark Indicator : Unknown
 Above Ground Level Height (Feet) : 00006
 Above Mean Sea Level Height (Feet) : 00264
 Horizontal Accuracy : +-20'
 Vertical Accuracy : +-3'
 Latitude : 36 59 00.58N
 Longitude : 120 06 04.85W

Map Id: 34
 Direction: S
 Distance: 0.963 mi., 5084 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : FENCE
 36.982672, -120.108506
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 810250
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action : 2013-01-28
 Action : Add
 FAA Study Number : N/R
 OBS Number : 06-025515
 Obstacle Type : FENCE
 City Name : MADERA

Map Id: 34
 Direction: S
 Distance: 0.963 mi., 5084 ft.
 Elevation: 253 ft.
 Relative: Lower

Site Name : FENCE
 36.982672, -120.108506
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE] (*cont.*)

Envirosite ID: 810250
EPA ID: N/R

DIGITAL OBSTACLE (*cont.*)

State Identifier :	CA
Country Identifier :	USA
Type of Lighting :	Unknown
Verification Status :	Verified
Quantity :	1
Mark Indicator :	Unknown
Above Ground Level Height (Feet) :	00001
Above Mean Sea Level Height (Feet) :	00253
Horizontal Accuracy :	+ -20'
Vertical Accuracy :	+ -3'
Latitude :	36 58 57.62N
Longitude :	120 06 30.62W

Map Id: C35
 Direction: S
 Distance: 0.970 mi., 5122 ft.
 Elevation: 252 ft.
 Relative: Lower

Site Name : FENCE
 36.982672, -120.110342
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 821714
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action :	2013-01-28
Action :	Add
FAA Study Number :	N/R
OBS Number :	06-025513
Obstacle Type :	FENCE
City Name :	MADERA
State Identifier :	CA
Country Identifier :	USA
Type of Lighting :	Unknown
Verification Status :	Verified
Quantity :	1
Mark Indicator :	Unknown
Above Ground Level Height (Feet) :	00005
Above Mean Sea Level Height (Feet) :	00256
Horizontal Accuracy :	+ -20'
Vertical Accuracy :	+ -3'
Latitude :	36 58 57.62N
Longitude :	120 06 37.23W

Map Id: 36
 Direction: SSW
 Distance: 0.988 mi., 5216 ft.
 Elevation: 250 ft.
 Relative: Lower

Site Name : FENCE
 36.982672, -120.112203
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 811309
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action : 2013-01-28
 Action : Add
 FAA Study Number : N/R
 OBS Number : 06-025512
 Obstacle Type : FENCE
 City Name : MADERA
 State Identifier : CA
 Country Identifier : USA
 Type of Lighting : Unknown
 Verification Status : Verified
 Quantity : 1
 Mark Indicator : Unknown
 Above Ground Level Height (Feet) : 00004
 Above Mean Sea Level Height (Feet) : 00254
 Horizontal Accuracy : +-20'
 Vertical Accuracy : +-3'
 Latitude : 36 58 57.62N
 Longitude : 120 06 43.93W

Map Id: C37
 Direction: SSW
 Distance: 0.995 mi., 5255 ft.
 Elevation: 251 ft.
 Relative: Lower

Site Name : BLDG
 36.9824, -120.111183
 MADERA, CA
Database(s) : [DIGITAL OBSTACLE]

Envirosite ID: 802997
EPA ID: N/R

DIGITAL OBSTACLE

Date of Action : 2013-01-28
 Action : Add
 FAA Study Number : N/R
 OBS Number : 06-025514
 Obstacle Type : BLDG
 City Name : MADERA
 State Identifier : CA
 Country Identifier : USA
 Type of Lighting : Unknown
 Verification Status : Verified
 Quantity : 1
 Mark Indicator : Unknown
 Above Ground Level Height (Feet) : 00019
 Above Mean Sea Level Height (Feet) : 00269
 Horizontal Accuracy : +-20'
 Vertical Accuracy : +-3'
 Latitude : 36 58 56.64N
 Longitude : 120 06 40.26W

RADON DATA:

STATE SOURCE: CA

Radon Test Results:

<u>Zip:</u>	<u>Total Sites:</u>	<u>Cnt >=4 pCi/L:</u>	<u>Pct >= 4 pCi/L:</u>	<u>Max Result (pCi/L):</u>
93637	15	0	0	3.6

FEDERAL AREA RADON INFORMATION FOR: 93637NUMBER OF SAMPLE SITES: 4

<u>Area:</u>	<u>Average Activity:</u>	<u>% <4 pCi/L:</u>	<u>% 4-20 pCi/L:</u>	<u>% >20 pCi/L:</u>
first floor	1.2 pCi/L	100%	0%	0%

FEDERAL EPA RADON ZONE FOR MADERA COUNTY: Zone = 2

Note: Zone 1 indoor average level > 4 pCi/L

: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L

: Zone 3 indoor average < 2 pCi/L

HIST PWS ENF

Historical Public Water Supply locations with Enforcement Violations

Environmental Protection Agency

(800) 426-4791

List of Safe Drinking Water Information Systems (SDWIS) with enforcement violations that are no longer in current agency list.

NWIS

National Water Information Systems

United States Geological Society

(703) 648-5953

Information on all water resources for the United States. This database contains all current and historical data for the nation.

PWS

Public Water Supply

Environmental Protection Agency

(800) 426-4791

Safe drinking water information Systems

PWS ENF

Public Water Supply locations with Enforcement Violations

Environmental Protection Agency

(800) 426-4791

Safe drinking water information Systems with enforcement violations

WELLS - GAMA - CA

California Groundwater Ambient Monitoring Assessment

State Water Resources Control Board

916-341-5791

Brings together datasets from California state agencies including: Public Health Water Resources and Pesticide Regulation as well as from the US Geological Survey Lawrence Livermore National Laboratory and the Water Boards. It shows results for untreated raw water in different types of wells for naturally-occurring and man-made chemicals.

FLOOD Q3

Flood data

Environmental Protection Agency

(202) 566-1667

Q3 Flood Data

HYDROLOGIC UNIT

Hydrologic Unit Maps

USGS

The United States Geological Survey created a hierarchical system of hydrologic units originally called regions, sub-regions, accounting units, and cataloging units. Each unit was assigned a unique Hydrologic Unit Code (HUC). As first implemented the system had 21 regions, 221 subregions, 378 accounting units, and 2,264 cataloging units. Over time the system was changed and expanded. As of 2010 there are six levels in the hierarchy, represented by hydrologic unit codes from 2 to 12 digits long, called regions, subregions, basins, subbasins, watersheds, and subwatersheds. The table below describes the system's hydrologic unit levels and their characteristics, along with example names and codes.

WETLANDS NWI

National Wetland Inventory
U.S. Fish and Wildlife Service
(703) 358-2171
Wetland Inventory for the United States

SSURGO

Detailed Soil Data Map
Natural Resources Conservation Service: U.S. Department of Agriculture
(202) 690-4985
Detailed Soil Data Map

STATSGO & MUI

General Soil Data Map
Natural Resources Conservation Service: U.S. Department of Agriculture
(202) 690-4985
General Soil Data Map

USGS GEOLOGIC AGE

USGS Digital Data Series DDS
Natural Resources Conservation Service: U.S. Department of Agriculture
(202) 690-4985
USGS Digital Data Series DDS: Geologic Age and Rock Stratigraphic Unit

DAMS - CA

California Dam Inundation Maps
Department of Water Resources
916-845-8275
Dam inundation maps show the maximum extent of damage of a flood wave from a dam failure

OIL & GAS WELLS - CA

Oil and Gas Well Data
State of California Department of Conservation
916-327-1042
Oil and gas well locations and detail for all 6 districts

RADON

National Radon Database
U.S. Environmental Protection Agency
215-814-2469
A study of the EPA/State Residential Radon Survey and the National Residential Radon Survey.

RADON - CA

Radon tested locations in California
California Department of Health Services
(916) 449-5674
A table of long term and short term indoor radon measurements

RADON EPA

RADON EPA
U.S. Environmental Protection Agency
215-814-2469
EPA list of Radon zones

AIRPORT FACILITIES

Airport landing facilities

Federal Aviation Administration

(866) 835-5322

Airport landing facilities

BASINS

Better Assessment Science Integrating point & Non-point Sources

U.S. Environmental Protection Agency

855-246-3642

Integrated geographical information system national watershed data and environmental assessment known as Better Assessment Science Integrating point & Non-point Sources

DIGITAL OBSTACLE

Obstacles of interest to aviation users

Federal Aviation Administration

855-379-6518

The Digital Obstacle File describes all known obstacles of interest to aviation users in the U.S. with limited coverage of the Pacific the Caribbean Canada and Mexico. The obstacles are assigned unique numerical identifiers; accuracy codes and listed in order of ascending latitude within each state or area by FAA Region.

EPICENTERS

National Geographical Data Center

National Geographical Data Center

303-497-6826

List of recent and historic earthquakes and information.

FLOOD DFIRM

National Flood Hazard Layer Database

Federal Emergency Management Agency

The National Flood Hazard Layer Database (NFHL) is a computer database that contains the flood hazard map information from FEMAs Flood Map Modernization program. These map data are from Digital Flood Insurance Rate Map (DFIRM) databases and Letters of Map Revision.

APPENDIX C

USER PROVIDED INFORMATION



GEOTECHNICAL & ENVIRONMENTAL ENGINEERING — CONSTRUCTION TESTING & INSPECTION

USER-PROVIDED INFORMATION

Per ASTM Practice E 1527-13

The provision of the following is a requirement to qualify for the various protections provided the innocent landowner, or contiguous property owner under CERCLA. This information should be provided to the best of the user's (client) knowledge. Incomplete information can result in an EPA determination if the report does not satisfy "all appropriate inquiry."

Phase I ESA Information

Property Name & Address: Stock Five Holdings, LLC Madera Developmet
Golden State & Ave. 17

Property Type: Vacant Land

Type of Property Transaction: Development

Site Contact: Guy Stockbridge or Doug Reitz

User Name(s): Guy Stockbridge

Company: Stock Five Holdings, LLC

Title: CEO

Signature: 

Date: 12-7-21

The following information is required of the user under the November 1, 2005
"All Appropriate Inquiries (AAI) Rule.

Enclosure: ASTM X.3 Questionnaire

CORPORATE OFFICE — 4539 N. Brawley Avenue #108, Fresno, CA 93722 — P 559.276.9311 — F 559.276.9344

VISALIA OFFICE — 151 S. Dunworth Avenue, Visalia, CA 93292 — P 559.732.0200 — F 559.732.0830

MERCED OFFICE — 2345 Jetway Drive, Atwater, CA 95301 — P 209.384.9300 — F 209.384.0891

www.technicon.net



X3. USER QUESTIONNAIRE INTRODUCTION

In order to qualify for one of the *Landowner Liability Protections (LLPs)*³⁵ offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001 (the “*Brownfields Amendments*”),³⁶ the *user* must provide the following information (if available) to the *environmental professional*. Failure to provide this information could result in a determination that “*all appropriate inquiry*” is not complete.

(1.) Environmental cleanup liens that are filed or recorded against the site (40 CFR 312.25).

Are you aware of any environmental cleanup liens against the *property* that are filed or recorded under federal, tribal, state or local law?

none

(2.) Activity and land use limitations that are in place on the site or that have been filed or recorded in a registry (40 CFR 312.26).

Are you aware of any AULs, such as *engineering controls*, land use restrictions or *institutional controls* that are in place at the site and/or have been filed or recorded in a registry under federal, tribal, state or local law?

none

(3.) Specialized knowledge or experience of the person seeking to qualify for the LLP (40 CFR 312.28).

As the *user* of this *ESA* do you have any specialized knowledge or experience related to the *property* or nearby properties? For example, are you involved in the same line of business as the current or former *occupants* of the *property* or an adjoining *property* so that you would have specialized knowledge of the chemicals and processes used by this type of business?

none

More on Reverse Side >>

³⁵ *Landowner Liability Protections*, or *LLPs*, is the term used to describe the three types of potential defenses to Superfund liability in EPA's *Interim Guidance Regarding Criteria Landowners Must Meet in Order to Qualify for Bona Fide Prospective Purchaser, Contiguous Property Owner, or Innocent Landowner Limitations on CERCLA Liability* (“*Common Elements*” Guide) issued on March 6, 2003.

³⁶ P.L. 107-118.

(4.) Relationship of the purchase price to the fair market value of the *property* if it were not contaminated (40 CFR 312.29).

Does the purchase price being paid for this *property* reasonably reflect the fair market value of the *property*? If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the *property*?

Yes purchase price reflects the fair market value

(5.) Commonly known or *reasonably ascertainable* information about the *property* (40 CFR 312.30).

Are you aware of commonly known or *reasonably ascertainable* information about the *property* that would help the *environmental professional* to identify conditions indicative of releases or threatened releases? For example, as user,

- (a.) Do you know the past uses of the *property*?
- (b.) Do you know of specific chemicals that are present or once were present at the *property*?
- (c.) Do you know of spills or other chemical releases that have taken place at the *property*?
- (d.) Do you know of any environmental cleanups that have taken place at the *property*?

none

(6.) The degree of obviousness of the presence of likely presence of contamination at the *property*, and the ability to detect the contamination by appropriate investigation (40 CFR 312.31).

As the user of this *ESA*, based on your knowledge and experience related to the *property* are there any *obvious* indicators that point to the presence or likely presence of contamination at the *property*?

none

X3.1 In addition, certain information should be collected, if available, and provided to the *environmental professional* selected to conduct the Phase I. This information is intended to assist the *environmental professional* but is not necessarily required to qualify for one of the *LLPs*. The information includes:

- (a) the reason why the Phase I is required,
- (b) the type of *property* and type of *property* transaction, for example, sale, purchase, exchange, etc.,
- (c) the complete and correct address for the *property* (a map or other documentation showing *property* location and boundaries is helpful),
- (d) the scope of services desired for the Phase I (including whether any parties to the *property* transaction may have a required standard scope of services on whether any considerations beyond the requirements of Practice E 1527 are to be considered),
- (e) identification of all parties who will rely on the Phase I *report*,
- (f) identification of the site contact and how the contact can be reached,
- (g) any special terms and conditions which must be agreed upon by the *environmental professional*, and
- (h) any other knowledge or experience with the *property* that may be pertinent to the *environmental professional* (for example, copies of any available prior *environmental site assessment reports*, documents, correspondence, etc., concerning the *property* and its environmental condition).

Appendix B

Air Quality and Greenhouse Gas Impact Assessment

Stock 5 Holdings 7-11 Travel Center Development Project

Air Quality & Greenhouse Gas Impact Assessment September 2022

Prepared by:

VRPA Technologies, Inc.

4630 W. Jennifer, Suite 105

Fresno, CA 93722

Project Manager: Georgiena Vivian



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1.0 Introduction

1.1 Description of the Region/Project

The Project Applicant is proposing to develop a travel center and associated improvements including parking and landscaping (Project) on APN 013-210-005 in the City of Madera, CA.

This Air Quality & Greenhouse Gas Impact Assessment has been prepared for the purpose of identifying potential project-specific or site-specific air quality impacts that may result from the Project. Figures 1 and 2 show the location of the Project along with major roadways and highways.

The City of Madera is located in Madera County one of the most polluted air basins in the country – the San Joaquin Valley Air Basin (SJVAB). The surrounding topography includes foothills and mountains to the east and west. These mountain ranges direct air circulation and dispersion patterns. Temperature inversions can trap air within the Valley, thereby preventing the vertical dispersal of air pollutants. In addition to topographic conditions, the local climate can also contribute to air quality problems. Climate in Madera is characterized by hot, dry summers and cool winters with the notable presence of Tule fog.

1.2 Regulatory

Air quality within the Project area is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policymaking, education, and a variety of programs. The agencies primarily responsible for improving the air quality within the City of Madera and Madera County are discussed below along with their individual responsibilities.

1.2.1 Federal Agencies

✓ U.S. Environmental Protection Agency (EPA)

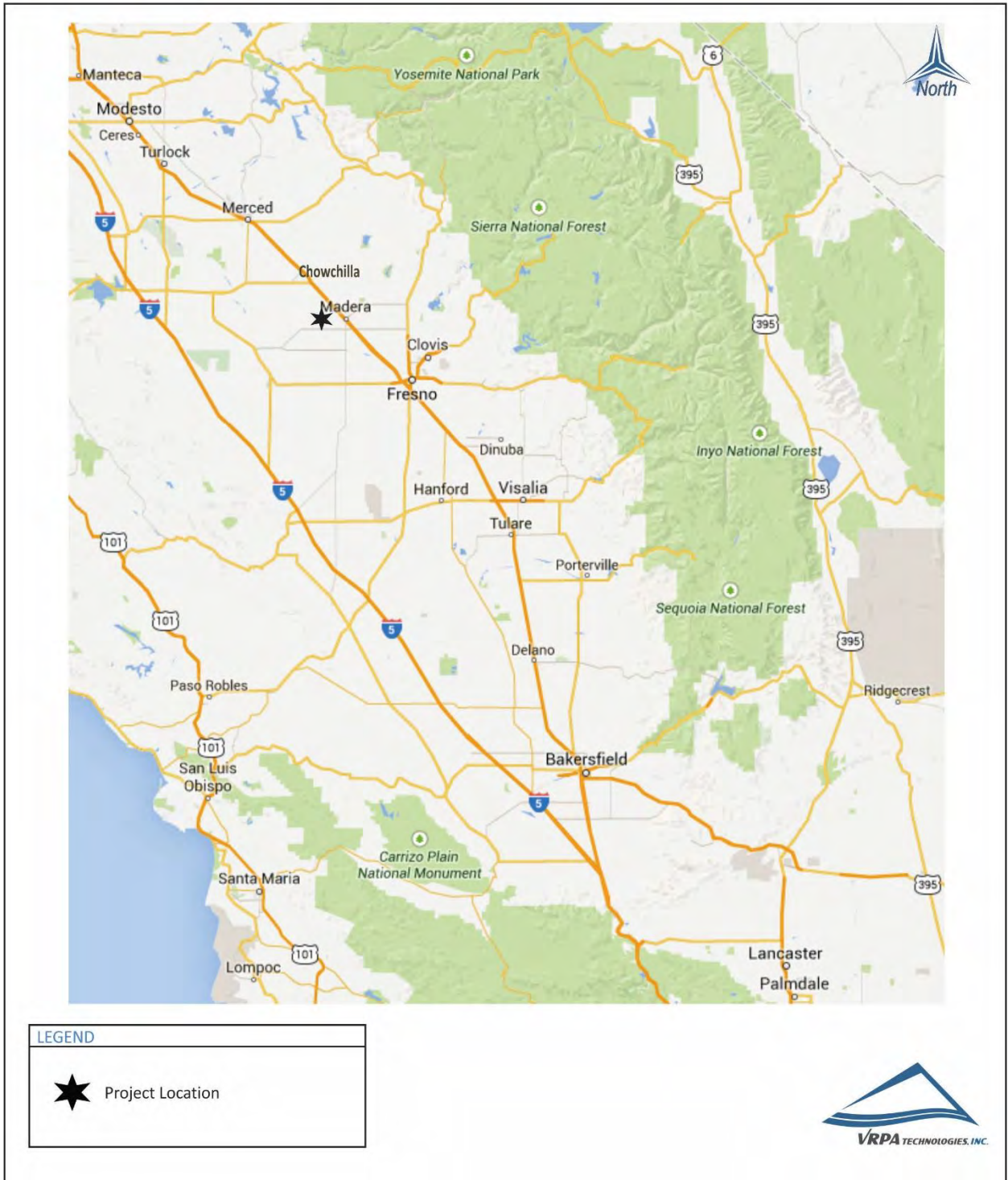
The Federal Clean Air Bill first adopted in 1967 and periodically amended since then, established federal ambient air quality standards. A 1987 amendment to the Bill set a deadline for the attainment of these standards. That deadline has since passed. The other Clean Air Act (CAA) Bill Amendments, passed in 1990, share responsibility with the State in reducing emissions from mobile sources. The U.S. Environmental Protection Agency (EPA) is responsible for enforcing the 1990 amendments.

The CAA and the national ambient air quality standards identify levels of air quality for six “criteria” pollutants, which are considered the maximum levels of ambient air pollutants considered safe, with an adequate margin of safety, to protect public health and welfare. The six criteria pollutants include ozone, carbon monoxide (CO), nitrogen dioxide, sulfur dioxide, particulate matter, and lead.

CAA Section 176(c) (42 U.S.C. 7506(c)) and EPA transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and Transportation Improvement Program (TIP) be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the Metropolitan planning organization (MPO) or accepted by the U.S. Department of Transportation (DOT). The conformity analysis is a federal requirement designed to demonstrate compliance with the National Ambient Air Quality Standards (NAAQS). However, because the State Implementation Plan (SIP) for particulate matter 10 microns or less in diameter (PM10), particulate matter 2.5 microns or less in diameter (PM2.5), and Ozone address attainment of both the State and federal standards, for these pollutants, demonstrating conformity to the federal standards is also an indication of progress toward attainment of the State standards. Compliance with the State air quality standards is provided on the pages following this federal conformity discussion.

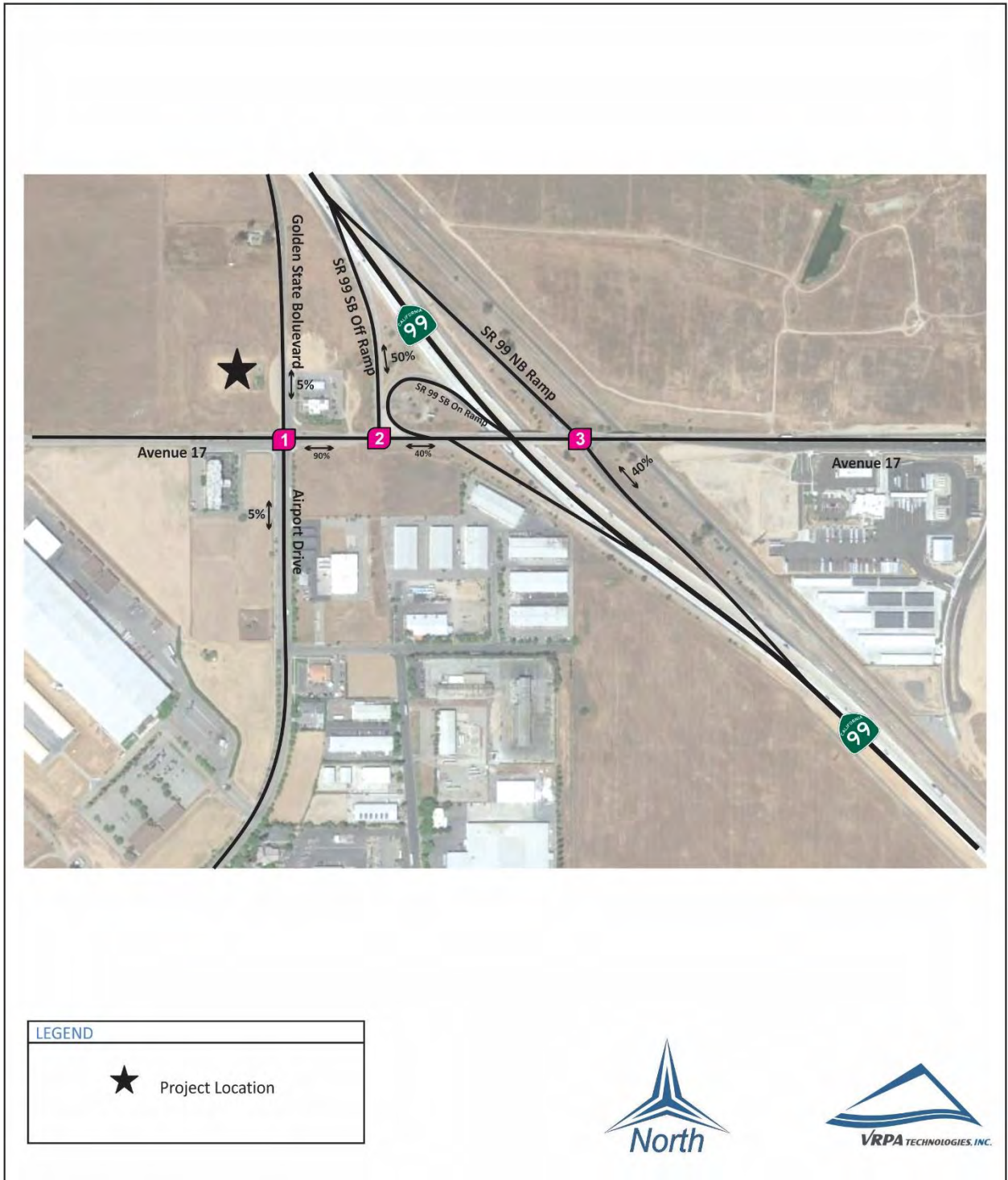
Stockbridge 7-11 Travel Center Development Project
Regional Location

Figure
1



Stockbridge 7-11 Travel Center Development Project
Project Location

Figure
2



The EPA approved San Joaquin Valley reclassification of the ozone (8-hour) designation to extreme nonattainment in the Federal Register on May 5, 2010, even though the San Joaquin Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard. In accordance with the CAA, EPA uses the design value at the time of standard promulgation to assign nonattainment areas to one of several classes that reflect the severity of the nonattainment problem; classifications range from marginal nonattainment to extreme nonattainment. In the Federal Register on October 26, 2015, the EPA revised the primary and secondary standard to 0.070 parts per million (ppm) to provide increased public health protection against health effects associated with long- and short-term exposures. The previous ozone standard was set in 2010 at 0.075 ppm.

1.2.2 Federal Regulations

✓ State Implementation Plan (SIP)/ Air Quality Management Plans (AQMPs)

To ensure compliance with the NAAQS, EPA requires states to adopt SIP aimed at improving air quality in areas of nonattainment or a Maintenance Plan aimed at maintaining air quality in areas that have attained a given standard. New and previously submitted plans, programs, district rules, state regulations, and federal controls are included in the SIPs. Amendments made in 1990 to the federal CAA established deadlines for attainment based on an area's current air pollution levels. States must enact additional regulatory programs for nonattainment's areas in order to adhere with the CAA Section 172. In California, the SIPs must adhere to both the NAAQS and the California Ambient Air Quality Standards (CAAQS).

To ensure that State and federal air quality regulations are being met, Air Quality Management Plans (AQMPs) are required. AQMPs present scientific information and use analytical tools to identify a pathway towards attainment of NAAQS and CAAQS. The San Joaquin Valley Air Pollution Control District (SJVAPCD) develops the AQMPs for the region where the Madera County Transportation Commission (MCTC) operates. The regional air districts begin the SIP process by submitting their AQMPs to the California Air Resources Board (CARB). CARB is responsible for revising the SIP and submitting it to EPA for approval. EPA then acts on the SIP in the Federal Register. The items included in the California SIP are listed in the Code of Federal Regulations Title 40, Chapter 1, Part 52, Subpart 7, Section 52.220.

✓ Transportation Control Measures

One particular aspect of the SIP development process is the assessment of available transportation control measures (TCMs) as a part of making progress towards clean air goals. TCMs are defined in Section 108(f)(1) of the CAA and are strategies designed to reduce vehicle miles traveled, vehicle idling, and associated air pollution. These goals are generally achieved by developing attractive and convenient alternatives to single-occupant vehicle use. Examples of TCMs include ridesharing programs, transportation infrastructure improvements such as adding bicycle and carpool lanes, and expansion of public transit.

✓ **Energy Policy Act of 1992 (EPAcT)**

The Energy Policy Act of 1992 (EPAcT) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAcT includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAcT requires certain federal, state, and local government and private fleets to purchase a percentage of light duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are included in EPAcT. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of alternative fueled vehicles (AFVs). States are also required by the act to consider a variety of incentive programs to help promote AFVs.

1.2.3 *State Agencies*

✓ **California Air Resources Board (CARB)**

CARB is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing its own air quality legislation called the California Clean Air Act (CCAA), adopted in 1988. CARB was created in 1967 from the merging of the California Motor Vehicle Pollution Control Board and the Bureau of Air Sanitation and its Laboratory.

CARB has primary responsibility in California to develop and implement air pollution control plans designed to achieve and maintain the NAAQS established by the EPA. Whereas CARB has primary responsibility and produces a major part of the SIP for pollution sources that are statewide in scope, it relies on the local air districts to provide additional strategies for sources under their jurisdiction. CARB combines its data with all local district data and submits the completed SIP to the EPA. The SIP consists of the emissions standards for vehicular sources and consumer products set by CARB, and attainment plans adopted by the Air Pollution Control Districts (APCDs) and Air Quality Management District's (AQMDs) and approved by CARB.

States may establish their own standards, provided the State standards are at least as stringent as the NAAQS. California has established California Ambient Air Quality Standards (CAAQS) pursuant to California Health and Safety Code (CH&SC) [§39606(b)] and its predecessor statutes.

The CH&SC [§39608] requires CARB to "identify" and "classify" each air basin in the State on a pollutant-by-pollutant basis. Subsequently, CARB designated areas in California as nonattainment based on violations of the CAAQSs. Designations and classifications specific to the SJVAB can be found in the next section of this document. Areas in the State were also classified based on severity of air pollution problems. For each nonattainment class, the CCAA specifies air quality management strategies that must be adopted. For all

nonattainment categories, attainment plans are required to demonstrate a five percent-per-year reduction in nonattainment air pollutants or their precursors, averaged every consecutive three-year period, unless an approved alternative measure of progress is developed. In addition, air districts in violation of CAAQS are required to prepare an Air Quality Attainment Plan (AQAP) that lays out a program to attain and maintain the CCAA mandates.

CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the Madera County Transportation Commission (MCTC) region, CARB set targets at five (5) percent per capita decrease in 2020 and a ten (10) percent per capita decrease in 2035 from a base year of 2005. MCTC's 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), projects that the Madera County region would achieve the prescribed emissions targets.

Other CARB duties include monitoring air quality. CARB has established and maintains, in conjunction with local APCDs and AQMDs, a network of sampling stations (called the State and Local Air Monitoring [SLAMS] network), which monitor the present pollutant levels in the ambient air.

Madera County is in the CARB-designated, SJVAB. A map of the SJVAB is provided in Figure 3. In addition to Madera County, the SJVAB includes Fresno, Kern, Kings, Merced, San Joaquin, Stanislaus, and Tulare Counties. Federal and State standards for criteria pollutants are provided in Table 1.

Hanford/Billingsley Residential Project
San Joaquin Valley Air Basin

Figure
3

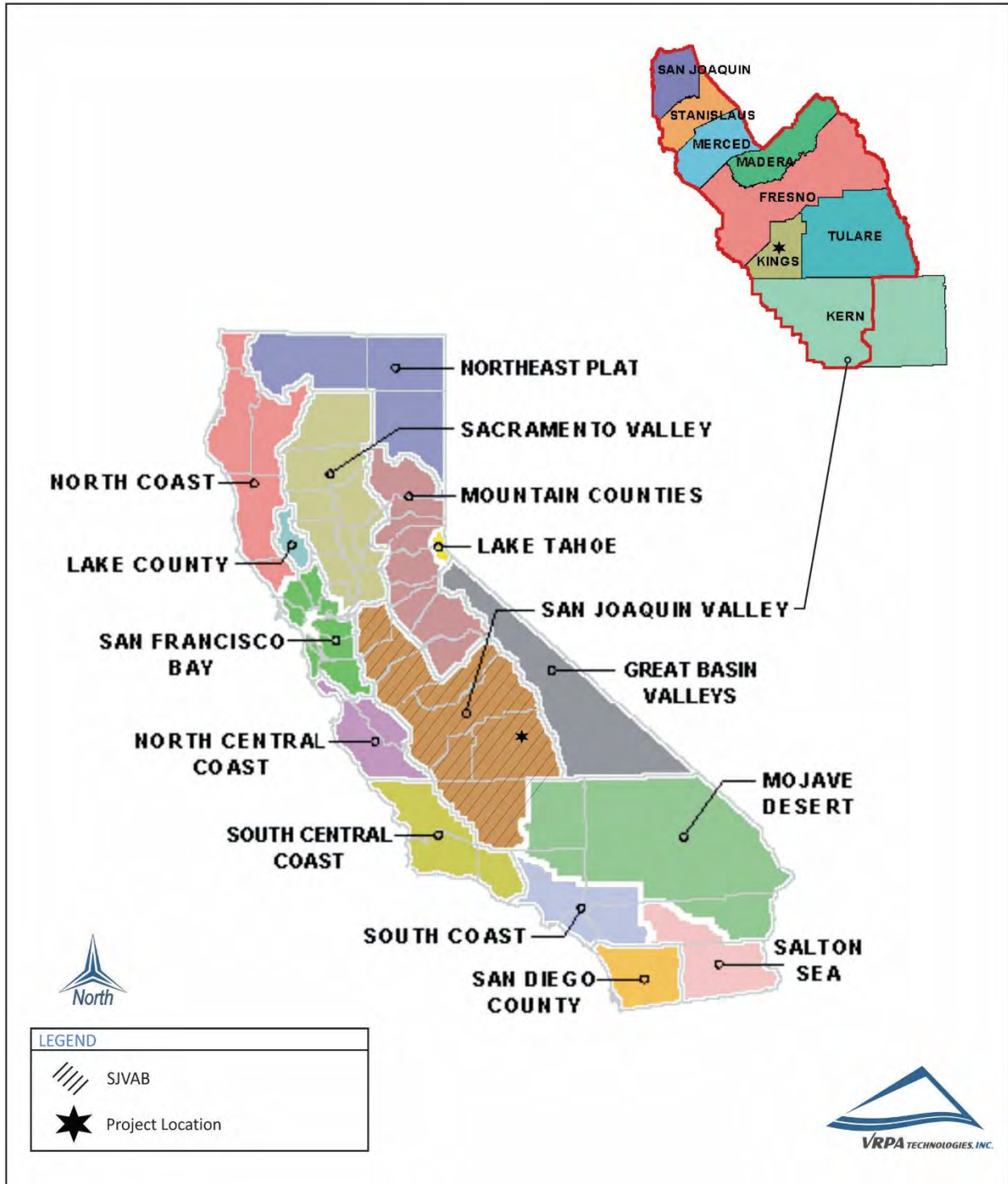


Table 1
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O ₃) ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	--	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM10) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		--		
Fine Particulate Matter (PM2.5) ⁹	24 Hour	--	--	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	--	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	--	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		--	--	
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	--	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	--	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	--		--	0.5 ppm (1300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for cetain areas) ¹¹	--	
	Annual Arithmetic Mean	--		0.030 ppm (for cetain areas) ¹¹	--	
Lead ^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	--	--	High Volume Sampler and Atomic Absorption
	Calendar Quarter	--		1.5 µg/m ³ (for certain areas) ¹¹	Same as Primary Standard	
	Rolling 3-Month Average	--		0.15 µg/m ³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

See footnotes on next page ...

Footnotes:

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
 2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
 3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
 4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
 5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
 6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
 7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
 8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
 9. On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
 10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
 11. On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
- Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
 13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
 14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

1.2.4 State Regulations

✓ CARB Mobile-Source Regulation

The State of California is responsible for controlling emissions from the operation of motor vehicles in the State. Rather than mandating the use of specific technology or the reliance on a specific fuel, CARB's motor vehicle standards specify the allowable grams of pollutant per mile driven. In other words, the regulations focus on the reductions needed rather than on the manner in which they are achieved.

✓ California Clean Air Act

The CCAA was first signed into law in 1988. The CCAA provides a comprehensive framework for air quality planning and regulation, and spells out, in statute, the state's air quality goals, planning and regulatory strategies, and performance. The CCAA establishes more stringent ambient air quality standards than those included in the Federal CAA. CARB is the agency responsible for administering the CCAA. CARB established ambient air quality standards pursuant to the CH&SC [§39606(b)], which are similar to the federal standards. The SJVAPCD is one of 35 AQMDs that have prepared air quality management plans to accomplish a five percent (5%) annual reduction in emissions documenting progress toward the State ambient air quality standards.

✓ Tanner Air Toxics Act

California regulates Toxic Air Contaminants (TACs) primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Act sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and has adopted EPA's list of Hazardous Air Pollutants (HAPs) as TACs. Once a TAC is identified, CARB then adopts an Airborne Toxics Control Measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate Best Available Control Technology (BACT) to minimize emissions.

AB 2588 requires that existing facilities that emit toxic substances above a specified level prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures. CARB has adopted diesel exhaust control measures and more stringent emission standards for various on-road mobile sources of emissions, including transit buses and off-road diesel equipment (e.g., tractors, generators).

These rules and standards provide for:

- More stringent emission standards for some new urban bus engines, beginning with 2002 model year engines.
- Zero-emission bus demonstration and purchase requirements applicable to transit agencies
- Reporting requirements under which transit agencies must demonstrate compliance with the urban transit bus fleet rule.

✓ **AB 1493 (Pavley)**

AB 1493 (Pavley) enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light duty trucks. Regulations adopted by CARB would apply to 2009 and later model year vehicles. CARB estimated that the regulation would reduce climate change emissions from light duty passenger vehicles by an estimated 18 percent in 2020 and by 27 percent in 2030 [Association of Environmental Professionals (AEP) 2007)]. In 2005, the CARB requested a waiver from U.S. EPA to enforce the regulation, as required under the CAA. Despite the fact that no waiver had ever been denied over a 40-year period, the then Administrator of the EPA sent Governor Schwarzenegger a letter in December 2007, indicating he had denied the waiver. On March 6, 2008, the waiver denial was formally issued in the Federal Register. Governor Schwarzenegger and several other states immediately filed suit against the federal government to reverse that decision. On January 21, 2009, CARB requested that EPA reconsider denial of the waiver. EPA scheduled a re-hearing on March 5, 2009. On June 30, 2009, EPA granted a waiver of CAA preemption to California for its greenhouse gas emission standards for motor vehicles beginning with the 2009 model year.

✓ **Assembly Bill 32 (California Global Warming Solutions Act of 2006)**

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 required that statewide GHG emissions be reduced to 1990 levels by 2020. December 31, 2020, is the deadline for achieving the 2020 GHG emissions cap. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires CARB to adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrived at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state reduces GHG emissions enough to meet the cap. AB 32 also includes guidance on instituting emissions reductions in an economically efficient manner, along with conditions

to ensure that businesses and consumers are not unfairly affected by the reductions. Using these criteria to reduce statewide GHG emissions to 1990 levels by 2020 would represent an approximate 25 to 30 percent reduction in current emissions levels. However, CARB has discretionary authority to seek greater reductions in more significant and growing GHG sectors, such as transportation, as compared to other sectors that are not anticipated to significantly increase emissions.

CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan adopted in December of 2008. The current plan has identified new policies and actions to accomplish the State's 2030 GHG limit.

✓ **Senate Bill 375**

SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the Madera County Transportation Commission (MCTC), CARB set targets at five (5) percent per capita decrease in 2020 and a ten (10) percent per capita decrease in 2035 from a base year of 2005. MCTC 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) projects that the Madera County region would achieve the prescribed emissions targets.

This law also extends the minimum time period for the regional housing needs allocation cycle from five years to eight years for local governments located within an MPO that meets certain requirements. City or county land use policies (including general plans) are not required to be consistent with the regional transportation plan (and associated SCS or APS). However, new provisions of CEQA incentivize (through streamlining and other provisions) qualified projects that are consistent with an approved SCS or APS, categorized as "transit priority projects."

✓ **Executive Order B-30-15**

Executive Order B-30-15, which was signed by Governor Brown in 2016, establishes a California greenhouse gas reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. Executive Order B-30-15 requires MPO's to implement measures that will achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets.

✓ **California Global Warming Solutions Act of 2006: emissions limit, or SB 32**

SB 32 is a California Senate bill expanding upon AB 32 to reduce greenhouse gas (GHG) emissions. The lead author is Senator Fran Pavley and the principal co-author is Assembly member Eduardo Garcia. SB 32 was signed into law on September 8, 2016, by Governor Brown. SB 32 sets into law the mandated reduction target in GHG emissions as written into Executive Order B-30-15. SB 32 requires that there be a reduction in GHG emissions to 40% below the 1990 levels by 2030. Greenhouse gas emissions include carbon dioxide, methane, nitrous oxide, sulfur hexafluoride, hydrofluorocarbons, and perfluorocarbons. The California Air Resources Board (CARB) is responsible for ensuring that California meets this goal. The provisions of SB 32 were added to Section 38566 of the Health and Safety Code subsequent to the bill's approval. The bill went into effect January 1, 2017. SB 32 builds onto Assembly Bill (AB) 32 written by Senator Fran Pavley and Assembly Speaker Fabian Nunez passed into law on September 27, 2006. AB 32 required California to reduce greenhouse gas emissions to 1990 levels by 2020 and SB 32 continues that timeline to reach the targets set in Executive Order B-30-15. SB 32 provides another intermediate target between the 2020 and 2050 targets set in Executive Order S-3-05.

1.2.5 Regional Agencies

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

The SJVAPCD is the agency responsible for monitoring and regulating air pollutant emissions from stationary, area, and indirect sources within Merced County and throughout the SJVAB. The District also has responsibility for monitoring air quality and setting and enforcing limits for source emissions. CARB is the agency with the legal responsibility for regulating mobile source emissions. The District is precluded from such activities under State law.

The District was formed in mid-1991 and prepared and adopted the San Joaquin Valley Air Quality Attainment Plan (AQAP), dated January 30, 1992, in response to the requirements of the State CCAA. The CCAA requires each non-attainment district to reduce pertinent air contaminants by at least five percent (5%) per year until new, more stringent, 1988 State air quality standards are met.

Activities of the SJVAPCD include the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, issuance of permits for stationary sources of air pollution, inspection of stationary sources of air pollution and response to citizen complaints, monitoring of ambient air quality and meteorological conditions, and implementation of programs and regulations required by the FCAA and CCAA.

The SJVAPCD has prepared the following State Implementation Plans to address ozone, PM-10 and PM2.5 that currently apply to non-attainment areas:

- The 2016 Ozone Plan (2008 standard) was adopted by SJVAPCD on June 16, 2016 and

subsequently adopted by ARB on July 21, 2016.

- The 2013 1-Hour Ozone Plan (revoked 1997 standard) was adopted by the SJVAPCD on September 19, 2013. EPA withdrew its approval of the plan due to litigation. The District plans to submit a “redesignation substitute” to EPA to maintain its attainment status for this revoked ozone standard.
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2012 PM_{2.5} Plan (as revised in 2015) was approved by EPA on August 16, 2016 (effective September 30, 2016).

The SJVAPCD Plans identified above represent SJVAPCD’s plan to achieve both state and federal air quality standards. The regulations and incentives contained in these documents must be legally enforceable and permanent. These plans break emissions reductions and compliance into different emissions source categories.

The SJVAPCD also prepared the *Guide for Assessing and Mitigation Air Quality Impacts* (GAMAQI), dated March 19, 2015. The GAMAQI is an advisory document that provides Lead Agencies, consultants, and project applicants with analysis guidance and uniform procedures for addressing air quality impacts in environmental documents. Local jurisdictions are not required to utilize the methodology outlined therein. This document describes the criteria that SJVAPCD uses when reviewing and commenting on the adequacy of environmental documents. It recommends thresholds for determining whether or not projects would have significant adverse environmental impacts, identifies methodologies for predicting project emissions and impacts, and identifies measures that can be used to avoid or reduce air quality impacts.

1.2.6 Regional Regulations

The SJVAPCD has adopted numerous rules and regulations to implement its air quality plans. Following, are significant rules that will apply to the Project.

✓ Regulation VIII – Fugitive PM₁₀ Prohibitions

Regulation VIII is comprised of District Rules 8011 through 8081, which are designed to reduce PM₁₀ emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc. The proposed Project will be required to comply with this regulation. Regulation VIII control measures are provided below:

1. *All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.*

2. *All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.*
3. *All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.*
4. *When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.*
5. *All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.*
6. *Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.*
7. *Within urban areas, track out shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.*

✓ **Rule 8021 – Construction, Demolition, Excavation, and Other Earthmoving Activities**

District Rule 8021 requires owners or operators of construction projects to submit a Dust Control Plan to the District if at any time the project involves non-residential developments of five or more acres of disturbed surface area or moving, depositing, or relocating of more than 2,500 cubic yards per day of bulk materials on at least three days of the project. The proposed Project will meet these criteria and will be required to submit a Dust Control Plan to the District in order to comply with this rule.

✓ **Rule 4641 – Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations**

If asphalt paving will be used, then paving operations of the proposed Project will be subject to Rule 4641. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.

✓ **Rule 9510 – Indirect Source Review (ISR)**

The purpose of this rule is to fulfill the District's emission reduction commitments in the PM10 and Ozone Attainment Plans, achieve emission reductions from construction activities, and to provide a mechanism for reducing emissions from the construction of and use of development projects through off-site measures. The rule is expected to reduce nitrogen oxides and particulates throughout the San Joaquin Valley by more than 10 tons per day.

1.2.7 Local Plans

✓ City of Madera General Plan

California State Law requires every city and county to adopt a comprehensive General Plan to guide its future development. The General Plan essentially serves as a “constitution for development”— the document that serves as the foundation for all land use decisions. The City of Madera General Plan Update (2009) includes various elements, including air quality and greenhouse gases, which address local concerns and provides goals and policies to achieve its development goals.

2.0 Environmental Setting

This section describes existing air quality within the San Joaquin Valley Air Basin and in Madera County, including the identification of air pollutant standards, meteorological and topological conditions affecting air quality, and current air quality conditions. Air quality is described in relation to ambient air quality standards for criteria pollutants such as, ozone, carbon monoxide, and particulate matter. Air quality can be directly affected by the type and density of land use change and population growth in urban and rural areas.

2.1 Geographical Location

The SJVAB is comprised of eight counties: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. Encompassing 24,840 square miles, the San Joaquin Valley is the second largest air basin in California. Cumulatively, counties within the Air Basin represent approximately 16 percent of the State's geographic area. The Air Basin is bordered by the Sierra Nevada Mountains on the east (8,000 to 14,492 feet in elevation), the Coastal Range on the west (4,500 feet in elevation), and the Tehachapi Mountains on the south (9,000 feet elevation). The San Joaquin Valley is open to the north extending to the Sacramento Valley Air Basin.

2.2 Topographic Conditions

Madera County is located within the San Joaquin Valley Air Basin [as determined by the California Air Resources Board (CARB)]. Air basins are geographic areas sharing a common "air shed." A description of the Air Basin in the County, as designated by CARB, is provided in the paragraph below. Air pollution is directly related to the region's topographic features, which impact air movement within the Basin.

Wind patterns within the SJVAB result from marine air that generally flows into the Basin from the San Joaquin River Delta. The Coastal Range hinders wind access into the Valley from the west, the Tehachapi's prevent southerly passage of airflow, and the high Sierra Nevada Mountain Range provides a significant barrier to the east. These topographic features result in weak airflow that becomes restricted vertically by high barometric pressure over the Valley. As a result, the SJVAB is highly susceptible to pollutant accumulation over time. Most of the surrounding mountains are above the normal height of summer inversion layers (1,500-3,000 feet).

2.3 Climate Conditions

Madera is located in one of the most polluted air basins in the country. Temperature inversions can trap air within the Valley, thereby preventing the vertical dispersal of air pollutants. In addition to topographic conditions, the local climate can also contribute to air quality problems. Climate in Madera is characterized by warm, dry summers and cool winters with significant Tule fog.

Ozone, classified as a “regional” pollutant, often afflicts areas downwind of the original source of precursor emissions. Ozone can be easily transported by winds from a source area. Peak ozone levels tend to be higher in the southern portion of the Valley, as the prevailing summer winds sweep precursors downwind of northern source areas before concentrations peak. The separate designations reflect the fact that ozone precursor transport depends on daily meteorological conditions.

Other primary pollutants, carbon monoxide (CO), for example, may form high concentrations when wind speed is low. During the winter, Madera experiences cold temperatures and calm conditions that increase the likelihood of a climate conducive to high CO concentrations.

Precipitation and fog tend to reduce or limit some pollutant concentrations. Ozone needs sunlight for its formation, and clouds and fog block the required radiation. CO is slightly water-soluble, so precipitation and fog tends to “reduce” CO concentrations in the atmosphere. PM10 is somewhat “washed” from the atmosphere with precipitation. Precipitation in the San Joaquin Valley is strongly influenced by the position of the semi-permanent subtropical high-pressure belt located off the Pacific coast. In the winter, this high- pressure system moves southward, allowing Pacific storms to move through the San Joaquin Valley. These storms bring in moist, maritime air that produces considerable precipitation on the western, upslope side of the Coast Ranges. Significant precipitation also occurs on the western side of the Sierra Nevada. On the valley floor, however, there is some down slope flow from the Coast Ranges and the resultant evaporation of moisture from associated warming results in a minimum of precipitation. Nevertheless, the majority of the precipitation falling in the San Joaquin Valley is produced by those storms during the winter. Precipitation during the summer months is in the form of convective rain showers and is rare. It is usually associated with an influx of moisture into the San Joaquin Valley through the San Francisco area during an anomalous flow pattern in the lower layers of the atmosphere. Although the hourly rates of precipitation from these storms may be high, their rarity keeps monthly totals low.

Precipitation on the San Joaquin Valley floor and in the Sierra Nevada decreases from north to south. Stockton in the north receives about 20 inches of precipitation per year, Fresno in the center, receives about 10 inches per year, and Bakersfield at the southern end of the valley receives less than 6 inches per year. This is primarily because the Pacific storm track often passes through the northern part of the state while the southern part of the state remains protected by the Pacific High. Precipitation in the San Joaquin Valley Air Basin (SJVAB) is confined primarily to the winter months with some also occurring in late summer and fall. Average annual rainfall for the entire San Joaquin Valley is approximately 5 to 16 inches. Snowstorms, hailstorms, and ice storms occur infrequently in the San Joaquin Valley and severe occurrences of any of these are very rare.

The winds and unstable air conditions experienced during the passage of storms result in periods of low pollutant concentrations and excellent visibility. Between winter storms, high pressure and light winds allow cold moist air to pool on the San Joaquin Valley floor. This creates strong

low-level temperature inversions and very stable air conditions. This situation leads to the San Joaquin Valley's famous Tule Fogs. The formation of natural fog is caused by local cooling of the atmosphere until it is saturated (dew point temperature). This type of fog, known as radiation fog, is more likely to occur inland. Cooling may also be accomplished by heat radiation losses or by horizontal movement of a mass of air over a colder surface. This second type of fog, known as advection fog, generally occurs along the coast.

Conditions favorable to fog formation are also conditions favorable to high concentrations of CO and PM₁₀. Ozone levels are low during these periods because of the lack of sunlight to drive the photochemical reaction. Maximum CO concentrations tend to occur on clear, cold nights when a strong surface inversion is present and large numbers of fireplaces are in use. A secondary peak in CO concentrations occurs during morning commute hours when a large number of motorists are on the road and the surface inversion has not yet broken.

The water droplets in fog, however, can act as a sink for CO and nitrogen oxides (NO_x), lowering pollutant concentrations. At the same time, fog could help in the formation of secondary particulates such as ammonium sulfate. These secondary particulates are believed to be a significant contributor of winter season violations of the PM₁₀ and PM_{2.5} standards.

2.4 Anthropogenic (Man-made) Sources

In addition to climatic conditions (wind, lack of rain, etc.), air pollution can be caused by anthropogenic or man-made sources. Air pollution in the SJVAB can be directly attributed to human activities, which cause air pollutant emissions. Human causes of air pollution in the Valley consist of population growth, urbanization (gas-fired appliances, residential wood heaters, etc.), mobile sources (i.e., cars, trucks, airplanes, trains, etc.), oil production, agriculture, and other socioeconomic activities. The most significant factors, which are accelerating the decline of air quality in the SJVAB, are the Valley's rapid population growth and its associated increases in traffic, urbanization, and industrial activity.

Carbon monoxide emissions overwhelmingly come from mobile sources in the San Joaquin Valley; on-road vehicles contributed 34 percent, while other mobile vehicles, such as trains, planes, and off-road vehicles, contribute another 20 percent in 2012 according to emission projections from the CARB. Motor vehicles account for significant portions of regional gaseous and particulate emissions. Local large employers such as industrial plants can also generate substantial regional gaseous and particulate emissions. In addition, construction and agricultural activities can generate significant temporary gaseous and particulate emissions (dust, ash, smoke, etc.).

Ozone is the result of a photochemical reaction between Oxides of nitrogen (NO_x) and Reactive Organic Gases (ROG). Mobile sources contribute 84 percent of all NO_x emitted from anthropogenic sources based on data provided in Appendix B of the Air District's 2016 Ozone

Plan. In addition, mobile sources contribute 26 percent of all the ROG emitted from sources within the San Joaquin Valley.

The principal factors that affect air quality in and around Madera are:

1. The sink effect, climatic subsidence and temperature inversions and low wind speeds
2. Automobile and truck travel
3. Increases in mobile and stationary pollutants generated by local urban growth

Automobiles, trucks, buses and other vehicles using hydrocarbon (HC) fuels release exhaust products into the air. Each vehicle by itself does not release large quantities; however, when considered as a group, the cumulative effect is significant.

Other sources may not seem to fit into any one of the major categories or they may seem to fit in a number of them. These could include agricultural uses, dirt roads, animal shelters; animal feed lots, chemical plants and industrial waste disposal, which may be a source of dust, odors, or other pollutants. For Madera County, this category includes several agriculturally related activities, such as plowing, harvesting, dusting with herbicides and pesticides and other related activities. Finally, industrial contaminants and their potential to produce various effects depend on the size and type of industry, pollution controls, local topography, and meteorological conditions. Major sources of industrial emissions in Madera County consist of agricultural production and processing operations.

The primary contributors of PM10 emissions in the San Joaquin Valley are farming activities (22%) and road dust, both paved and unpaved (35%) in 2020 according to emission projections from the CARB. Fugitive windblown dust from “open” fields contributed 14 percent of the PM10.

The four major sources of air pollutant emissions in the SJVAB include industrial plants, motor vehicles, construction activities, and agricultural activities. Industrial plants account for significant portions of regional gaseous and particulate emissions. Motor vehicles, including those from large employers, generate substantial regional gaseous and particulate emissions. Finally, construction and agricultural activities can generate significant temporary gaseous and particulate emissions (dust, ash, smoke, etc.). In addition to these primary sources of air pollution, urban areas upwind from Madera County including areas north and west of the San Joaquin Valley, can cause or generate emissions that are transported into Madera County. All four of the major pollutant sources affect ambient air quality throughout the Air Basin.

2.4.1 Motor Vehicles

Automobiles, trucks, buses and other vehicles using hydrocarbon fuels release exhaust products into the air. Each vehicle by itself does not release large quantities; however, when considered as a group, the cumulative effect is significant.

2.4.2 Agricultural and Other Miscellaneous Activities

Other sources may not seem to fit into any one of the major categories or they may seem to fit in a number of them. These could include agricultural uses, dirt roads, animal shelters, animal feed lots, chemical plants and industrial waste disposal, which may be a source of dust, odors, or other pollutants. For Madera, this category includes several agriculturally related activities, such as plowing, harvesting, dusting with herbicides and pesticides and other related activities.

2.4.3 Industrial Plants

Industrial contaminants and their potential to produce various effects depend on the size and type of industry, pollution controls, local topography, and meteorological conditions. Major sources of industrial emissions in Madera County consist of agricultural production and processing operations.

2.5 San Joaquin Valley Air Basin Monitoring

SJVAPCD and the CARB maintain numerous air quality monitoring sites throughout each County in the Air Basin to measure ozone, PM_{2.5}, and PM₁₀. It is important to note that the federal ozone 1-hour standard was revoked by the EPA and is no longer applicable for federal standards. The closest monitoring station to the Project is located at Madera's Avenue 14 and Pump Yard Monitoring Station. The station monitors particulates and ozone. Monitoring data for the past three years for which data is available is summarized in Table 2.

Table 3 identifies the Madera County's attainment status. As indicated, the SJVAB is nonattainment for Ozone (1 hour and 8 hour) and PM. In accordance with the FCAA, EPA uses the design value at the time of standard promulgation to assign nonattainment areas to one of several classes that reflect the severity of the nonattainment problem; classifications range from marginal nonattainment to extreme nonattainment. The FCAA contains provisions for changing the classifications using factors such as clean air progress rates and requests from States to move areas to a higher classification.

On April 16, 2004, EPA issued a final rule classifying the SJVAB as extreme nonattainment for Ozone, effective May 17, 2004 (69 FR 20550). The (federal) 1-hour ozone standard was revoked on June 6, 2005. However, many of the requirements in the 1-hour attainment plan (SIP) continue to apply to the SJVAB. The current ozone plan is the (federal) 8-hour ozone plan adopted in 2007. The SJVAB was reclassified from a "serious" nonattainment area for the 8-hour ozone standard to "extreme" effective June 4, 2010.

Table 2
Maximum Pollutant Levels at Madera's
Avenue 14 and Pump Yard Monitoring Station

Pollutant	Time Averaging	2018	2019	2020	Standards	
		Maximums	Maximums	Maximums	National	State
Ozone (O ₃)	1 hour	0.097 ppm	0.091 ppm	0.113 ppm	-	0.09 ppm
Ozone (O ₃)	8 hour	0.082 ppm	0.082 ppm	0.095 ppm	0.070 ppm	0.070 ppm
Nitrogen Dioxide (NO ₂)	1 hour	46.5 ppb	31.5 ppb	47.3 ppb	100 ppb	0.18 ppm
Nitrogen Dioxide (NO ₂)	Annual Average	6.0 ppb	6.0 ppb	6.0 ppb	0.053 ppm	0.030 ppm
Particulates (PM ₁₀)	24 hour	*	*	373.5 µg/m ³	150 µg/m ³	50 µg/m ³
Particulates (PM ₁₀)	Federal Annual Arithmetic Mean	*	*	49.8 µg/m ³	-	20 µg/m ³
Particulates (PM _{2.5})	24 hour	81.7 µg/m ³	33.2 µg/m ³	199.7 µg/m ³	35 µg/m ³	-
Particulates (PM _{2.5})	Federal Annual Arithmetic Mean	13.9 µg/m ³	9.6 µg/m ³	16.8 µg/m ³	12 µg/m ³	12 µg/m ³

Source: California Air Resources Board (ADAM) Air Pollution Summaries

* Means there was insufficient data available to determine the value.

Table 3
Madera County Attainment Status

Pollutant	Designation/Classification	
	Federal Standards	State Standards
Ozone - 1 Hour	Revoked in 2005	Nonattainment/Severe
Ozone - 8 Hour	Nonattainment/Extreme ^a	No State Standard
PM10	Attainment	Nonattainment
PM2.5	Nonattainment	Nonattainment
Carbon Monoxide	Unclassified/Attainment	Unclassified
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide	Unclassified/Attainment	Attainment
Lead (Particulate)	Unclassified/Attainment	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified

Source: ARB Website, 2021

a. Though the Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard, EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010).

Notes:

National Designation Categories

Non-Attainment Area: Any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant.

Unclassified/Attainment Area: Any area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant or meets the national primary or secondary ambient air quality standard for the pollutant.

State Designation Categories

Unclassified: A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.

Attainment: A pollutant is designated attainment if the State standard for that pollutant was not violated at any site in the area during a three-year period.

Non-attainment: A pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.

Non-Attainment/Transitional: A subcategory of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for the pollutant.

2.6 Air Quality Standards

The FCAA, first adopted in 1963, and periodically amended since then, established National Ambient Air Quality Standards (NAAQS). A set of 1977 amendments determined a deadline for the attainment of these standards. That deadline has since passed. Other CAA amendments, passed in 1990, share responsibility with the State in reducing emissions from mobile sources.

In 1988, the State of California passed the CCAA (State 1988 Statutes, Chapter 568), which set forth a program for achieving more stringent California Ambient Air Quality Standards. The CARB implements State ambient air quality standards, as required in the CCAA, and cooperates with the federal government in implementing pertinent sections of the FCAA Amendments (FCAAA). Further, CARB regulates vehicular emissions throughout the State. The SJVAPCD regulates stationary sources, as well as some mobile sources. Attainment of the more stringent State PM10 Air Quality Standards is not currently required.

The EPA uses six "criteria pollutants" as indicators of air quality and has established for each of them a maximum concentration above which adverse effects on human health may occur. These threshold concentrations are called the NAAQS.

The SJVAPCD operates regional air quality monitoring networks that provide information on average concentrations of pollutants for which State or federal agencies have established ambient air quality standards. Descriptions of nine pollutants of importance in Madera County follow.

2.6.1 Ozone (1-hour and 8-hour)

The most severe air quality problem in the Air Basin is the high level of ozone. Ozone occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. Here, ground level, or "bad" ozone, is an air pollutant that damages human health, vegetation, and many common materials. It is a key ingredient of urban smog. The troposphere extends to a level about 10 miles up, where it meets the second layer, the stratosphere. The stratospheric, or "good" ozone layer, extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays.

"Bad" ozone is what is known as a photochemical pollutant. It needs reactive organic gases (ROG), NO_x, and sunlight. ROG and NO_x are emitted from various sources throughout Tulare County. In order to reduce ozone concentrations, it is necessary to control the emissions of these ozone precursors.

Significant ozone formation generally requires an adequate amount of precursors in the atmosphere and several hours in a stable atmosphere with strong sunlight. High ozone concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

Ozone is a regional air pollutant. It is generated over a large area and is transported and spread by wind. Ozone, the primary constituent of smog, is the most complex, difficult to control, and pervasive of the criteria pollutants. Unlike other pollutants, ozone is not emitted directly into the air by specific sources. Ozone is created by sunlight acting on other air pollutants (called precursors), specifically NO_x and ROG. Sources of precursor gases to the photochemical reaction that form ozone number in the thousands. Common sources include consumer products, gasoline vapors, chemical solvents, and combustion products of various fuels. Originating from gas stations, motor vehicles, large industrial facilities, and small businesses such as bakeries and dry cleaners, the ozone-forming chemical reactions often take place in another location, catalyzed by sunlight and heat. High ozone concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins. Approximately 50 million people lived in counties with air quality levels above the EPA's health-based national air quality standard in 1994. The highest levels of ozone were recorded in Los Angeles, closely followed by the San Joaquin Valley. High levels also persist in other heavily populated areas, including the Texas Gulf Coast and much of the Northeast.

While the ozone in the upper atmosphere absorbs harmful ultraviolet light, ground-level ozone is damaging to the tissues of plants, animals, and humans, as well as to a wide variety of inanimate materials such as plastics, metals, fabrics, rubber, and paints. Societal costs from ozone damage include increased medical costs, the loss of human and animal life, accelerated replacement of industrial equipment, and reduced crop yields.

✓ **Health Effects**

While ozone in the upper atmosphere protects the earth from harmful ultraviolet radiation, high concentrations of ground-level ozone can adversely affect the human respiratory system. Many respiratory ailments, as well as cardiovascular disease, are aggravated by exposure to high ozone levels. Ozone also damages natural ecosystems, such as: forests and foothill communities; agricultural crops; and some man-made materials, such as rubber, paint, and plastic. High levels of ozone may negatively affect immune systems, making people more susceptible to respiratory illnesses, including bronchitis and pneumonia. Ozone accelerates aging and exacerbates pre-existing asthma and bronchitis and, in cases with high concentrations, can lead to the development of asthma in active children. Active people, both children and adults, appear to be more at risk from ozone exposure than those with a low level of activity. Additionally, the elderly and those with respiratory disease are also considered sensitive populations for ozone.

People who work or play outdoors are at a greater risk for harmful health effects from ozone. Children and adolescents are also at greater risk because they are more likely than adults to spend time engaged in vigorous activities. Research indicates that children under 12 years of age spend nearly twice as much time outdoors daily than adults. Teenagers spend at least twice as much time as adults in active sports and outdoor activities. In addition, children

inhale more air per pound of body weight than adults, and they breathe more rapidly than adults. Children are less likely than adults to notice their own symptoms and avoid harmful exposures.

Ozone is a powerful oxidant—it can be compared to household bleach, which can kill living cells (such as germs or human skin cells) upon contact. Ozone can damage the respiratory tract, causing inflammation and irritation, and it can induce symptoms such as coughing, chest tightness, shortness of breath, and worsening of asthmatic symptoms. Ozone in sufficient doses increases the permeability of lung cells, rendering them more susceptible to toxins and microorganisms. Exposure to levels of ozone above the current ambient air quality standard leads to lung inflammation and lung tissue damage and a reduction in the amount of air inhaled into the lungs.

2.6.2 *Suspended PM (PM₁₀ and PM_{2.5})*

Particulate matter pollution consists of very small liquid and solid particles that remain suspended in the air for long periods. Some particles are large or concentrated enough to be seen as soot or smoke. Others are so small they can be detected only with an electron microscope. Particulate matter is a mixture of materials that can include smoke, soot, dust, salt, acids, and metals. Particulate matter is emitted from stationary and mobile sources, including diesel trucks and other motor vehicles; power plants; industrial processes; wood-burning stoves and fireplaces; wildfires; dust from roads, construction, landfills, and agriculture; and fugitive windblown dust. PM₁₀ refers to particles less than or equal to 10 microns in aerodynamic diameter. PM_{2.5} refers to particles less than or equal to 2.5 microns in aerodynamic diameter and are a subset of PM₁₀. Particulates of concern are those that are 10 microns or less in diameter. These are small enough to be inhaled, pass through the respiratory system and lodge in the lungs, possibly leading to adverse health effects.

In the western United States, there are sources of PM₁₀ in both urban and rural areas. Because particles originate from a variety of sources, their chemical and physical compositions vary widely. The composition of PM₁₀ and PM_{2.5} can also vary greatly with time, location, the sources of the material and meteorological conditions. Dust, sand, salt spray, metallic and mineral particles, pollen, smoke, mist, and acid fumes are the main components of PM₁₀ and PM_{2.5}. In addition to those listed previously, secondary particles can also be formed as precipitates from chemical and photochemical reactions of gaseous sulfur dioxide (SO₂) and NO_x in the atmosphere to create sulfates (SO₄) and nitrates (NO₃). Secondary particles are of greatest concern during the winter months where low inversion layers tend to trap the precursors of secondary particulates.

The District's 2008 PM_{2.5} Plan built upon the aggressive emission reduction strategy adopted in the 2007 Ozone Plan and strives to bring the valley into attainment status for the 1997 NAAQS for PM_{2.5}. The District's 2012 PM_{2.5} Plan provides multiple control strategies to reduce emissions of PM_{2.5} and other pollutants that form PM_{2.5}. The plan's comprehensive control

strategy includes regulatory actions, incentive programs, technology advancement, policy and legislative positions, public outreach, participation and communication, and additional strategies.

✓ **Health Effects**

PM10 and PM2.5 particles are small enough—about one-seventh the thickness of a human hair, or smaller—to be inhaled and lodged in the deepest parts of the lung where they evade the respiratory system’s natural defenses. Health problems begin as the body reacts to these foreign particles. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis, and respiratory illnesses in children. Recent mortality studies have shown a statistically significant direct association between mortality and daily concentrations of particulate matter in the air. Non-health-related effects include reduced visibility and soiling of buildings. PM10 can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body’s ability to fight infections. PM10 and PM2.5 can aggravate respiratory disease and cause lung damage, cancer, and premature death.

Although particulate matter can cause health problems for everyone, certain people are especially vulnerable to adverse health effects of PM10. These “sensitive populations” include children, the elderly, exercising adults, and those suffering from chronic lung disease such as asthma or bronchitis. Of greatest concern are recent studies that link PM10 exposure to the premature death of people who already have heart and lung disease, especially the elderly. Acidic PM10 can also damage manmade materials and is a major cause of reduced visibility in many parts of the United States.

2.6.3 Carbon Monoxide (CO)

Carbon monoxide (CO) is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. CO is an odorless, colorless, poisonous gas that is highly reactive. CO is a byproduct of motor vehicle exhaust, contributes more than two thirds of all CO emissions nationwide. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. These emissions can result in high concentrations of CO, particularly in local areas with heavy traffic congestion. Other sources of CO emissions include industrial processes and fuel combustion in sources such as boilers and incinerators. Despite an overall downward trend in concentrations and emissions of CO, some metropolitan areas still experience high levels of CO.

✓ **Health Effects**

CO enters the bloodstream and binds more readily to hemoglobin than oxygen, reducing the oxygen-carrying capacity of blood and thus reducing oxygen delivery to organs and tissues.

The health threat from CO is most serious for those who suffer from cardiovascular disease. Healthy individuals are also affected but only at higher levels of exposure. At high concentrations, CO can cause heart difficulties in people with chronic diseases and can impair mental abilities. Exposure to elevated CO levels is associated with visual impairment, reduced work capacity, reduced manual dexterity, poor learning ability, difficulty performing complex tasks, and in prolonged, enclosed exposure, death.

The adverse health effects associated with exposure to ambient and indoor concentrations of CO are related to the concentration of carboxyhemoglobin (COHb) in the blood. Health effects observed may include an early onset of cardiovascular disease; behavioral impairment; decreased exercise performance of young, healthy men; reduced birth weight; sudden infant death syndrome (SIDS); and increased daily mortality rate.

Most of the studies evaluating adverse health effects of CO on the central nervous system examine high-level poisoning. Such poisoning results in symptoms ranging from common flu and cold symptoms (shortness of breath on mild exertion, mild headaches, and nausea) to unconsciousness and death.

2.6.4 Nitrogen Dioxide (NO₂)

Nitrogen oxides (NO_x) is a family of highly reactive gases that are primary precursors to the formation of ground-level ozone and react in the atmosphere to form acid rain. NO_x is emitted from combustion processes in which fuel is burned at high temperatures, principally from motor vehicle exhaust and stationary sources such as electric utilities and industrial boilers. A brownish gas, NO_x is a strong oxidizing agent that reacts in the air to form corrosive nitric acid, as well as toxic organic nitrates. EPA regulates only nitrogen dioxide (NO₂) as a surrogate for this family of compounds because it is the most prevalent form of NO_x in the atmosphere that is generated by anthropogenic (human) activities.¹

✓ Health Effects

NO_x is an ozone precursor that combines with Reactive Organic Gases (ROG) to form ozone. See the ozone section above for a discussion of the health effects of ozone.

Direct inhalation of NO_x can also cause a wide range of health effects. NO_x can irritate the lungs, cause lung damage, and lower resistance to respiratory infections such as influenza. Short-term exposures (e.g., less than 3 hours) to low levels of nitrogen dioxide (NO₂) may lead to changes in airway responsiveness and lung function in individuals with preexisting respiratory illnesses. These exposures may also increase respiratory illnesses in children. Long-term exposures to NO₂ may lead to increased susceptibility to respiratory infection and may cause irreversible alterations in lung structure. Other health effects associated with NO_x are an increase in the incidence of chronic bronchitis and lung irritation. Chronic exposure to

¹ United States Environmental Protection Agency (EPA), Nitrogen Oxides (NO_x). Why and How They Are Controlled, 456/F-99-006R, November 2019

NO₂ may lead to eye and mucus membrane aggravation, along with pulmonary dysfunction. NO_x can cause fading of textile dyes and additives, deterioration of cotton and nylon, and corrosion of metals due to production of particulate nitrates. Airborne NO_x can also impair visibility. NO_x is a major component of acid deposition in California. NO_x may affect both terrestrial and aquatic ecosystems. NO_x in the air is a potentially significant contributor to a number of environmental effects such as acid rain and eutrophication in coastal waters. Eutrophication occurs when a body of water suffers an increase in nutrients that reduce the amount of oxygen in the water, producing an environment that is destructive to fish and other animal life.

NO₂ is toxic to various animals as well as to humans. Its toxicity relates to its ability to combine with water to form nitric acid in the eye, lung, mucus membranes, and skin. Studies of the health impacts of NO₂ include experimental studies on animals, controlled laboratory studies on humans, and observational studies.

In animals, long-term exposure to NO_x increases susceptibility to respiratory infections, lowering their resistance to such diseases as pneumonia and influenza. Laboratory studies show susceptible humans, such as asthmatics, exposed to high concentrations of NO₂, can suffer lung irritation and, potentially, lung damage. Epidemiological studies have also shown associations between NO₂ concentrations and daily mortality from respiratory and cardiovascular causes as well as hospital admissions for respiratory conditions.

NO_x contributes to a wide range of environmental effects both directly and when combined with other precursors in acid rain and ozone. Increased nitrogen inputs to terrestrial and wetland systems can lead to changes in plant species composition and diversity. Similarly, direct nitrogen inputs to aquatic ecosystems such as those found in estuarine and coastal waters can lead to eutrophication as discussed above. Nitrogen, alone or in acid rain, also can acidify soils and surface waters. Acidification of soils causes the loss of essential plant nutrients and increased levels of soluble aluminum, which is toxic to plants. Acidification of surface waters creates conditions of low pH and levels of aluminum that are toxic to fish and other aquatic organisms.

2.6.5 Sulfur Dioxide (SO₂)

The major source of sulfur dioxide (SO₂) is the combustion of high-sulfur fuels for electricity generation, petroleum refining and shipping. High concentrations of SO₂ can result in temporary breathing impairment for asthmatic children and adults who are active outdoors. Short-term exposures of asthmatic individuals to elevated SO₂ levels during moderate activity may result in breathing difficulties that can be accompanied by symptoms such as wheezing, chest tightness, or shortness of breath. Other effects that have been associated with longer-term exposures to high concentrations of SO₂, in conjunction with high levels of PM, include aggravation of existing cardiovascular disease, respiratory illness, and alterations in the lungs' defenses. SO₂ also is a major precursor to PM_{2.5}, which is a significant health concern and a main contributor to poor visibility. In humid atmospheres, sulfur oxides can react with vapor to produce sulfuric acid, a

component of acid rain.

2.6.6 Lead (Pb)

Lead, a naturally occurring metal, can be a constituent of air, water, and the biosphere. Lead is neither created nor destroyed in the environment, so it essentially persists forever. Lead was used until recently to increase the octane rating in automobile fuel. Since the 1980s, lead has been phased out in gasoline, reduced in drinking water, reduced in industrial air pollution, and banned or limited in consumer products. Gasoline-powered automobile engines were a major source of airborne lead through the use of leaded fuels; however, the use of leaded fuel has been mostly phased out. Since this has occurred the ambient concentrations of lead have dropped dramatically.

Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children. Effects on the nervous systems of children are one of the primary health risk concerns from lead. In high concentrations, children can even suffer irreversible brain damage and death. Children 6 years old and under are most at risk, because their bodies are growing quickly.

2.6.7 Toxic Air Contaminants (TAC)

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TAC) are another group of pollutants of concern. TAC are injurious in small quantities and are regulated despite the absence of criteria documents. The identification, regulation and monitoring of TAC is relatively recent compared to that for criteria pollutants. Unlike criteria pollutants, TAC are regulated on the basis of risk rather than specification of safe levels of contamination. The ten TAC are acetaldehyde, benzene, 1,3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and diesel particulate matter (diesel PM). Caltrans' guidance for transportation studies references the Federal Highway Administration (FHWA) memorandum titled "Interim Guidance on Air Toxic Analysis in NEPA Documents" which discusses emissions quantification of six "priority" compounds of 21 Mobile Source Air Toxics (MSAT) identified by the United States Environmental Protection Agency (USEPA). The six "priority" compounds are diesel exhaust (particulate matter and organic gases), benzene, 1,3-butadiene, acetaldehyde, formaldehyde, and acrolein.

Some studies indicate that diesel PM poses the greatest health risk among the TAC listed above. A 10-year research program (California Air Resources Board 1998) demonstrated that diesel PM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to diesel PM poses a chronic health risk. In addition to increasing the risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Diesel

exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

Diesel PM differs from other TAC in that it is not a single substance but a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled, internal combustion engines, the composition of the emissions varies, depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present. Unlike the other TAC, however, no ambient monitoring data are available for diesel PM because no routine measurement method currently exists. The CARB has made preliminary concentration estimates based on a diesel PM exposure method. This method uses the CARB emissions inventory's PM10 database, ambient PM10 monitoring data, and the results from several studies to estimate concentrations of diesel PM. Table 4 depicts the CARB Handbook's recommended buffer distances associated with various types of common sources.

Existing air quality concerns within Madera and the entire SJVAB are related to increases of regional criteria air pollutants (e.g., ozone and particulate matter), exposure to toxic air contaminants, odors, and increases in greenhouse gas emissions contributing to climate change. The primary source of ozone (smog) pollution is motor vehicles. Particulate matter is caused by dust, primarily dust generated from construction and grading activities, and smoke which is emitted from fireplaces, wood-burning stoves, and agricultural burning.

TABLE 4
Recommendations on Siting New Sensitive Land Uses Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical Facilities*

SOURCE CATEGORY	ADVISORY RECOMMENDATIONS
Freeways and High-Traffic Roads ¹	- Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	- Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). - Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	- Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. - Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	- Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the ARB on the status of pending analyses of health risks.
Refineries	- Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	- Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	- Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district. - Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	- Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities.

1: The recommendation to avoid siting new sensitive land uses within 500 feet of a freeway was identified in CARB's Air Quality and Land Use Handbook published in 2005. CARB recently published a technical advisory to the Air Quality and Land Use Handbook indicating that new research has demonstrated promising strategies to reduce pollution exposure along transportation corridors.

***Notes:**

- These recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.
- Recommendations are based primarily on data showing that the air pollution exposures addressed here (i.e., localized) can be reduced as much as 80% with the recommended separation.
- The relative risk for these categories varies greatly (see Table 1-2). To determine the actual risk near a particular facility, a site-specific analysis would be required. Risk from diesel PM will decrease over time as cleaner technology phases in.
- These recommendations are designed to fill a gap where information about existing facilities may not be readily available and are not designed to substitute for more specific information if it exists. The recommended distances take into account other factors in addition to available health risk data (see individual category descriptions).
- Site-specific project design improvements may help reduce air pollution exposures and should also be considered when siting new sensitive land uses.
- This table does not imply that mixed residential and commercial development in general is incompatible. Rather it focuses on known problems like dry cleaners using perchloroethylene that can be addressed with reasonable preventative actions.
- A summary of the basis for the distance recommendations can be found in the ARB Handbook: Air Quality and Land Use Handbook: A Community Health Perspective.

Source: SJVAPCD 2020

2.6.8 Odors

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air.

When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJVAB. The types of facilities that are known to produce odors are shown in Table 5 along with a reasonable distance from the source within which, the degree of odors could possibly be significant. The Project does not propose any uses that would be potential odor sources; however, the information presented in Table 5 will be used as a screening level analysis to determine if the Project would be impacted by existing odor sources in the study area. Such information is presented for informational purposes, but it is noted that the environment's effect on the Project, including exposure to potential odors, would not be an impact for CEQA purposes.

TABLE 5
Screening Levels for Potential Odor Sources

Type of Facility	Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Compositing Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g. auto body shops)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile

Source: SJVAPCD 2022

2.6.9 Naturally Occurring Asbestos (NOA)

Asbestos is a term used for several types of naturally occurring fibrous minerals found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. Asbestos is commonly found in ultramafic rock and near fault zones. The amount of asbestos that is typically present in these rocks' ranges from less than 1% up to approximately 25% and sometimes more. It is released from ultramafic rock when it is broken or crushed. This can happen when cars drive over unpaved roads or driveways, which are surfaced with these rocks, when land is graded for building purposes, or at quarrying operations. Asbestos is also released naturally through weathering and erosion. Once released from the rock, asbestos can become airborne and may stay in the air for long periods of time. Asbestos is hazardous and can cause lung disease and cancer dependent upon the level of exposure. The longer a person is exposed to asbestos and the greater the intensity of the exposure, the greater the chances for a health problem.

The proposed Project's construction phase may cause asbestos to become airborne due to the construction activities that will occur on site. The Project would be required to submit a Dust Control Plan under the SJVAPCD's Rule 8021.

2.6.10 Greenhouse Gas Emissions

Gases that trap heat in the atmosphere are often called greenhouse gases. Some greenhouse gases such as carbon dioxide occur naturally and are emitted to the atmosphere through natural processes and human activities. Other greenhouse gases (e.g., fluorinated gases) are created and emitted solely through human activities. The principal greenhouse gases that enter the

atmosphere because of human activities are:

- ✓ **Carbon Dioxide (CO₂):** Carbon dioxide enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and also as a result of other chemical reactions (e.g., manufacture of cement, asphalt paving, truck trips). Carbon dioxide is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.
- ✓ **Methane (CH₄):** Methane is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.
- ✓ **Nitrous Oxide (N₂O):** Nitrous oxide is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.
- ✓ **Fluorinated Gases:** Hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are synthetic, powerful greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances (i.e., CFCs, HCFCs, and halons). These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes referred to as High Global Warming Potential gases ("High GWP gases").

3.0 Air-Quality Impacts

3.1 Methodology

The impact assessment for air quality focuses on potential effects the Project might have on air quality within the Madera County region. The SJVAPCD has established thresholds of significance for determining environmental significance. These thresholds separate a project's short-term emissions from its long-term emissions. The short-term emissions are mainly related to the construction phase of a project, which are recognized to be short in duration. The long-term emissions are primarily related to the activities that will occur indefinitely as a result of Project operations. Impacts will be evaluated both on the basis of CEQA Appendix G criteria and SJVAPCD significance criteria. The impacts to be evaluated will be those involving construction and operational emissions of criteria pollutants. The SJVAPCD has established thresholds for certain pollutants shown in Table 6.

Table 6
SJVAPCD Air Quality Thresholds of Significance

Project Type	Ozone Precursor Emissions (tons/year)					
	CO	NO _x	ROG	SO _x	PM ₁₀	PM _{2.5}
Construction Emissions	100	10	10	27	15	15
Operational Emissions (Permitted Equipment and Activities)	100	10	10	27	15	15
Operational Emissions (Non-Permitted Equipment and Activities)	100	10	10	27	15	15

Source: SJVAPCD 2022

3.1.1 CalEEMod

CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.

The model is an accurate and comprehensive tool for quantifying air quality impacts from land use projects throughout California. The model can be used for a variety of situations where an air quality analysis is necessary or desirable such as CEQA and NEPA documents, pre-project planning, compliance with local air quality rules and regulations, etc.

3.2 Short-Term Impacts

Short-term impacts are mainly related to the construction phase of a project and are recognized to be short in duration. Construction air quality impacts are generally attributable to dust and exhaust pollutants generated by equipment and vehicles. Fugitive dust is emitted both during construction activity and as a result of wind erosion over exposed earth surfaces. Clearing and earth moving activities do comprise major sources of construction dust emissions, but traffic and general disturbances of soil surfaces also generate significant dust emissions. Further, dust generation is dependent on soil type and soil moisture. Exhaust pollutants are the non-useable gaseous waste products produced during the combustion process. Engine exhaust contains CO, HC, and NO_x pollutants which are harmful to the environment.

Adverse effects of construction activities cause increased dust-fall and locally elevated levels of total suspended particulate. Dust-fall can be a nuisance to neighboring properties or previously completed developments surrounding or within the Project area and may require frequent washing during the construction period.

PM₁₀ emissions can result from construction activities of the Project. The SJVAPCD has determined that compliance with Regulation VIII and other control measures will constitute sufficient mitigation to reduce PM₁₀ impacts to a level considered less-than significant for most development projects. Even with implementation of District Regulation VIII and District Rule 9510, large development projects may not be able to reduce project specific construction impacts below District thresholds of significance.

Ozone precursor emissions are also an impact of construction activities and can be quantified through calculations. Numerous variables factored into estimating total construction emission include: level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and amount of materials to be transported onsite or offsite. Additional exhaust emissions would be associated with the transport of workers and materials. Because the specific mix of construction equipment is not presently known for this Project, construction emissions were estimated using CalEEMod Model defaults for construction equipment.

Table 7 shows the CalEEMod estimated construction emissions that would be generated from construction of the Project. Results of the analysis show that emissions generated from construction of the Project will not exceed the SJVAPCD emission thresholds except CO₂.

Table 7
Project Construction Emissions (tons/year)

Summary Report	CO	NO _x	ROG	SO _x	PM ₁₀	PM _{2.5}	CO ₂ e
Project Construction Emissions	3.84	6.04	1.18	0.007	3.91	2.12	644.64
SJVAPCD Level of Significance	100	10	10	27	15	15	None
Does the Project Exceed Standard?	No	No	No	No	No	No	No

Source: CalEEMod

3.3 Long-Term Emissions

Long-Term emissions from the Project would be generated primarily by mobile source (vehicle) emissions from the Project site and area sources such as lawn maintenance equipment. Since this project primarily serves as fueling station emissions would also be generated from the operation of cars and trucks approaching for the fueling purpose.

3.3.1 Localized Operational Emissions – Ozone/Particulate Matter

Significance criteria have been established for criteria pollutant emissions as documented in Section 3.1. Operational emissions have been estimated for the Project using the CalEEMod Model and detailed results are included in Appendix A of this report.

Results of the CalEEMod analysis are shown in Table 8. These results obtained are conservative approach to compare the highest emissions, generated on CalEEMod for summer. Results indicate that the annual operational emissions from the Project will be less than the SJVAPCD emission thresholds for criteria pollutants.

Table 8
Project Operational Emissions in 2024 (tons/year)

Summary Report	CO	NO _x	ROG	SO _x	PM ₁₀	PM _{2.5}	CO ₂ e
Project Operational Emissions	11.91	2.18	3.02	0.02	1.49	0.41	1728.89
SJVAPCD Level of Significance	100	10	10	27	15	15	None
Does the Project Exceed Standard?	No	No	No	No	No	No	No

Source: CalEEMod

3.3.2 Localized Operational Emissions

✓ Carbon Monoxide

The SJVAPCD is currently in unclassified/attainment for Federal standards and attainment for State standards for CO. An analysis of localized CO concentrations is typically warranted to ensure that standards are maintained. The traffic analysis prepared for the Project demonstrates that adjacent study intersections runs below LOS “C” in the existing condition

but will operate at LOS 'F' in opening year condition for one of the intersections. All the intersection in the future condition operates at LOS "F" however, this can be further solved. The mitigations and possible improvements are discussed in the Transportation Impact Analysis report. The overall CO concentrations at roadways and intersections in the study area would be less than significant.

✓ **Toxic Air Contaminants (TAC)**

The SJVAPCD's Guidance Document, Guidance for Assessing and Mitigating Air Quality Impacts – 2015, identifies the need for projects to analyze the potential for adverse air quality impacts to sensitive receptors. Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses that have the greatest potential to attract these types of sensitive receptors include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. From a health risk perspective, the Project is a Type A project in that it may potentially place toxic sources in the vicinity of existing sensitive receptors. But while doing the screening analysis from Table 4, we can conclude that it doesn't place any sensitive receptors within 300ft, and similar type of facility also exist within the 100ft radius of the proposed project. The nearest residential site from the proposed project location is 1500ft, which omits the need of HRA this time.

✓ **Odors**

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air.

When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

While offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and the SJVAPCD. Any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact.

The SJVAPCD requires that an analysis of potential odor impacts be conducted for the following two situations:

- Generators – projects that would potentially generate odorous emissions proposed to be located near existing sensitive receptors or other land uses where people may congregate, and
- Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people locating near existing odor sources.

The Project will not generate odorous emissions given the nature or characteristics of the Project. The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 5 above along with a reasonable distance from the source within which, the degree of odors could possibly be significant. As this project does not propose any of the uses listed in Table 5, odorous emissions associated with the proposed project would not be significant.

✓ **Naturally Occurring Asbestos (NOA)**

Asbestos is a term used for several types of naturally occurring fibrous minerals found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. Construction of the Project may cause asbestos to become airborne due to the construction activities that will occur on site. The Project would be required to submit a Dust Control Plan under the SJVAPCD's Rule 8021. Compliance with Rule 8021 would limit fugitive dust emissions from construction, demolition, excavation, extraction, and other earthmoving activities associated with the Project.

✓ **Greenhouse Gas Emissions**

CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the Madera County Transportation Commission (MCTC) region, CARB set targets at five (5) percent per capita decrease in 2020 and a ten (10) percent per capita decrease in 2035 from a base year of 2005. MCTC's 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) projects that the Madera County region would achieve the prescribed emissions targets.

In 2009, the SJVAPCD adopted the following guidance documents applicable to projects within the San Joaquin Valley:

- ✓ Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA (SJVAPCD 2009), and
- ✓ District Policy: Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency (SJVAPCD 2009).

This guidance and policy are the reference documents referenced in the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts adopted in March 2015 (SJVAPCD 2015). Consistent with the District Guidance and District Policy above, SJVAPCD (2015) acknowledges the current absence of numerical thresholds, and recommends a tiered approach to establish the significance of the GHG impacts on the environment:

- i. If a project complies with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located, then the project would be determined to have a less than significant individual and cumulative impact for GHG emissions;
- ii. If a project does not comply with an approved GHG emission reduction plan or mitigation program, then it would be required to implement Best Performance Standards (BPS); and
- iii. If a project is not implementing BPS, then it should demonstrate that its GHG emissions would be reduced or mitigated by at least 29 percent compared to Business as Usual (BAU).

As shown in Table 9, the Project would generate 2285.26 MTCO₂eq./year (Metric Tons of Carbon Dioxide Equivalent per year) using an operational year of 2005, which includes area, energy, mobile, waste, and water sources. "Business as usual" (BAU) is referenced in CARB's AB 32 Scoping Plan as emissions projected to occur in 2020 if the average baseline emissions during the 2002-2004 period grew to 2020 levels, without control or Best Performance Standards (BPS) offsets. As a result, an estimate of the Project's operational emissions in 2005 were compared to operational emissions in 2020 in order to determine if the Project meets the 29% emission reduction. The SJVAPCD has reviewed relevant scientific information related to GHG emissions and has determined that they are not able to determine a specific quantitative level of GHG emissions increase, above which a project would have a significant impact on the environment, and below which would have an insignificant impact. As a result, the SJVAPCD has determined that projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG. Results of the analysis show that the Project's GHG emissions in the year 2020 is 1838.32 MTCO₂eq./year. This represents an achievement of 20% GHG emission reduction on the basis of BAU, which does not meet the 29% GHG emission reduction target.

In the event that a local air district's guidance for addressing GHG impacts does not use numerical GHG emissions thresholds, at the lead agency's discretion, a neighboring air district's GHG threshold may be used to determine impacts. In December 2008, the South Coast Air Quality Management District (SCAQMD) Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. The SCAQMD guidance identifies a threshold of 10,000 MTCO₂eq./year for GHG for construction emissions amortized over a 30-year project lifetime, plus annual operation emissions. This threshold is often used by agencies, such as the California Public Utilities

Commission, to evaluate GHG impacts in areas that do not have specific thresholds (CPUC 2015)². Though the Project is under SJVAPCD jurisdiction, the SCAQMD GHG threshold provides some perspective on the GHG emissions generated by the Project. Since the project is expected to come into operation between year 2023 or 2024, Table 10 shows the yearly GHG emissions generated by the Project assuming operation year 202 plus amortized construction emission for 30 years as determined by the CalEEMod model, which is approximately 82% less than the threshold identified by the SCAQMD. Hence this determines project will have less than significant impact.

Table 9
Project Operational Year 2005 and 2020 Greenhouse Gas Emissions

Summary Report	CO ₂ e
Operational Emissions Per Year (2005)	2285.26 MT/yr
Operational Emissions Per Year (2020)	1838.32 MT/yr
SJVAPCD Level of Significance	29% Reduction Compared to BAU
Does the Project Meet the Standard	No

Source: CalEEMod Emissions Model

Table 10
Project Operational Greenhouse Gas Emissions

Summary Report	CO ₂ e
Project Operational Emissions Per Year(Plus amortized construction emissions)	1750.38 MT/yr

Source: CalEEMod

² California Public Utilities Commission (CPUC). 2015. Section 4.7, "Greenhouse Gases." Final Environmental Impact Report for the Santa Barbara County Reliability Project. May 2015. Accessed January 18, 2018.
http://www.cpuc.ca.gov/environment/info/ene/sbcrp/SBCRP_FEIR.html.

4.0 Impact Determinations and Recommended Mitigation

In accordance with CEQA, when a proposed project is consistent with a General Plan for which an EIR has been certified, the effects of that project are evaluated to determine if they will result in project-specific significant adverse impacts on the environment. The criteria used to determine the significance of an air quality or greenhouse gas impact are based on the following thresholds of significance, which come from Appendix G of the CEQA Guidelines and the General Plan EIR. Accordingly, air quality or greenhouse gas impacts resulting from the Project are considered significant if the Project would:

Air Quality

- 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?

Greenhouse Gas Emissions

- 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?

4.1 Air Quality

4.1.1 Conflict with or obstruct implementation of the applicable air quality plan

The primary way of determining consistency with the air quality plan's (AQP's) assumptions is determining consistency with the applicable General Plan to ensure that the Project's population density and land use are consistent with the growth assumptions used in the AQPs for the air basin.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designate locations for land uses to regulate growth. MCTC uses the growth projections and land use information in adopted general plans to estimate future average

daily trips and then VMT, which are then provided to SJVAPCD to estimate future emissions in the AQPs. Existing and future pollutant emissions computed in the AQP are based on land uses from area general plans. AQPs detail the control measures and emission reductions required for reaching attainment of the air standards.

The applicable General Plan for the project is the City of Madera 2009 General Plan Update. The Project is consistent with the currently adopted General Plan for the City of Madera and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the Project is consistent with the growth assumptions used in the applicable AQPs. As a result, the Project will not conflict with or obstruct implementation of any air quality plans. Therefore, no mitigation is needed.

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

The Madera County area is nonattainment for Federal and State air quality standards for ozone, in attainment of Federal standards and nonattainment for State standards for PM₁₀, and nonattainment for Federal and State standards for PM_{2.5}. The SJVAPCD has prepared the 2016 and 2013 Ozone Plans, 2007 PM₁₀ Maintenance Plan, and 2012 PM_{2.5} Plan to achieve Federal and State standards for improved air quality in the SJVAB regarding ozone and PM. Inconsistency with any of the plans would be considered a cumulatively adverse air quality impact. As discussed in Section 4.1.1, the Project is consistent with the currently adopted General Plan for the City of Madera and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the Project is consistent with the growth assumptions used in the 2016 and 2013 Ozone Plan, 2007 PM₁₀ Maintenance Plan, and 2012 PM_{2.5} Plan.

Project specific emissions that exceed the thresholds of significance for criteria pollutants would be expected to result in a cumulatively considerable net increase of any criteria pollutant for which the County is in non-attainment under applicable federal or state ambient air quality standards. It should be noted that a project is not characterized as cumulatively insignificant when project emissions fall below thresholds of significance. As discussed in Section 3.1, the SJVAPCD has established thresholds of significance for determining environmental significance which are provided in Table 6.

As discussed above in Section 3.2 and 3.3, results of the analysis show that emissions generated from construction and operation of the Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants. Therefore, no mitigation is needed.

4.1.3 Expose sensitive receptors to substantial pollutant concentrations

Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air

quality). Land uses that have the greatest potential to attract these types of sensitive receptors include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. Since no sensitive receptors are near to the proposed project location as per the initial screening for HRA, further HRA is not required for this time.

Short-Term Impacts

The annual emissions from the construction phase of the Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants as shown in Table 7. Therefore, construction emissions associated with the Project are considered less than significant.

Long-Term Impacts

Long-Term emissions from the Project are generated primarily by mobile source (vehicle) emissions from the Project site and area sources such as maintenance equipment. Emissions from long-term operations generally represent a project's most substantial air quality impact. Table 8 summarizes the Project's operational impacts by pollutant. Results indicate that the annual operational emissions from the Project will be less than the SJVAPCD emission thresholds for criteria pollutants. Therefore, operational emissions associated with the Project are considered less than significant.

4.1.4 Result in other emissions such as those leading to odors adversely affecting a substantial number of people

The SJVAPCD requires that an analysis of potential odor impacts be conducted for the following two situations:

- ✓ Generators – projects that would potentially generate odorous emissions proposed to be located near existing sensitive receptors or other land uses where people may congregate, and
- ✓ Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people located near existing odor sources.

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 5 above along with a reasonable distance from the source within which, the degree of odors could possibly be significant. The Project will not generate odorous emissions given the nature or characteristics of the Project. Therefore, no mitigation is needed.

4.2 Greenhouse Gas Emissions

4.2.1 *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment*

The SJVAPCD acknowledges the current absence of numerical thresholds and recommends a tiered approach to establish the significance of the GHG impacts on the environment:

- i. If a project complies with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located, then the project would be determined to have a less than significant individual and cumulative impact for GHG emissions;
- ii. If a project does not comply with an approved GHG emission reduction plan or mitigation program, then it would be required to implement Best Performance Standards (BPS); and
- iii. If a project is not implementing BPS, then it should demonstrate that its GHG emissions would be reduced or mitigated by at least 29 percent compared to Business as Usual (BAU).

In the event that a local air district's guidance for addressing GHG impacts does not use numerical GHG emissions thresholds, at the lead agency's discretion, a neighboring air district's GHG threshold may be used to determine impacts. In December 2008, the South Coast Air Quality Management District (SCAQMD) Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. The SCAQMD guidance identifies a threshold of 10,000 MTCO₂eq./year for GHG for construction emissions amortized over a 30-year project lifetime, plus annual operation emissions. Though the Project is under SJVAPCD jurisdiction, the SCAQMD GHG threshold provides some perspective on the GHG emissions generated by the Project. Table 10 shows the yearly GHG emissions generated by the Project as determined by the CalEEMod model which is 82% less than the GHG emission threshold identified by SCAQMD. Along with that, it meets the GHG Emissions and Reduction targets set by City of Madera, which has set target of reducing the GHG by 15% from the baseline of 2007 to 2020. Hence this project contributes to reduce GHG by more than 15%.

The resulting permanent greenhouse gas increases related to Project operations would be within the greenhouse gas increases analyzed in the City of Madera General Plan EIR since the Project meets the applicable zoning requirements. There would be no increase in severity to the greenhouse gas impacts, and implementation of the Project will not result in Project-specific or site-specific significant adverse impacts from greenhouse gas emissions within the Project study area. Therefore, no mitigation measures are needed.

4.2.2 *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases*

California passed the California Global Warming Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. Under AB 32, CARB must adopt

regulations by January 1, 2011, to achieve reductions in GHGs to meet the 1990 emission cap by 2020. On December 11, 2008, CARB adopted its initial Scoping Plan, which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan.

SB 375 requires MPOs to adopt a SCS or APS that will prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the MCTC region, CARB set targets at five (5) percent per capita decrease in 2020 and a ten (10) percent per capita decrease in 2035 from a base year of 2005. MCTC's 2018 RTP/SCS projects that the Madera County region would achieve the prescribed emissions targets.

Executive Order B-30-15 establishes a California greenhouse gas reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. Executive Order B-30-15 requires MPO's to implement measures that will achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designate locations for land uses to regulate growth. MCTC uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then VMT, which are then provided to SJVAPCD to estimate future emissions in the AQPs. The applicable General Plan for the project is City of Madera 2009 General Plan Update.

The Project is consistent with the currently adopted General Plan for the City of Madera and the adopted MCTC 2018 RTP/SCS and is therefore consistent with the population growth and VMT applied in those plan documents. Therefore, the Project is consistent with the growth assumptions used in the applicable AQP. It should also be noted that yearly GHG emissions generated by the Project (Table 10) are less than the threshold identified by the SCAQMD and as per the Table 9, it meets the target set by city of Madera GHG reduction plan.(see the discussion for Impact 4.2.1 above).

CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan. The current plan has identified new policies and actions to accomplish the State's 2030 GHG limit. Below is a list of applicable strategies in the Scoping Plan and the Project's consistency with those strategies.

- ✓ California Light-Duty Vehicle GHG Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs for long-term climate change goals.

- The Project is consistent with this reduction measure. This measure cannot be implemented by a particular project or lead agency since it is a statewide measure. When this measure is implemented, standards would be applicable to light-duty vehicles that would access the Project. The Project would not conflict or obstruct this reduction measure.
- ✓ Energy Efficiency – Pursuit of comparable investment in energy efficiency from all retail providers of electricity in California. Maximize energy efficiency building and appliance standards.
 - The Project is consistent with this reduction measure. Though this measure applies to the State to increase its energy standards, the Project would comply with this measure through existing regulation. The Project would not conflict or obstruct this reduction measure.
- ✓ Low Carbon Fuel – Development and adoption of the low carbon fuel standard.
 - The Project is consistent with this reduction measure. This measure cannot be implemented by a particular project or lead agency since it is a statewide measure. When this measure is implemented, standards would be applicable to the fuel used by vehicles that would access the Project. The Project would not conflict or obstruct this reduction measure.

Based on the assessment above, the Project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, any impacts would be less than significant.

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Appendix -A

CalEEMod Worksheets

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Annual

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

San Joaquin Valley Unified APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	50.00	Space	0.45	20,000.00	0
Other Asphalt Surfaces	2.30	Acre	2.30	100,188.00	0
Convenience Market with Gas Pumps	22.00	Pump	0.07	3,105.85	0
Other Non-Asphalt Surfaces	1.09	Acre	1.09	47,480.40	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	202H
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage not 4.03 because used pumps instead of square footage for convenience store. Landscaping calculated as "other non-asphalt surfaces".

Construction Off-road Equipment Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
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2.0 Emissions Summary

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1636	1.4634	1.4477	2.9000e-003	0.1247	0.0700	0.1947	0.0518	0.0656	0.1173	0.0000	255.5609	255.5609	0.0502	5.9800e-003	258.5985
2023	0.1716	0.9590	1.1451	2.2800e-003	0.0439	0.0437	0.0875	0.0119	0.0411	0.0530	0.0000	201.5643	201.5643	0.0361	5.2500e-003	204.0299
Maximum	0.1716	1.4634	1.4477	2.9000e-003	0.1247	0.0700	0.1947	0.0518	0.0656	0.1173	0.0000	255.5609	255.5609	0.0502	5.9800e-003	258.5985

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					
2022	0.1636	1.4634	1.4477	2.9000e-003	0.0804	0.0700	0.1504	0.0295	0.0656	0.0950	0.0000	255.5607	255.5607	0.0502	5.9800e-003	258.5983
2023	0.1716	0.9590	1.1451	2.2800e-003	0.0439	0.0437	0.0875	0.0119	0.0411	0.0530	0.0000	201.5641	201.5641	0.0361	5.2500e-003	204.0297
Maximum	0.1716	1.4634	1.4477	2.9000e-003	0.0804	0.0700	0.1504	0.0295	0.0656	0.0950	0.0000	255.5607	255.5607	0.0502	5.9800e-003	258.5983

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	26.31	0.00	15.71	35.02	0.00	13.10	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	6-1-2022	8-31-2022	0.7811	0.7811
2	9-1-2022	11-30-2022	0.6291	0.6291
3	12-1-2022	2-28-2023	0.5866	0.5866
4	3-1-2023	5-31-2023	0.5782	0.5782
5	6-1-2023	8-31-2023	0.1804	0.1804
		Highest	0.7811	0.7811

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	0.0287	1.0000e-005	6.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3500e-003	1.3500e-003	0.0000	0.0000	1.4400e-003
Energy	1.8000e-004	1.6200e-003	1.3600e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	4.6821	4.6821	5.1000e-004	9.0000e-005	4.7215
Mobile	2.2795	2.2930	12.3079	0.0169	1.4282	0.0176	1.4458	0.3823	0.0164	0.3987	0.0000	1,591.2565	1,591.2565	0.1963	0.1432	1,638.8475
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0730	0.1608	0.2338	7.5200e-003	1.8000e-004	0.4756
Total	2.3084	2.2947	12.3100	0.0169	1.4282	0.0177	1.4459	0.3823	0.0166	0.3988	0.0730	1,596.1008	1,596.1738	0.2043	0.1435	1,644.0460

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Annual

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

2.2 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	0.0278	1.0000e-005	6.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3500e-003	1.3500e-003	0.0000	0.0000	1.4400e-003
Energy	1.8000e-004	1.6200e-003	1.3600e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	4.6821	4.6821	5.1000e-004	9.0000e-005	4.7215
Mobile	2.2795	2.2930	12.3079	0.0169	1.4282	0.0176	1.4458	0.3823	0.0164	0.3987	0.0000	1,591.2565	1,591.2565	0.1963	0.1432	1,638.8475
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0730	0.1608	0.2338	7.5200e-003	1.8000e-004	0.4756
Total	2.3075	2.2947	12.3100	0.0169	1.4282	0.0177	1.4459	0.3823	0.0166	0.3988	0.0730	1,596.1008	1,596.1738	0.2043	0.1435	1,644.0460

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2022	6/28/2022	5	20	
2	Site Preparation	Site Preparation	6/29/2022	7/5/2022	5	5	
3	Grading	Grading	7/6/2022	7/15/2022	5	8	

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

4	Building Construction	Building Construction	7/16/2022	6/2/2023	5	230
5	Paving	Paving	6/3/2023	6/28/2023	5	18
6	Architectural Coating	Architectural Coating	6/29/2023	7/24/2023	5	18

Acres of Grading (Site Preparation Phase): 7.5**Acres of Grading (Grading Phase): 8****Acres of Paving: 3.84****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 4,659; Non-Residential Outdoor: 1,553; Striped Parking Area: 10,060 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

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

Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
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	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	71.00	28.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 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	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289

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	5.1000e-004	3.6000e-004	4.0900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9973	0.9973	3.0000e-005	3.0000e-005	1.0073
Total	5.1000e-004	3.6000e-004	4.0900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9973	0.9973	3.0000e-005	3.0000e-005	1.0073

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****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	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289

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	5.1000e-004	3.6000e-004	4.0900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9973	0.9973	3.0000e-005	3.0000e-005	1.0073
Total	5.1000e-004	3.6000e-004	4.0900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9973	0.9973	3.0000e-005	3.0000e-005	1.0073

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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					0.0491	0.0000	0.0491	0.0253	0.0000	0.0253	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9300e-003	0.0827	0.0492	1.0000e-004		4.0300e-003	4.0300e-003		3.7100e-003	3.7100e-003	0.0000	8.3599	8.3599	2.7000e-003	0.0000	8.4274
Total	7.9300e-003	0.0827	0.0492	1.0000e-004	0.0491	4.0300e-003	0.0532	0.0253	3.7100e-003	0.0290	0.0000	8.3599	8.3599	2.7000e-003	0.0000	8.4274

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	1.5000e-004	1.1000e-004	1.2300e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2992	0.2992	1.0000e-005	1.0000e-005	0.3022
Total	1.5000e-004	1.1000e-004	1.2300e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2992	0.2992	1.0000e-005	1.0000e-005	0.3022

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2022****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					0.0210	0.0000	0.0210	0.0108	0.0000	0.0108	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9300e-003	0.0827	0.0492	1.0000e-004		4.0300e-003	4.0300e-003		3.7100e-003	3.7100e-003	0.0000	8.3598	8.3598	2.7000e-003	0.0000	8.4274
Total	7.9300e-003	0.0827	0.0492	1.0000e-004	0.0210	4.0300e-003	0.0250	0.0108	3.7100e-003	0.0145	0.0000	8.3598	8.3598	2.7000e-003	0.0000	8.4274

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	1.5000e-004	1.1000e-004	1.2300e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2992	0.2992	1.0000e-005	1.0000e-005	0.3022
Total	1.5000e-004	1.1000e-004	1.2300e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2992	0.2992	1.0000e-005	1.0000e-005	0.3022

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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					0.0283	0.0000	0.0283	0.0137	0.0000	0.0137	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7900e-003	0.0834	0.0611	1.2000e-004		3.7600e-003	3.7600e-003		3.4600e-003	3.4600e-003	0.0000	10.4219	10.4219	3.3700e-003	0.0000	10.5062
Total	7.7900e-003	0.0834	0.0611	1.2000e-004	0.0283	3.7600e-003	0.0321	0.0137	3.4600e-003	0.0172	0.0000	10.4219	10.4219	3.3700e-003	0.0000	10.5062

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.4000e-004	1.6400e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3989	0.3989	1.0000e-005	1.0000e-005	0.4029
Total	2.1000e-004	1.4000e-004	1.6400e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3989	0.3989	1.0000e-005	1.0000e-005	0.4029

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****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					0.0121	0.0000	0.0121	5.8600e-003	0.0000	5.8600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7900e-003	0.0834	0.0611	1.2000e-004		3.7600e-003	3.7600e-003		3.4600e-003	3.4600e-003	0.0000	10.4219	10.4219	3.3700e-003	0.0000	10.5062
Total	7.7900e-003	0.0834	0.0611	1.2000e-004	0.0121	3.7600e-003	0.0159	5.8600e-003	3.4600e-003	9.3200e-003	0.0000	10.4219	10.4219	3.3700e-003	0.0000	10.5062

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.4000e-004	1.6400e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3989	0.3989	1.0000e-005	1.0000e-005	0.4029
Total	2.1000e-004	1.4000e-004	1.6400e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3989	0.3989	1.0000e-005	1.0000e-005	0.4029

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.1024	0.9369	0.9818	1.6200e-003		0.0485	0.0485		0.0457	0.0457	0.0000	139.0352	139.0352	0.0333	0.0000	139.8679
Total	0.1024	0.9369	0.9818	1.6200e-003		0.0485	0.0485		0.0457	0.0457	0.0000	139.0352	139.0352	0.0333	0.0000	139.8679

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	3.6400e-003	0.0922	0.0265	3.5000e-004	0.0111	1.0300e-003	0.0122	3.2200e-003	9.8000e-004	4.2000e-003	0.0000	33.7350	33.7350	2.2000e-004	5.0600e-003	35.2476
Worker	0.0146	0.0103	0.1162	3.1000e-004	0.0341	1.9000e-004	0.0343	9.0500e-003	1.8000e-004	9.2300e-003	0.0000	28.3234	28.3234	9.6000e-004	8.7000e-004	28.6081
Total	0.0182	0.1025	0.1427	6.6000e-004	0.0452	1.2200e-003	0.0464	0.0123	1.1600e-003	0.0134	0.0000	62.0584	62.0584	1.1800e-003	5.9300e-003	63.8557

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

3.5 Building Construction - 2022

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	0.1024	0.9369	0.9818	1.6200e-003		0.0485	0.0485		0.0457	0.0457	0.0000	139.0350	139.0350	0.0333	0.0000	139.8677
Total	0.1024	0.9369	0.9818	1.6200e-003		0.0485	0.0485		0.0457	0.0457	0.0000	139.0350	139.0350	0.0333	0.0000	139.8677

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	3.6400e-003	0.0922	0.0265	3.5000e-004	0.0111	1.0300e-003	0.0122	3.2200e-003	9.8000e-004	4.2000e-003	0.0000	33.7350	33.7350	2.2000e-004	5.0600e-003	35.2476
Worker	0.0146	0.0103	0.1162	3.1000e-004	0.0341	1.9000e-004	0.0343	9.0500e-003	1.8000e-004	9.2300e-003	0.0000	28.3234	28.3234	9.6000e-004	8.7000e-004	28.6081
Total	0.0182	0.1025	0.1427	6.6000e-004	0.0452	1.2200e-003	0.0464	0.0123	1.1600e-003	0.0134	0.0000	62.0584	62.0584	1.1800e-003	5.9300e-003	63.8557

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0865	0.7912	0.8934	1.4800e-003		0.0385	0.0385		0.0362	0.0362	0.0000	127.4926	127.4926	0.0303	0.0000	128.2508
Total	0.0865	0.7912	0.8934	1.4800e-003		0.0385	0.0385		0.0362	0.0362	0.0000	127.4926	127.4926	0.0303	0.0000	128.2508

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	1.7000e-003	0.0681	0.0209	3.1000e-004	0.0102	4.4000e-004	0.0107	2.9500e-003	4.2000e-004	3.3700e-003	0.0000	29.7708	29.7708	1.3000e-004	4.4500e-003	31.1013
Worker	0.0123	8.2300e-003	0.0972	2.7000e-004	0.0312	1.7000e-004	0.0314	8.3000e-003	1.5000e-004	8.4500e-003	0.0000	25.2812	25.2812	7.9000e-004	7.4000e-004	25.5200
Total	0.0140	0.0763	0.1180	5.8000e-004	0.0414	6.1000e-004	0.0420	0.0113	5.7000e-004	0.0118	0.0000	55.0520	55.0520	9.2000e-004	5.1900e-003	56.6214

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2023****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	0.0865	0.7912	0.8934	1.4800e-003		0.0385	0.0385		0.0362	0.0362	0.0000	127.4925	127.4925	0.0303	0.0000	128.2507
Total	0.0865	0.7912	0.8934	1.4800e-003		0.0385	0.0385		0.0362	0.0362	0.0000	127.4925	127.4925	0.0303	0.0000	128.2507

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	1.7000e-003	0.0681	0.0209	3.1000e-004	0.0102	4.4000e-004	0.0107	2.9500e-003	4.2000e-004	3.3700e-003	0.0000	29.7708	29.7708	1.3000e-004	4.4500e-003	31.1013
Worker	0.0123	8.2300e-003	0.0972	2.7000e-004	0.0312	1.7000e-004	0.0314	8.3000e-003	1.5000e-004	8.4500e-003	0.0000	25.2812	25.2812	7.9000e-004	7.4000e-004	25.5200
Total	0.0140	0.0763	0.1180	5.8000e-004	0.0414	6.1000e-004	0.0420	0.0113	5.7000e-004	0.0118	0.0000	55.0520	55.0520	9.2000e-004	5.1900e-003	56.6214

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	8.2600e-003	0.0791	0.1097	1.7000e-004		3.9200e-003	3.9200e-003		3.6200e-003	3.6200e-003	0.0000	14.7407	14.7407	4.6300e-003	0.0000	14.8565
Paving	3.6000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0119	0.0791	0.1097	1.7000e-004		3.9200e-003	3.9200e-003		3.6200e-003	3.6200e-003	0.0000	14.7407	14.7407	4.6300e-003	0.0000	14.8565

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	5.7000e-004	3.8000e-004	4.4800e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1653	1.1653	4.0000e-005	3.0000e-005	1.1763
Total	5.7000e-004	3.8000e-004	4.4800e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1653	1.1653	4.0000e-005	3.0000e-005	1.1763

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2023****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	8.2600e-003	0.0791	0.1097	1.7000e-004		3.9200e-003	3.9200e-003		3.6200e-003	3.6200e-003	0.0000	14.7407	14.7407	4.6300e-003	0.0000	14.8565
Paving	3.6000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0119	0.0791	0.1097	1.7000e-004		3.9200e-003	3.9200e-003		3.6200e-003	3.6200e-003	0.0000	14.7407	14.7407	4.6300e-003	0.0000	14.8565

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	5.7000e-004	3.8000e-004	4.4800e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1653	1.1653	4.0000e-005	3.0000e-005	1.1763
Total	5.7000e-004	3.8000e-004	4.4800e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1653	1.1653	4.0000e-005	3.0000e-005	1.1763

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	0.0566					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7200e-003	0.0117	0.0163	3.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	2.2979	2.2979	1.4000e-004	0.0000	2.3014
Total	0.0583	0.0117	0.0163	3.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	2.2979	2.2979	1.4000e-004	0.0000	2.3014

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	4.0000e-004	2.7000e-004	3.1400e-003	1.0000e-005	1.0100e-003	1.0000e-005	1.0100e-003	2.7000e-004	0.0000	2.7000e-004	0.0000	0.8157	0.8157	3.0000e-005	2.0000e-005	0.8234
Total	4.0000e-004	2.7000e-004	3.1400e-003	1.0000e-005	1.0100e-003	1.0000e-005	1.0100e-003	2.7000e-004	0.0000	2.7000e-004	0.0000	0.8157	0.8157	3.0000e-005	2.0000e-005	0.8234

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0566					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7200e-003	0.0117	0.0163	3.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	2.2979	2.2979	1.4000e-004	0.0000	2.3014
Total	0.0583	0.0117	0.0163	3.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	2.2979	2.2979	1.4000e-004	0.0000	2.3014

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	4.0000e-004	2.7000e-004	3.1400e-003	1.0000e-005	1.0100e-003	1.0000e-005	1.0100e-003	2.7000e-004	0.0000	2.7000e-004	0.0000	0.8157	0.8157	3.0000e-005	2.0000e-005	0.8234
Total	4.0000e-004	2.7000e-004	3.1400e-003	1.0000e-005	1.0100e-003	1.0000e-005	1.0100e-003	2.7000e-004	0.0000	2.7000e-004	0.0000	0.8157	0.8157	3.0000e-005	2.0000e-005	0.8234

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

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	2.2795	2.2930	12.3079	0.0169	1.4282	0.0176	1.4458	0.3823	0.0164	0.3987	0.0000	1,591.2565	1,591.2565	0.1963	0.1432	1,638.8475
Unmitigated	2.2795	2.2930	12.3079	0.0169	1.4282	0.0176	1.4458	0.3823	0.0164	0.3987	0.0000	1,591.2565	1,591.2565	0.1963	0.1432	1,638.8475

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market with Gas Pumps	7,095.00	7,095.00	7095.00	3,805,788	3,805,788
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	7,095.00	7,095.00	7,095.00	3,805,788	3,805,788

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market with Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

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	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
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market with Gas Pumps	0.511221	0.052103	0.170611	0.160645	0.028932	0.007649	0.013284	0.025916	0.000654	0.000315	0.023645	0.001472	0.003552
Other Asphalt Surfaces	0.511221	0.052103	0.170611	0.160645	0.028932	0.007649	0.013284	0.025916	0.000654	0.000315	0.023645	0.001472	0.003552
Other Non-Asphalt Surfaces	0.511221	0.052103	0.170611	0.160645	0.028932	0.007649	0.013284	0.025916	0.000654	0.000315	0.023645	0.001472	0.003552
Parking Lot	0.511221	0.052103	0.170611	0.160645	0.028932	0.007649	0.013284	0.025916	0.000654	0.000315	0.023645	0.001472	0.003552

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

	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	2.9236	2.9236	4.7000e-004	6.0000e-005	2.9525
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2.9236	2.9236	4.7000e-004	6.0000e-005	2.9525
NaturalGas Mitigated	1.8000e-004	1.6200e-003	1.3600e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7585	1.7585	3.0000e-005	3.0000e-005	1.7690
NaturalGas Unmitigated	1.8000e-004	1.6200e-003	1.3600e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7585	1.7585	3.0000e-005	3.0000e-005	1.7690

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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					
Convenience Market with Gas Pumps	32953.1	1.8000e-004	1.6200e-003	1.3600e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7585	1.7585	3.0000e-005	3.0000e-005	1.7690
Other Asphalt Surfaces	0	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
Other Non-Asphalt Surfaces	0	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
Parking Lot	0	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		1.8000e-004	1.6200e-003	1.3600e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7585	1.7585	3.0000e-005	3.0000e-005	1.7690

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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					
Convenience Market with Gas Pumps	32953.1	1.8000e-004	1.6200e-003	1.3600e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7585	1.7585	3.0000e-005	3.0000e-005	1.7690
Other Asphalt Surfaces	0	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
Other Non-Asphalt Surfaces	0	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
Parking Lot	0	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		1.8000e-004	1.6200e-003	1.3600e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7585	1.7585	3.0000e-005	3.0000e-005	1.7690

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market with Gas Pumps	24598.3	2.2759	3.7000e-004	4.0000e-005	2.2984
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	7000	0.6477	1.0000e-004	1.0000e-005	0.6541
Total		2.9236	4.7000e-004	5.0000e-005	2.9525

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market with Gas Pumps	24598.3	2.2759	3.7000e-004	4.0000e-005	2.2984
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	7000	0.6477	1.0000e-004	1.0000e-005	0.6541
Total		2.9236	4.7000e-004	5.0000e-005	2.9525

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Cleaning Supplies

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

	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	0.0278	1.0000e-005	6.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3500e-003	1.3500e-003	0.0000	0.0000	1.4400e-003
Unmitigated	0.0287	1.0000e-005	6.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3500e-003	1.3500e-003	0.0000	0.0000	1.4400e-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	5.6600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0230					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-005	1.0000e-005	6.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3500e-003	1.3500e-003	0.0000	0.0000	1.4400e-003
Total	0.0287	1.0000e-005	6.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3500e-003	1.3500e-003	0.0000	0.0000	1.4400e-003

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.6600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0221					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-005	1.0000e-005	6.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3500e-003	1.3500e-003	0.0000	0.0000	1.4400e-003
Total	0.0278	1.0000e-005	6.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3500e-003	1.3500e-003	0.0000	0.0000	1.4400e-003

7.0 Water Detail**7.1 Mitigation Measures Water**

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.2338	7.5200e-003	1.8000e-004	0.4756
Unmitigated	0.2338	7.5200e-003	1.8000e-004	0.4756

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market with Gas Pumps	0.230058 / 0.141003	0.2338	7.5200e-003	1.8000e-004	0.4756
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.2338	7.5200e-003	1.8000e-004	0.4756

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market with Gas Pumps	0.230058 / 0.141003	0.2338	7.5200e-003	1.8000e-004	0.4756
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.2338	7.5200e-003	1.8000e-004	0.4756

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Annual

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

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

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

11.0 Vegetation

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

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

Madera Truck Stop
San Joaquin Valley Unified APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	50.00	Space	0.45	20,000.00	0
Other Asphalt Surfaces	2.30	Acre	2.30	100,188.00	0
Convenience Market with Gas Pumps	22.00	Pump	0.07	3,105.85	0
Other Non-Asphalt Surfaces	1.09	Acre	1.09	47,480.40	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage not 4.03 because used pumps instead of square footage for convenience store. Landscaping calculated as "other non-asphalt surfaces".

Construction Off-road Equipment Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
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2.0 Emissions Summary

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.1 Overall Construction (Maximum Daily Emission)****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	lb/day										lb/day					
2022	3.2415	33.1239	21.0680	0.0400	19.8049	1.6134	21.4183	10.1417	1.4843	11.6260	0.0000	3,866.347 8	3,866.347 8	1.1965	0.1082	3,893.712 9
2023	6.5275	15.7073	18.6590	0.0380	0.7731	0.7107	1.4838	0.2094	0.6688	0.8782	0.0000	3,702.319 5	3,702.319 5	0.6256	0.1032	3,748.714 2
Maximum	6.5275	33.1239	21.0680	0.0400	19.8049	1.6134	21.4183	10.1417	1.4843	11.6260	0.0000	3,866.347 8	3,866.347 8	1.1965	0.1082	3,893.712 9

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	lb/day										lb/day					
2022	3.2415	33.1239	21.0680	0.0400	8.5512	1.6134	10.1646	4.3580	1.4843	5.8423	0.0000	3,866.347 8	3,866.347 8	1.1965	0.1082	3,893.712 9
2023	6.5275	15.7073	18.6590	0.0380	0.7731	0.7107	1.4838	0.2094	0.6688	0.8782	0.0000	3,702.319 5	3,702.319 5	0.6256	0.1032	3,748.714 2
Maximum	6.5275	33.1239	21.0680	0.0400	8.5512	1.6134	10.1646	4.3580	1.4843	5.8423	0.0000	3,866.347 8	3,866.347 8	1.1965	0.1082	3,893.712 9

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	54.69	0.00	49.14	55.88	0.00	46.25	0.00	0.00	0.00	0.00	0.00	0.00

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Area	0.1576	7.0000e-005	7.6900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0165	0.0165	4.0000e-005		0.0176
Energy	9.7000e-004	8.8500e-003	7.4400e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6215	10.6215	2.0000e-004	1.9000e-004	10.6846
Mobile	16.4082	11.9343	65.2799	0.0980	8.0605	0.0965	8.1570	2.1527	0.0903	2.2429		10,155.12 94	10,155.12 94	1.0569	0.8402	10,431.93 52
Total	16.5667	11.9432	65.2950	0.0981	8.0605	0.0972	8.1577	2.1527	0.0910	2.2436		10,165.76 74	10,165.76 74	1.0572	0.8404	10,442.63 73

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	lb/day										lb/day					
Area	0.1526	7.0000e-005	7.6900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0165	0.0165	4.0000e-005		0.0176
Energy	9.7000e-004	8.8500e-003	7.4400e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6215	10.6215	2.0000e-004	1.9000e-004	10.6846
Mobile	16.4082	11.9343	65.2799	0.0980	8.0605	0.0965	8.1570	2.1527	0.0903	2.2429		10,155.12 94	10,155.12 94	1.0569	0.8402	10,431.93 52
Total	16.5617	11.9432	65.2950	0.0981	8.0605	0.0972	8.1577	2.1527	0.0910	2.2436		10,165.76 74	10,165.76 74	1.0572	0.8404	10,442.63 73

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2022	6/28/2022	5	20	
2	Site Preparation	Site Preparation	6/29/2022	7/5/2022	5	5	
3	Grading	Grading	7/6/2022	7/15/2022	5	8	
4	Building Construction	Building Construction	7/16/2022	6/2/2023	5	230	
5	Paving	Paving	6/3/2023	6/28/2023	5	18	
6	Architectural Coating	Architectural Coating	6/29/2023	7/24/2023	5	18	

Acres of Grading (Site Preparation Phase): 7.5**Acres of Grading (Grading Phase): 8****Acres of Paving: 3.84****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 4,659; Non-Residential Outdoor: 1,553; Striped Parking Area: 10,060 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

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

Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
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	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	71.00	28.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

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

Replace Ground Cover

Water Exposed Area

3.2 Demolition - 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	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920

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	lb/day										lb/day					
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
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
Worker	0.0595	0.0336	0.4739	1.1800e-003	0.1232	6.7000e-004	0.1239	0.0327	6.2000e-004	0.0333		119.5666	119.5666	3.6000e-003	3.2400e-003	120.6209
Total	0.0595	0.0336	0.4739	1.1800e-003	0.1232	6.7000e-004	0.1239	0.0327	6.2000e-004	0.0333		119.5666	119.5666	3.6000e-003	3.2400e-003	120.6209

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****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	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.781 2	3,746.781 2	1.0524		3,773.092 0
Total	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.781 2	3,746.781 2	1.0524		3,773.092 0

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	lb/day										lb/day					
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
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
Worker	0.0595	0.0336	0.4739	1.1800e-003	0.1232	6.7000e-004	0.1239	0.0327	6.2000e-004	0.0333		119.5666	119.5666	3.6000e-003	3.2400e-003	120.6209
Total	0.0595	0.0336	0.4739	1.1800e-003	0.1232	6.7000e-004	0.1239	0.0327	6.2000e-004	0.0333		119.5666	119.5666	3.6000e-003	3.2400e-003	120.6209

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

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	lb/day										lb/day					
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
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
Worker	0.0713	0.0403	0.5687	1.4100e-003	0.1479	8.1000e-004	0.1487	0.0392	7.5000e-004	0.0400		143.4799	143.4799	4.3200e-003	3.8800e-003	144.7450
Total	0.0713	0.0403	0.5687	1.4100e-003	0.1479	8.1000e-004	0.1487	0.0392	7.5000e-004	0.0400		143.4799	143.4799	4.3200e-003	3.8800e-003	144.7450

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2022****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	lb/day										lb/day					
Fugitive Dust					8.4034	0.0000	8.4034	4.3188	0.0000	4.3188			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.061 9	3,686.061 9	1.1922		3,715.865 5
Total	3.1701	33.0835	19.6978	0.0380	8.4034	1.6126	10.0159	4.3188	1.4836	5.8024	0.0000	3,686.061 9	3,686.061 9	1.1922		3,715.865 5

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	lb/day										lb/day					
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
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
Worker	0.0713	0.0403	0.5687	1.4100e-003	0.1479	8.1000e-004	0.1487	0.0392	7.5000e-004	0.0400		143.4799	143.4799	4.3200e-003	3.8800e-003	144.7450
Total	0.0713	0.0403	0.5687	1.4100e-003	0.1479	8.1000e-004	0.1487	0.0392	7.5000e-004	0.0400		143.4799	143.4799	4.3200e-003	3.8800e-003	144.7450

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	1.9486	20.8551	15.2727	0.0297	7.0826	0.9409	8.0234	3.4247	0.8656	4.2903		2,872.046 4	2,872.046 4	0.9289		2,895.268 4

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	lb/day										lb/day					
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
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
Worker	0.0595	0.0336	0.4739	1.1800e-003	0.1232	6.7000e-004	0.1239	0.0327	6.2000e-004	0.0333		119.5666	119.5666	3.6000e-003	3.2400e-003	120.6209
Total	0.0595	0.0336	0.4739	1.1800e-003	0.1232	6.7000e-004	0.1239	0.0327	6.2000e-004	0.0333		119.5666	119.5666	3.6000e-003	3.2400e-003	120.6209

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****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	lb/day										lb/day					
Fugitive Dust					3.0278	0.0000	3.0278	1.4641	0.0000	1.4641			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	1.9486	20.8551	15.2727	0.0297	3.0278	0.9409	3.9687	1.4641	0.8656	2.3297	0.0000	2,872.046 4	2,872.046 4	0.9289		2,895.268 4

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	lb/day										lb/day					
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
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
Worker	0.0595	0.0336	0.4739	1.1800e-003	0.1232	6.7000e-004	0.1239	0.0327	6.2000e-004	0.0333		119.5666	119.5666	3.6000e-003	3.2400e-003	120.6209
Total	0.0595	0.0336	0.4739	1.1800e-003	0.1232	6.7000e-004	0.1239	0.0327	6.2000e-004	0.0333		119.5666	119.5666	3.6000e-003	3.2400e-003	120.6209

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

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	lb/day										lb/day					
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
Vendor	0.0616	1.4700	0.4359	5.8600e-003	0.1898	0.0171	0.2069	0.0547	0.0163	0.0710		619.5410	619.5410	4.0400e-003	0.0928	647.3047
Worker	0.2814	0.1591	2.2431	5.5600e-003	0.5833	3.1900e-003	0.5864	0.1547	2.9400e-003	0.1576		565.9487	565.9487	0.0170	0.0153	570.9387
Total	0.3430	1.6291	2.6789	0.0114	0.7731	0.0203	0.7933	0.2094	0.0193	0.2286		1,185.4897	1,185.4897	0.0211	0.1082	1,218.2434

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****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	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

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	lb/day										lb/day					
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
Vendor	0.0616	1.4700	0.4359	5.8600e-003	0.1898	0.0171	0.2069	0.0547	0.0163	0.0710		619.5410	619.5410	4.0400e-003	0.0928	647.3047
Worker	0.2814	0.1591	2.2431	5.5600e-003	0.5833	3.1900e-003	0.5864	0.1547	2.9400e-003	0.1576		565.9487	565.9487	0.0170	0.0153	570.9387
Total	0.3430	1.6291	2.6789	0.0114	0.7731	0.0203	0.7933	0.2094	0.0193	0.2286		1,185.4897	1,185.4897	0.0211	0.1082	1,218.2434

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

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	lb/day										lb/day					
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
Vendor	0.0320	1.1834	0.3737	5.6400e-003	0.1898	7.9900e-003	0.1978	0.0547	7.6400e-003	0.0623		596.1780	596.1780	2.5800e-003	0.0892	622.8095
Worker	0.2577	0.1390	2.0413	5.3800e-003	0.5833	3.0100e-003	0.5863	0.1547	2.7700e-003	0.1575		550.9316	550.9316	0.0152	0.0141	555.4986
Total	0.2897	1.3225	2.4150	0.0110	0.7731	0.0110	0.7841	0.2094	0.0104	0.2198		1,147.1096	1,147.1096	0.0178	0.1032	1,178.3081

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2023****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	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

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	lb/day										lb/day					
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
Vendor	0.0320	1.1834	0.3737	5.6400e-003	0.1898	7.9900e-003	0.1978	0.0547	7.6400e-003	0.0623		596.1780	596.1780	2.5800e-003	0.0892	622.8095
Worker	0.2577	0.1390	2.0413	5.3800e-003	0.5833	3.0100e-003	0.5863	0.1547	2.7700e-003	0.1575		550.9316	550.9316	0.0152	0.0141	555.4986
Total	0.2897	1.3225	2.4150	0.0110	0.7731	0.0110	0.7841	0.2094	0.0104	0.2198		1,147.1096	1,147.1096	0.0178	0.1032	1,178.3081

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025		1,805.430 4	1,805.430 4	0.5673		1,819.612 2
Paving	0.4003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.3184	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025		1,805.430 4	1,805.430 4	0.5673		1,819.612 2

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	lb/day										lb/day					
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
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
Worker	0.0726	0.0392	0.5750	1.5200e-003	0.1643	8.5000e-004	0.1651	0.0436	7.8000e-004	0.0444		155.1920	155.1920	4.2800e-003	3.9600e-003	156.4785
Total	0.0726	0.0392	0.5750	1.5200e-003	0.1643	8.5000e-004	0.1651	0.0436	7.8000e-004	0.0444		155.1920	155.1920	4.2800e-003	3.9600e-003	156.4785

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2023****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	lb/day										lb/day					
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025	0.0000	1,805.430 4	1,805.430 4	0.5673		1,819.612 2
Paving	0.4003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.3184	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025	0.0000	1,805.430 4	1,805.430 4	0.5673		1,819.612 2

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	lb/day										lb/day					
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
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
Worker	0.0726	0.0392	0.5750	1.5200e-003	0.1643	8.5000e-004	0.1651	0.0436	7.8000e-004	0.0444		155.1920	155.1920	4.2800e-003	3.9600e-003	156.4785
Total	0.0726	0.0392	0.5750	1.5200e-003	0.1643	8.5000e-004	0.1651	0.0436	7.8000e-004	0.0444		155.1920	155.1920	4.2800e-003	3.9600e-003	156.4785

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Archit. Coating	6.2851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	6.4767	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

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	lb/day										lb/day					
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
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
Worker	0.0508	0.0274	0.4025	1.0600e-003	0.1150	5.9000e-004	0.1156	0.0305	5.5000e-004	0.0311		108.6344	108.6344	2.9900e-003	2.7700e-003	109.5349
Total	0.0508	0.0274	0.4025	1.0600e-003	0.1150	5.9000e-004	0.1156	0.0305	5.5000e-004	0.0311		108.6344	108.6344	2.9900e-003	2.7700e-003	109.5349

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2023****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	lb/day										lb/day					
Archit. Coating	6.2851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	6.4767	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

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	lb/day										lb/day					
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
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
Worker	0.0508	0.0274	0.4025	1.0600e-003	0.1150	5.9000e-004	0.1156	0.0305	5.5000e-004	0.0311		108.6344	108.6344	2.9900e-003	2.7700e-003	109.5349
Total	0.0508	0.0274	0.4025	1.0600e-003	0.1150	5.9000e-004	0.1156	0.0305	5.5000e-004	0.0311		108.6344	108.6344	2.9900e-003	2.7700e-003	109.5349

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

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

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	lb/day										lb/day					
Mitigated	16.4082	11.9343	65.2799	0.0980	8.0605	0.0965	8.1570	2.1527	0.0903	2.2429		10,155.12 94	10,155.12 94	1.0569	0.8402	10,431.93 52
Unmitigated	16.4082	11.9343	65.2799	0.0980	8.0605	0.0965	8.1570	2.1527	0.0903	2.2429		10,155.12 94	10,155.12 94	1.0569	0.8402	10,431.93 52

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market with Gas Pumps	7,095.00	7,095.00	7095.00	3,805,788	3,805,788
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	7,095.00	7,095.00	7,095.00	3,805,788	3,805,788

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market with Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

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

	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
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market with Gas Pumps	0.511221	0.052103	0.170611	0.160645	0.028932	0.007649	0.013284	0.025916	0.000654	0.000315	0.023645	0.001472	0.003552
Other Asphalt Surfaces	0.511221	0.052103	0.170611	0.160645	0.028932	0.007649	0.013284	0.025916	0.000654	0.000315	0.023645	0.001472	0.003552
Other Non-Asphalt Surfaces	0.511221	0.052103	0.170611	0.160645	0.028932	0.007649	0.013284	0.025916	0.000654	0.000315	0.023645	0.001472	0.003552
Parking Lot	0.511221	0.052103	0.170611	0.160645	0.028932	0.007649	0.013284	0.025916	0.000654	0.000315	0.023645	0.001472	0.003552

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	lb/day										lb/day					
NaturalGas Mitigated	9.7000e-004	8.8500e-003	7.4400e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6215	10.6215	2.0000e-004	1.9000e-004	10.6846
NaturalGas Unmitigated	9.7000e-004	8.8500e-003	7.4400e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6215	10.6215	2.0000e-004	1.9000e-004	10.6846

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Convenience Market with Gas Pumps	90.2824	9.7000e-004	8.8500e-003	7.4400e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6215	10.6215	2.0000e-004	1.9000e-004	10.6846
Other Asphalt Surfaces	0	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
Other Non-Asphalt Surfaces	0	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
Parking Lot	0	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		9.7000e-004	8.8500e-003	7.4400e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6215	10.6215	2.0000e-004	1.9000e-004	10.6846

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

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

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	lb/day										lb/day					
Convenience Market with Gas Pumps	0.0902824	9.7000e-004	8.8500e-003	7.4400e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6215	10.6215	2.0000e-004	1.9000e-004	10.6846
Other Asphalt Surfaces	0	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
Other Non-Asphalt Surfaces	0	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
Parking Lot	0	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		9.7000e-004	8.8500e-003	7.4400e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6215	10.6215	2.0000e-004	1.9000e-004	10.6846

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Cleaning Supplies

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

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

	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	lb/day										lb/day					
Mitigated	0.1526	7.0000e-005	7.6900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0165	0.0165	4.0000e-005		0.0176
Unmitigated	0.1576	7.0000e-005	7.6900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0165	0.0165	4.0000e-005		0.0176

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	lb/day										lb/day					
Architectural Coating	0.0310					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1259					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.1000e-004	7.0000e-005	7.6900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0165	0.0165	4.0000e-005		0.0176
Total	0.1576	7.0000e-005	7.6900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0165	0.0165	4.0000e-005		0.0176

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0310					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1209					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.1000e-004	7.0000e-005	7.6900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0165	0.0165	4.0000e-005		0.0176
Total	0.1526	7.0000e-005	7.6900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0165	0.0165	4.0000e-005		0.0176

7.0 Water Detail**7.1 Mitigation Measures Water**

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

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

Madera Truck Stop
San Joaquin Valley Unified APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	50.00	Space	0.45	20,000.00	0
Other Asphalt Surfaces	2.30	Acre	2.30	100,188.00	0
Convenience Market with Gas Pumps	22.00	Pump	0.07	3,105.85	0
Other Non-Asphalt Surfaces	1.09	Acre	1.09	47,480.40	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage not 4.03 because used pumps instead of square footage for convenience store. Landscaping calculated as "other non-asphalt surfaces".

Construction Off-road Equipment Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
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2.0 Emissions Summary

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.1 Overall Construction (Maximum Daily Emission)****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	lb/day										lb/day					
2022	3.2336	33.1312	20.9976	0.0399	19.8049	1.6134	21.4183	10.1417	1.4843	11.6260	0.0000	3,853.131 7	3,853.131 7	1.1969	0.1101	3,880.619 8
2023	6.5220	15.8169	18.3775	0.0374	0.7731	0.7108	1.4838	0.2094	0.6689	0.8782	0.0000	3,642.775 3	3,642.775 3	0.6272	0.1051	3,689.778 5
Maximum	6.5220	33.1312	20.9976	0.0399	19.8049	1.6134	21.4183	10.1417	1.4843	11.6260	0.0000	3,853.131 7	3,853.131 7	1.1969	0.1101	3,880.619 8

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	lb/day										lb/day					
2022	3.2336	33.1312	20.9976	0.0399	8.5512	1.6134	10.1646	4.3580	1.4843	5.8423	0.0000	3,853.131 7	3,853.131 7	1.1969	0.1101	3,880.619 8
2023	6.5220	15.8169	18.3775	0.0374	0.7731	0.7108	1.4838	0.2094	0.6689	0.8782	0.0000	3,642.775 3	3,642.775 3	0.6272	0.1051	3,689.778 5
Maximum	6.5220	33.1312	20.9976	0.0399	8.5512	1.6134	10.1646	4.3580	1.4843	5.8423	0.0000	3,853.131 7	3,853.131 7	1.1969	0.1101	3,880.619 8

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	54.69	0.00	49.14	55.88	0.00	46.25	0.00	0.00	0.00	0.00	0.00	0.00

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Area	0.1576	7.0000e-005	7.6900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0165	0.0165	4.0000e-005		0.0176
Energy	9.7000e-004	8.8500e-003	7.4400e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6215	10.6215	2.0000e-004	1.9000e-004	10.6846
Mobile	11.4333	13.3613	75.5669	0.0915	8.0605	0.0969	8.1573	2.1527	0.0906	2.2433		9,478.2305	9,478.2305	1.3344	0.9085	9,782.3340
Total	11.5919	13.3702	75.5821	0.0915	8.0605	0.0976	8.1580	2.1527	0.0913	2.2440		9,488.8684	9,488.8684	1.3346	0.9087	9,793.0362

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	lb/day										lb/day					
Area	0.1526	7.0000e-005	7.6900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0165	0.0165	4.0000e-005		0.0176
Energy	9.7000e-004	8.8500e-003	7.4400e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6215	10.6215	2.0000e-004	1.9000e-004	10.6846
Mobile	11.4333	13.3613	75.5669	0.0915	8.0605	0.0969	8.1573	2.1527	0.0906	2.2433		9,478.2305	9,478.2305	1.3344	0.9085	9,782.3340
Total	11.5869	13.3702	75.5821	0.0915	8.0605	0.0976	8.1580	2.1527	0.0913	2.2440		9,488.8684	9,488.8684	1.3346	0.9087	9,793.0362

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2022	6/28/2022	5	20	
2	Site Preparation	Site Preparation	6/29/2022	7/5/2022	5	5	
3	Grading	Grading	7/6/2022	7/15/2022	5	8	
4	Building Construction	Building Construction	7/16/2022	6/2/2023	5	230	
5	Paving	Paving	6/3/2023	6/28/2023	5	18	
6	Architectural Coating	Architectural Coating	6/29/2023	7/24/2023	5	18	

Acres of Grading (Site Preparation Phase): 7.5**Acres of Grading (Grading Phase): 8****Acres of Paving: 3.84****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 4,659; Non-Residential Outdoor: 1,553; Striped Parking Area: 10,060 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

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

Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
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	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	71.00	28.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

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

Replace Ground Cover

Water Exposed Area

3.2 Demolition - 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	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920

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	lb/day										lb/day					
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
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
Worker	0.0529	0.0397	0.4035	1.0500e-003	0.1232	6.7000e-004	0.1239	0.0327	6.2000e-004	0.0333		106.3505	106.3505	3.9800e-003	3.6200e-003	107.5278
Total	0.0529	0.0397	0.4035	1.0500e-003	0.1232	6.7000e-004	0.1239	0.0327	6.2000e-004	0.0333		106.3505	106.3505	3.9800e-003	3.6200e-003	107.5278

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2022****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	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.781 2	3,746.781 2	1.0524		3,773.092 0
Total	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.781 2	3,746.781 2	1.0524		3,773.092 0

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	lb/day										lb/day					
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
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
Worker	0.0529	0.0397	0.4035	1.0500e-003	0.1232	6.7000e-004	0.1239	0.0327	6.2000e-004	0.0333		106.3505	106.3505	3.9800e-003	3.6200e-003	107.5278
Total	0.0529	0.0397	0.4035	1.0500e-003	0.1232	6.7000e-004	0.1239	0.0327	6.2000e-004	0.0333		106.3505	106.3505	3.9800e-003	3.6200e-003	107.5278

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

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	lb/day										lb/day					
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
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
Worker	0.0634	0.0476	0.4842	1.2500e-003	0.1479	8.1000e-004	0.1487	0.0392	7.5000e-004	0.0400		127.6206	127.6206	4.7700e-003	4.3400e-003	129.0334
Total	0.0634	0.0476	0.4842	1.2500e-003	0.1479	8.1000e-004	0.1487	0.0392	7.5000e-004	0.0400		127.6206	127.6206	4.7700e-003	4.3400e-003	129.0334

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2022****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	lb/day										lb/day					
Fugitive Dust					8.4034	0.0000	8.4034	4.3188	0.0000	4.3188			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.061 9	3,686.061 9	1.1922		3,715.865 5
Total	3.1701	33.0835	19.6978	0.0380	8.4034	1.6126	10.0159	4.3188	1.4836	5.8024	0.0000	3,686.061 9	3,686.061 9	1.1922		3,715.865 5

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	lb/day										lb/day					
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
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
Worker	0.0634	0.0476	0.4842	1.2500e-003	0.1479	8.1000e-004	0.1487	0.0392	7.5000e-004	0.0400		127.6206	127.6206	4.7700e-003	4.3400e-003	129.0334
Total	0.0634	0.0476	0.4842	1.2500e-003	0.1479	8.1000e-004	0.1487	0.0392	7.5000e-004	0.0400		127.6206	127.6206	4.7700e-003	4.3400e-003	129.0334

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	1.9486	20.8551	15.2727	0.0297	7.0826	0.9409	8.0234	3.4247	0.8656	4.2903		2,872.046 4	2,872.046 4	0.9289		2,895.268 4

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	lb/day										lb/day					
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
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
Worker	0.0529	0.0397	0.4035	1.0500e-003	0.1232	6.7000e-004	0.1239	0.0327	6.2000e-004	0.0333		106.3505	106.3505	3.9800e-003	3.6200e-003	107.5278
Total	0.0529	0.0397	0.4035	1.0500e-003	0.1232	6.7000e-004	0.1239	0.0327	6.2000e-004	0.0333		106.3505	106.3505	3.9800e-003	3.6200e-003	107.5278

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2022****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	lb/day										lb/day					
Fugitive Dust					3.0278	0.0000	3.0278	1.4641	0.0000	1.4641			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	1.9486	20.8551	15.2727	0.0297	3.0278	0.9409	3.9687	1.4641	0.8656	2.3297	0.0000	2,872.046 4	2,872.046 4	0.9289		2,895.268 4

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	lb/day										lb/day					
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
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
Worker	0.0529	0.0397	0.4035	1.0500e-003	0.1232	6.7000e-004	0.1239	0.0327	6.2000e-004	0.0333		106.3505	106.3505	3.9800e-003	3.6200e-003	107.5278
Total	0.0529	0.0397	0.4035	1.0500e-003	0.1232	6.7000e-004	0.1239	0.0327	6.2000e-004	0.0333		106.3505	106.3505	3.9800e-003	3.6200e-003	107.5278

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

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	lb/day										lb/day					
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
Vendor	0.0600	1.5701	0.4510	5.8700e-003	0.1898	0.0171	0.2070	0.0547	0.0164	0.0710		620.0985	620.0985	3.9600e-003	0.0930	647.9125
Worker	0.2502	0.1879	1.9099	4.9500e-003	0.5833	3.1900e-003	0.5864	0.1547	2.9400e-003	0.1576		503.3925	503.3925	0.0188	0.0171	508.9650
Total	0.3101	1.7580	2.3609	0.0108	0.7731	0.0203	0.7934	0.2094	0.0193	0.2287		1,123.4910	1,123.4910	0.0228	0.1101	1,156.8774

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****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	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

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	lb/day										lb/day					
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
Vendor	0.0600	1.5701	0.4510	5.8700e-003	0.1898	0.0171	0.2070	0.0547	0.0164	0.0710		620.0985	620.0985	3.9600e-003	0.0930	647.9125
Worker	0.2502	0.1879	1.9099	4.9500e-003	0.5833	3.1900e-003	0.5864	0.1547	2.9400e-003	0.1576		503.3925	503.3925	0.0188	0.0171	508.9650
Total	0.3101	1.7580	2.3609	0.0108	0.7731	0.0203	0.7934	0.2094	0.0193	0.2287		1,123.4910	1,123.4910	0.0228	0.1101	1,156.8774

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

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	lb/day										lb/day					
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
Vendor	0.0300	1.2678	0.3862	5.6500e-003	0.1898	8.0200e-003	0.1979	0.0547	7.6700e-003	0.0623		597.3441	597.3441	2.4900e-003	0.0894	624.0512
Worker	0.2298	0.1641	1.7473	4.7900e-003	0.5833	3.0100e-003	0.5863	0.1547	2.7700e-003	0.1575		490.2214	490.2214	0.0169	0.0157	495.3213
Total	0.2599	1.4320	2.1335	0.0104	0.7731	0.0110	0.7841	0.2094	0.0104	0.2198		1,087.5654	1,087.5654	0.0194	0.1051	1,119.3725

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2023****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	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

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	lb/day										lb/day					
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
Vendor	0.0300	1.2678	0.3862	5.6500e-003	0.1898	8.0200e-003	0.1979	0.0547	7.6700e-003	0.0623		597.3441	597.3441	2.4900e-003	0.0894	624.0512
Worker	0.2298	0.1641	1.7473	4.7900e-003	0.5833	3.0100e-003	0.5863	0.1547	2.7700e-003	0.1575		490.2214	490.2214	0.0169	0.0157	495.3213
Total	0.2599	1.4320	2.1335	0.0104	0.7731	0.0110	0.7841	0.2094	0.0104	0.2198		1,087.5654	1,087.5654	0.0194	0.1051	1,119.3725

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025		1,805.430 4	1,805.430 4	0.5673		1,819.612 2
Paving	0.4003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.3184	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025		1,805.430 4	1,805.430 4	0.5673		1,819.612 2

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	lb/day										lb/day					
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
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
Worker	0.0647	0.0462	0.4922	1.3500e-003	0.1643	8.5000e-004	0.1651	0.0436	7.8000e-004	0.0444		138.0905	138.0905	4.7500e-003	4.4200e-003	139.5271
Total	0.0647	0.0462	0.4922	1.3500e-003	0.1643	8.5000e-004	0.1651	0.0436	7.8000e-004	0.0444		138.0905	138.0905	4.7500e-003	4.4200e-003	139.5271

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2023****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	lb/day										lb/day					
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025	0.0000	1,805.430 4	1,805.430 4	0.5673		1,819.612 2
Paving	0.4003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.3184	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025	0.0000	1,805.430 4	1,805.430 4	0.5673		1,819.612 2

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	lb/day										lb/day					
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
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
Worker	0.0647	0.0462	0.4922	1.3500e-003	0.1643	8.5000e-004	0.1651	0.0436	7.8000e-004	0.0444		138.0905	138.0905	4.7500e-003	4.4200e-003	139.5271
Total	0.0647	0.0462	0.4922	1.3500e-003	0.1643	8.5000e-004	0.1651	0.0436	7.8000e-004	0.0444		138.0905	138.0905	4.7500e-003	4.4200e-003	139.5271

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Archit. Coating	6.2851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	6.4767	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

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	lb/day										lb/day					
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
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
Worker	0.0453	0.0324	0.3445	9.4000e-004	0.1150	5.9000e-004	0.1156	0.0305	5.5000e-004	0.0311		96.6634	96.6634	3.3300e-003	3.1000e-003	97.6690
Total	0.0453	0.0324	0.3445	9.4000e-004	0.1150	5.9000e-004	0.1156	0.0305	5.5000e-004	0.0311		96.6634	96.6634	3.3300e-003	3.1000e-003	97.6690

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.7 Architectural Coating - 2023****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	lb/day										lb/day					
Archit. Coating	6.2851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	6.4767	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

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	lb/day										lb/day					
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
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
Worker	0.0453	0.0324	0.3445	9.4000e-004	0.1150	5.9000e-004	0.1156	0.0305	5.5000e-004	0.0311		96.6634	96.6634	3.3300e-003	3.1000e-003	97.6690
Total	0.0453	0.0324	0.3445	9.4000e-004	0.1150	5.9000e-004	0.1156	0.0305	5.5000e-004	0.0311		96.6634	96.6634	3.3300e-003	3.1000e-003	97.6690

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

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

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	lb/day										lb/day					
Mitigated	11.4333	13.3613	75.5669	0.0915	8.0605	0.0969	8.1573	2.1527	0.0906	2.2433		9,478.2305	9,478.2305	1.3344	0.9085	9,782.3340
Unmitigated	11.4333	13.3613	75.5669	0.0915	8.0605	0.0969	8.1573	2.1527	0.0906	2.2433		9,478.2305	9,478.2305	1.3344	0.9085	9,782.3340

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market with Gas Pumps	7,095.00	7,095.00	7095.00	3,805,788	3,805,788
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	7,095.00	7,095.00	7,095.00	3,805,788	3,805,788

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market with Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

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

	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
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market with Gas Pumps	0.511221	0.052103	0.170611	0.160645	0.028932	0.007649	0.013284	0.025916	0.000654	0.000315	0.023645	0.001472	0.003552
Other Asphalt Surfaces	0.511221	0.052103	0.170611	0.160645	0.028932	0.007649	0.013284	0.025916	0.000654	0.000315	0.023645	0.001472	0.003552
Other Non-Asphalt Surfaces	0.511221	0.052103	0.170611	0.160645	0.028932	0.007649	0.013284	0.025916	0.000654	0.000315	0.023645	0.001472	0.003552
Parking Lot	0.511221	0.052103	0.170611	0.160645	0.028932	0.007649	0.013284	0.025916	0.000654	0.000315	0.023645	0.001472	0.003552

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	lb/day										lb/day					
NaturalGas Mitigated	9.7000e-004	8.8500e-003	7.4400e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6215	10.6215	2.0000e-004	1.9000e-004	10.6846
NaturalGas Unmitigated	9.7000e-004	8.8500e-003	7.4400e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6215	10.6215	2.0000e-004	1.9000e-004	10.6846

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Convenience Market with Gas Pumps	90.2824	9.7000e-004	8.8500e-003	7.4400e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6215	10.6215	2.0000e-004	1.9000e-004	10.6846
Other Asphalt Surfaces	0	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
Other Non-Asphalt Surfaces	0	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
Parking Lot	0	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		9.7000e-004	8.8500e-003	7.4400e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6215	10.6215	2.0000e-004	1.9000e-004	10.6846

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Convenience Market with Gas Pumps	0.0902824	9.7000e-004	8.8500e-003	7.4400e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6215	10.6215	2.0000e-004	1.9000e-004	10.6846
Other Asphalt Surfaces	0	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
Other Non-Asphalt Surfaces	0	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
Parking Lot	0	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		9.7000e-004	8.8500e-003	7.4400e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6215	10.6215	2.0000e-004	1.9000e-004	10.6846

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Cleaning Supplies

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

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

	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	lb/day										lb/day					
Mitigated	0.1526	7.0000e-005	7.6900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0165	0.0165	4.0000e-005		0.0176
Unmitigated	0.1576	7.0000e-005	7.6900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0165	0.0165	4.0000e-005		0.0176

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	lb/day										lb/day					
Architectural Coating	0.0310					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1259					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.1000e-004	7.0000e-005	7.6900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0165	0.0165	4.0000e-005		0.0176
Total	0.1576	7.0000e-005	7.6900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0165	0.0165	4.0000e-005		0.0176

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0310					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1209					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.1000e-004	7.0000e-005	7.6900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0165	0.0165	4.0000e-005		0.0176
Total	0.1526	7.0000e-005	7.6900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0165	0.0165	4.0000e-005		0.0176

7.0 Water Detail**7.1 Mitigation Measures Water**

Madera Truck Stop - San Joaquin Valley Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Madera Truck Stop

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

San Joaquin Valley Unified APCD Air District, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

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

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Cement and Mortar Mixers	Diesel	No Change	0	2	No Change	0.00
Concrete/Industrial Saws	Diesel	No Change	0	1	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Forklifts	Diesel	No Change	0	3	No Change	0.00
Graders	Diesel	No Change	0	1	No Change	0.00
Pavers	Diesel	No Change	0	1	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	6	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	11	No Change	0.00
Excavators	Diesel	No Change	0	4	No Change	0.00
Generator Sets	Diesel	No Change	0	1	No Change	0.00
Paving Equipment	Diesel	No Change	0	2	No Change	0.00
Welders	Diesel	No Change	0	1	No Change	0.00

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

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Unmitigated tons/yr							Unmitigated mt/yr					
Air Compressors	1.72000E-003	1.17300E-002	1.63000E-002	3.00000E-005	6.40000E-004	6.40000E-004	0.00000E+000	2.29793E+000	2.29793E+000	1.40000E-004	0.00000E+000	2.30137E+000
Cement and Mortar Mixers	7.90000E-004	4.97000E-003	4.16000E-003	1.00000E-005	1.90000E-004	1.90000E-004	0.00000E+000	6.18670E-001	6.18670E-001	6.00000E-005	0.00000E+000	6.20280E-001
Concrete/Industrial Saws	3.58000E-003	2.80100E-002	3.66500E-002	6.00000E-005	1.50000E-003	1.50000E-003	0.00000E+000	5.37656E+000	5.37656E+000	2.90000E-004	0.00000E+000	5.38390E+000
Cranes	3.64900E-002	4.03300E-001	1.87630E-001	5.80000E-004	1.67900E-002	1.54500E-002	0.00000E+000	5.10126E+001	5.10126E+001	1.65000E-002	0.00000E+000	5.14251E+001
Excavators	6.88000E-003	6.04200E-002	1.10670E-001	1.80000E-004	2.92000E-003	2.69000E-003	0.00000E+000	1.54226E+001	1.54226E+001	4.99000E-003	0.00000E+000	1.55473E+001
Forklifts	3.73700E-002	3.48230E-001	3.96560E-001	5.30000E-004	2.23600E-002	2.05700E-002	0.00000E+000	4.63305E+001	4.63305E+001	1.49800E-002	0.00000E+000	4.67051E+001
Generator Sets	3.66200E-002	3.25050E-001	4.22370E-001	7.60000E-004	1.58700E-002	1.58700E-002	0.00000E+000	6.49989E+001	6.49989E+001	2.98000E-003	0.00000E+000	6.50733E+001
Graders	1.66000E-003	2.10300E-002	6.89000E-003	3.00000E-005	6.70000E-004	6.20000E-004	0.00000E+000	2.32703E+000	2.32703E+000	7.50000E-004	0.00000E+000	2.34585E+000
Pavers	1.73000E-003	1.69500E-002	2.59500E-002	4.00000E-005	8.00000E-004	7.30000E-004	0.00000E+000	3.71670E+000	3.71670E+000	1.20000E-003	0.00000E+000	3.74675E+000
Paving Equipment	2.30000E-003	2.16400E-002	3.45200E-002	6.00000E-005	1.05000E-003	9.70000E-004	0.00000E+000	4.83104E+000	4.83104E+000	1.56000E-003	0.00000E+000	4.87010E+000
Rollers	2.08000E-003	2.17400E-002	2.50100E-002	4.00000E-005	1.20000E-003	1.10000E-003	0.00000E+000	3.11206E+000	3.11206E+000	1.01000E-003	0.00000E+000	3.13722E+000
Rubber Tired Dozers	2.63700E-002	2.77000E-001	1.12830E-001	2.70000E-004	1.31500E-002	1.21000E-002	0.00000E+000	2.36336E+001	2.36336E+001	7.64000E-003	0.00000E+000	2.38247E+001
Tractors/Loaders/Backhoes	5.27800E-002	5.36310E-001	7.43940E-001	1.04000E-003	2.78000E-002	2.55800E-002	0.00000E+000	9.10148E+001	9.10148E+001	2.94400E-002	0.00000E+000	9.17507E+001
Welders	3.06000E-002	1.65900E-001	1.94040E-001	2.90000E-004	6.87000E-003	6.87000E-003	0.00000E+000	2.16454E+001	2.16454E+001	2.48000E-003	0.00000E+000	2.17074E+001

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

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated tons/yr							Mitigated mt/yr					
Air Compressors	1.72000E-003	1.17300E-002	1.63000E-002	3.00000E-005	6.40000E-004	6.40000E-004	0.00000E+000	2.29793E+000	2.29793E+000	1.40000E-004	0.00000E+000	2.30136E+000
Cement and Mortar Mixers	7.90000E-004	4.97000E-003	4.16000E-003	1.00000E-005	1.90000E-004	1.90000E-004	0.00000E+000	6.18670E-001	6.18670E-001	6.00000E-005	0.00000E+000	6.20280E-001
Concrete/Industrial Saws	3.58000E-003	2.80100E-002	3.66500E-002	6.00000E-005	1.50000E-003	1.50000E-003	0.00000E+000	5.37656E+000	5.37656E+000	2.90000E-004	0.00000E+000	5.38389E+000
Cranes	3.64900E-002	4.03300E-001	1.87630E-001	5.80000E-004	1.67900E-002	1.54500E-002	0.00000E+000	5.10125E+001	5.10125E+001	1.65000E-002	0.00000E+000	5.14250E+001
Excavators	6.88000E-003	6.04200E-002	1.10670E-001	1.80000E-004	2.92000E-003	2.69000E-003	0.00000E+000	1.54226E+001	1.54226E+001	4.99000E-003	0.00000E+000	1.55473E+001
Forklifts	3.73700E-002	3.48230E-001	3.96560E-001	5.30000E-004	2.23600E-002	2.05700E-002	0.00000E+000	4.63305E+001	4.63305E+001	1.49800E-002	0.00000E+000	4.67051E+001
Generator Sets	3.66200E-002	3.25050E-001	4.22370E-001	7.60000E-004	1.58700E-002	1.58700E-002	0.00000E+000	6.49988E+001	6.49988E+001	2.98000E-003	0.00000E+000	6.50733E+001
Graders	1.66000E-003	2.10300E-002	6.89000E-003	3.00000E-005	6.70000E-004	6.20000E-004	0.00000E+000	2.32703E+000	2.32703E+000	7.50000E-004	0.00000E+000	2.34585E+000
Pavers	1.73000E-003	1.69500E-002	2.59500E-002	4.00000E-005	8.00000E-004	7.30000E-004	0.00000E+000	3.71669E+000	3.71669E+000	1.20000E-003	0.00000E+000	3.74674E+000
Paving Equipment	2.30000E-003	2.16400E-002	3.45200E-002	6.00000E-005	1.05000E-003	9.70000E-004	0.00000E+000	4.83103E+000	4.83103E+000	1.56000E-003	0.00000E+000	4.87009E+000
Rollers	2.08000E-003	2.17400E-002	2.50100E-002	4.00000E-005	1.20000E-003	1.10000E-003	0.00000E+000	3.11205E+000	3.11205E+000	1.01000E-003	0.00000E+000	3.13721E+000
Rubber Tired Dozers	2.63700E-002	2.77000E-001	1.12830E-001	2.70000E-004	1.31500E-002	1.21000E-002	0.00000E+000	2.36336E+001	2.36336E+001	7.64000E-003	0.00000E+000	2.38247E+001
Tractors/Loaders/Backhoes	5.27800E-002	5.36310E-001	7.43940E-001	1.04000E-003	2.78000E-002	2.55800E-002	0.00000E+000	9.10147E+001	9.10147E+001	2.94400E-002	0.00000E+000	9.17506E+001
Welders	3.06000E-002	1.65900E-001	1.94040E-001	2.90000E-004	6.87000E-003	6.87000E-003	0.00000E+000	2.16454E+001	2.16454E+001	2.48000E-003	0.00000E+000	2.17074E+001

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

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	4.34524E-006
Cement and Mortar Mixers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Concrete/Industrial Saws	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.85739E-006
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.17618E-006	1.17618E-006	0.00000E+000	0.00000E+000	1.36120E-006
Excavators	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.29680E-006	1.29680E-006	0.00000E+000	0.00000E+000	1.28640E-006
Forklifts	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.07920E-006	1.07920E-006	0.00000E+000	0.00000E+000	1.28466E-006
Generator Sets	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.23079E-006	1.23079E-006	0.00000E+000	0.00000E+000	1.07571E-006
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Pavers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	2.69056E-006	2.69056E-006	0.00000E+000	0.00000E+000	2.66898E-006
Paving Equipment	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	2.06995E-006	2.06995E-006	0.00000E+000	0.00000E+000	2.05335E-006
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	3.21331E-006	3.21331E-006	0.00000E+000	0.00000E+000	3.18754E-006
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.26938E-006	1.26938E-006	0.00000E+000	0.00000E+000	1.25920E-006
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.20859E-006	1.20859E-006	0.00000E+000	0.00000E+000	1.19890E-006
Welders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	9.23985E-007	9.23985E-007	0.00000E+000	0.00000E+000	1.38202E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input	Mitigation Input	Mitigation Input
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Madera Truck Stop**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Yes	Soil Stabilizer for unpaved Roads	PM10 Reduction	10.00	PM2.5 Reduction	10.00		
Yes	Replace Ground Cover of Area Disturbed	PM10 Reduction	5.00	PM2.5 Reduction	5.00		
Yes	Water Exposed Area	PM10 Reduction	55.00	PM2.5 Reduction	55.00	Frequency (per day)	2.00
No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

Phase	Source	Unmitigated		Mitigated		Percent Reduction	
		PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.09	0.02	0.09	0.02	0.00	0.00
Demolition	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Grading	Fugitive Dust	0.03	0.01	0.01	0.01	0.57	0.57
Grading	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.05	0.03	0.02	0.01	0.57	0.57
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Madera Truck Stop**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Operational Percent Reduction Summary**

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	3.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.01	0.17		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			

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

No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			
No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.00			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			

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

No	Commute	Market Commute Trip Reduction Option	0.00		
No	Commute	Employee Vanpool/Shuttle	0.00	2.00	
No	Commute	Provide Ride Sharing Program			
	Commute	Commute Subtotal	0.00		
No	School Trip	Implement School Bus Program	0.00		
		Total VMT Reduction	0.00		

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
Yes	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	150.00
No	Use Low VOC Paint (Residential Exterior)	150.00
No	Use Low VOC Paint (Non-residential Interior)	150.00
No	Use Low VOC Paint (Non-residential Exterior)	150.00
No	Use Low VOC Paint (Parking)	150.00
No	% Electric Lawnmower	0.00
No	% Electric Leafblower	0.00
No	% Electric Chainsaw	0.00

Energy Mitigation Measures

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

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	

Madera Truck Stop

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

No	Water Efficient Landscape		
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Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

Appendix C

Biological Resources Letter Report

BIOLOGICAL RESOURCES LETTER REPORT

For: City of Madera

By: Kt Alonzo, Senior Project Manager/Senior Biologist

Subject: Biological Resources Survey Results

Date: 2/3/2023

1.0 INTRODUCTION

The Madera 7-11 Travel Center Development Project (Proposed Project) includes the construction of a 7-11 convenience store, a parking lot, a roundabout at the intersection of Ave 17 and Golden State Boulevard, sidewalks, utilities, and associated infrastructure. The project site consists of approximately 4.75 acres in the City of Madera, in Madera County, on the western side of Highway 99 and Golden State Boulevard, north of Avenue 17, Assessor's Parcel Number 013-210-005 (Figure 1 of **Attachment A**). The project site is within Section 3 of Township 11 South, Range 17 East as depicted on the Madera, CA U.S. Geological Survey 7.5-minute topographic quadrangle. A topographic map and an aerial view of the project site are shown in Figures 2 and 3 of **Attachment A**. The purpose of this memorandum is to document the results of the biological resources survey conducted on the project site on June 8, 2022.

2.0 METHODOLOGY

Biologist Cedrick Villaseñor conducted biological resources surveys on January 25 January 26, 2021 for the roundabout component, and biologist Jedidiah Dowell surveyed on June 8, 2022 for the other Proposed Project components. The following sources and materials were reviewed:

- Aerial photographs of the project site and surrounding area
- U.S. Fish and Wildlife Service (USFWS) Information for Planning and Conservation list, queried June 6, 2022 (**Attachment B**)
- California Natural Diversity Database list, queried June 6, 2022 (**Attachment B**)
- California Native Plant Society list, queried June 6, 2022 (**Attachment B**)
- USFWS National Wetlands Inventory Map (NWI), queried June 6, 2022 (**Attachment B**)
- Natural Resources Conservation Service soil report, queried June 6, 2022 and February 2, 2023 (**Attachment C**)

The survey was conducted to document potentially occurring sensitive biological resources, including special-status species, potential habitat suitable to support special-status species, sensitive habitats, and wetlands and waters of the U.S./State. Transects were walked throughout the project site. Data was collected via a Trimble TDC 150 hand-held GPS receiver. Visual inspection was primarily utilized to conduct the survey, and binoculars were used to observe birds and wildlife species.

3.0 BIOLOGICAL RESOURCES SETTING

Habitat Types

The project site consists of developed/disturbed habitat. Developed areas include a graded dirt access road, a stormwater detention basin, and graded bare soils with soil stockpiling. The balance of the project site includes ruderal weedy and grassy vegetation that is regularly mowed or disced for vegetation management purposes. Additionally, the proposed roundabout area is primarily hardscaped with similarly weedy and ruderal herbaceous vegetation occurring minimally at road margins and shoulders. The roundabout area is currently utilized as an intersection.

Wetlands and Waters of the U.S.

Wetlands and waters of the U.S. were not identified on the USFWS NWI map (**Attachment B**), and were not observed during the survey. A stormwater detention basin, containing cottonwoods (*Populus* sp.), willows (*Salix* sp.), and standing water at the time of the survey, was excavated and constructed from uplands per historical Google Earth satellite imagery between 2012 and 2014. The basin is variably dry and saturated throughout the year due to stormwater input.

Special-Status Species

No special-status plant or animal species were observed on the project site. The project site is partially paved at the existing intersection, and the balance of the project site is routinely disced and/or mowed for vegetation management and weed abatement and does not provide suitable habitat to support special-status plant species.

Several ground squirrel burrows were observed across the project site and were utilized by brush rabbit (*Sylvilagus bachmani*) individuals that were observed exiting and entering the burrows. The burrows could support burrowing owl (*Athene cunicularia*, California Species of Special Concern), however evidence of burrowing owl (e.g. white wash, pellets, and feathers) was not observed at the entrance or vicinity of the burrows. Burrows observed on site are not suitable for other special-status species, including San Joaquin kit fox, California tiger salamander, blunt nosed leopard lizard, and Fresno kangaroo rat due to the ongoing and frequent disturbance and the major roadways and development surrounding the project site.

4.0 RESULTS AND RECOMMENDATIONS

Special-Status Species

No special status species were observed during the surveys. The project site does not provide suitable habitat for special-status plant species. One special-status animal species has the potential to occur on the project site: burrowing owl. Burrowing owl has low potential to forage in agricultural lands nearby the project site. Burrows suitable to support burrowing owls were observed but were not occupied by owls. The nearest occurrence of this species was recorded approximately 0.9 miles to the south of the Project Site. No designated critical habitat occurs within or adjacent to the project site (USFWS, 2022). The intersection area of the proposed roundabout does not contain habitat to support special-status species. Nesting birds are protected under the Migratory Bird Treaty Act and/or the California Fish and Game Code. Additionally, there is limited potential for birds to nest on or near the project site. **Mitigation Measures BIO-1** and **BIO-2** are recommended to reduce impacts to burrowing owls and nesting birds.

BIO-1: To confirm absence of burrowing owls, a preconstruction burrowing owl survey shall be completed by a qualified biologist no more than 14 days prior to groundbreaking. The qualified biologist shall survey

on and within 500 feet of the impact area, as accessible. The preconstruction survey shall follow the methodology for take avoidance surveys outlined in CDFW's Staff Report on Burrowing Owl Mitigation (CDFW, 2012).

Should active burrows be observed, or sign of active burrows be observed, such burrows shall be provided a disturbance-free buffer, consistent with CDFW's Staff Report on Burrowing Owl Mitigation. Should implementation of a buffer around an active burrow be impractical, consultation with CDFW shall occur to identify appropriate exclusion methods.

Additionally, a qualified biologist shall provide worker environmental awareness training to construction personnel that will work on the project site. The training shall cover burrowing owl identification, important life history stages, and how to respond to an on-site observation of a burrowing owl. Personnel shall be instructed to store equipment and materials such that the creation of artificial burrows is minimized. This shall include practices such as capping the ends of pipe six inches in diameter or greater when stored on-site prior to use. The training shall also require that personnel inspect potential burrowing owl refuge before removing or operating materials or equipment. If burrowing owl is observed within an impact area during construction, work shall be halted until it exits on its own accord. CDFW shall be consulted for proper relocation of individuals that do not exit the impact area.

BIO-2: Should work commence during the nesting season (February 15 to September 15), a preconstruction nesting bird survey shall be conducted by a qualified biologist no more than five days prior to the start of ground disturbing activities. Areas within 500 feet of construction shall be surveyed as possible for active nests. Should an active nest be identified, a "disturbance-free" buffer shall be established by the qualified biologist based on the needs of the species identified. The buffer shall be demarcated using high visibility flagging or similar and shall remain in place until the biologist determines that the nest is no longer active. Should construction cease for a period of five days or more during the nesting season, an additional pre-construction nesting bird survey shall be conducted.

Sensitive Habitats

The project site consists of developed/disturbed habitat. No sensitive habitats were observed.

Wetlands and Waters of the U.S./State

Wetlands and waters of the U.S. have not been observed or recorded on the project site.

5.0 CONCLUSION

The project site generally does not contain suitable habitat to support special-status species. However, there is a low chance that birds may nest on or in the vicinity of the project site, and burrowing owl may forage and utilize existing small mammal burrows on or in the vicinity of the project site. Potential impacts to nesting birds or burrowing owl would require mitigation, as recommended under **BIO-1** and **BIO-2**. The project site does not contain any sensitive habitat or wetlands or waters of the U.S. The site is highly disturbed due to weed abatement, and the stormwater detention basin is a non-jurisdictional feature that was constructed from uplands.

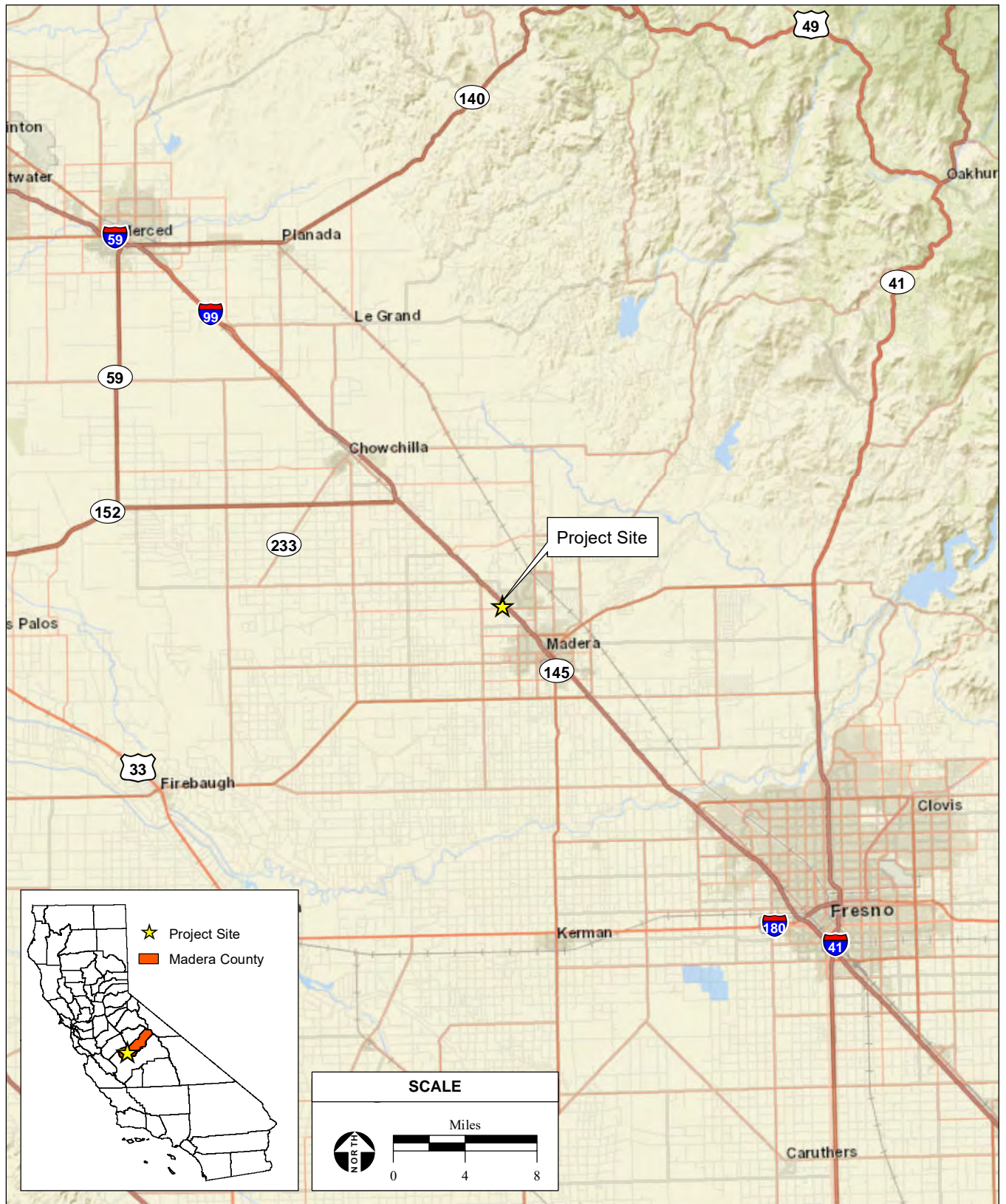
6.0 REFERENCES

California Department of Fish and Wildlife (CDFW), 2012. Staff Report on Burrowing Owl Mitigation. Available online at: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843&inline>. Accessed June 2022.

U.S. Fish and Wildlife Service (USFWS), 2022. Critical Habitat for Threatened & Endangered. Available online at: [Specieshttps://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77](https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77). Accessed June 2022.

ATTACHMENT A

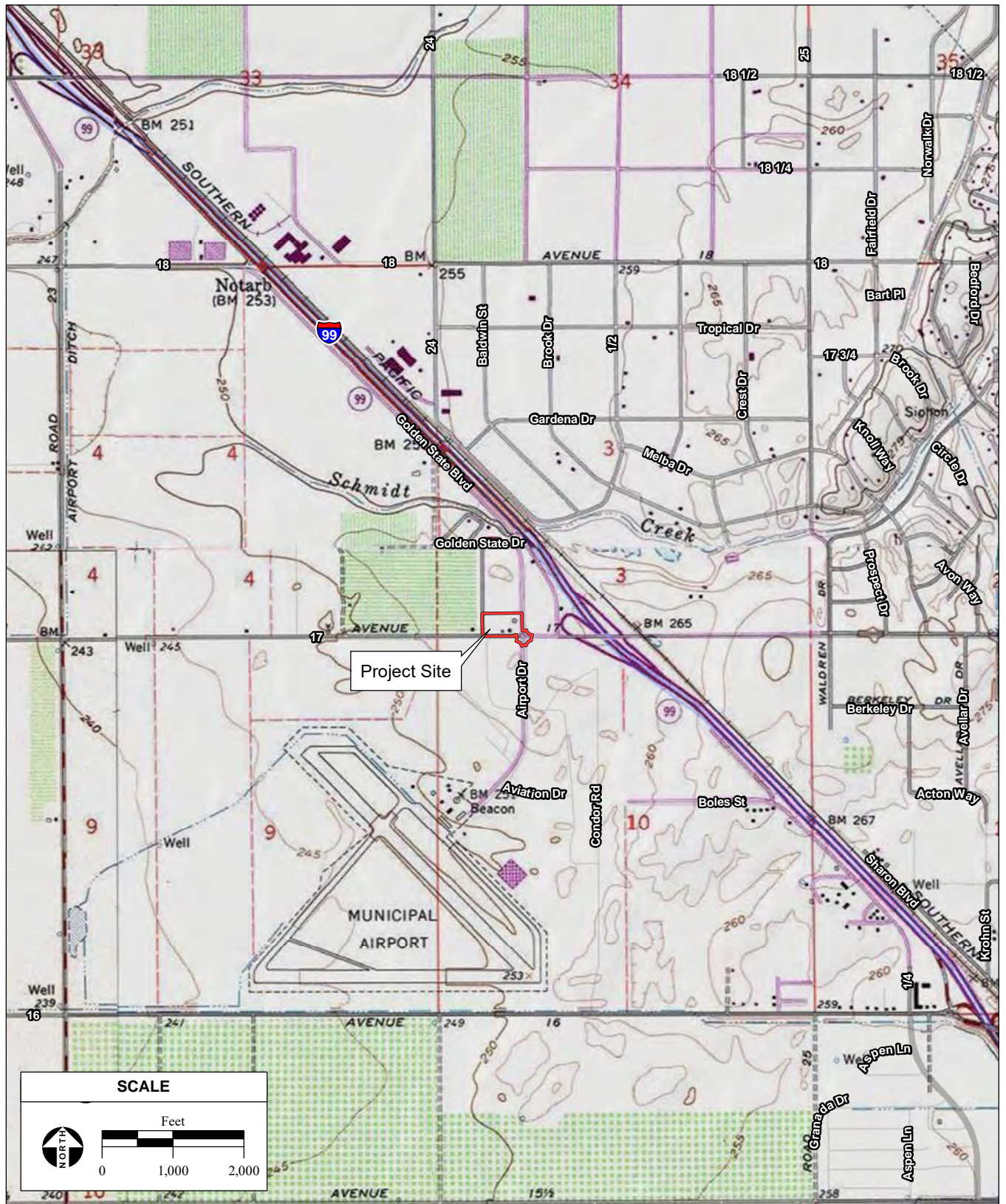
FIGURES



SOURCE: ESRI, 2022; AES-Montrose, 6/21/2022

Madera 7-11 Travel Center Development Biological Resources Letter Report / 222526 ■

Figure 1
Regional Location



SOURCE: "Madera, CA" USGS 7.5 Minute Topographic Quadrangle, T11S R17E, Section 3, Mt Diablo Baseline & Meridian; ESRI, 2023; AES-Montrose, 2/3/2023

Madera 7-11 Travel Center Development Biological Resources Letter Report / 222526 ■

Figure 2
Site and Vicinity



SOURCE: Madera County Parcels, 2021; Vivid Maxar aerial photograph, 8/22/2021; ESRI, 2023; AES-Montrose, 2/3/2023

Madera 7-11 Travel Center Development Biological Resources Letter Report / 222526 ■

Figure 3
Aerial Photograph

ATTACHMENT B

DATABASE REVIEW



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

Phone: (916) 414-6600 Fax: (916) 414-6713



In Reply Refer To:
Project Code: 2022-0050288
Project Name: Madera 7-11

June 03, 2022

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2))

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600

Project Summary

Project Code: 2022-0050288
Event Code: None
Project Name: Madera 7-11
Project Type: New Constr - Above Ground
Project Description: Travel Center Dev Project
Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@36.996983150000005,-120.10724895942633,14z>



Counties: Madera County, California

Endangered Species Act Species

There is a total of 10 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Fresno Kangaroo Rat <i>Dipodomys nitratoides exilis</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5150	Endangered
San Joaquin Kit Fox <i>Vulpes macrotis mutica</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2873	Endangered

Reptiles

NAME	STATUS
Blunt-nosed Leopard Lizard <i>Gambelia silus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/625	Endangered
Giant Garter Snake <i>Thamnophis gigas</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4482	Threatened

Amphibians

NAME	STATUS
California Tiger Salamander <i>Ambystoma californiense</i> Population: U.S.A. (Central CA DPS) There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/2076	Threatened

Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate
Valley Elderberry Longhorn Beetle <i>Desmocerus californicus dimorphus</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/7850	Threatened

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened

Flowering Plants

NAME	STATUS
Hairy Orcutt Grass <i>Orcuttia pilosa</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/2262	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

IPaC User Contact Information

Agency: Northfork Rancheria of Mono Indians of California

Name: Jedidiah Dowell

Address: 1801 7th St

City: Sacramento

State: CA

Zip: 95811

Email: jedowell@analyticalcorp.com

Phone: 9164473479



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad IS (Madera (3612081) OR Kismet (3712011) OR Berenda (3712012) OR Bonita Ranch (3612082))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Ambystoma californiense</i> pop. 1 California tiger salamander - central California DPS	AAAAA01181	Threatened	Threatened	G2G3T3	S3	WL
<i>Athene cunicularia</i> burrowing owl	ABNSB10010	None	None	G4	S3	SSC
<i>Atriplex cordulata</i> var. <i>cordulata</i> heartscale	PDCHE040B0	None	None	G3T2	S2	1B.2
<i>Atriplex minuscula</i> lesser saltscale	PDCHE042M0	None	None	G2	S2	1B.1
<i>Atriplex persistens</i> vernal pool smallscale	PDCHE042P0	None	None	G2	S2	1B.2
<i>Atriplex subtilis</i> subtle orache	PDCHE042T0	None	None	G1	S1	1B.2
<i>Branchinecta lynchi</i> vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
<i>Branchinecta mesovallensis</i> midvalley fairy shrimp	ICBRA03150	None	None	G2	S2S3	
<i>Buteo swainsoni</i> Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
<i>Castilleja campestris</i> var. <i>succulenta</i> succulent owl's-clover	PDSCR0D3Z1	Threatened	Endangered	G4?T2T3	S2S3	1B.2
<i>Delphinium recurvatum</i> recurved larkspur	PDRAN0B1J0	None	None	G2?	S2?	1B.2
<i>Dipodomys nitratoides exilis</i> Fresno kangaroo rat	AMAFD03151	Endangered	Endangered	G3TH	SH	
<i>Eryngium spinosepalum</i> spiny-sepaled button-celery	PDAP10Z0Y0	None	None	G2	S2	1B.2
<i>Gambelia sila</i> blunt-nosed leopard lizard	ARACF07010	Endangered	Endangered	G1	S1	FP
<i>Lasiurus cinereus</i> hoary bat	AMACC05030	None	None	G3G4	S4	
<i>Layia munzii</i> Munz's tidy-tips	PDAST5N0B0	None	None	G2	S2	1B.2
<i>Leptosiphon serrulatus</i> Madera leptosiphon	PDPLM09130	None	None	G3	S3	1B.2
<i>Linderiella occidentalis</i> California linderiella	ICBRA06010	None	None	G2G3	S2S3	
<i>Lytta moesta</i> moestan blister beetle	IICOL4C020	None	None	G2	S2	



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Lytta molesta</i> molestan blister beetle	IICOL4C030	None	None	G2	S2	
<i>Navarretia nigelliformis ssp. radians</i> shining navarretia	PDPLM0C0J2	None	None	G4T2	S2	1B.2
<i>Northern Hardpan Vernal Pool</i> Northern Hardpan Vernal Pool	CTT44110CA	None	None	G3	S3.1	
<i>Orcuttia inaequalis</i> San Joaquin Valley Orcutt grass	PMPOA4G060	Threatened	Endangered	G1	S1	1B.1
<i>Orcuttia pilosa</i> hairy Orcutt grass	PMPOA4G040	Endangered	Endangered	G1	S1	1B.1
<i>Phrynosoma blainvillii</i> coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC
<i>Puccinellia simplex</i> California alkali grass	PMPOA53110	None	None	G3	S2	1B.2
<i>Spea hammondi</i> western spadefoot	AAABF02020	None	None	G2G3	S3	SSC
<i>Tuctoria greenei</i> Greene's tuctoria	PMPOA6N010	Endangered	Rare	G1	S1	1B.1
<i>Valley Sacaton Grassland</i> Valley Sacaton Grassland	CTT42120CA	None	None	G1	S1.1	

Record Count: 29



Search Results

14 matches found. Click on scientific name for details

Search Criteria: CRPR is one of [1A:1B:2A:2B] , Quad is one of [3612081:3712011:3712012:3612082]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK
Atriplex cordulata var. cordulata	heartscale	Chenopodiaceae	annual herb	Apr-Oct	None	None	G3T2	S2	1B.2
Atriplex minuscula	lesser saltscale	Chenopodiaceae	annual herb	May-Oct	None	None	G2	S2	1B.1
Atriplex persistens	vernal pool smallscale	Chenopodiaceae	annual herb	Jun-Oct	None	None	G2	S2	1B.2
Atriplex subtilis	subtle orache	Chenopodiaceae	annual herb	(Apr)Jun-Sep(Oct)	None	None	G1	S1	1B.2
Castilleja campestris var. succulenta	succulent owl's-clover	Orobanchaceae	annual herb (hemiparasitic)	(Mar)Apr-May	FT	CE	G4?T2T3	S2S3	1B.2
Delphinium recurvatum	recurved larkspur	Ranunculaceae	perennial herb	Mar-Jun	None	None	G2?	S2?	1B.2
Eryngium spinosepalum	spiny-sepaled button-celery	Apiaceae	annual/perennial herb	Apr-Jun	None	None	G2	S2	1B.2
Layia munzii	Munz's tidy-tips	Asteraceae	annual herb	Mar-Apr	None	None	G2	S2	1B.2
Leptosiphon serrulatus	Madera leptosiphon	Polemoniaceae	annual herb	Apr-May	None	None	G3	S3	1B.2
Navarretia nigelliformis ssp. radians	shining navarretia	Polemoniaceae	annual herb	(Mar)Apr-Jul	None	None	G4T2	S2	1B.2
Orcuttia inaequalis	San Joaquin Valley Orcutt grass	Poaceae	annual herb	Apr-Sep	FT	CE	G1	S1	1B.1
Orcuttia pilosa	hairy Orcutt grass	Poaceae	annual herb	May-Sep	FE	CE	G1	S1	1B.1
Puccinellia simplex	California alkali grass	Poaceae	annual herb	Mar-May	None	None	G3	S2	1B.2
Tuctoria greenei	Greene's tuctoria	Poaceae	annual herb	May-Jul(Sep)	FE	CR	G1	S1	1B.1

Showing 1 to 14 of 14 entries

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CONTACT US

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U.S. Fish and Wildlife Service, National Standards and Support Team,
wetlands_team@fws.gov

June 3, 2022

Wetlands

	Estuarine and Marine Deepwater		Freshwater Emergent Wetland		Lake
	Estuarine and Marine Wetland		Freshwater Forested/Shrub Wetland		Other
			Freshwater Pond		Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

ATTACHMENT C

NRCS SOILS REPORT

NRCS CUSTOM SOILS REPORT

GAS STATION PARCEL



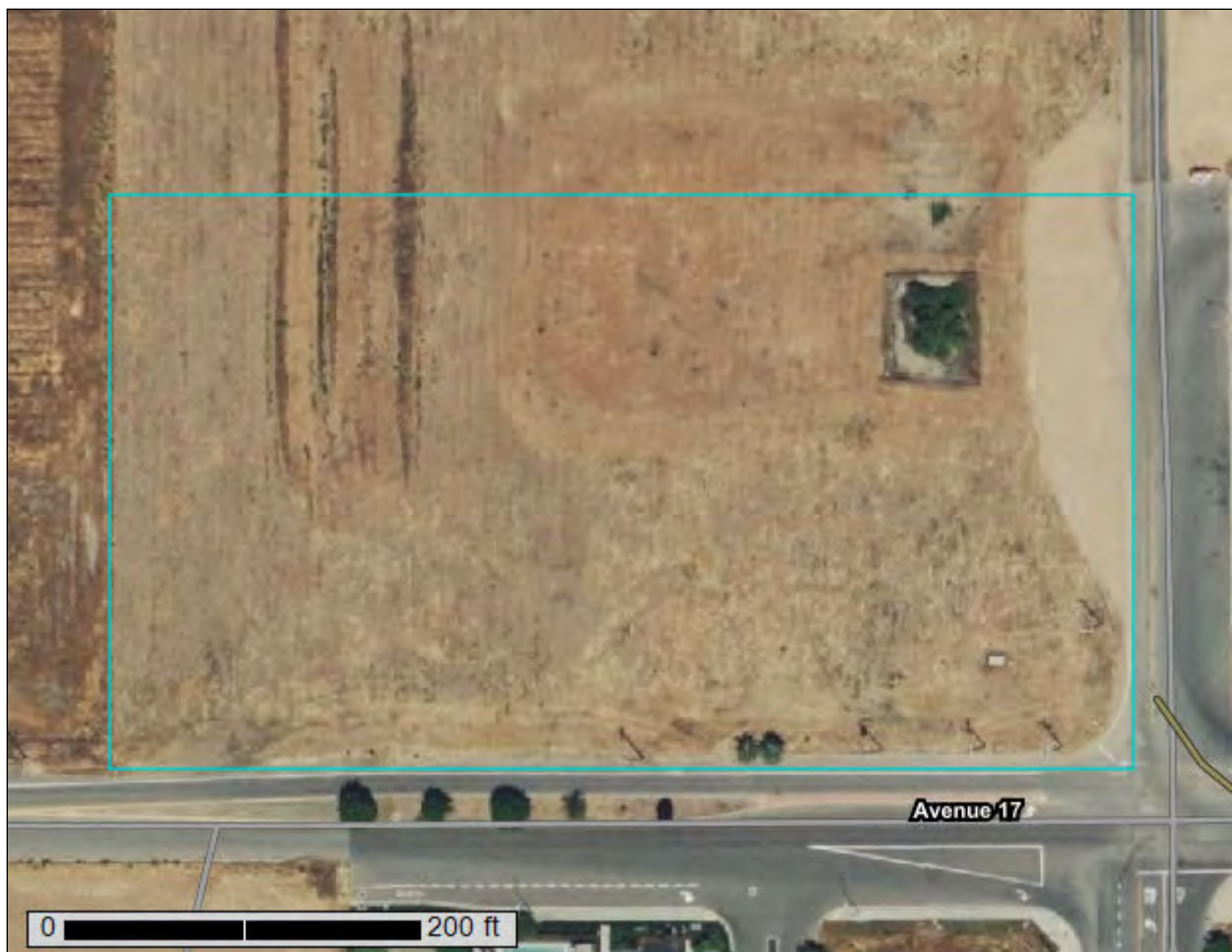
United States
Department of
Agriculture

NRCS

Natural
Resources
Conservation
Service

A product of the National
Cooperative Soil Survey,
a joint effort of the United
States Department of
Agriculture and other
Federal agencies, State
agencies including the
Agricultural Experiment
Stations, and local
participants

Custom Soil Resource Report for Madera Area, California



Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

Custom Soil Resource Report

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report

Soil Map



Custom Soil Resource Report

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)


Soils


 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features

 Blowout

 Borrow Pit

 Clay Spot

 Closed Depression

 Gravel Pit

 Gravelly Spot

 Landfill

 Lava Flow

 Marsh or swamp

 Mine or Quarry

 Miscellaneous Water

 Perennial Water

 Rock Outcrop

 Saline Spot

 Sandy Spot

 Severely Eroded Spot

 Sinkhole

 Slide or Slip

 Sodic Spot

 Spoil Area

 Stony Spot

 Very Stony Spot

 Wet Spot

 Other

 Special Line Features

Water Features

 Streams and Canals

Transportation

 Rails

 Interstate Highways

 US Routes

 Major Roads

 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Madera Area, California
Survey Area Data: Version 15, Sep 7, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 11, 2019—Nov 17, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
SaA	San Joaquin sandy loam, 0 to 3 percent slopes, MLRA 17	4.3	100.0%
Totals for Area of Interest		4.3	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Custom Soil Resource Report

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Madera Area, California

SaA—San Joaquin sandy loam, 0 to 3 percent slopes, MLRA 17

Map Unit Setting

National map unit symbol: 2vncw
Elevation: 90 to 520 feet
Mean annual precipitation: 9 to 17 inches
Mean annual air temperature: 62 to 64 degrees F
Frost-free period: 240 to 300 days
Farmland classification: Not prime farmland

Map Unit Composition

San joaquin and similar soils: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of San Joaquin

Setting

Landform: Terraces, fan remnants
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Interfluve, tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from granite

Typical profile

Ap - 0 to 9 inches: sandy loam
Bt1 - 9 to 15 inches: sandy clay loam
2Bt2 - 15 to 21 inches: clay
2Bkqm - 21 to 37 inches: cemented material
2C - 37 to 79 inches: loam

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches; 19 to 25 inches to duripan
Drainage class: Moderately well drained
Runoff class: Very high
Capacity of the most limiting layer to transmit water (Ksat): Very low (0.00 to 0.00 in/hr)
Depth to water table: About 8 to 12 inches
Frequency of flooding: None
Frequency of ponding: None
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 4.0
Available water supply, 0 to 60 inches: Very low (about 2.1 inches)

Interpretive groups

Land capability classification (irrigated): 4s
Land capability classification (nonirrigated): 4s
Hydrologic Soil Group: D
Hydric soil rating: No

Minor Components

Snelling

Percent of map unit: 5 percent
Landform: Terraces, fan remnants
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Interfluve, tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Alamo

Percent of map unit: 4 percent
Landform: Terraces, fan remnants
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Interfluve, tread
Microfeatures of landform position: Open depressions, open depressions
Down-slope shape: Linear
Across-slope shape: Linear
Ecological site: R017XY902CA - Duripan Vernal Pools
Hydric soil rating: No

Unnamed, hydric

Percent of map unit: 1 percent
Landform: Terraces, open depressions on fan remnants
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Interfluve, tread
Microfeatures of landform position: Open depressions
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: Yes

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NRCS CUSTOM SOILS REPORT

ROUNDABOUT COMPLEX FOOTPRINT



United States
Department of
Agriculture

NRCS

Natural
Resources
Conservation
Service

A product of the National
Cooperative Soil Survey,
a joint effort of the United
States Department of
Agriculture and other
Federal agencies, State
agencies including the
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participants

Custom Soil Resource Report for Madera Area, California



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Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

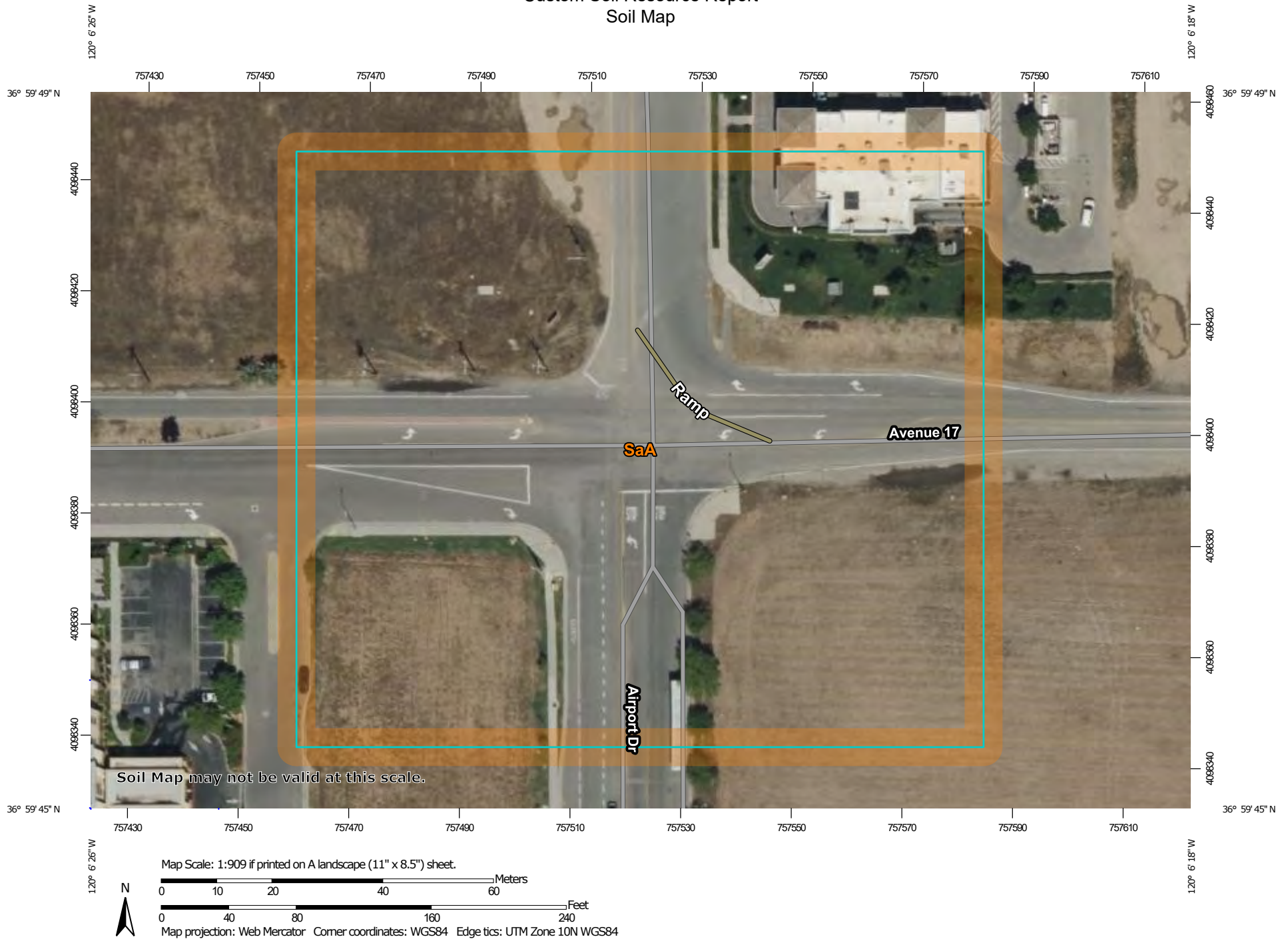
Custom Soil Resource Report

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.


Custom Soil Resource Report Soil Map



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MAP LEGEND


Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features

 Blowout

 Borrow Pit


 Clay Spot


 Closed Depression

 Gravel Pit

 Gravelly Spot

 Landfill

 Lava Flow

 Marsh or swamp

 Mine or Quarry

 Miscellaneous Water

 Perennial Water

 Rock Outcrop


 Saline Spot

 Sandy Spot

 Severely Eroded Spot

 Sinkhole

 Slide or Slip

 Sodic Spot

 Spoil Area

 Stony Spot

 Very Stony Spot

 Wet Spot

 Other

 Special Line Features

Water Features

 Streams and Canals

Transportation

 Rails

 Interstate Highways

 US Routes

 Major Roads

 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Madera Area, California
Survey Area Data: Version 16, Sep 1, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 11, 2022—May 30, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
SaA	San Joaquin sandy loam, 0 to 3 percent slopes, MLRA 17	3.3	100.0%
Totals for Area of Interest		3.3	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

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An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Madera Area, California

SaA—San Joaquin sandy loam, 0 to 3 percent slopes, MLRA 17

Map Unit Setting

National map unit symbol: 30r90
Elevation: 140 to 390 feet
Mean annual precipitation: 12 to 15 inches
Mean annual air temperature: 62 to 64 degrees F
Frost-free period: 297 to 328 days
Farmland classification: Not prime farmland

Map Unit Composition

San joaquin and similar soils: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of San Joaquin

Setting

Landform: Terraces, fan remnants
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from granite

Typical profile

Ap - 0 to 9 inches: sandy loam
Bt1 - 9 to 15 inches: sandy clay loam
2Bt2 - 15 to 21 inches: clay
2Bkqm - 21 to 37 inches: cemented material
2C - 37 to 79 inches: loam

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: 9 inches to abrupt textural change; 19 to 25 inches to duripan
Drainage class: Moderately well drained
Runoff class: High
Capacity of the most limiting layer to transmit water (Ksat): Very low to low (0.00 to 0.01 in/hr)
Depth to water table: About 8 to 9 inches
Frequency of flooding: None
Frequency of ponding: None
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 4.0
Available water supply, 0 to 60 inches: Very low (about 0.8 inches)

Interpretive groups

Land capability classification (irrigated): 4s
Land capability classification (nonirrigated): 4s
Hydrologic Soil Group: D
Ecological site: R017XY902CA - Duripan Vernal Pools
Hydric soil rating: No

Minor Components

Snelling

Percent of map unit: 5 percent

Landform: Fan remnants

Landform position (three-dimensional): Riser

Down-slope shape: Convex

Across-slope shape: Concave

Ecological site: R017XY905CA - Dry Alluvial Fans and Terraces

Hydric soil rating: No

Alamo

Percent of map unit: 5 percent

Landform: Fan remnants

Landform position (three-dimensional): Dip

Down-slope shape: Linear

Across-slope shape: Linear

Ecological site: R017XY907CA - Aridic Alkali Desert

Hydric soil rating: Yes

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Appendix D

Cultural Resources Letter Report

CULTURAL RESOURCES LETTER REPORT

MADERA 7-11 TRAVEL CENTER DEVELOPMENT PROJECT

For: City of Madera

By: Charlane Gross, M.A., RPA, Senior Archaeologist

Subject: Cultural Resources Investigation

Date: 2/1/2023

1.0 PROJECT DESCRIPTION AND LOCATION

The Madera 7-11 Travel Center Development Project (Proposed Project) includes the construction of a 7-11 convenience store, parking lot, sidewalks, utilities, a roundabout at the intersection of Avenue 17 and Golden State Boulevard, and associated infrastructure. The project site consists of approximately 4.75 acres in the City of Madera, in Madera County, on the western side of Highway 99 and Golden State Boulevard, north of Avenue 17, Assessor's Parcel Number 013-210-005 (Figure 1 of **Attachment A**). The project site is within Section 3 of Township 11 South, Range 17 East as depicted on the Madera, CA U.S. Geological Survey 7.5-minute topographic quadrangle. A topographic map and an aerial view of the project site are shown in Figures 2 and 3, **Attachment A**. It is assumed that construction may occur up to 4 feet below current ground surface. This letter report summarizes the results of an archaeological background research and field survey performed in support of the Proposed Project.

2.0 REGULATORY SETTING

Cultural resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, and/or scientific importance. Numerous laws, regulations, and statutes at the federal level govern archaeological and historic resources determined to have scientific, historic, or cultural value. The pertinent regulatory framework, as it applies to the Proposed Project, is summarized below.

California Environmental Quality Act (CEQA)

CEQA requires that, for projects financed by or requiring the discretionary approval of public agencies in California, the effects that a project has on historical and unique archaeological resources be considered (Public Resources Code [PRC] Section 21083.2). Historical resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, or scientific importance (PRC Section 50201). CEQA Guidelines (Section 15064.5) define three cases in which a property may qualify as a historical resource for the purpose of CEQA review:

- The resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR).

- The resource is included in a local register of historic resources, as defined in PRC Section 5020.1(k), or is identified as significant in a historical resources survey that meets the requirements of PRC Section 5024.1(g) (unless the preponderance of evidence demonstrates that the resource is not historically or culturally significant).
- The Lead Agency determines that the resource may be a historical resource as defined in PRC Section 5020.1(j), 5024.1, or significant as supported by substantial evidence in light of the whole record. Section 5024.1 defines eligibility requirements and states that a resource may be eligible for inclusion in the CRHR if it:
 1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 2. Is associated with the lives of persons important in our past;
 3. Embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of an important creative individual, or possesses high artistic values; or
 4. Has yielded, or may be likely to yield, information important in prehistory or history.

Resources must retain integrity to be eligible for listing on the CRHR. Resources that are listed in or eligible for listing in the National Register of Historic Places (NRHP) are considered eligible for listing in the CRHR, and thus are significant historical resources for the purposes of CEQA (PRC Section 5024.1(d)(1)).

3.0 CULTURAL RESOURCES SETTING

Prehistoric Setting

The project site is located in the Central Valley archaeological region (San Joaquin Valley subregion) of California (Moratto 1984). South of Stockton, the Central Valley remains one of the least-known archaeological areas of the state due in part to the fact that large-scale excavations have been limited to early reservoir projects at the Buchanan, San Luis, Los Banos, and Little Panoche reservoirs (Moratto 1984). Moratto synthesized much of this data with temporal control derived from stratigraphy, cross-dating, seriation of grave complexes and house lots, and radiocarbon dating. This led to the development of the three-phase Chowchilla River prehistoric model: the Chowchilla Phase (300 B.C.-AD 550), the Raymond Phase (A.D. 550-1500), and the Madera Phase (A.D. 1500-1850). Physical manifestations of these phases through artifact assemblages reveal that they tend to temporally overlap each other, with each phase emerging gradually from each other.

The Chowchilla Phase of the Buchanan Reservoir area was centered around a few main villages along the Chowchilla River. Subsistence practices centered around hunting, fishing, and hard seeds, possibly some acorns. Burials were extended or semi-extended and contained a great amount of grave goods. Lithic technology is represented by the atlatl/dart, large projectile points, and the cobble mortar. After 550 A.D. both population size and complexity diminished. Raymond Phase settlement became sporadic, violence was common, and trade networks common in the Chowchilla Phase were disrupted. The atlatl/dart gave way to the bow and arrow with a stronger emphasis placed on acorns through the introduction of the bedrock mortar and cobble pestle. Mortuary practices consisted of flexed burials with little or no grave goods. After 1500 A.D. scores of small villages were established that maintained sociopolitical ties to the, by then, re-inhabited older villages. The Madera Phase, with its village community organization and distinctive economic patterns, is represented by cremations furnished with abundant artifacts, intensive acorn exploitation, and the introduction of an elaborate steatite industry.

Ethnographic Setting

At the time of European contact, typical Native American occupation throughout the state was characterized by separate and politically autonomous nations first referred to by ethnologist A.L. Kroeber as “tribelets” (Kroeber, 1925; Moratto, 1984). Tribelets were typically governed by a chief and tended to have one or more permanent village sites with smaller seasonal/temporary camps scattered throughout the tribelet territory for food procurement.

The project site is located in an area shared between the Foothill and Northern Valley Yokuts language groups on the western side of the Sierra Nevada as it transitions into the Great Central Valley (Spier, 1978:471; Wallace, 1978:463). The area around the present city of Madera, 3 miles southeast of the project site, was characterized as a hub of intertribal activity, including social, ceremonial, political, and economic exchange and interaction between the Yokuts and their neighbors.

The individual Yokuts tribes maintained close connections with each other and with neighboring Miwok and Monache groups through trade, travel, assemblies and ceremonies, visiting, excursions for resource exploitation, and marriage (Wallace, 1978; Spier 1978). They played a pivotal role in trade and resource exploitation in the San Joaquin Valley with trade generally conducted with acorns moving eastward into Nevada, while pine nuts, obsidian, shells from the coast, and rabbit skins were imported and exchanged with groups to the north, south, and west.

Historic Setting

Madera County is located in the exact center of California, in the heart of the Central Valley and the Central Sierras (County of Madera, 2004). It is bordered on the south by Fresno County, on the north by Mariposa and Merced counties, on the west by San Benito County, and on the east by Mono County.

The early Spanish expeditions into Alta California avoided the Madera area, and thus no Spanish settlements were ever made there (Hoover et al., 2002). The geography of the County is largely responsible for its early isolation as explorers and early settlers alike found it nearly impossible to “penetrate the tulares from the west or to cross the sloughs that covered the whole central portion of the San Joaquin Valley at high water” ((Hoover et al., 2002). In 1827, early American explorers such as Jedediah Strong Smith, Kit Carson, and the Hudson Bay Company, finally began cutting trails through Madera County as they passed through the area in pursuit of beaver skins ((Hoover et al., 2002). The first record of the County was not made, however, until John C. Fremont camped along the San Joaquin River on April 4-6, 1844, at a point near where State Route 145 crosses the river today (Hoover et al., 2002).

John Earl was granted a land patent for 160 acres in 1869, including the project site, under the 1862 Morrill Land Grant College Act (12 Stat. 503). In the late 1850s, Vermont Republican Senator Justin Morrill promoted the notion of providing land grants to states for the express purpose of creating industrial and agricultural colleges. The Land Grant College Act (12 Stat. 503) was finally passed in 1862 and provided that 30,000 acres of public lands be assigned to each state for each of its senators and representatives (or land scrip in an equivalent amount issued to states lacking available public lands). The proceeds of the land sales were to be invested to support a college to teach such branches of learning as are related to agriculture and the mechanic arts, as well as military tactics in order to promote the liberal and practical education of the industrial classes (Library of Congress, 2021).

4.0 METHODS AND RESULTS

Records Search

A record search was completed on February 1, 2021 at the Southern San Joaquin Valley Information Center (SSJVIC) at California State University Bakersfield (SSJVIC File No.: 21-039). The NCIC search included the project site. The records search was done to: (1) determine whether cultural resources had been recorded within or adjacent to the larger study area and to determine if the area was surveyed in the past; (2) assess the likelihood of unrecorded cultural resources based on archaeological, ethnographic, and historical documents and literature, and; (3) to review the distribution of nearby archaeological sites in relation to their environmental setting. This record search included, but was not necessarily restricted, to a review of the NRHP, CRHR, historical marker listings, local resource listings, and historic maps.

Record search results are **confidential**. No sensitive cultural resources or archaeological surveys have been recorded within the project site, however six surveys have been completed within 0.5 miles of the project site, as well as a broad-brush geoarchaeological overview. Only one cultural resource was identified near the project site, approximately 0.1 miles away, and consists of a section of site P-20-2308, the Madera Irrigation District water conveyance ditch system.

US Geological Survey topographical maps from 1946, 1958, and 1963 indicate a house and barn within the project site, along Avenue 17. Later maps are at too great a scale to indicate individual buildings, and the 7.5' maps from 2012 and later do not show individual structures. There is no settlement indicated on the 1854 General Land Office Plat map (BLM, 2022).

Native American Contact Program

A request for a search of the Sacred Land Files and for a list of contacts who might have information regarding the project site was submitted to the Native American Heritage Commission on June 9, 2022. Results are in Attachment B. no sacred lands were identified within the project site.

Cultural Resources Survey

Senior Archaeologist Charlane Gross conducted a cultural resources survey of the bulk of the project site on June 9, 2022, using pedestrian transects. The project site was generally covered with thick grasses and forbs, limiting ground surface visibility to an average of approximately one percent. There was a small stand of trees on the eastern edge, and the site was filled with copious rabbit burrows, allowing observation of backdirt broadcast from the various burrows, as well as a wide field road crossing the approximate northern boundary of the project site. There was a large earthen mound clearly created by soils dumping in the south-central portion of the site and ongoing soils dumping to the north, resulting in an extensive pile of fresh soils. No evidence of cultural resources was observed.

The proposed roundabout at the intersection of Avenue 17 and Golden State Boulevard was included in a previous survey, completed on January 25, 2021. That survey included a single pedestrian transect on each side of the roadway. The project area was relatively level, though the road prism had been raised to adjust for the elevations needed for the approach to the SR-99 overpass. There was a combination of thick seasonal grasses and development that also limited ground surface visibility to less than two percent. No cultural resources were identified.

5.0 SUMMARY AND MANAGEMENT RECOMMENDATIONS

Summary of Findings

No cultural resources have been identified on the project site through background research, and no cultural resources were found during a pedestrian survey of the project site. There do not appear to have been steady water sources in proximity to the project site, and no indications of buried cultural materials were seen in rodent backdirt observed during the survey, reducing the potential for significant buried cultural resources that could be uncovered during project-related construction. For these reasons, no further cultural resources studies are recommended at this time.

Recommendations

If concentrations of prehistoric or historic-period cultural materials are encountered during project construction, including unusual amounts of bone, stone, shell, foundations, bottle or can dumps, or other features, it is recommended that the following procedures be implemented:

- Work within 50 feet of the find should be halted until a qualified professional archaeologist can evaluate the significance of the find in accordance with CRHR criteria. Work should not resume until any required mitigation has been completed.
- If human remains are uncovered, compliance with Section 15064.5 (e) (1) of the CEQA Guidelines and Health and Safety Code Section 7050.5 is required. Project-related ground disturbances within 100 feet of the find should halt until the county coroner has been notified. If the coroner determines that the remains are Native American, the coroner will ask the NAHC to identify a Most Likely Descendant, who will work with the construction contractor, agency officials, and a qualified professional archaeologist to determine an appropriate avoidance strategy or other treatment plan. Project-related ground disturbance in the vicinity of the find should not resume until the process detailed in CEQA Guidelines Section 15064.5 (e) has been completed.

6.0 PREPARER'S QUALIFICATIONS

Charlane Gross conducted the background research, completed the field survey, and authored this report. Ms. Gross is a Principal Investigator who meets the Secretary of the Interior's Standards Professional Qualifications for Archaeology (Code of Federal Regulations, 36 CFR Part 61, 48 FR 44738-44739) and has been a professional archaeologist for over 30 years. She holds a Master of Arts in Anthropology from San Jose State University and a Bachelor of Arts in Anthropology from U.C. Berkeley. Ms. Gross' experience includes work that has been completed in compliance with local ordinances, NEPA, CEQA, and Section 106 requirements. Her professional affiliations include the Society for California Archaeology and the Register of Professional Archaeologists.

7.0 STATEMENT OF CONFIDENTIALITY

As nonrenewable resources, archaeological sites may be impacted by disturbances that can affect their cultural, scientific, and artistic values. Disclosure of site information to the public may be in violation of both federal and state laws. To discourage damage resulting from vandalism and artifact looting, cultural resources locations should be kept confidential and report distribution restricted. Applicable U.S. laws include, but are not be limited to, Section 304 of the National Historic Preservation Act (16 USC 470w-3) and the Archeological Resources Protection Act of 1979, as amended (PL 96-95; 93 Stat. 721; 16 USC 470aa et seq.). California state laws that apply include, but are not be limited to, Government Code Sections 6250 et seq. and 6254 et seq.

8.0 REFERENCES

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Library of Congress

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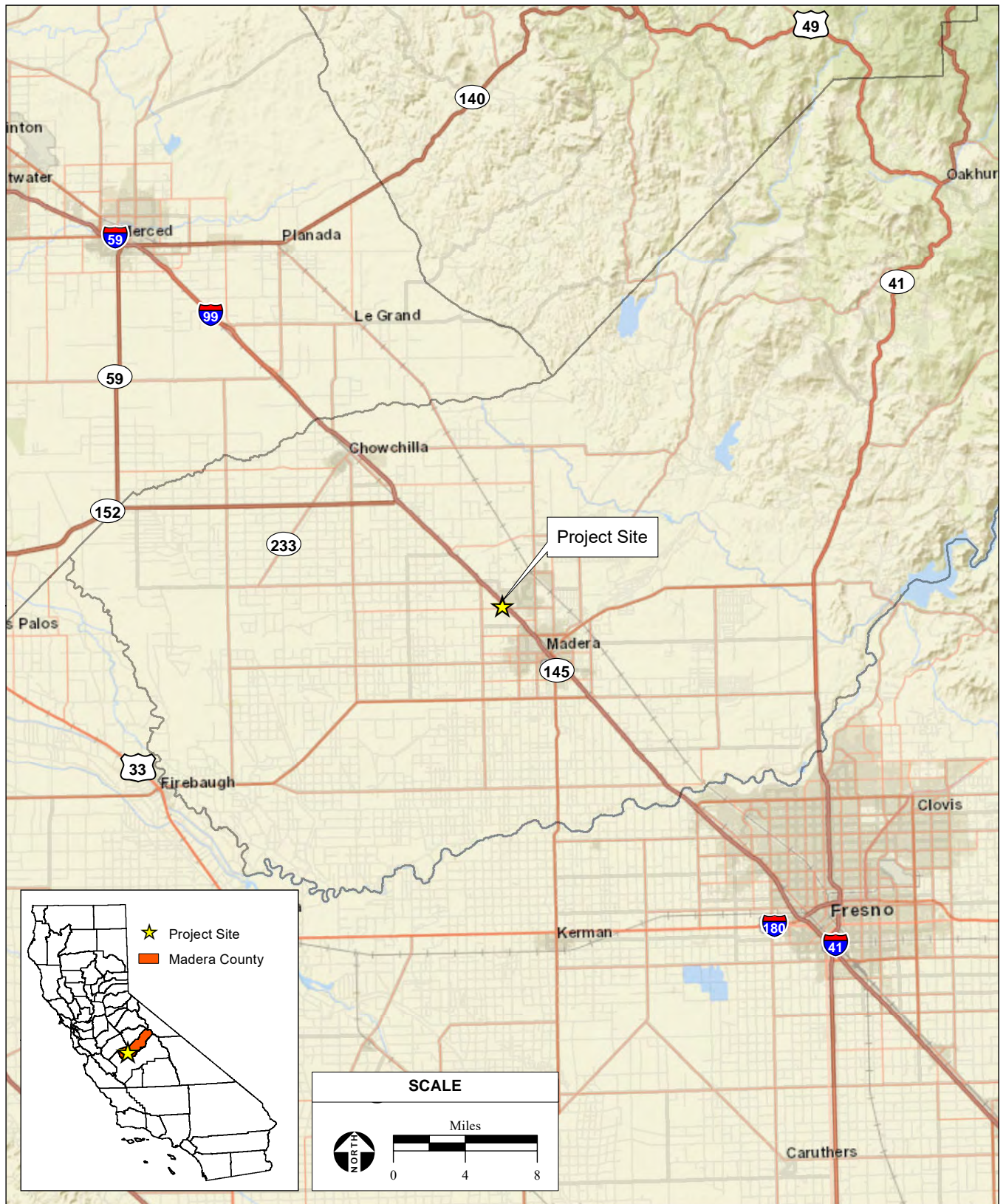
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Wallace, William J., 1978. *Monache*. In *Handbook of North American Indians, vol. 8, California*, pp. 448-470. Edited by R. Heizer. Smithsonian Institution, Washington, D.C.

ATTACHMENT A

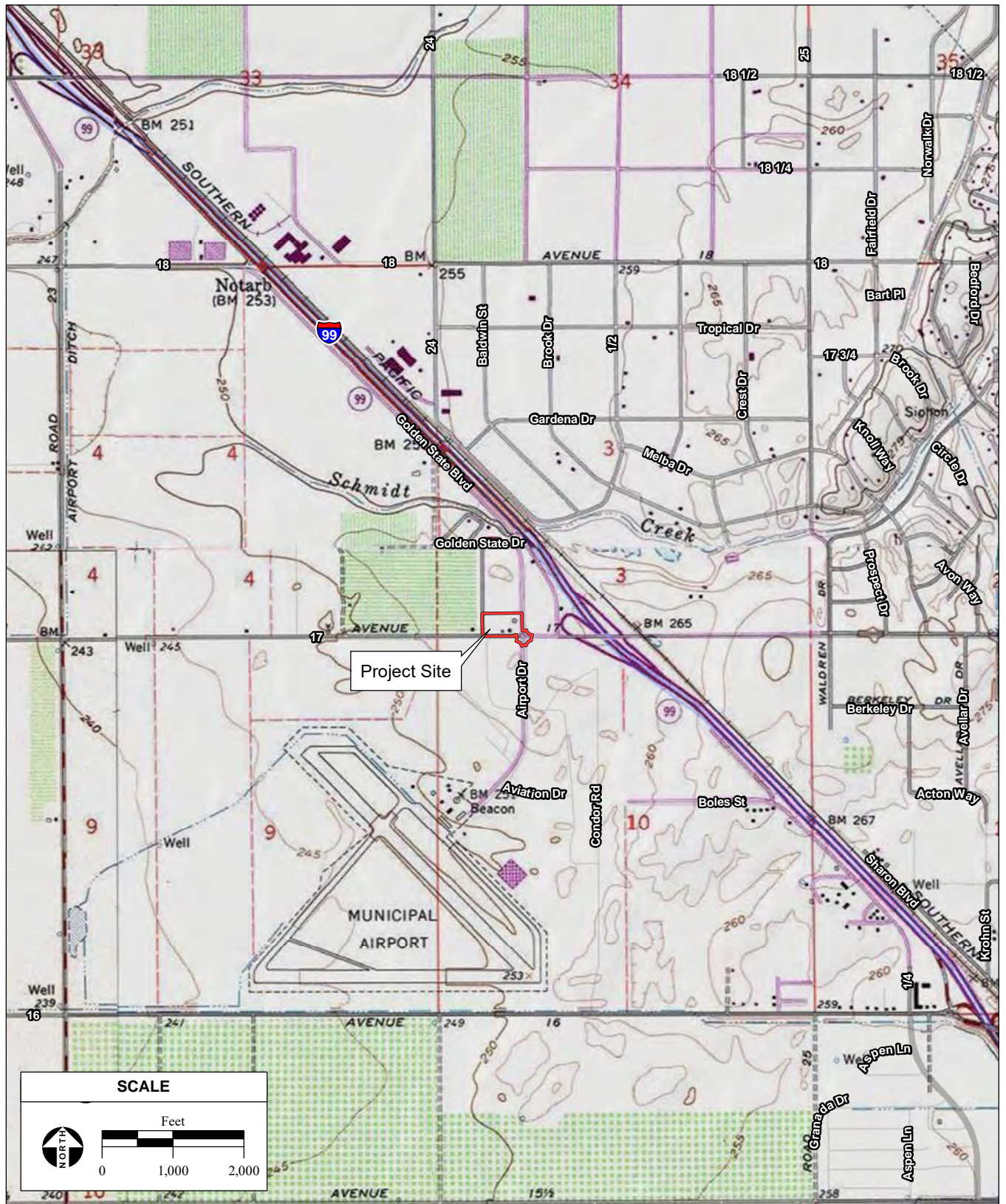
FIGURES



SOURCE: ESRI, 2022; AES-Montrose, 6/8/2022

Madera 7-11 Travel Center Development Cultural Report / 222526 ■

Figure 1
Regional Location



SOURCE: "Madera, CA" USGS 7.5 Minute Topographic Quadrangle, T11S R17E, Section 3, Mt Diablo Baseline & Meridian; ESRI, 2023; AES-Montrose, 2/3/2023

Madera 7-11 Travel Center Development Cultural Report / 222526 ■

Figure 2
Site and Vicinity



SOURCE: Madera County Parcels, 2021; Vivid Maxar aerial photograph, 8/22/2021; ESRI, 2023; AES-Montrose, 2/3/2023

Madera 7-11 Travel Center Development Cultural Report / 222526 ■

Figure 3
Aerial Photograph

ATTACHMENT B

NAHC RECORDS SEARCH RESULTS



ANALYTICAL ENVIRONMENTAL SERVICES

June 9, 2022

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691

RE: Madera 7-11 Travel Center Project

I am writing to you to request a search of the Sacred Lands File and for a list of contacts of people who might have information regarding the above-referenced project, located Madera, CA (see attached map). The project entails construction of a travel center on the west side of Highway 99 on approximately 4 acres. The project lies in Township 11 South, Range 17 East Section 3 and is depicted on the Madera USGS 7.5' quadrangle in Madera County.

Should you have any questions, or need additional information, please contact me by phone at (916) 447-3479 x 15804 or by email at cgross@montrose-env.com.

Thank you,

Charlane Gross, M.A., RPA



NATIVE AMERICAN HERITAGE COMMISSION

July 21, 2022

Charlane Gross
Montrose EnvironmentalVia Email to: cgross@montrose-env.com

Re: Madera 7-11 Travel Center Project, Madera County

Dear Ms. Gross:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Pricilla.Torres-Fuentes@nahc.ca.gov.

Sincerely,

*Pricilla Torres-Fuentes*Pricilla Torres-Fuentes
Cultural Resources Analyst

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This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Madera 7-11 Travel Center Project, Madera County.

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7/21/2022**

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Appendix E

NAHC Sacred Lands File



NATIVE AMERICAN HERITAGE COMMISSION

July 21, 2022

Charlane Gross
Montrose EnvironmentalVia Email to: cgross@montrose-env.com

Re: Madera 7-11 Travel Center Project, Madera County

Dear Ms. Gross:

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If you have any questions or need additional information, please contact me at my email address: Pricilla.Torres-Fuentes@nahc.ca.gov.

Sincerely,

*Pricilla Torres-Fuentes*Pricilla Torres-Fuentes
Cultural Resources Analyst

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7/21/2022**

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Appendix F

Paleontological Resources Memorandum

CULTURAL RESOURCES LETTER REPORT

MADERA 7-11 TRAVEL CENTER DEVELOPMENT PROJECT

For: City of Madera

By: Charlane Gross, M.A., RPA, Senior Archaeologist

Subject: UCMP Record Search

Date: 2/1/2023

Montrose Environmental Archaeologist Charlane Gross ran a search of the University of California Museum of Paleontology (UCMP) database to ascertain the potential for paleontological resources to occur that might be affected by the Madera 711 store and roundabout construction. The project site consists of approximately 4.75 acres in the City of Madera, in Madera County, on the western side of Highway 99 and Golden State Boulevard, north of Avenue 17, Assessor's Parcel Number 013-210-005.

The database (UCMP, 2022) listed 642 specimens from Madera County, almost entirely from the Fairmead Landfill site located approximately 6.5 miles northwest of the project site. Fossils recovered from the Fairmead Landfill site include numerous mammalian species such as deer, camel, mammoth, horse, sloth, rodent, and reptile species. However, there were no listings for the immediate project area.

Attachment A includes a paleontological sensitivity assessment report for an area immediately adjacent to the project site that was prepared in 2008 that contains relevant information, including that the project site's underlying stratigraphy has hosted paleontological finds elsewhere. Therefore, it must be assumed that paleontological finds may be encountered during project construction and a qualified paleontologist should be retained to monitor construction unless a pre-construction geological study precludes the possibility that units of the Modesto, Riverbank, or Turlock Lake Formations will be encountered during construction.

UCMP, 2022. Online database. Available at: <https://ucmp.berkeley.edu/>. Accessed February 2, 2023.

October 13, 2008

David Sawyer
Analytical Environmental Services
1801 7th Street, Suite 100
Sacramento, CA 95811

Paleontological Sensitivity Assessment Report for the Madera and North Fork Sites

I. Project Description

A paleontological resource assessment for the North Fork Rancheria project was conducted on two potential sites under investigation. The North Fork Site is located approximately 40 miles to the east in the Sierra Nevada foothills, near the town of North Fork, California. The Madera Site is located west of and adjacent to Highway 99, north of the City of Madera, California. The North Fork Rancheria is proposing to build a casino and/or hotel development on one of these two locations.

The objectives of this assessment were to search and review literature and records on information pertinent to both sites, and to identify significant geologic formations and associated vertebrate fossils. Field surveys were conducted on both sites to examine the surface environment and assess the potential presence of paleontological resources. Such information will affect recommendations for mitigation plans deemed necessary for monitoring, salvaging, and preservation of vertebrate fossils for future scientific research. This assessment was conducted to assist Analytical Environmental Services with compliance responsibilities under CEQA and NEPA.

II. Findings (Appendices A-E and Plates I-V)

i) North Fork Site

Bedrock at the North Fork Site is entirely Mesozoic granitic igneous rock that is devoid of fossils. Paleontological repository locality records indicate that there are no vertebrate findings at or in the vicinity of the proposed site, and no fossils were encountered during the field survey.

ii) Madera Site

Geologic maps and literature on the Madera site area indicates Quaternary alluvial sediment is present throughout the study area. Field reconnaissance indicates surficial deposits consist of graded and tilled topsoil with areas of hardpan. Mid- to-Late Pleistocene deposits below this topsoil consist of three stratigraphic units from top to bottom: Modesto Formation, Riverbank Formation, and Turlock Lake Formation. Adjacent sites have produced vertebrate fossils in all three units (Dundas et al., 1996; Hilton et al., 2000). The Fairmead Landfill locality (UCMP V93128), located west of Hwy 99 and approximately 6 miles north of the study area, has yielded the largest deposit of Pleistocene vertebrates in the San Joaquin Valley. Vertebrate fossils were discovered in May 1993 during the excavation of a 5-acre expansion cell. Initial studies of the site were conducted by the University of California

Museum of Paleontology with further recommendations to monitor and salvage fossils exposed during excavations. Preliminary observations and results are presented in Dundas et al. (1996) and Dundas and Blades (1999). An updated list of taxa is provided in Kottachchi et al., 2008. Monitoring continues today under Lead Paleontological Monitor, Niranjala Kottachchi, and is expected to continue for 20+ years.

To date, over 5000 fossil specimens have been recovered from an area of 15 acres and depths of four to 20 meters below the surface. The majority of the vertebrates are from the upper unit of the Turlock Lake Formation from depths of six to eight meters below the surface in the west to depths of four to five meters below the surface to the east. Although no visible surface exposures of the Turlock Lake Formation exist in the Madera Site study area, it is possible that the fossil-bearing unit will be encountered at depth.

The main unit at the Madera Site is the Riverbank Formation (Marchand (1976), Marchand and Allwardt (1981)). Vertebrate fossils have been recovered from the middle unit of the Riverbank Formation at Fairmead Landfill as well as at other localities (Dundas et al., 1996; Hilton et al., 2000) and therefore, it is likely that fossils are present at the Madera Site. Although the Modesto Formation is absent at the Fairmead Landfill, geologic maps indicate it is present at the Madera Site. Repository locality records indicate only three other sites further north where single or few Pleistocene vertebrate fossils have been recovered from this stratigraphic unit. Therefore, this unit, where present in the study area, should be approached with caution.

III. Recommendations

Salvaging and preservation of paleontological resources have significant scientific and educational value. Monitoring paleontologically rich sites during excavation reduces the adverse impact on these valuable resources. Since the North Fork site is underlain entirely by igneous rock devoid of fossils, monitoring of the site is not necessary. However, Pleistocene vertebrate fossils are probably present in units underlying the Madera Site so all excavations associated with unearthing of *in situ* sediment below one to two meters should be monitored. Should fossil resources be encountered, the contractor must submit a Paleontological Resource Impact Mitigation Plan (PRIMP) outlining in detail the procedures for collecting (i.e. geographic and stratigraphic information) and preserving the fossils (i.e. stabilization methods). All fossils recovered during mitigation should be accessioned in an accredited scientific institution, such as the University of California Museum of Paleontology. Upon completing all monitoring, salvaging, and fossil preparation, the contractor must submit a final report detailing the results of the mitigation program.

Sincerely,
Niranjala Kottachchi, M.Sc.
Paleontologist

Appendix G

Traffic Impact Study

Stock 5 Holdings 7 Eleven Travel Center - Madera

Transportation Impact Study
April 10, 2023

Prepared by:

VRPA Technologies, Inc.
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Study Team

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-

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1.0 Introduction

1.1 Description of the Region/Project

This Transportation Impact Study (TIS) has been prepared for the purpose of analyzing transportation conditions related to the Stock 5 holdings 7-11 Travel Center Development Project. The proposed development includes a 4,889-convenience store, 4 diesel fueling stations, and 12 auto fueling positions. The Project is located in the Madera City limits at the northwest corner of Avenue 17 and Golden State Blvd. Avenue 17 is classified as an arterial roadway while Golden State Blvd is classified as a collector roadway. Figure 1-1 shows the site's regional context. Figure 1-2 shows the Project location within the City of Madera. Figure 1-3 shows the Site plan that was used as the basis for the traffic analysis. Some revisions were made subsequent to the preparation of the traffic analysis. These revisions did not materially affect the results of the traffic analysis, but the current Project site plan is shown for reference in Appendix G.

1.1.1 Project Access

The Project proposes two (2) access appoints as shown in Figure 1-3. Access will be provided at one (1) driveway along Avenue 17 and one (1) driveway along Golden State Boulevard. Both the driveways will be right in- right out access only.

1.1.2 Study Area

The following intersections included in this TIS:

Intersections

- ✓ Golden State Boulevard/ Avenue 17
- ✓ SR 99 SB Off Ramps/ Avenue 17
- ✓ SR 99 NB Ramps/ Avenue 17

1.1.3 Study Scenarios

The study time periods for the traffic analysis include the weekday AM and PM peak hours determined between 7:00 and 9:00 AM and between 4:00 and 6:00 PM. Level of service analysis for the AM and PM peak hours were analyzed for the following scenarios:

- ✓ Existing Conditions
- ✓ Cumulative Opening Year 2023 With Project
- ✓ Horizon Year 2043 Without Project
- ✓ Horizon Year 2023 With Project

1.2 Methodology

When preparing a TIS, guidelines set by affected agencies are followed. In analyzing street and intersection capacities the Level of Service (LOS) methodologies are applied. LOS standards are applied by transportation agencies to quantitatively assess a street and highway system's performance by rating intersections on a scale of LOS "A" through "F". In addition, safety concerns are analyzed to determine the need for appropriate mitigation resulting from increased traffic near sensitive uses, the need for dedicated ingress and egress access lanes to the project, and other evaluations such as the need for signalized intersections or other improvements. Guidelines incorporated in the Highway Capacity Manual (HCM), 7th Edition, published in 2021 were also used in the development of this TIS.

1.2.1 Intersection Analysis

Intersection LOS analysis was conducted using the Synchro software program for signalized and unsignalized intersections whereas Sidra software was used for roundabouts. Synchro supports HCM methodologies and is deemed an acceptable program by City of Madera staff for assessment of traffic impacts. Levels of Service can be determined for both signalized and unsignalized intersections.

Tables 1-1 and 1-2 indicate the ranges in the amounts of average delay for a vehicle at signalized and unsignalized intersections for the various levels of service ranging from LOS "A" to "F".

The signalized LOS standards applied to calculate intersection LOS are in accordance with the current edition of the HCM. Intersection turning movement counts and roadway geometrics used to develop LOS calculations were obtained from field review findings and count data provided from the traffic count sources identified in Section 2.1.

When an unsignalized intersection does not meet acceptable LOS standards, the investigation of the need for a traffic signal shall be evaluated. The California Manual on Uniform Traffic Control Devices for Streets and Highways (California MUTCD) introduces standards for determining the need for traffic signals. The California MUTCD indicates that the satisfaction of one or more traffic signal warrants does not in itself require the installation of a traffic signal. In addition to the warrant analysis, an engineering study of the current or expected traffic conditions should be conducted to determine whether the installation of a traffic signal is justified. The California MUTCD Peak Hour Warrant (Warrant 3) was used to determine if a traffic signal is warranted at unsignalized intersections that fall below current LOS standards.

1.3 Policies to Maintain Level of Service

An important goal is to maintain acceptable levels of service along the highway, street, and road network. To accomplish this, governing agencies adopts minimum levels of service to control congestion that may result as new development occurs.

1.3.1 City of Madera

The City of Madera General Plan dated 2009 adopts Level of Service (LOS) C or better as the applicable LOS during peak hour on arterial roadways intersections and segments. Prior to installing a traffic signal, typical practice is to conduct a traffic signal warrant study per the California Manual on Traffic Control Devices (CA MTUCD). Traffic signal warrant analysis for AM and PM peak hour conditions is included in the appendices.


1.3.2 Caltrans

Caltrans considers LOS C and D as an acceptable threshold for all the intersections under its jurisdiction and delay of 45 seconds at signalized intersection and delay 30 seconds delay at unsignalized intersections. Although Caltrans has its guideline prepared, it allows the local jurisdiction to set the LOS threshold based on local condition.

Table 1-1
Signalized Intersections Level of Service Definitions
(Highway Capacity Manual)

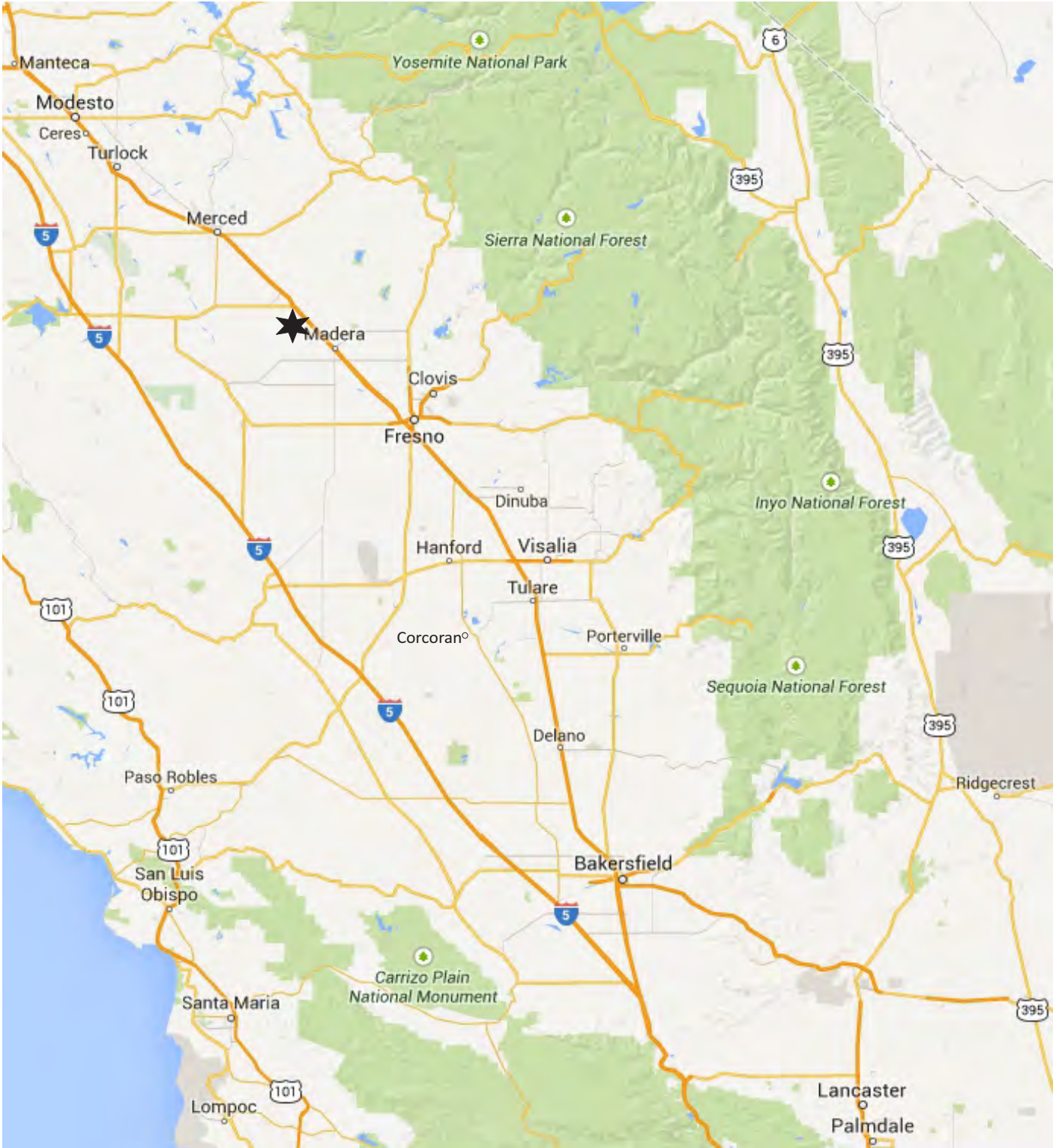
LEVEL OF SERVICE	DEFINITION		AVERAGE TOTAL DELAY (sec/veh)
A	Describes operations with very low delay. This level of service occurs when there is no conflicting traffic for a minor street.		≤ 10.0
B	Describes operations with moderately low delay. This level generally occurs with a small amount of conflicting traffic causing higher levels of average delay.		$> 10.0 - 20.0$
C	Describes operations with average delays. These higher delays may result from a moderate amount of minor street traffic. Queues begin to get longer.		$> 20.0 - 35.0$
D	Describes a crowded operation, with below average delays. At level D, the influence of congestion becomes more noticeable. Longer delays may result from shorter gaps on the mainline and an increase of minor street traffic. The queues of vehicles are increasing.		$> 35.0 - 55.0$
E	Describes operations at or near capacity. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor gaps for the minor street to cross and large queues.		$> 55.0 - 80.0$
F	Describes operations that are at the failure point. This level, considered to be unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of the intersection. Insufficient gaps of suitable size exist to allow minor traffic to cross the intersection safely.		> 80.0

Table 1-2
Unsignalized Intersections Level of Service Definitions
(Highway Capacity Manual)

LEVEL OF SERVICE	DEFINITION		AVERAGE TOTAL DELAY (sec/veh)
A	No delay for stop-controlled approaches.		0 - 10.0
B	Describes operations with minor delay.		> 10.0 - 15.0
C	Describes operations with moderate delays.		> 15.0 - 25.0
D	Describes operations with some delays.		> 25.0 - 35.0
E	Describes operations with high delays and long queues.		> 35.0 - 50.0
F	Describes operations with extreme congestion, with very high delays and long queues unacceptable to most drivers.		> 50.0

Regional Location

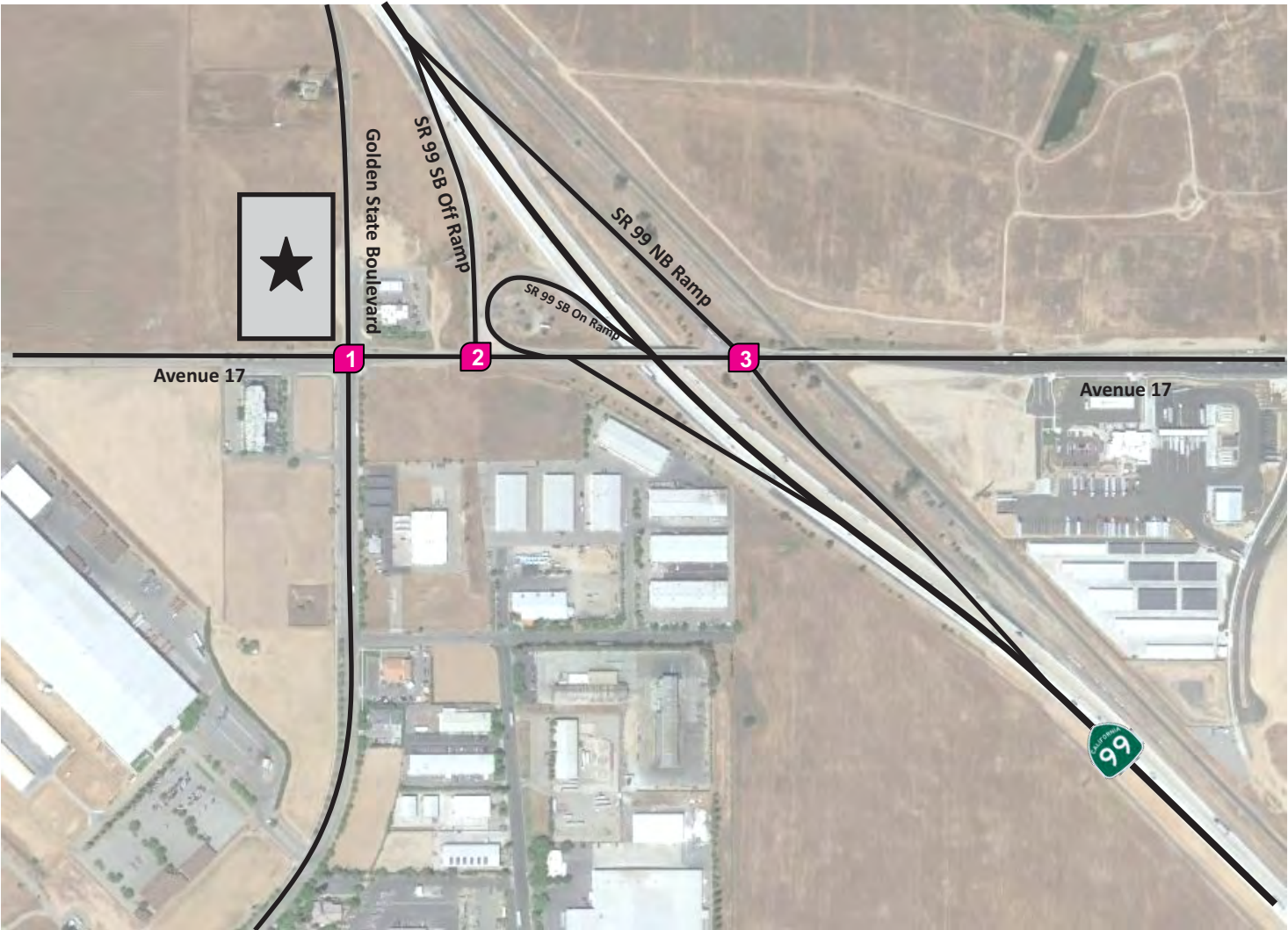
1-1



LEGEND

★ Project Location





LEGEND

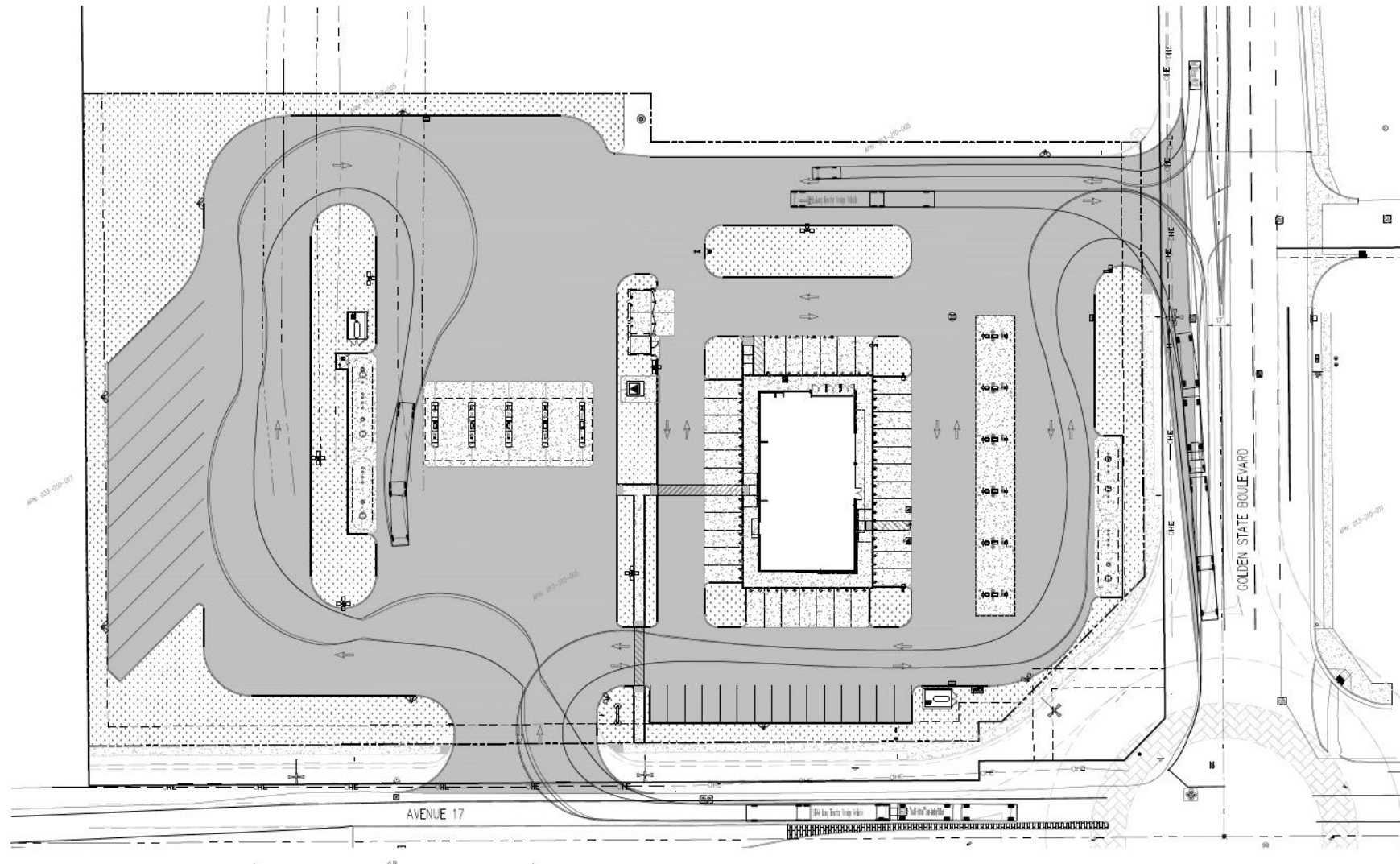


Project Site



Study Intersections





2.0 Existing Conditions

2.1 Existing Traffic Counts and Roadway Geometrics

The first step toward assessing Project traffic impacts is to assess existing traffic conditions. Existing AM and PM peak hour turning movements were conducted in February 2022 and obtained from a study being conducted for Caltrans for the SR 99/Avenue 17 interchange. Traffic counts are provided in Appendix A.

In addition to the collection of traffic counts, separate counts were obtained for autos and heavy-duty trucks in order to indicate a truck percentage to be used in the intersection capacity analysis. The truck percentage was determined on an approach by approach basis. The results are shown in Appendix F.

2.2 Existing Functional Roadway Classification System

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the type of service they are intended to provide. Fundamental to this process is the recognition that individual streets and highways do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads.

The current hierarchical system of roadways within the study area consists of the following four (4) basic classifications:

- ✓ **State Freeways and Highways** – provide for the ability to carry large traffic volumes at high speeds for long distances. Access points are fully controlled. Freeways connect points within the City/County and link the City/County to other parts of the State.
- ✓ **Arterials** – provide for mobility within the City/County, carrying through traffic on continuous routes and joining major traffic generators, freeways, and other arterials. Access to abutting private property and intersecting local streets shall generally be restricted.
- ✓ **Collectors** – provide for internal traffic movement within communities and connect local roads to arterials. Direct access to abutting private property shall generally be permitted.
- ✓ **Local Streets** – Roadways which provide direct access to abutting property and connect with other local roads, collectors, and arterials. Local roads are typically developed as two-lane undivided roadways. Access to abutting private property and intersecting streets shall be permitted.

2.3 Affected Streets and Highways

Street and highway intersections and segments near and adjacent to the Project site were analyzed to determine levels of service utilizing HCM-based methodologies described previously.

The study intersections include:

- ✓ Golden State Boulevard/ Avenue 17
- ✓ SR 99 SB Off Ramps/ Avenue 17
- ✓ SR 99 NB Ramps/ Avenue 17

The existing lane geometry at study area intersections is shown in Figure 2-1. Figures 2-2 and 2-3 show existing traffic volumes for the AM and PM peak hours in the study area.

2.4 Level of Service

2.4.1 Intersection Capacity Analysis

All intersection LOS analyses were estimated using Synchro software for signalized and unsignalized whereas Sidra software was used for roundabouts. Various roadway geometrics, traffic volumes, and properties (peak hour factors, storage pocket length, etc.) were input into the Synchro and Sidra program to accurately determine the travel delay and LOS for each Study scenario. The intersection LOS and delays reported represent the HCM outputs. Synchro assumptions, listed below, show the various Synchro inputs and methodologies used in the analysis.

✓ Lane Geometry

- Storage lengths for turn lanes for existing intersections were obtained from aerial photos and rounded to the nearest 25 feet
- VRPA conducted a field study of the specified intersections and segments to verify lane geometry and intersection control as well as to obtain other pertinent data such as signal timing and phasing, where applicable.

✓ Traffic Conditions

- The Peak hour factors (PHF) from traffic count data were used to analyze the existing traffic scenario in each intersection approach.
- The heavy vehicle percentages was based on existing traffic counts in each approach.
- Roadway link speed limits were observed in the field and input into the Synchro network to determine roadway link speeds
- Traffic Counts for the future year 2043 were based on the Village D Specific Plan Project that was already approved by city of Madera. Those counts from 2039 and 2049 were interpolated to get the counts for 2043.

Results of the analysis show that, with the exception of delay in the AM Peak Hour at the SR 99 NB Ramp/ Avenue 17 intersections, all intersections currently operate at levels of service that are acceptable based on the City of Madera level of service criteria. The AM Peak Hour at SR 99 NB Ramp/Avenue 17 is deficient in the existing operations scenario because it violates the Caltrans 30 second delay standards. Table 2-1 shows the intersection LOS for the existing

conditions. Synchro worksheets are provided in Appendix B.

2.4.2 Queuing Analysis

Table 2-2 provides a queue length summary for all approaches at the study intersection for Existing Conditions.

Table 2-1
Stock 5 Holdings 7/11 Travel Center- Madera
Existing Intersection Operations

INTERSECTION	CONTROL	TARGET LOS	PEAK HOUR	EXISTING	
				DELAY	LOS
Airport Dr./ Golden State Blvd & Avenue 17	Two-Way Stop	C	AM	21.0	C
			PM	23.2	C
Avenue 17 / SR 99 SB Off Ramp	Two-Way Stop	D	AM	13.6	B
			PM	19.3	C
SR 99 NB Ramp/ Avenue 17	Two-Way Stop	D	AM	>50.0	F
			PM	26.0	D

DELAY is measured in seconds

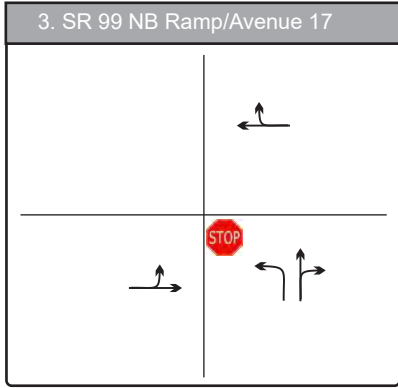
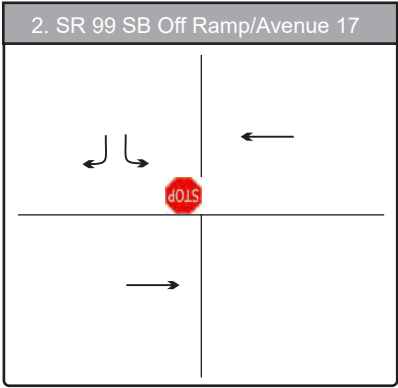
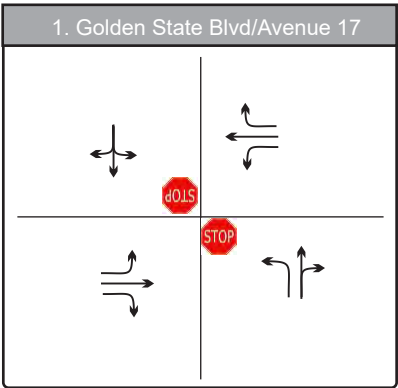
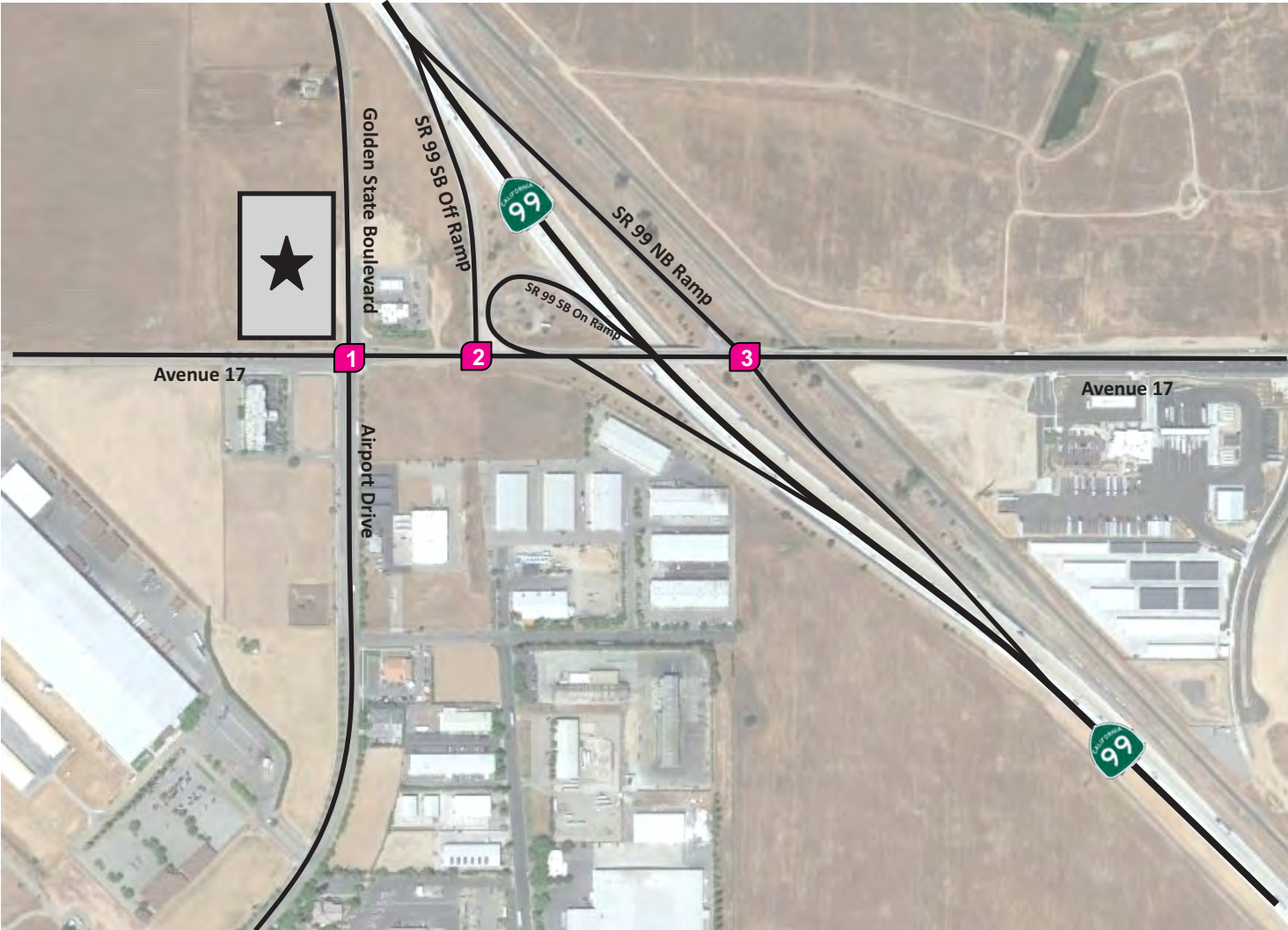
LOS = Level of Service / **BOLD** denotes LOS standard has been exceeded

For signalized intersections, delay results show the average for the entire intersection. For two-way and All way stop controlled intersections, delay results show the delay for the worst movement.

Table 2-2
Stock 5 Holdings 7/11 Travel Center- Madera
Existing Conditions Queuing Operations

INTERSECTION	INTERSECTI ON APPROACH	AVAILABLE STORAGE	EXISITNG CONDITION	
			AM QUEUE	PM QUEUE
Airport Dr./ Golden State Blvd & Avenue 17	EB Left	90.0	0.0	0.0
	WB Left	70.0	7.5	5.0
	NB Left	60.0	22.5	27.5
	SB Left	-	42.5	65.0
Avenue 17 / SR 99 SB Off Ramp		SB Left	50.0	20.0
SR 99 NB ramp/ Avenue 17	EB Left	125.0	20.0	5.0
	NB Left	675.0	135.0	162.5

QUEUE is measured in feet



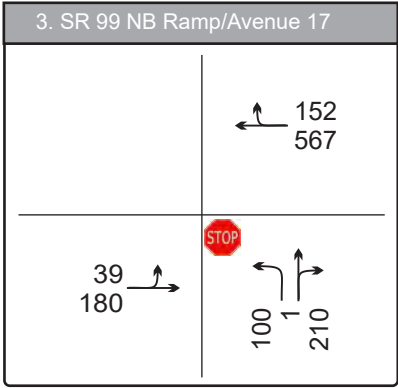
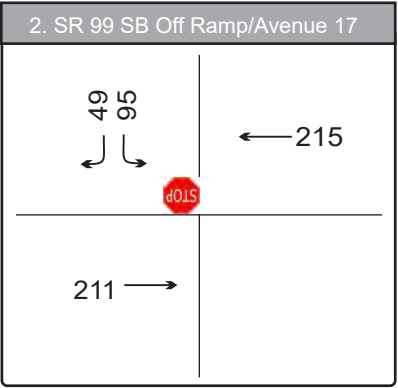
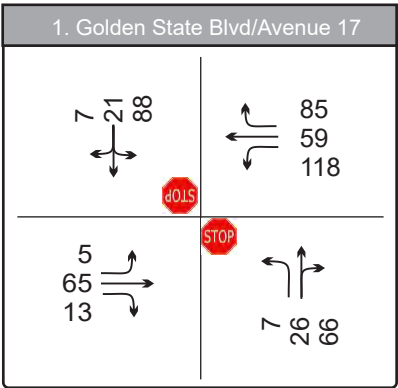
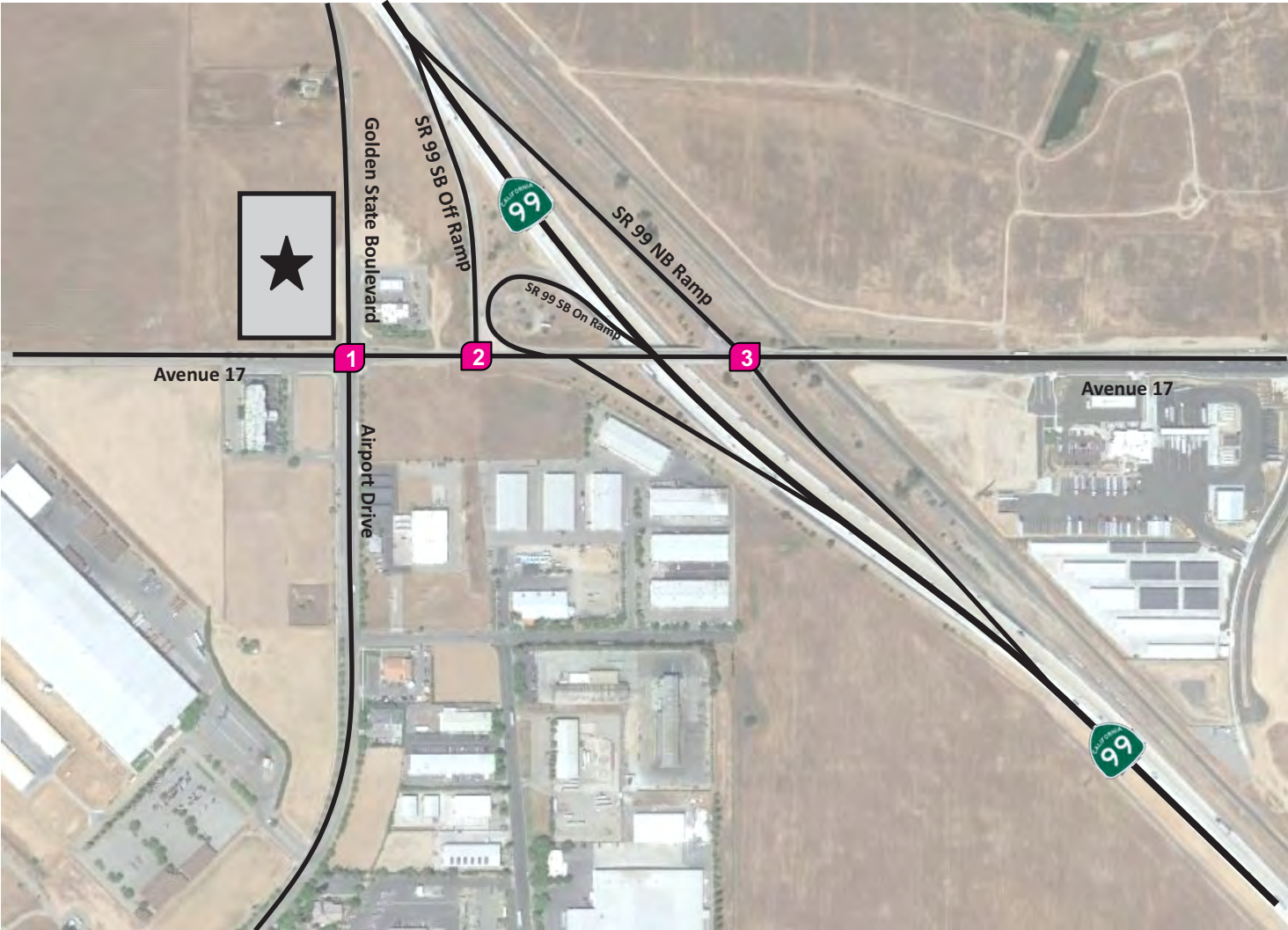
LEGEND

- Project Site
- Study Intersections
- Existing road
- Lane Geometry
- Stop sign control



Stock 5 Holdings 7-11 Travel Center -Madera
Existing 2022 AM Peak Hour Traffic Counts

Figure
2-2



LEGEND

Project Site

Study Intersections

Existing road

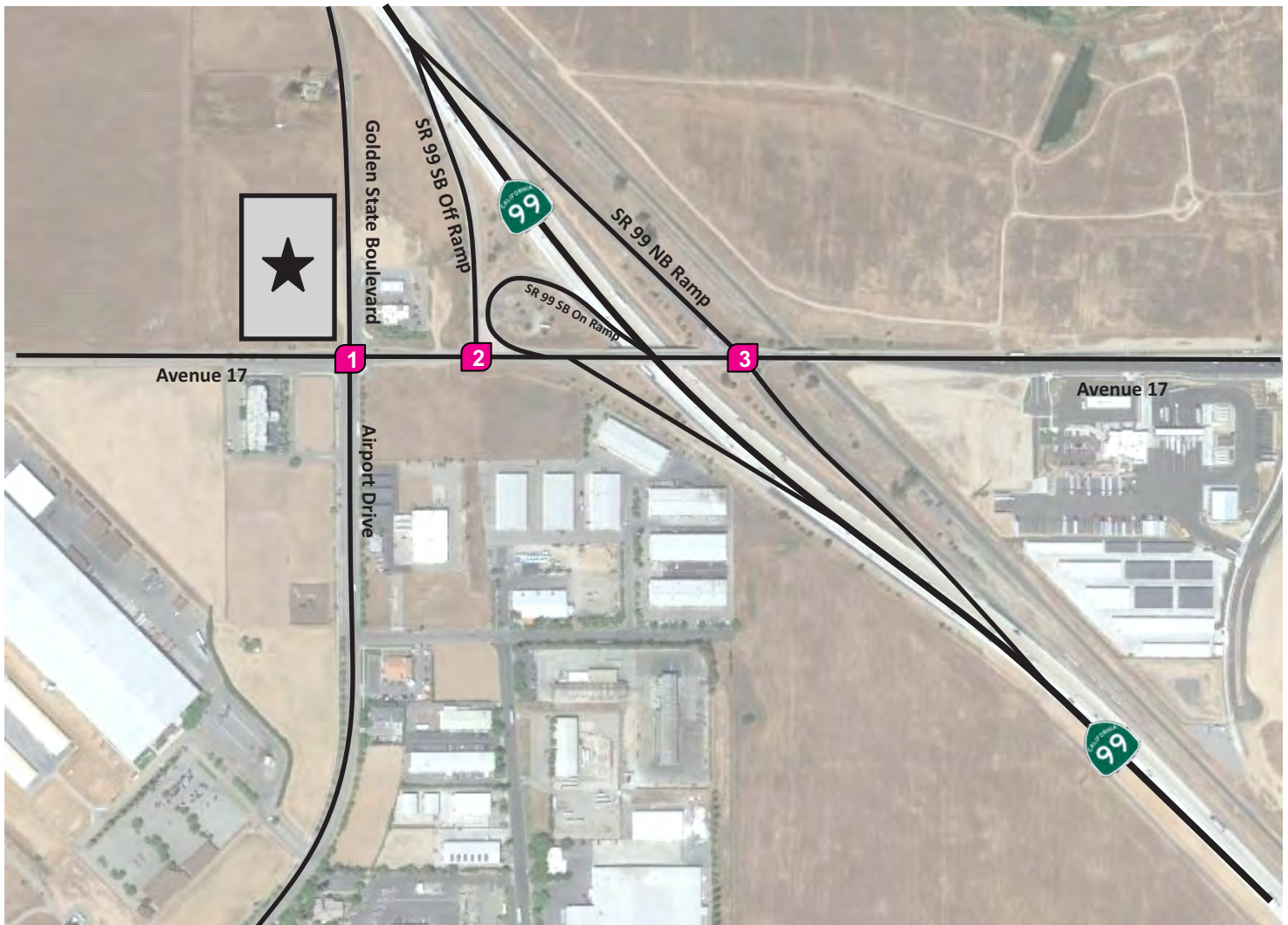
Lane Geometry

Stop sign control



Stock 5 Holdings 7-11 Travel Center -Madera Existing 2022 PM Peak Hour Traffic Counts

Figure
2-3



1. Golden State Blvd/Avenue 17			
6 28 130	110 47 74	STOP	STOP
12 103 18	21 26 133		

2. SR 99 SB Off Ramp/Avenue 17	
56 173	176
STOP	
365	

3. SR 99 NB Ramp/Avenue 17	
	162 333
60 345	STOP
	83 0 445

LEGEND

	Project Site		Study Intersections		Existing road
	Lane Geometry		Stop sign control		



3.0 Traffic Impacts

This chapter provides an assessment of the traffic the Project is expected to generate and the impact of that traffic on the surrounding street system.

3.1 Trip Generation

To assess the impacts that the Project may have on the surrounding roadway network, the first step is to determine Project trip generation. Project trip generation was determined from the Trip Generation Manual (11th Edition) published by the Institute of Transportation Engineers. The considerations described above led to the recommended trip generation for weekday AM (7:00-9:00am) and PM (4:00-6:00pm) peak hours shown in Table 3-1. In Table 3-1, it should be noted that the project site plan may appear to show more than four diesel fueling stations but the project is limited to a maximum of four diesel fueling positions based on project documentation provided to the City of Madera.

3.2 Trip Distribution

Project trip distribution is shown in Figure 3-1 and is based upon knowledge of the study area, engineering judgement, prevailing traffic patterns in the study area, major routes, population centers, and other existing development. The Project proposes two (2) access points as shown in Figure 1-3. Access will be provided at one (1) driveway along Avenue 17 and one (1) driveway along Golden State Boulevard.

3.3 Project Traffic

Project traffic as shown in Table 3-1 was distributed to the roadway system using the trip distribution percentages shown in Figures 3-1. Based on the projected trips, this project will generate a total of 3,982 daily trips and 380 AM peak hour trips and 336 PM Peak hour trips. A graphical representation of the resulting AM and PM peak hour Project trips used is shown in Figures 3-2 and 3-3.

3.4 Approved/Pending Project Traffic

CEQA Guidelines Section 15130(b)(1)(B) establish methodologies for conducting cumulative impact analysis of projects. Those methodologies permit two alternatives, which may include either the preparation of a list of past, present and probable future projects, or a projection based on regional modeling programs that incorporates the General Plan intended future development. This Traffic Study uses the Madera County COG Model for traffic impacts analysis that is a regional

modeling program that incorporates traffic demands of the relevant General Plans. This Traffic Study therefore does not incorporate a list of past, present and probably future projects. However, at the request of the City of Madera, the study includes the traffic generation projected for the development of a new facility for Madera County Farm Credit being developed on Golden state Blvd. north of Avenue 17 (the “Farm Credit Project”).

The cumulative development and trip distribution is shown in figure 3-4 and 3-5.

3.5 Cumulative Opening Year (2023) With Project Traffic Conditions

The impacts of the Project were analyzed considering opening year traffic conditions, approximately on the assumed opening day of the Project, or in this case the year 2023. The levels of traffic expected in 2023 relate to the cumulative effect of traffic increases resulting from the implementation of the General Plans of local agencies, including the City of Madera, were derived by applying an annual growth rate of 2% per year. The traffic projected from the Farm Credit Project (beyond that included in the COG model) has also been added to this scenario. The resulting traffic is shown in Figures 3-6 and 3-7.

The truck percentage were determined on an approach-by-approach basis as suggested by city of Madera. Since truck percentages projected for the project traffic is higher than existing traffic, the average of truck percentage from existing counts and Project traffic were accounted for each approach as a conservative estimate.

3.6 Horizon Year 2043 Traffic Conditions

Traffic conditions approximately 20 years after assumed opening day of the Project, in this case the year 2043, were analyzed. The levels of traffic expected in 2043 relate to the cumulative effect of traffic increases. It should be noted that the traffic forecasts for the horizon year 2043 were derived from the previously approved Village D project in City of Madera. The resulting traffic is shown in Figures 3-8 and 3-9.

The Village D traffic analysis included a 2039 traffic forecast scenario and a 2049 traffic forecast scenario. The results of these two scenarios was interpolated to determine 2043 traffic forecasts. It should be noted that discrepancies were discovered in the Village D traffic analysis between the figures showing the traffic forecasts and the Synchro worksheets that formed the basis of the intersection capacity analysis. The Synchro worksheets were determined to supersede the figures and were used as the basis for the 2043 traffic forecasts. Copies of the Synchro worksheets are included in the appendices.

3.7 Horizon Year 2043 Plus Project Traffic Conditions

The addition of Project trips, which were distributed to roadway system using trip distribution percentages shown in figure 3-1 (Section 3.3) were added to Horizon Year 2043 without project traffic volumes to study the impacts of project in the year 2043. This leads to results shown in figures 3-9 and 3-10.

3.8 Impacts

3.8.1 Intersection Capacity Analysis

Table 3-2 provides the intersection level of service analysis for the study intersections considering the study scenarios discussed above. Potential mitigation measures are discussed in Chapter 4 of this report. Results of the analysis show that all three intersections will be in need of improvements in 2023 with project and horizon year 2043 scenarios with and without project.

3.8.2 Queuing Analysis

Table 3-3 provides a queue length summary for traffic movements at study intersections. The queue lengths presented in Table 3-3 represent the 95 percentile queue lengths for the respective lane movements based on the Synchro traffic signal timing program.

3.9 VMT Analysis

The VMT analysis was conducted based on the Governor's Office of Planning and Research (OPR) document titled Technical Advisory on Evaluating Transportation Impacts in CEQA dated December 2018 (OPR Guidelines). This document includes the following guidance: "By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact." In the case of the proposed project, trips are expected to be local-serving since the project would tend to attract trips from SR 99 as well as neighboring areas of the City of Madera.

**Table 3-1
Trip Generation**

Autos

Land Use	ITE Code	Units	Size	Daily Auto Trip Generation Rate	Daily Trips	% AM Peak	AM Inbound	AM Peak Hour Trips		% PM Peak	PM Inbound	PM Peak Hour Trips	
								In	Out			In	Out
Convenience Store/Gas Station	945	Fueling Positions	12	257.17	3,086	10.5%	50%	162	162	8.9%	50%	137	137
Truck Stop	950	Fueling Positions	4	0.00	0	0.0%	0%	0	0	0.0%	0%	0	0
					3,086			Subtotal	162	162			Subtotal
							Total trips	324				Total trips	274

Trucks

Land Use		Units	Size	Daily Truck Trip Generation Rate	Daily Truck Trips	% AM Peak	AM Inbound	AM Peak Hour Truck Trips		% PM Peak	PM Inbound	PM Peak Hour Truck Trips	
								In	Out			In	Out
Convenience Store/Gas Station	945	Fueling Positions	12	0.00	0	0.0%	0%	0	0	0.0%	0%	0	0
Truck Stop	950	Fueling Positions	4	224.00	896	6.3%	50%	28	28	7.0%	50%	31	31
					896			Subtotal	28	28			Subtotal
							Total trips	56				Total trips	63

Total

Land Use		Units	Size	Daily Trip Generation Rate	Daily Trips	AM Peak Rate	AM Inbound	AM Peak Hour Trips		PM Peak Rate	PM Inbound	PM Peak Hour Trips	
								In	Out			In	Out
Convenience Store/Gas Station	945	Fueling Positions	12	257.17	3,086	10.5%	50%	162	162	8.9%	50%	137	137
Truck Stop	950	Fueling Positions	4	224.00	896	6.3%	50%	28	28	7.0%	50%	31	31
					3,982			Subtotal	190	190			Subtotal
							Total trips	380				Total trips	336

Table 3-2
Stock 5 Holdings 7/11 Travel Center- Madera
Future Year Capacity Analysis

INTERSECTION	CONTROL	TARGET LOS	PEAK HOUR	CUMULATIVE YEAR 2023 WITH PROJECT		HORIZON YEAR 2043 WITHOUT PROJECT		HORIZON YEAR 2043 WITH PROJECT	
				DELAY	LOS	DELAY	LOS	DELAY	LOS
Airport Dr./ Golden State Blvd & Avenue 17	Two-Way Stop	C	AM	>100.0	F	>100.0	F	>100.0	F
			PM	>100.0	F	>100.0	F	>100.0	F
Avenue 17 / SR 99 SB Off Ramp	Two-Way Stop	D	AM	22.3	C	>100.0	F	>100.0	F
			PM	46.1	E	>100.0	F	>100.0	F
SR 99 NB ramp/ Avenue 17	Two-Way Stop	D	AM	>100.0	F	>100.0	F	>100.0	F
			PM	>100.0	F	>100.0	F	>100.0	F

DELAY is measured in seconds

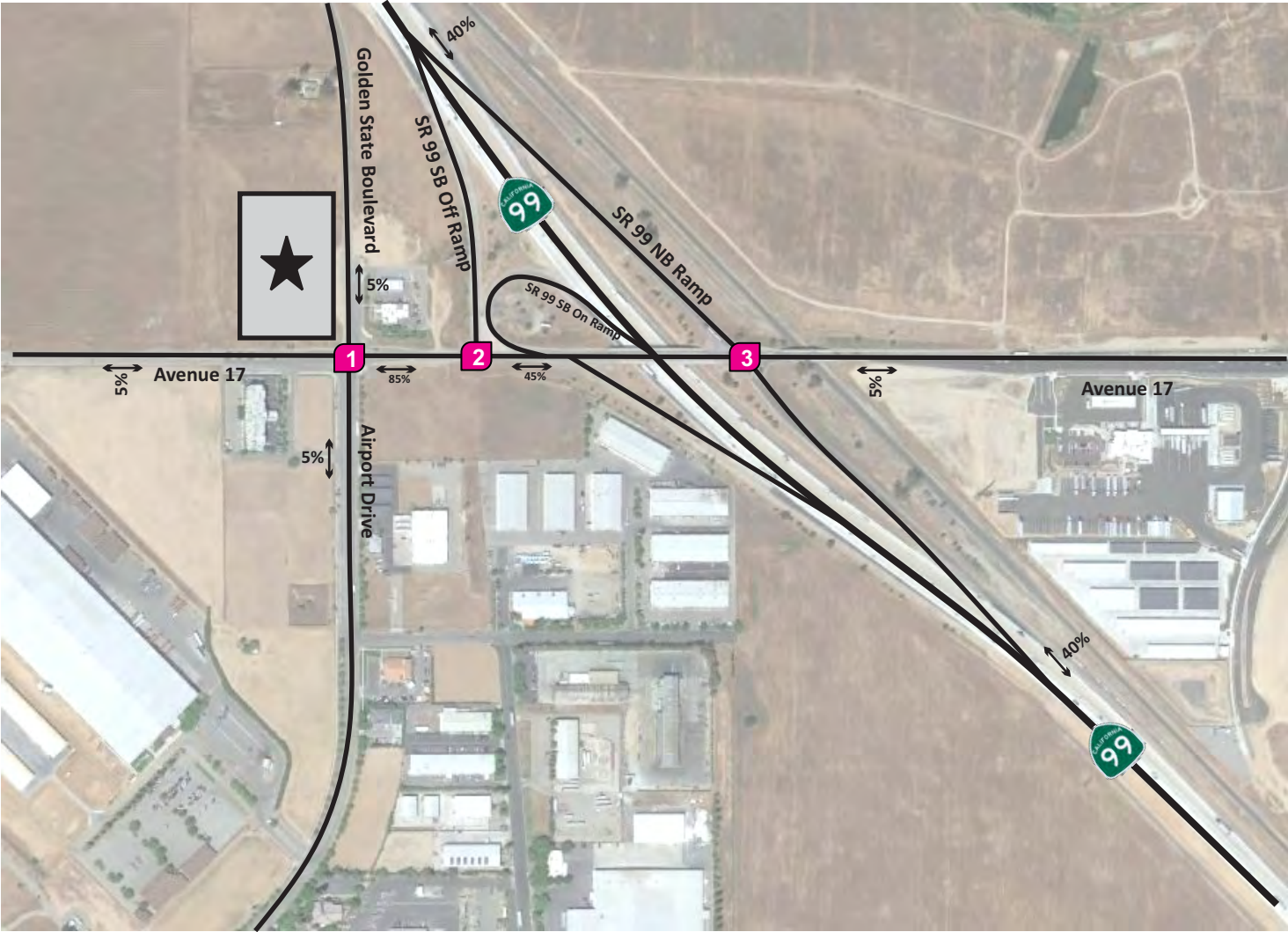
LOS = Level of Service / **BOLD** denotes LOS standard has been exceeded

For signalized intersections, delay results show the average for the entire intersection. For two-way and All way stop controlled intersections, delay results show the delay for the worst movement.

Table 3-3
Stock 5 Holdings 7/11 Travel Center- Madera
Future Scenarios Queuing Operations

INTERSECTION	INTERSECTI ON APPROACH	AVAILABLE STORAGE	CUMULATIVE YEAR 2023 WITH PROJECT		HORIZON YEAR 2043 WITHOUT PROJECT		HORIZON YEAR 2043 WITH PROJECT	
			AM QUEUE	PM QUEUE	AM QUEUE	PM QUEUE	AM QUEUE	PM QUEUE
Airport Dr./ Golden State Blvd & Avenue 17	EB Left	90.0	2.5	2.5	22.5	2.5	2.5	5.0
	WB Left	70.0	7.5	5.0	95.0	32.5	100.0	37.5
	NB Left	60.0	30.0	30.0	>300.0	>300.0	>300.0	>300.0
	SB Left	-	>300.0	>300.0	-	-	-	-
Avenue 17 / SR 99 SB Off Ramp		SB Left	50.0	42.5	127.5	>300.0	>300.0	>300.0
SR 99 NB ramp/ Avenue 17	EB Left	125.0	20.0	15.0	32.5	77.5	72.5	167.5
	NB Left	675.0	>300.0	257.5	>300.0	>300.0	>300.0	>300.0

QUEUE is measured in feet



LEGEND



Project Site



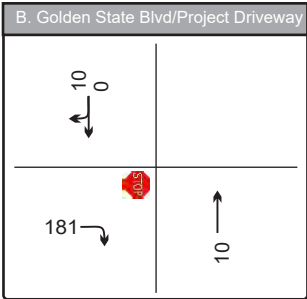
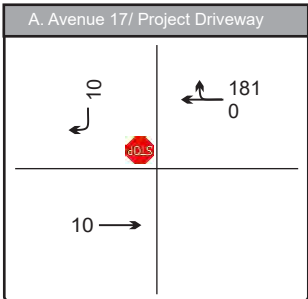
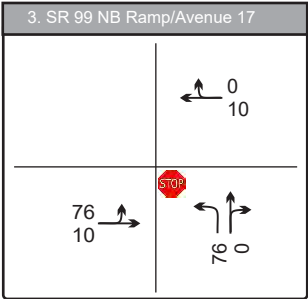
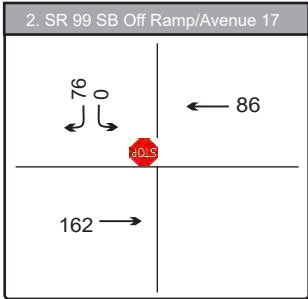
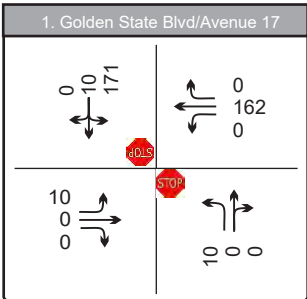
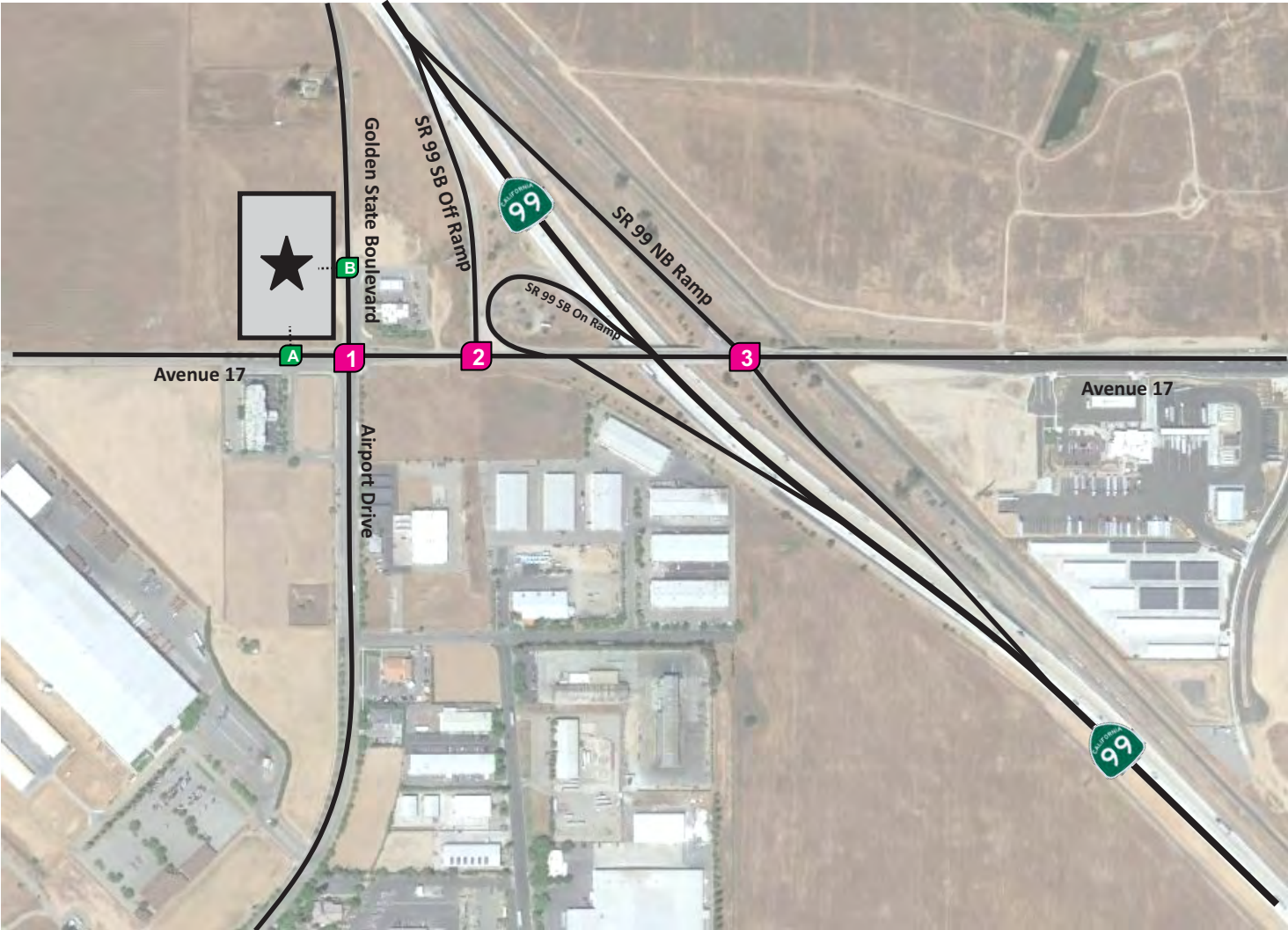
Study Intersections

xx % Trip distribution %



Stock 5 Holdings 7-11 Travel Center -Madera Project AM Peak Hour Traffic

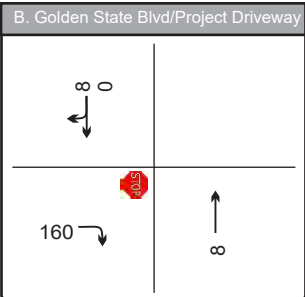
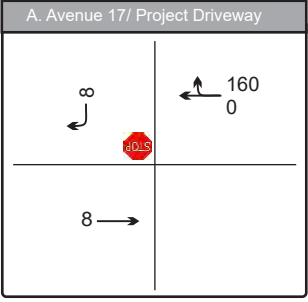
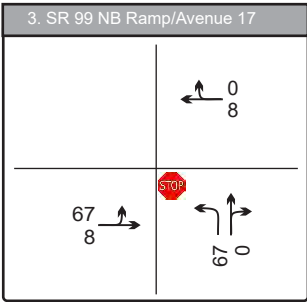
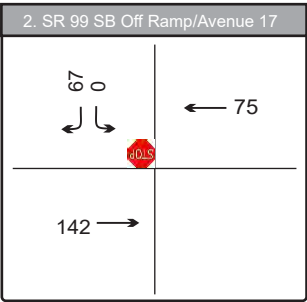
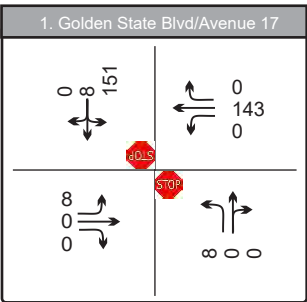
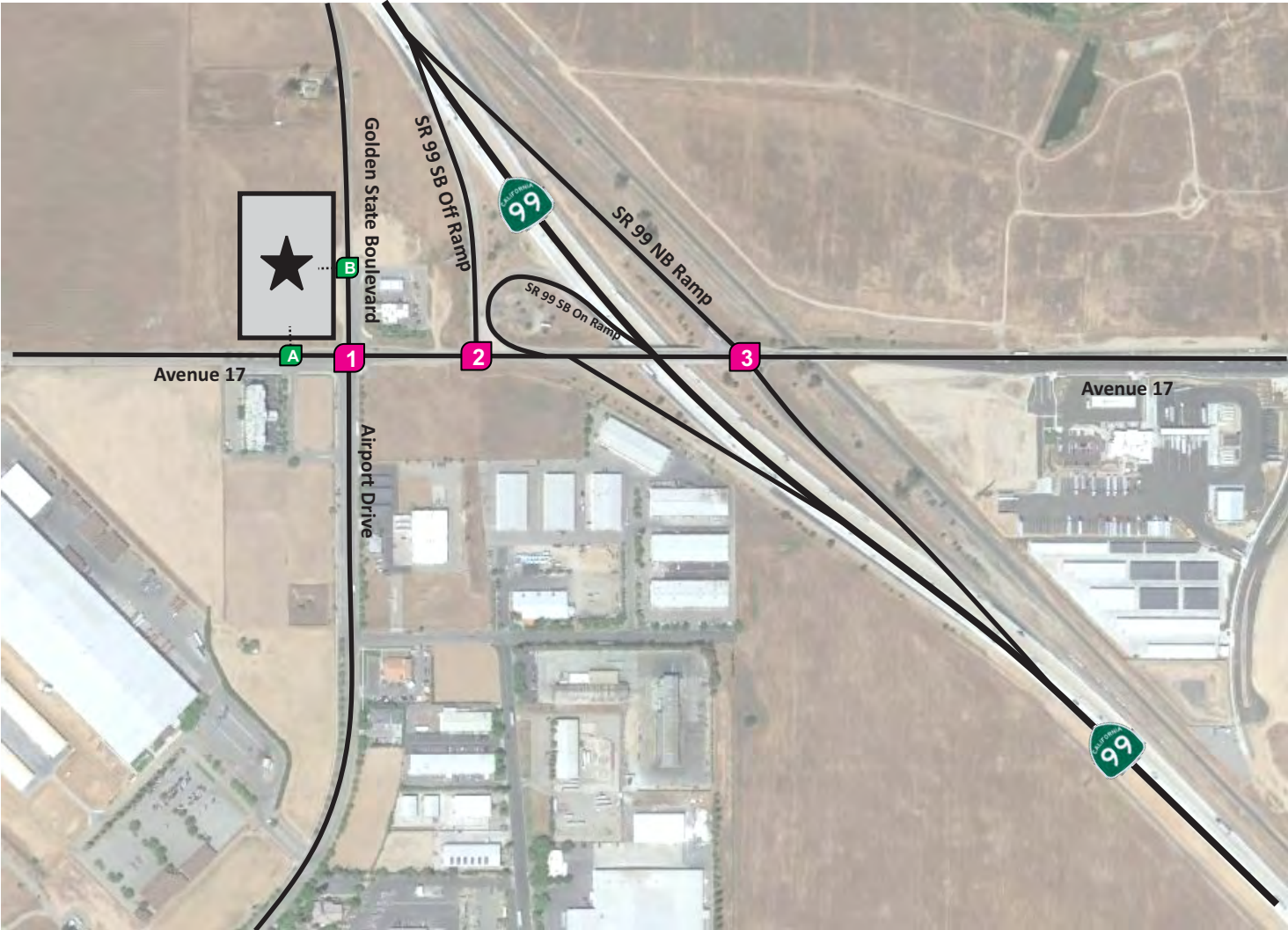
Figure
3-2



LEGEND		
	Project Site	Study Intersections
	Existing road	
	Lane Geometry	Stop sign control

Stock 5 Holdings 7-11 Travel Center -Madera
Project PM Peak Hour Traffic

Figure
3-3

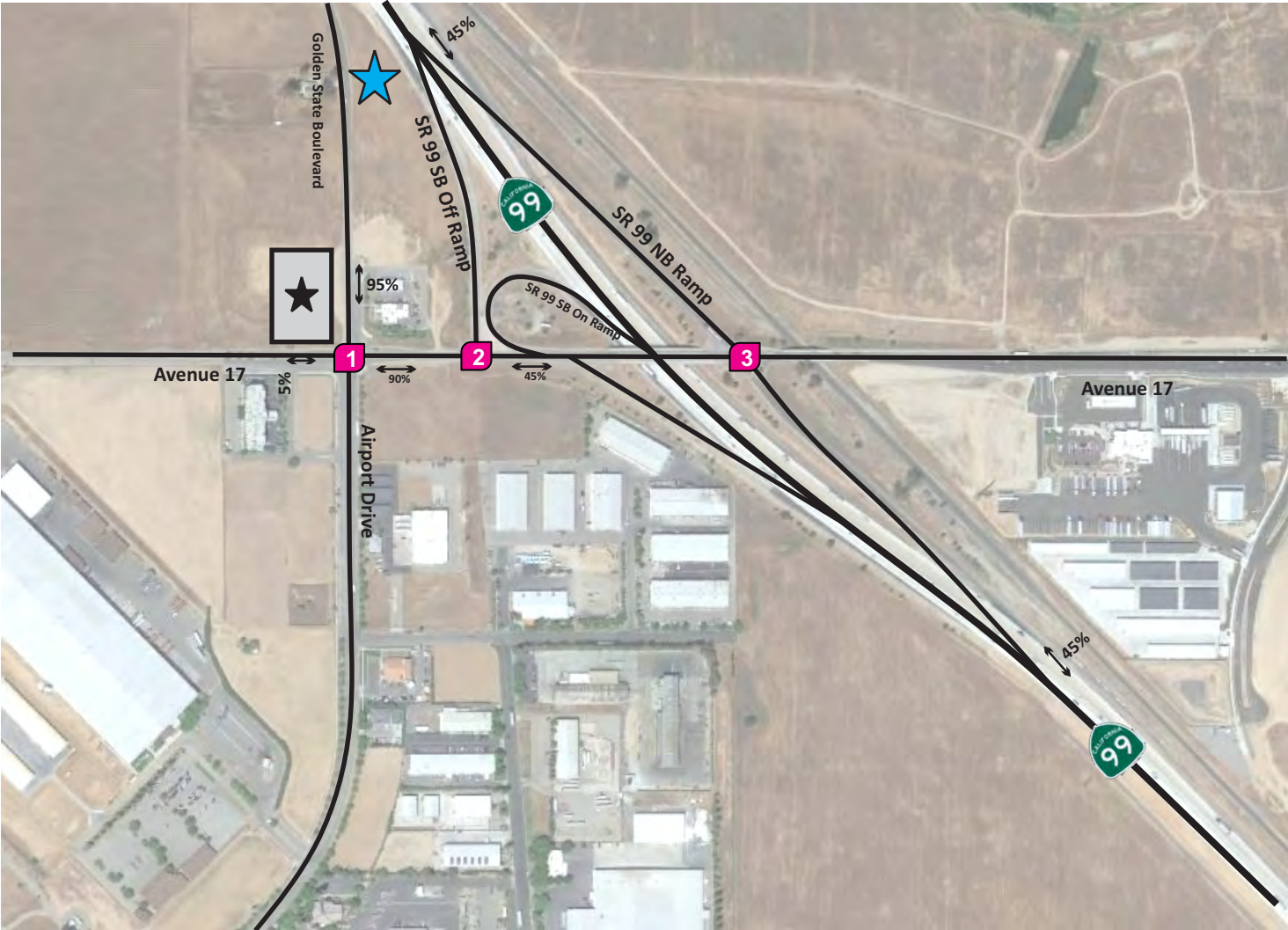


LEGEND		
	Project Site	Study Intersections
	Existing road	Stop sign control
	Lane Geometry	

Stock 5 Holdings 7-11 Travel Center -Madera

Cumulative Development Trip Distribution and AM Peak Hour Traffic

Figure 3-4



1. Golden State Blvd/Avenue 17			
2	0	41	
↕		↕	
	STOP		
2	0	0	
↕		↕	
	STOP		
0		0	0
		↕	

2. SR 99 SB Off Ramp/Avenue 17			
22	0		
↕		↕	
	STOP		← 22
40	→		

3. SR 99 NB Ramp/Avenue 17			
			↕ 0
			0
		STOP	
20	↕		
0			↕ 22
			0
			0

LEGEND

★

Project Site

#

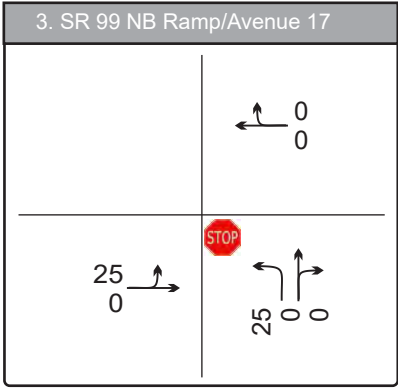
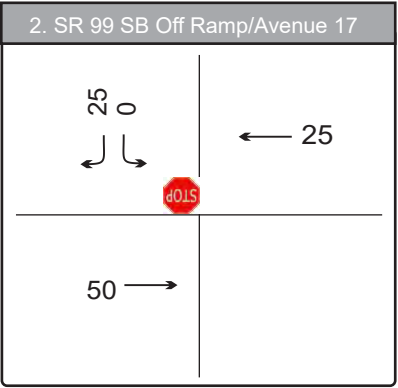
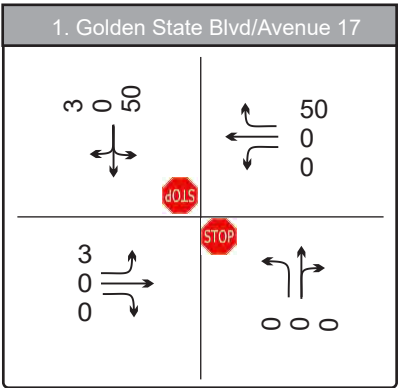
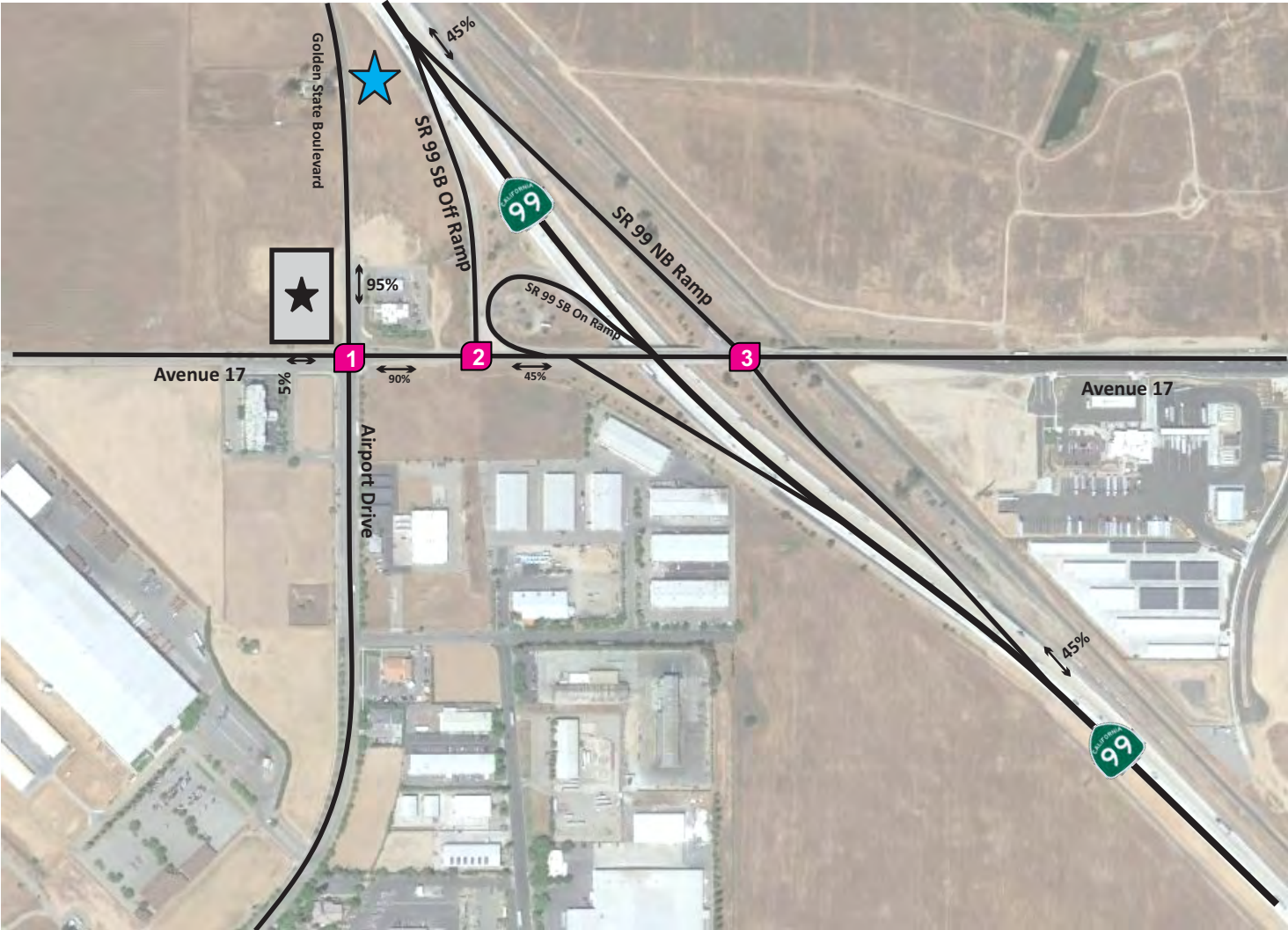
Study Intersections

★

Cumulative Developemnt

xx %

Trip distribution %



LEGEND

★

Project Site

★

Cumulative Development

#

Study Intersections

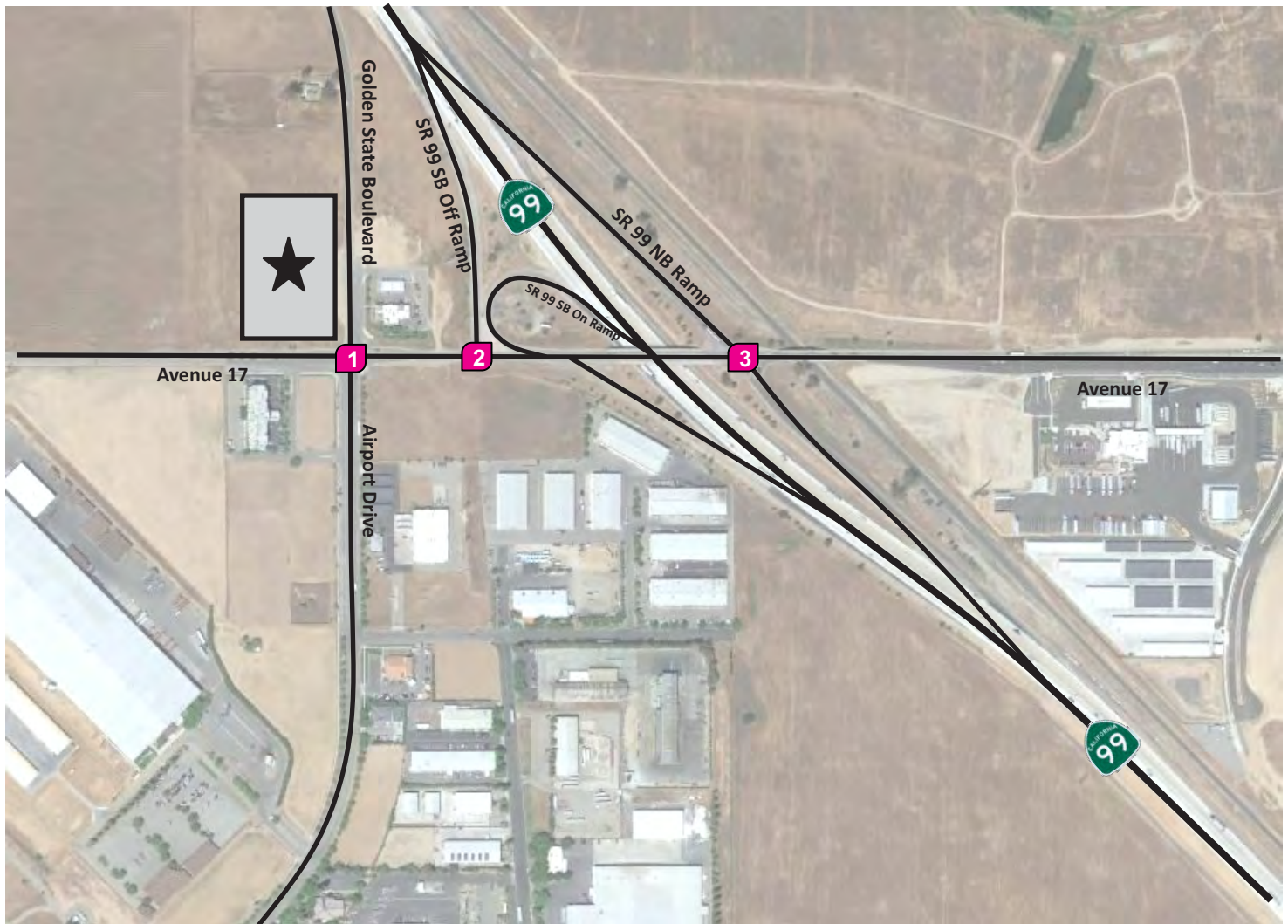
xx %

Trip distribution %



Cumulative Opening Year 2023 With Project AM Peak Hour Traffic Counts

Figure 3-6








A diagram of a four-way intersection. A horizontal line represents the road, and a vertical line represents the road. A red octagonal stop sign with the word "STOP" in white is located on the southbound approach (bottom) of the horizontal road. Traffic on the horizontal road is indicated by arrows: a right-pointing arrow labeled "416" on the southbound side and a left-pointing arrow labeled "326" on the northbound side. Traffic on the vertical road is indicated by arrows: a left-pointing arrow labeled "148" and a right-pointing arrow labeled "97" on the westbound side. The intersection is labeled "2. SR 99 SB Off Ramp/Avenue 17" at the top.

3. SR 99 NB Ramp/Avenue 17

Diagram illustrating traffic flow and vehicle counts at the intersection of SR 99 NB Ramp and Avenue 17:

- Top Right (SR 99 NB Ramp):** 155 vehicles moving straight, 588 vehicles moving left.
- Bottom Left (Avenue 17):** 136 vehicles moving straight, 193 vehicles moving right.
- Bottom Right (Avenue 17):** 200 vehicles moving left, 214 vehicles moving right.
- Intersection:** A red octagonal STOP sign is located at the intersection.

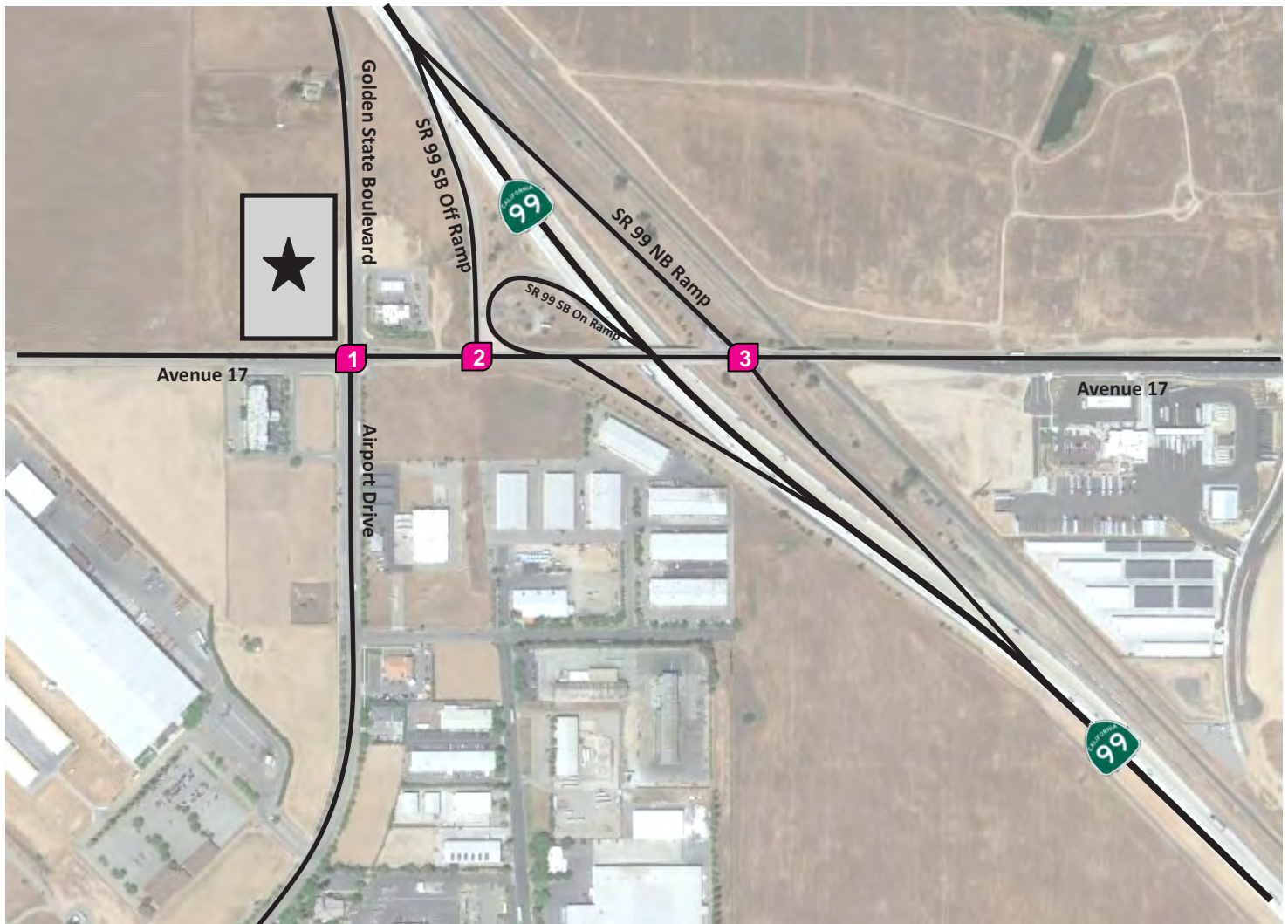
LEGEND

	Project Site		Study Intersections		Existing road
	Lane Geometry		Stop sign control		



Cumulative Opening Year 2023 With Project PM Peak Hour Traffic Counts

Figure 3-7








2. SR 99 SB Off Ramp/Avenue 17

The diagram shows a four-way intersection. A red octagonal stop sign is located on the SR 99 SB Off Ramp/Avenue 17. The road numbers and directions are as follows:

- Northbound (top): 150 (left), 176 (right)
- Southbound (bottom): 565 (right)
- Westbound (left): 280 (left)

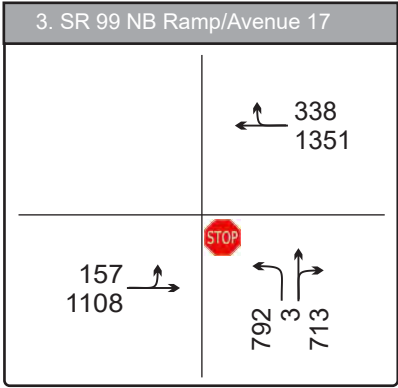
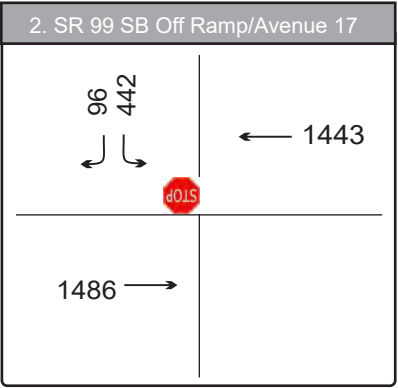
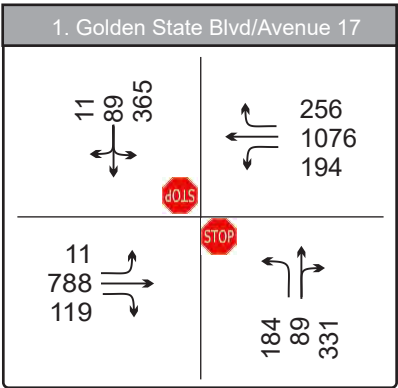
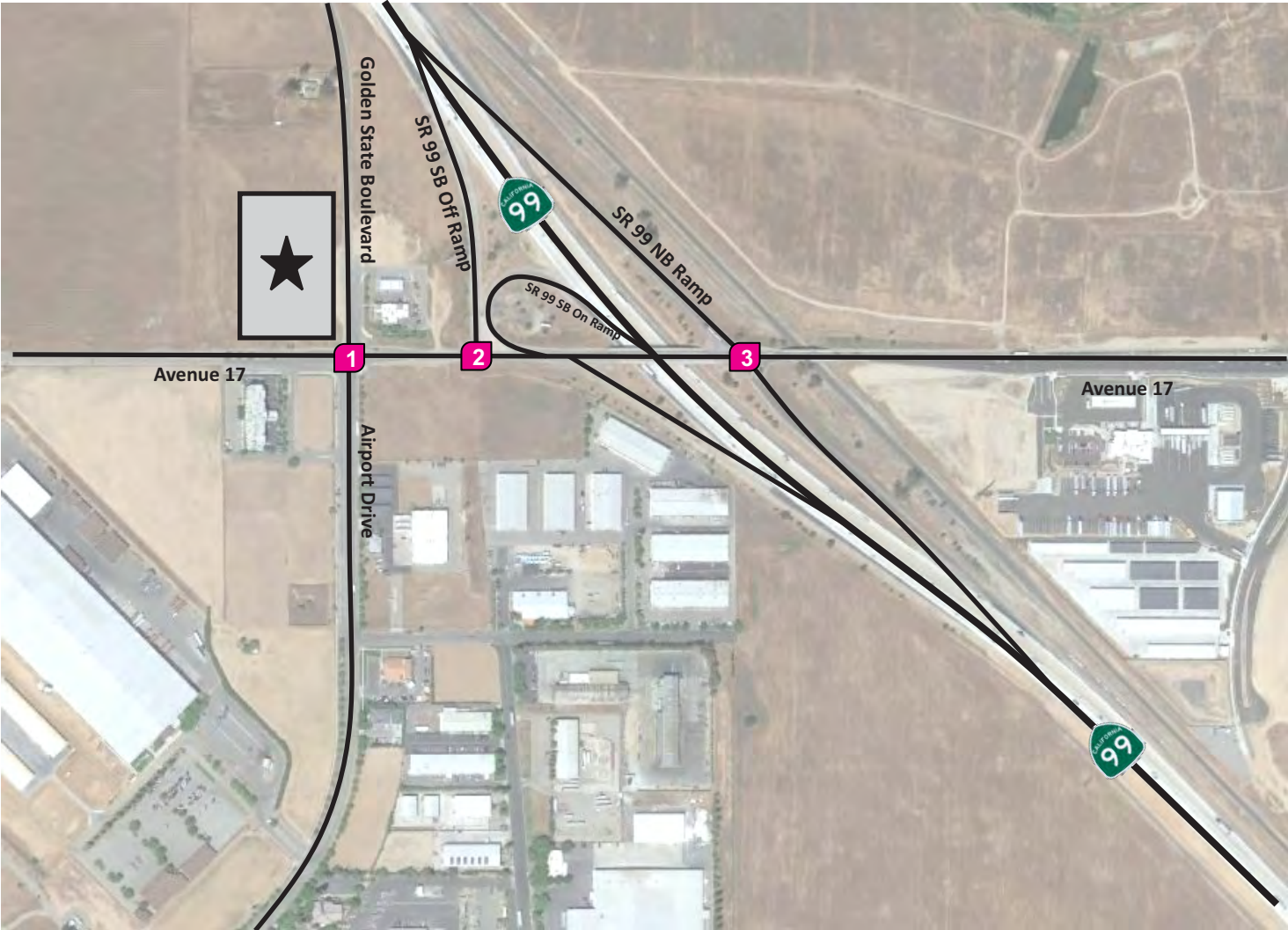
LEGEND

	Project Site		Study Intersections		Existing road
	Lane Geometry		Stop sign control		



Stock 5 Holdings 7-11 Travel Center -Madera
Horizon year 2043 Without Project PM Peak Hour Traffic

Figure
3-9



LEGEND

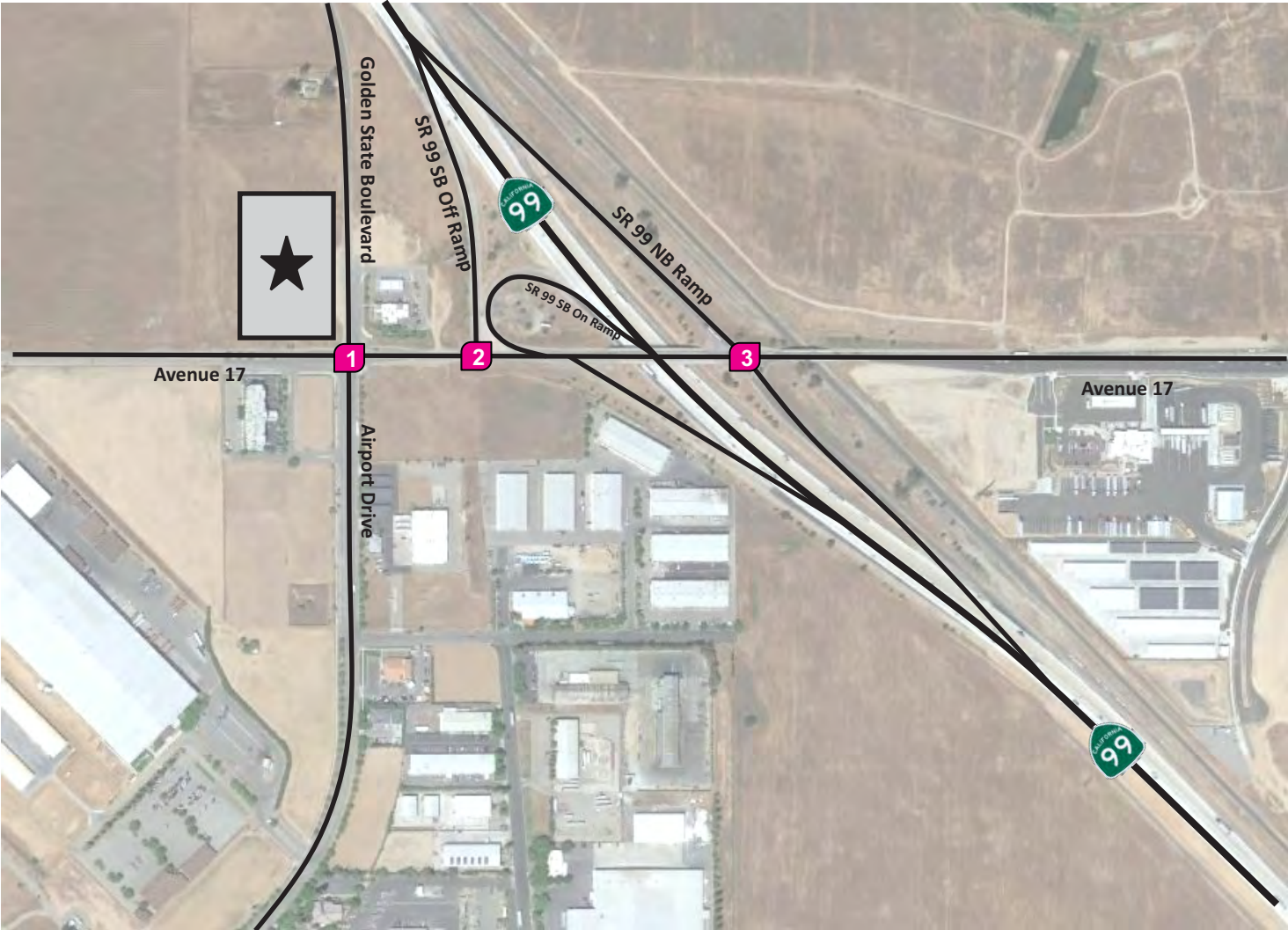
	Project Site		Study Intersections		Existing road
	Lane Geometry		Stop sign control		



Stock 5 Holdings 7-11 Travel Center -Madera

Horizon year 2043 With Project AM Peak Hour Traffic

Figure 3-11



1. Golden State Blvd/Avenue 17			
10	59	362	
			246
			624
			268
19	1088	184	
			86
			96
			158

2. SR 99 SB Off Ramp/Avenue 17			
197	284		
			941
1601			

3. SR 99 NB Ramp/Avenue 17			
			253
			1121
202	783		
			579
			2
			240

LEGEND

★

Project Site

#

Study Intersections

—

Existing road

↔

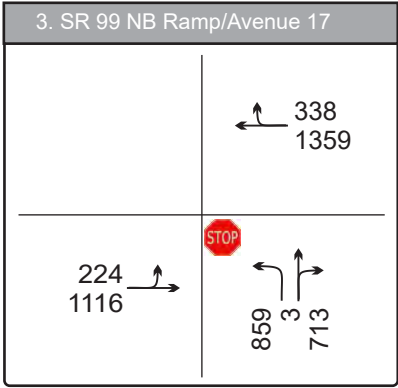
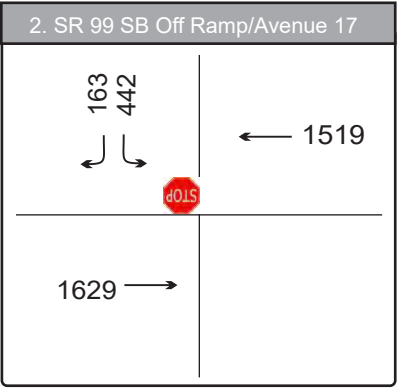
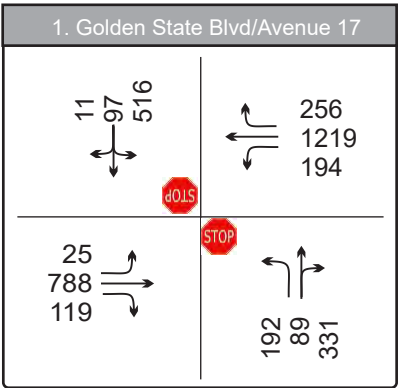
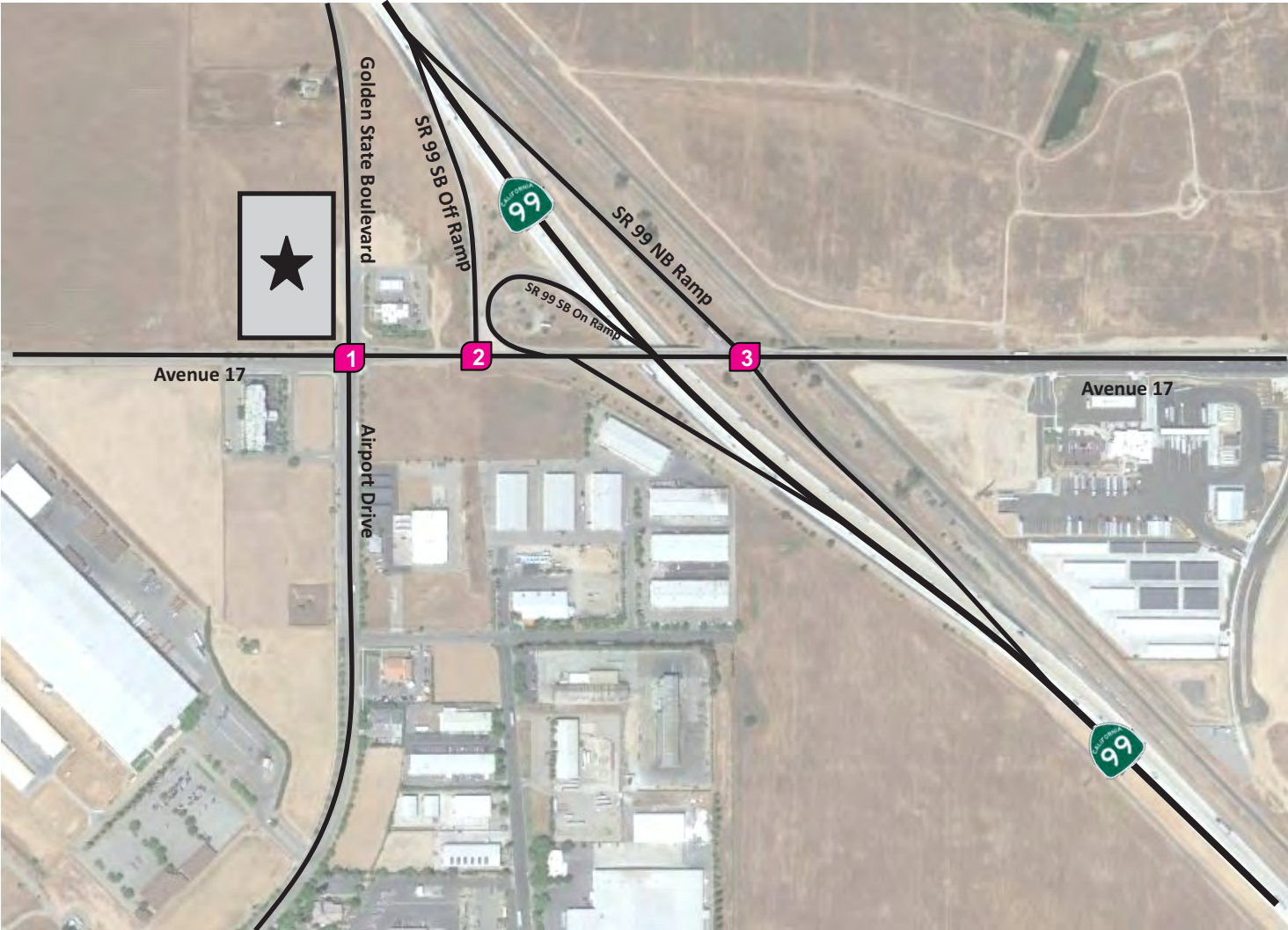
Lane Geometry

STOP

Stop sign control

Stock 5 Holdings 7-11 Travel Center -Madera
Horizon year 2043 With Project PM Peak Hour Traffic

Figure
3-12



LEGEND

- Project Site
- Study Intersections
- Existing road
- Lane Geometry
- Stop sign control



4.0 Improvements

This chapter provides an assessment of transportation improvements needed to support development of the Project.

4.1 Roadway Improvements

The analysis described in Chapters 1 through 3 indicates that roadway improvements may be desirable to support the implementation of the project as well as to accommodate other traffic increases expected in the study area. The evaluation and recommendation of these improvements is not intended to be a recommendation or proposal concerning the extent that this Project might be obligated to contribute to such improvements. That should be evaluated and assessed in accordance with applicable legal standards.

Following is a summary of the intersections where improvements may be desirable in each of the future scenarios analyzed.

- ✓ Golden State Blvd- Airport Drive and Avenue 17
 - Opening Year 2023 With Project scenario
 - Horizon Year 2043 Without Project scenario
 - Horizon Year 2043 Plus Project scenario
- ✓ Avenue 17 and SR 99 SB Off Ramp
 - Opening Year 2023 With Project scenario
 - Horizon Year 2043 Without Project scenario
 - Horizon Year 2043 Plus Project scenario
- ✓ Avenue 17 and SR 99 NB Off Ramps
 - Opening Year 2023 With Project scenario
 - Horizon Year 2043 Without Project scenario
 - Horizon Year 2043 Plus Project scenario

Roadway improvements that could improve traffic conditions for the scenarios listed above could include traffic signals or roundabouts. This report focuses on roundabouts as the appropriate roadway improvement solution because two-lane roundabouts at all three intersections are considered to be Caltrans' preferred solution based on discussions with Caltrans staff.

The recommended lane geometry for roundabouts at the three study area intersections is shown in Figure 4-1. The expected resulting capacity analysis results assuming roundabouts are installed is shown in Table 4-1.

With the recommended roundabouts, traffic operations are expected to improve to meet City of Madera and Caltrans level of service standards for 2023 opening year conditions but not for 2043

horizon year conditions, either with or without project traffic. Although the target level of service is not expected to be met, widening beyond a two-lane roundabout is considered to be problematic. Instead, monitoring is recommended to determine whether future traffic levels exceed the capacity of the roundabouts and whether any additional traffic control features become necessary.

4.2 Fair Share Percentages

For the locations described above where improvements would be needed to meet level of service targets, the project's fair share of responsibility for the improvements has been calculated. The fair share is calculated by dividing Project traffic by the total growth in traffic from existing conditions to the horizon year including growth in traffic caused by the Project. The results are shown in Table 4-2.

Table 4-1
Stock 5 Holdings 7/11 Travel Center- Madera
Mitigated Capacity Operations

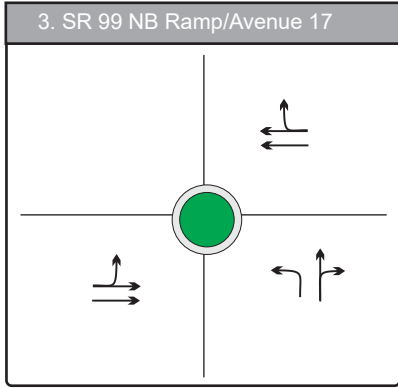
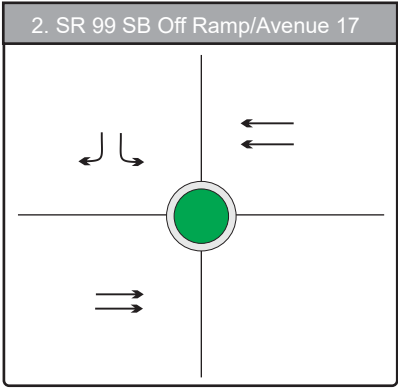
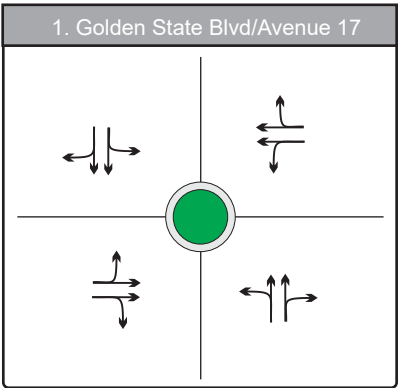
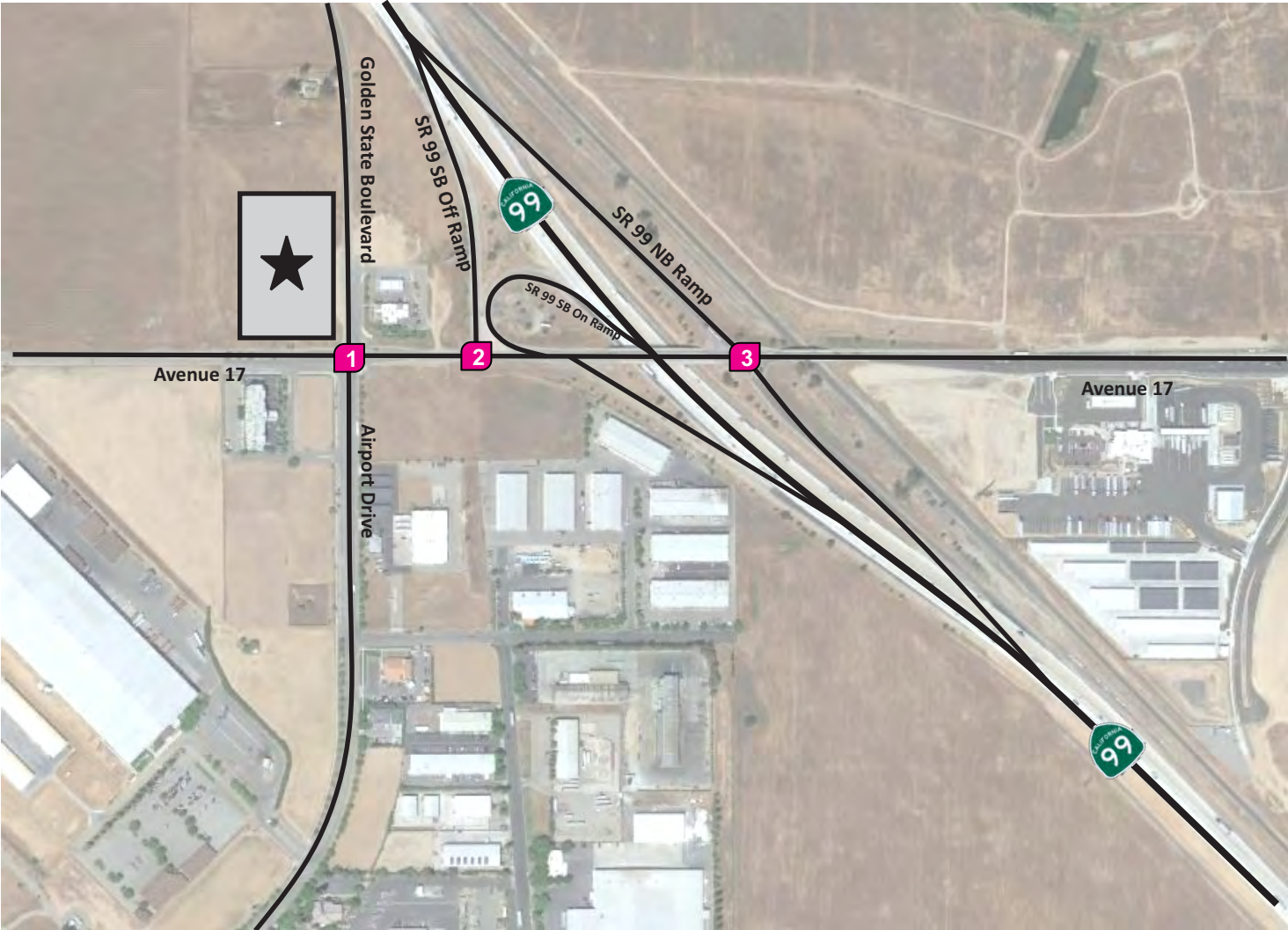
INTERSECTION	CONTROL	TARGET LOS	PEAK HOUR	CUMULATIVE YEAR 2023 WITH PROJECT		HORIZON YEAR 2043 WITH PROJECT	
				AVERAGE DELAY	LOS	AVERAGE DELAY	LOS
Airport Dr./ Golden State Blvd & Avenue 17	Roundabout	D	AM	6.0	A	57.3	F
			PM	6.2	A	>100.0	F
Avenue 17 / SR 99 SB Off Ramp	Roundabout	D	AM	4.7	A	25.6	D
			PM	5.6	A	84.7	F
SR 99 NB ramp/ Avenue 17	Roundabout	D	AM	7.8	A	94.6	F
			PM	9.5	A	>100.0	F

DELAY is measured in seconds

LOS = Level of Service / **BOLD** denotes LOS standard has been exceeded

Table 4-2
Stock 5 Holdings 7/11 Travel Center- Madera
20- Year Horizon Project Percentage of Future Traffic

INTERSECTION	PEAK HOUR	EXISTING VOLUME	PROJECT TRIPS	HORIZON YEAR 2043 WITH PROJECT	PROJECT PERCENTAGE
Airport Dr./ Golden State Blvd & Avenue 17	AM	560	363	3200	13.75%
	PM	708	318	3837	10.16%
Avenue 17 / SR 99 SB Off Ramp	AM	570	324	3023	13.21%
	PM	770	284	3753	9.52%
SR 99 NB ramp/ Avenue 17	AM	1249	172	3180	8.91%
	PM	1428	150	4612	4.71%



LEGEND

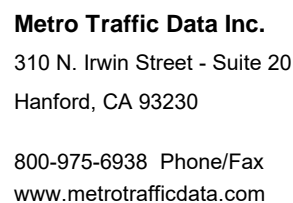
- Project Site Study Intersections — Existing road
 Lane Geometry Stop sign control



Appendices

Appendix-A

Existing Traffic Counts



Prepared For:

Peters Engineering Group
862 Pollasky Avenue
Clovis, CA 93612

LOCATION Ave 17 @ Golden State Blvd / Airport Dr

LATITUDE 36.9965

COUNTY Madera

LONGITUDE -120.1062

COLLECTION DATE Wednesday, February 16, 2022

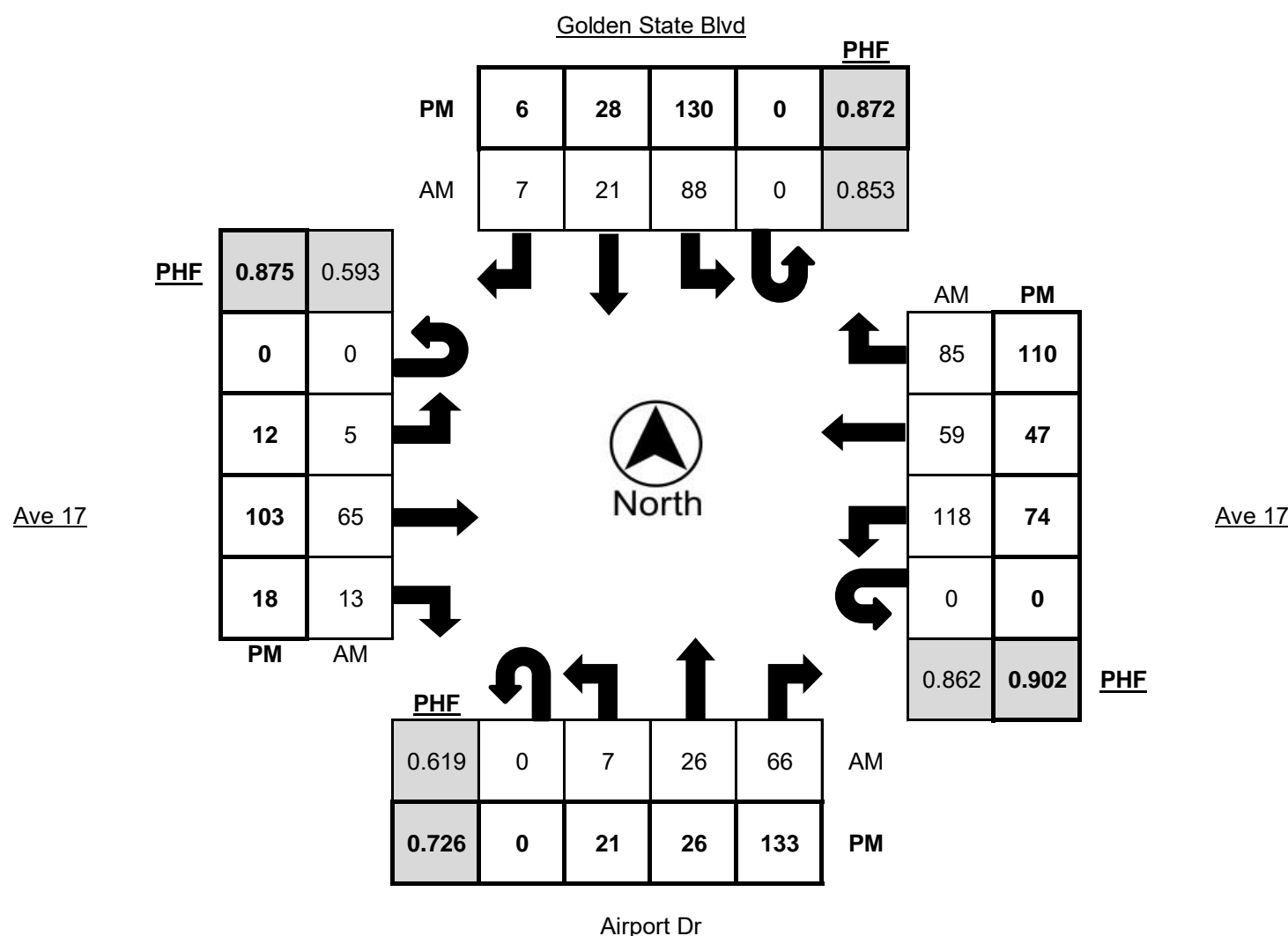
WEATHER Clear

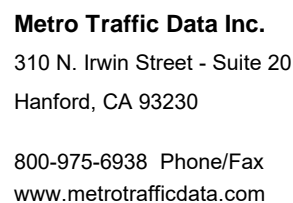
	Northbound					Southbound					Eastbound					Westbound				
Time	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	2	4	8	1	0	18	4	0	0	0	0	11	1	1	0	21	9	16	2
7:15 AM - 7:30 AM	0	1	6	9	2	0	17	3	1	0	0	2	11	8	4	0	28	11	20	2
7:30 AM - 7:45 AM	0	0	7	10	2	0	13	4	0	0	0	0	12	3	1	0	29	13	20	3
7:45 AM - 8:00 AM	0	3	9	28	3	0	20	7	2	2	0	1	27	7	0	0	37	17	22	3
8:00 AM - 8:15 AM	0	1	8	18	7	0	23	5	3	0	0	2	26	2	2	0	27	15	16	3
8:15 AM - 8:30 AM	0	2	4	9	1	0	19	3	0	0	0	1	7	1	0	0	27	13	25	2
8:30 AM - 8:45 AM	0	1	5	11	0	0	26	6	2	1	0	1	5	3	1	0	27	14	22	2
8:45 AM - 9:00 AM	0	0	2	16	2	0	15	4	1	0	0	1	7	2	1	0	20	9	22	2
TOTAL	0	10	45	109	18	0	151	36	9	3	0	8	106	27	10	0	216	101	163	19

	Northbound					Southbound					Eastbound					Westbound				
Time	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	8	7	36	4	0	38	8	1	2	0	5	27	6	1	0	21	16	27	6
4:15 PM - 4:30 PM	0	2	5	30	1	0	39	7	1	1	0	2	25	4	0	0	22	10	31	5
4:30 PM - 4:45 PM	0	9	8	45	2	0	23	5	2	1	0	3	29	5	1	0	12	9	21	1
4:45 PM - 5:00 PM	0	2	6	22	1	0	30	8	2	0	0	2	22	3	0	0	19	12	31	5
5:00 PM - 5:15 PM	0	2	4	48	0	0	32	4	2	0	1	3	30	4	1	1	11	13	34	2
5:15 PM - 5:30 PM	0	3	3	16	0	0	24	5	2	0	0	1	19	6	1	0	18	10	34	5
5:30 PM - 5:45 PM	0	4	4	13	2	0	21	2	4	4	0	3	21	6	0	0	14	9	21	3
5:45 PM - 6:00 PM	0	1	6	16	1	0	20	4	2	0	0	2	14	6	2	0	14	8	15	1
TOTAL	0	31	43	226	11	0	227	43	16	8	1	21	187	40	6	1	131	87	214	28

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:45 AM - 8:45 AM	0	7	26	66	11	0	88	21	7	3	0	5	65	13	3	0	118	59	85	10
4:00 PM - 5:00 PM	0	21	26	133	8	0	130	28	6	4	0	12	103	18	2	0	74	47	110	17

	PHF	Trucks
AM	0.778	4.8%
PM	0.885	4.4%





Prepared For:

Peters Engineering Group
862 Pollasky Avenue
Clovis, CA 93612

LOCATION Ave 17 @ SR 99 SB Ramps

LATITUDE 36.9965

COUNTY Madera

LONGITUDE -120.1046

COLLECTION DATE Wednesday, February 16, 2022

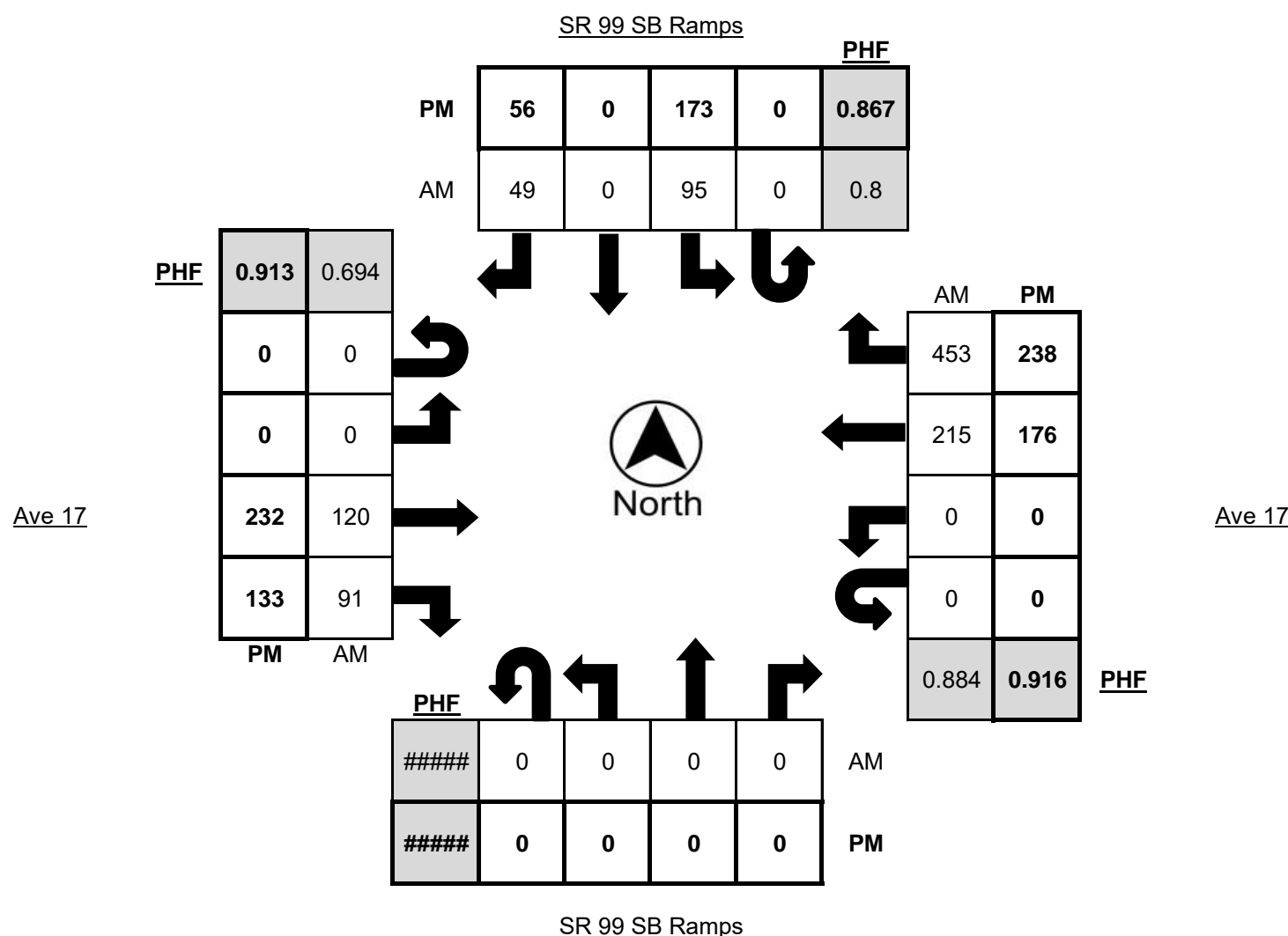
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	0	0	0	0	0	12	0	7	4	0	0	22	15	2	0	0	40	87	5
7:15 AM - 7:30 AM	0	0	0	0	0	0	18	0	14	3	0	0	21	16	4	0	0	42	106	7
7:30 AM - 7:45 AM	0	0	0	0	0	0	32	0	13	2	0	0	17	17	2	0	0	51	122	8
7:45 AM - 8:00 AM	0	0	0	0	0	0	26	0	8	3	0	0	40	36	5	0	0	69	120	3
8:00 AM - 8:15 AM	0	0	0	0	0	0	18	0	12	5	0	0	47	20	10	0	0	46	110	5
8:15 AM - 8:30 AM	0	0	0	0	0	0	19	0	16	3	0	0	16	18	1	0	0	49	101	6
8:30 AM - 8:45 AM	0	0	0	0	0	0	9	0	16	3	0	0	26	15	3	0	0	48	58	4
8:45 AM - 9:00 AM	0	0	0	0	0	0	16	0	13	5	0	0	30	10	3	0	0	40	51	4
TOTAL	0	0	0	0	0	0	150	0	99	28	0	0	219	147	30	0	0	385	755	42

	Northbound					Southbound					Eastbound					Westbound				
Time	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	0	0	0	0	0	42	0	17	8	0	0	57	43	6	0	0	47	66	16
4:15 PM - 4:30 PM	0	0	0	0	0	0	53	0	13	8	0	0	64	28	2	0	0	52	49	9
4:30 PM - 4:45 PM	0	0	0	0	0	0	43	0	10	4	0	0	61	36	3	0	0	33	56	4
4:45 PM - 5:00 PM	0	0	0	0	0	0	35	0	16	8	0	0	50	26	0	0	0	44	67	7
5:00 PM - 5:15 PM	0	0	0	0	0	0	30	0	9	6	0	0	76	32	0	0	0	49	57	5
5:15 PM - 5:30 PM	0	0	0	0	0	0	36	0	17	5	0	0	37	25	1	0	0	46	61	5
5:30 PM - 5:45 PM	0	0	0	0	0	0	33	0	7	8	0	0	55	14	5	0	0	37	78	9
5:45 PM - 6:00 PM	0	0	0	0	0	0	25	0	8	1	0	0	31	17	2	0	0	31	47	6
TOTAL	0	0	0	0	0	0	297	0	97	48	0	0	431	221	19	0	0	339	481	61

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:30 AM - 8:30 AM	0	0	0	0	0	0	95	0	49	13	0	0	120	91	18	0	0	215	453	22
4:00 PM - 5:00 PM	0	0	0	0	0	0	173	0	56	28	0	0	232	133	11	0	0	176	238	36

	PHF	Trucks
AM	0.855	5.2%
PM	0.926	7.4%





Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230
800-975-6938 Phone/Fax
www.metrotraffdata.com

Turning Movement Report

Prepared For:
Peters Engineering Group
862 Pollasky Avenue
Clovis, CA 93612

LOCATION Ave 17 @ SR 99 NB Ramps
COUNTY Madera
COLLECTION DATE Wednesday, February 16, 2022

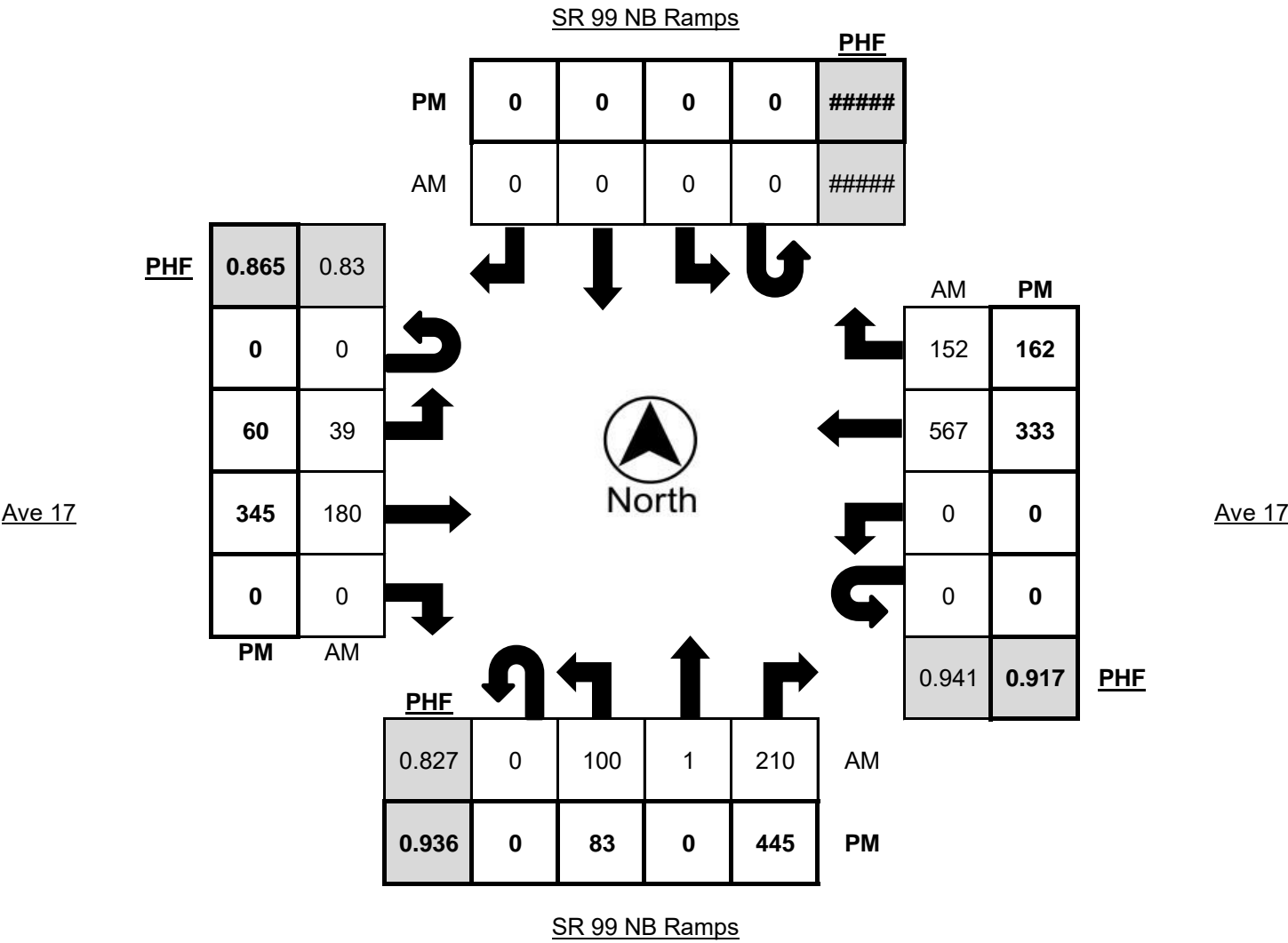
LATITUDE 36.9965
LONGITUDE -120.1014
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	22	1	42	8	0	0	0	0	0	0	10	24	0	6	0	0	105	29	8
7:15 AM - 7:30 AM	0	22	0	46	8	0	0	0	0	0	0	8	31	0	6	0	0	126	39	12
7:30 AM - 7:45 AM	0	25	0	53	7	0	0	0	0	0	0	8	41	0	2	0	0	146	45	20
7:45 AM - 8:00 AM	0	34	0	60	11	0	0	0	0	0	0	9	57	0	4	0	0	158	31	13
8:00 AM - 8:15 AM	0	19	1	51	10	0	0	0	0	0	0	14	51	0	7	0	0	137	37	11
8:15 AM - 8:30 AM	0	20	1	52	12	0	0	0	0	0	0	6	29	0	2	0	0	130	22	13
8:30 AM - 8:45 AM	0	21	1	45	6	0	0	0	0	0	0	12	23	0	5	0	0	84	29	11
8:45 AM - 9:00 AM	0	28	1	47	6	0	0	0	0	0	0	17	29	0	5	0	0	64	28	12
TOTAL	0	191	5	396	68	0	0	0	0	0	0	84	285	0	37	0	0	950	260	100

	Northbound					Southbound					Eastbound					Westbound				
Time	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	23	0	115	13	0	0	0	0	0	0	17	82	0	10	0	0	93	42	23
4:15 PM - 4:30 PM	0	22	0	98	11	0	0	0	0	0	0	17	100	0	6	0	0	75	43	18
4:30 PM - 4:45 PM	0	14	0	115	8	0	0	0	0	0	0	12	92	0	5	0	0	76	34	10
4:45 PM - 5:00 PM	0	24	0	117	13	0	0	0	0	0	0	14	71	0	6	0	0	89	43	8
5:00 PM - 5:15 PM	0	26	0	112	11	0	0	0	0	0	0	22	84	0	7	0	0	78	39	9
5:15 PM - 5:30 PM	0	21	0	114	12	0	0	0	0	0	0	8	65	0	2	0	0	90	40	8
5:30 PM - 5:45 PM	0	14	0	104	6	0	0	0	0	0	0	22	66	0	9	0	0	101	38	17
5:45 PM - 6:00 PM	0	11	1	110	13	0	0	0	0	0	0	11	45	0	4	0	0	65	29	7
TOTAL	0	155	1	885	87	0	0	0	0	0	0	123	605	0	49	0	0	667	308	100

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks	U-Turn	Left	Thru	Right	Trucks
7:15 AM - 8:15 AM	0	100	1	210	36	0	0	0	0	0	0	39	180	0	19	0	0	567	152	56
4:00 PM - 5:00 PM	0	83	0	445	45	0	0	0	0	0	0	60	345	0	27	0	0	333	162	59

	PHF	Trucks
AM	0.895	8.9%
PM	0.960	9.2%



Traffic Forecast 2039&2049

HCM 6th TWSC
13: Airport Drive/Golden State Boulevard & Avenue 17

Village D Specific Plan
Phase II WP - AM Peak Hour

(2039)

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑	↗		↕	
Traffic Vol, veh/h	5	1028	146	245	434	220	65	84	144	175	42	4
Future Vol, veh/h	5	1028	146	245	434	220	65	84	144	175	42	4
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	0	70	-	105	60	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	5	5	5	11	11	11	9	9	9
Mvmt Flow	5	1117	159	266	472	239	71	91	157	190	46	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	711	0	0	1276	0	0	2277	2370	1117	2335	2290	473
Stage 1	-	-	-	-	-	-	1127	1127	-	1004	1004	-
Stage 2	-	-	-	-	-	-	1150	1243	-	1331	1286	-
Critical Hdwy	4.11	-	-	4.15	-	-	7.21	6.61	6.31	7.19	6.59	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.61	-	6.19	5.59	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.61	-	6.19	5.59	-
Follow-up Hdwy	2.209	-	-	2.245	-	-	3.599	4.099	3.399	3.581	4.081	3.381
Pot Cap-1 Maneuver	893	-	-	534	-	-	~27	~33	242	~24	~37	577
Stage 1	-	-	-	-	-	-	239	269	-	283	311	-
Stage 2	-	-	-	-	-	-	232	237	-	~184	228	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	893	-	-	534	-	-	~16	242	-	~18	576	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	~16	-	-	~18	-	-
Stage 1	-	-	-	-	-	-	238	267	-	281	156	-
Stage 2	-	-	-	-	-	-	82	119	-	~43	227	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	16	242	893	-	-	534	-	-	-
HCM Lane V/C Ratio	-	5.707	0.647	0.006	-	-	0.499	-	-	-
HCM Control Delay (s)	\$	2592.5	43.6	9.1	-	-	18.3	-	-	-
HCM Lane LOS	-	F	E	A	-	-	C	-	-	-
HCM 95th %tile Q(veh)	-	12.2	4	0	-	-	2.8	-	-	-

Notes										
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon										

(2039)

Intersection						
Int Delay, s/veh	359.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	1349	792	0	275	108
Future Vol, veh/h	0	1349	792	0	275	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	610
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	5	5	11	11
Mvmt Flow	0	1466	861	0	299	117

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 2327 861
Stage 1	-	-	- 861 -
Stage 2	-	-	- 1466 -
Critical Hdwy	-	-	- 6.51 6.31
Critical Hdwy Stg 1	-	-	- 5.51 -
Critical Hdwy Stg 2	-	-	- 5.51 -
Follow-up Hdwy	-	-	- 3.599 3.399
Pot Cap-1 Maneuver	0	-	0 ~ 38 342
Stage 1	0	-	0 399 -
Stage 2	0	-	0 ~ 202 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- ~ 38 342
Mov Cap-2 Maneuver	-	-	- ~ 38 -
Stage 1	-	-	- 399 -
Stage 2	-	-	- ~ 202 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	\$ 2371.4
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	38	342
HCM Lane V/C Ratio	-	-	7.866	0.343
HCM Control Delay (s)	-	-	\$ 3294.5	20.9
HCM Lane LOS	-	-	F	C
HCM 95th %tile Q(veh)	-	-	35.8	1.5

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC
15: SR-99 Northbound Ramps & Avenue 17

Village D Specific Plan
Phase II WP - AM Peak Hour

(2039)

Intersection												
Int Delay, s/veh	1141											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖			↗	↖			
Traffic Vol, veh/h	114	698	0	0	1018	245	475	3	240	0	0	0
Future Vol, veh/h	114	698	0	0	1018	245	475	3	240	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	-	-	-	-	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	2	2	2	4	4	4	0	0	0
Mvmt Flow	124	759	0	0	1107	266	516	3	261	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	1373	0	- - - 0 2247 2380 759
Stage 1	-	-	- - - 1007 1007 -
Stage 2	-	-	- - - 1240 1373 -
Critical Hdwy	4.14	-	- - - 6.44 6.54 6.24
Critical Hdwy Stg 1	-	-	- - - 5.44 5.54 -
Critical Hdwy Stg 2	-	-	- - - 5.44 5.54 -
Follow-up Hdwy	2.236	-	- - - 3.536 4.036 3.336
Pot Cap-1 Maneuver	493	-	0 0 - - ~45 34 403
Stage 1	-	-	0 0 - - ~350 316 -
Stage 2	-	-	0 0 - - ~270 211 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	493	-	- - - ~34 0 403
Mov Cap-2 Maneuver	-	-	- - - ~34 0 -
Stage 1	-	-	- - - ~262 0 -
Stage 2	-	-	- - - ~270 0 -

Approach	EB	WB	NB
HCM Control Delay, s	2.1	0	\$ 4436
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	34	403	493	-	-	-
HCM Lane V/C Ratio	15.281	0.647	0.251	-	-	-
HCM Control Delay (s)	\$ 6648.8	28.9	14.7	-	-	-
HCM Lane LOS	F	D	B	-	-	-
HCM 95th %tile Q(veh)	63.8	4.4	1	-	-	-

Notes			
-: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC
13: Airport Drive/Golden State Boulevard & Avenue 17

Village D Specific Plan
Phase II WP - PM Peak Hour

(2039)

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑	↗		↕	
Traffic Vol, veh/h	10	729	91	179	996	230	141	79	305	327	78	10
Future Vol, veh/h	10	729	91	179	996	230	141	79	305	327	78	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	0	70	-	105	60	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1	3	3	3	3	3	3
Mvmt Flow	11	792	99	195	1083	250	153	86	332	355	85	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1333	0	0	891	0	0	2460	2537	792	2546	2386	1083
Stage 1	-	-	-	-	-	-	814	814	-	1473	1473	-
Stage 2	-	-	-	-	-	-	1646	1723	-	1073	913	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	521	-	-	765	-	-	~21	~27	388	~18	~34	263
Stage 1	-	-	-	-	-	-	370	390	-	~157	190	-
Stage 2	-	-	-	-	-	-	~125	143	-	~265	351	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	521	-	-	765	-	-	~20	388	-	~25	263	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	~20	-	-	~25	-	-
Stage 1	-	-	-	-	-	-	362	382	-	~154	142	-
Stage 2	-	-	-	-	-	-	~36	107	-	~29	344	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.4		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	20	388	521	-	-	765	-	-	-
HCM Lane V/C Ratio	-	4.293	0.854	0.021	-	-	0.254	-	-	-
HCM Control Delay (s)	\$	1873.1	49.6	12.1	-	-	11.3	-	-	-
HCM Lane LOS	-	F	E	B	-	-	B	-	-	-
HCM 95th %tile Q(veh)	-	11.1	8.2	0.1	-	-	1	-	-	-

Notes										
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon										

HCM 6th TWSC
14: Avenue 17 & SR-99 Southbound Off-Ramp

Village D Specific Plan
Phase II WP - PM Peak Hour

(2039)

Intersection						
Int Delay, s/veh	1698.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	1364	1328	0	435	76
Future Vol, veh/h	0	1364	1328	0	435	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	610
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	0	1483	1443	0	473	83

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 2926 1443
Stage 1	-	-	- 1443 -
Stage 2	-	-	- 1483 -
Critical Hdwy	-	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	-	- 3.518 3.318
Pot Cap-1 Maneuver	0	-	0 ~17 162
Stage 1	0	-	0 ~217 -
Stage 2	0	-	0 ~208 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- ~17 162
Mov Cap-2 Maneuver	-	-	- ~17 -
Stage 1	-	-	- ~217 -
Stage 2	-	-	- ~208 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	\$ 10646.9
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	17	162
HCM Lane V/C Ratio	-	-	27.813	0.51
HCM Control Delay (s)	-	-	\$ 12498.6	48.3
HCM Lane LOS	-	-	F	E
HCM 95th %tile Q(veh)	-	-	59.9	2.5

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
15: SR-99 Northbound Ramps & Avenue 17

Village D Specific Plan
Phase II WP - PM Peak Hour

(2039)

Intersection												
Int Delay, s/veh	5957.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗		↖	↗			
Traffic Vol, veh/h	141	1027	0	0	1255	330	773	3	529	0	0	0
Future Vol, veh/h	141	1027	0	0	1255	330	773	3	529	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	-	-	-	-	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	1	1	1	0	0	0	0	0	0
Mvmt Flow	148	1081	0	0	1321	347	814	3	557	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	1668	0	- - - 0 2872 3045 1081
Stage 1	-	-	- - - 1377 1377 -
Stage 2	-	-	- - - 1495 1668 -
Critical Hdwy	4.12	-	- - - 6.4 6.5 6.2
Critical Hdwy Stg 1	-	-	- - - 5.4 5.5 -
Critical Hdwy Stg 2	-	-	- - - 5.4 5.5 -
Follow-up Hdwy	2.218	-	- - - 3.5 4 3.3
Pot Cap-1 Maneuver	385	-	0 0 - - ~19 13 ~267
Stage 1	-	-	0 0 - - ~237 214 -
Stage 2	-	-	0 0 - - ~207 155 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	385	-	- - - ~12 0 ~267
Mov Cap-2 Maneuver	-	-	- - - ~12 0 -
Stage 1	-	-	- - - ~146 0 -
Stage 2	-	-	- - - ~207 0 -

Approach	EB	WB	NB
HCM Control Delay, s	2.4	0	\$ 18523.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	12	267	385	-	-	-
HCM Lane V/C Ratio	68.07	2.086	0.386	-	-	-
HCM Control Delay (s)	\$ 30788	\$ 531.6	20.1	-	-	-
HCM Lane LOS	F	F	C	-	-	-
HCM 95th %tile Q(veh)	103.6	41.3	1.8	-	-	-

Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

HCM 6th TWSC
13: Airport Drive/Golden State Boulevard & Avenue 17

Village D Specific Plan
Phase III WP - AM Peak Hour

(2049)

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱		↕	
Traffic Vol, veh/h	5	1177	241	302	503	286	101	114	180	216	54	4
Future Vol, veh/h	5	1177	241	302	503	286	101	114	180	216	54	4
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	0	70	-	105	60	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	5	5	5	10	10	10	9	9	9
Mvmt Flow	5	1279	262	328	547	311	110	124	196	235	59	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	858	0	0	1541	0	0	2680	2803	1279	2783	2754	548
Stage 1	-	-	-	-	-	-	1289	1289	-	1203	1203	-
Stage 2	-	-	-	-	-	-	1391	1514	-	1580	1551	-
Critical Hdwy	4.11	-	-	4.15	-	-	7.2	6.6	6.3	7.19	6.59	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.19	5.59	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.19	5.59	-
Follow-up Hdwy	2.209	-	-	2.245	-	-	3.59	4.09	3.39	3.581	4.081	3.381
Pot Cap-1 Maneuver	787	-	-	422	-	-	-14	-17	-195	-11	-19	523
Stage 1	-	-	-	-	-	-	194	226	-	218	250	-
Stage 2	-	-	-	-	-	-	169	175	-	132	169	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	787	-	-	422	-	-	-4	-195	-	-4	523	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-4	-	-	-4	-	-
Stage 1	-	-	-	-	-	-	193	225	-	217	56	-
Stage 2	-	-	-	-	-	-	-39	-	-	168	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10.4		
HCM LOS				

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	4	195	787	-	-	422	-	-	-
HCM Lane V/C Ratio	-30.978	1.003	0.007	-	-	-	0.778	-	-	-
HCM Control Delay (s)	\$ 15268.7	115.5	9.6	-	-	-	37.6	-	-	-
HCM Lane LOS	-	F	F	A	-	-	E	-	-	-
HCM 95th %tile Q(veh)	-	17.6	8.6	0	-	-	6.7	-	-	-

Notes										
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon										

HCM 6th TWSC
14: Avenue 17 & SR-99 Southbound Off-Ramp

Village D Specific Plan
Phase III WP - AM Peak Hour

(2049)

Intersection						
Int Delay, s/veh	727					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	1574	949	0	298	141
Future Vol, veh/h	0	1574	949	0	298	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	610
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	5	5	12	12
Mvmt Flow	0	1711	1032	0	324	153

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 2743 1032
Stage 1	-	-	- 1032 -
Stage 2	-	-	- 1711 -
Critical Hdwy	-	-	- 6.52 6.32
Critical Hdwy Stg 1	-	-	- 5.52 -
Critical Hdwy Stg 2	-	-	- 5.52 -
Follow-up Hdwy	-	-	- 3.608 3.408
Pot Cap-1 Maneuver	0	-	0 - 20 270
Stage 1	0	-	0 329 -
Stage 2	0	-	0 - 151 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- ~ 20 270
Mov Cap-2 Maneuver	-	-	- ~ 20 -
Stage 1	-	-	- 329 -
Stage 2	-	-	- ~ 151 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	\$ 4905.2
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	20	270
HCM Lane V/C Ratio	-	-	16.196	0.568
HCM Control Delay (s)	-	-	\$ 7209.8	34.5
HCM Lane LOS	-	-	F	D
HCM 95th %tile Q(veh)	-	-	41	3.2

Notes			
-: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC
15: SR-99 Northbound Ramps & Avenue 17

Village D Specific Plan
Phase III WP - AM Peak Hour

(2049)

Intersection												
Int Delay, s/veh	2735.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑			↱			↰	↱			
Traffic Vol, veh/h	145	885	0	0	1111	253	546	4	240	0	0	0
Future Vol, veh/h	145	885	0	0	1111	253	546	4	240	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	-	-	-	-	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	2	2	2	5	5	5	0	0	0
Mvmt Flow	158	962	0	0	1208	275	593	4	261	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	1483	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.236	-	-
Pot Cap-1 Maneuver	448	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	448	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	2.4	0	\$ 11022.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	17	306	448	-	-	-
HCM Lane V/C Ratio	35.166	0.853	0.352	-	-	-
HCM Control Delay (s)	\$ 15806.5	58.5	17.3	-	-	-
HCM Lane LOS	F	F	C	-	-	-
HCM 95th %tile Q(veh)	75.6	7.5	1.6	-	-	-

Notes			
-: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC
13: Airport Drive/Golden State Boulevard & Avenue 17

Village D Specific Plan
Phase III WP - PM Peak Hour

(2049)

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑	↗		↕	
Traffic Vol, veh/h	12	877	160	216	1197	294	248	105	369	422	105	12
Future Vol, veh/h	12	877	160	216	1197	294	248	105	369	422	105	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	0	70	-	105	60	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	2	2	2	3	3	3	3	3	3
Mvmt Flow	13	953	174	235	1301	320	270	114	401	459	114	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1621	0	0	1127	0	0	2974	3070	953	3095	2924	1301
Stage 1	-	-	-	-	-	-	979	979	-	1771	1771	-
Stage 2	-	-	-	-	-	-	1995	2091	-	1324	1153	-
Critical Hdwy	4.11	-	-	4.12	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.209	-	-	2.218	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	404	-	-	620	-	-	-9	-12	-313	-7	-15	196
Stage 1	-	-	-	-	-	-	300	327	-	105	135	-
Stage 2	-	-	-	-	-	-	-78	-93	-	-191	271	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	404	-	-	620	-	-	-7	-313	-	-9	196	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-7	-	-	-9	-	-
Stage 1	-	-	-	-	-	-	290	317	-	102	84	-
Stage 2	-	-	-	-	-	-	-58	-	-	262	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.8		
HCM LOS				

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	7	313	404	-	-	620	-	-	-
HCM Lane V/C Ratio	-	16.304	1.281	0.032	-	-	0.379	-	-	-
HCM Control Delay (s)	\$ 7916.3	183	14.2	-	-	-	14.3	-	-	-
HCM Lane LOS	-	F	F	B	-	-	B	-	-	-
HCM 95th %tile Q(veh)	-	16.1	18.9	0.1	-	-	1.8	-	-	-

Notes
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
14: Avenue 17 & SR-99 Southbound Off-Ramp

Village D Specific Plan
Phase III WP - PM Peak Hour

(2049)

Intersection						
Int Delay, s/veh	4444.5					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	1668	1615	0	452	92
Future Vol, veh/h	0	1668	1615	0	452	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	610
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	0	1813	1755	0	491	100

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 3568 1755
Stage 1	-	-	- 1755 -
Stage 2	-	-	- 1813 -
Critical Hdwy	-	-	- 6.43 6.23
Critical Hdwy Stg 1	-	-	- 5.43 -
Critical Hdwy Stg 2	-	-	- 5.43 -
Follow-up Hdwy	-	-	- 3.527 3.327
Pot Cap-1 Maneuver	0	-	0 ~6 105
Stage 1	0	-	0 ~151 -
Stage 2	0	-	0 ~142 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- ~6 105
Mov Cap-2 Maneuver	-	-	- ~6 -
Stage 1	-	-	- ~151 -
Stage 2	-	-	- ~142 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	\$ 31266.9
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	6	105
HCM Lane V/C Ratio	-	-	81.884	0.952
HCM Control Delay (s)	-	-	\$ 37600.4	150.3
HCM Lane LOS	-	-	F	F
HCM 95th %tile Q(veh)	-	-	63.6	5.8

Notes				
-: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon	

HCM 6th TWSC
15: SR-99 Northbound Ramps & Avenue 17

Village D Specific Plan
Phase III WP - PM Peak Hour

(2049)

Intersection												
Int Delay, s/veh	23766.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑			↱			↱	↰			
Traffic Vol, veh/h	180	1230	0	0	1494	351	821	4	529	0	0	0
Future Vol, veh/h	180	1230	0	0	1494	351	821	4	529	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	-	-	-	-	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	1	1	1	2	2	2	0	0	0
Mvmt Flow	189	1295	0	0	1573	369	864	4	557	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	1942	0	- - - 0 3431 3615 1295
Stage 1	-	-	- - - 1673 1673 -
Stage 2	-	-	- - - 1758 1942 -
Critical Hdwy	4.12	-	- - - 6.42 6.52 6.22
Critical Hdwy Stg 1	-	-	- - - 5.42 5.52 -
Critical Hdwy Stg 2	-	-	- - - 5.42 5.52 -
Follow-up Hdwy	2.218	-	- - - 3.518 4.018 3.318
Pot Cap-1 Maneuver	302	- 0 0 -	- ~ 8 5 ~ 198
Stage 1	-	- 0 0 -	- ~ 167 152 -
Stage 2	-	- 0 0 -	- ~ 152 112 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	302	- - - -	- ~ 3 0 ~ 198
Mov Cap-2 Maneuver	-	- - - -	- ~ 3 0 -
Stage 1	-	- - - -	- ~ 62 0 -
Stage 2	-	- - - -	- ~ 152 0 -










Approach	EB	WB	NB
HCM Control Delay, s	4.5	0	\$ 80895.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	3	198	302	-	-	-
HCM Lane V/C Ratio	289.474	2.812	0.627	-	-	-
HCM Control Delay (s)	\$ 132211.4	\$ 866	35	-	-	-
HCM Lane LOS	F	F	E	-	-	-
HCM 95th %ile Q(veh)	111.1	49.1	3.9	-	-	-

Notes												
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Appendix-B

Intersection Capacity Analysis Worksheets

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	65	13	118	59	85	7	26	66	88	21	7
Future Vol, veh/h	5	65	13	118	59	85	7	26	66	88	21	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	125	75	-	100	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	59	59	59	86	86	86	62	62	62	85	85	85
Heavy Vehicles, %	4	4	4	4	4	4	11	11	11	3	3	3
Mvmt Flow	8	110	22	137	69	99	11	42	106	104	25	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	168	0	0	132	0	0	535	568	110	554	491	69
Stage 1	-	-	-	-	-	-	126	126	-	343	343	-
Stage 2	-	-	-	-	-	-	409	442	-	211	148	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.21	6.61	6.31	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.61	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.61	-	6.13	5.53	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.599	4.099	3.399	3.527	4.027	3.327
Pot Cap-1 Maneuver	1398	-	-	1441	-	-	442	420	920	441	477	991
Stage 1	-	-	-	-	-	-	857	775	-	670	636	-
Stage 2	-	-	-	-	-	-	602	561	-	789	773	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1398	-	-	1441	-	-	387	378	920	330	429	991
Mov Cap-2 Maneuver	-	-	-	-	-	-	387	378	-	330	429	-
Stage 1	-	-	-	-	-	-	852	770	-	666	576	-
Stage 2	-	-	-	-	-	-	517	508	-	656	768	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	3.5	12.3	21
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	387	655	1398	-	-	1441	-	-	359
HCM Lane V/C Ratio	0.029	0.227	0.006	-	-	0.095	-	-	0.38
HCM Control Delay (s)	14.6	12.1	7.6	-	-	7.8	-	-	21
HCM Lane LOS	B	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.9	0	-	-	0.3	-	-	1.7

HCM 6th TWSC
2: Avenue 17 & SR 99 SB Off Ramp

12/09/2022

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	211	215	0	95	49
Future Vol, veh/h	0	211	215	0	95	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	88	88	80	80
Heavy Vehicles, %	9	9	3	3	9	9
Mvmt Flow	0	232	244	0	119	61
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	476	244
Stage 1	-	-	-	-	244	-
Stage 2	-	-	-	-	232	-
Critical Hdwy	-	-	-	-	6.49	6.29
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	-	-	3.581	3.381
Pot Cap-1 Maneuver	0	-	-	0	535	778
Stage 1	0	-	-	0	780	-
Stage 2	0	-	-	0	790	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	535	778
Mov Cap-2 Maneuver	-	-	-	-	535	-
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	790	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		12.4		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	535	778		
HCM Lane V/C Ratio	-	-	0.222	0.079		
HCM Control Delay (s)	-	-	13.6	10		
HCM Lane LOS	-	-	B	B		
HCM 95th %tile Q(veh)	-	-	0.8	0.3		

HCM 6th TWSC
3: SR 99 NB On Ramp & Avenue 17










12/09/2022

Intersection												
Int Delay, s/veh	10.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↰	↑			↱					↰	↱	
Traffic Vol, veh/h	139	180	0	0	567	152	0	0	0	100	1	210
Future Vol, veh/h	139	180	0	0	567	152	0	0	0	100	1	210
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	86	94	86	92	92	92	82	82	82
Heavy Vehicles, %	9	9	9	7	7	7	9	9	9	12	12	12
Mvmt Flow	167	217	0	0	603	177	0	0	0	122	1	256

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	780	0	-	-	-	0	1243	1331	217
Stage 1	-	-	-	-	-	-	551	551	-
Stage 2	-	-	-	-	-	-	692	780	-
Critical Hdwy	4.19	-	-	-	-	-	6.52	6.62	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.52	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.52	5.62	-
Follow-up Hdwy	2.281	-	-	-	-	-	3.608	4.108	3.408
Pot Cap-1 Maneuver	807	-	0	0	-	-	184	147	798
Stage 1	-	-	0	0	-	-	558	499	-
Stage 2	-	-	0	0	-	-	479	392	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	807	-	-	-	-	-	146	0	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	146	0	-
Stage 1	-	-	-	-	-	-	442	0	-
Stage 2	-	-	-	-	-	-	479	0	-

Approach	EB	WB	NW
HCM Control Delay, s	4.6	0	38.7
HCM LOS			E

Minor Lane/Major Mvmt	NWLn1	NWLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	146	798	807	-	-	-
HCM Lane V/C Ratio	0.835	0.322	0.208	-	-	-
HCM Control Delay (s)	95.8	11.6	10.6	-	-	-
HCM Lane LOS	F	B	B	-	-	-
HCM 95th %tile Q(veh)	5.4	1.4	0.8	-	-	-

Intersection												
Int Delay, s/veh	9.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	103	18	74	47	110	21	26	133	130	28	6
Future Vol, veh/h	12	103	18	74	47	110	21	26	133	130	28	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	125	75	-	100	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	90	90	90	72	72	72	87	87	87
Heavy Vehicles, %	2	2	2	7	7	7	4	4	4	2	2	2
Mvmt Flow	14	117	20	82	52	122	29	36	185	149	32	7
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	174	0	0	137	0	0	442	483	117	482	381	52
Stage 1	-	-	-	-	-	-	145	145	-	216	216	-
Stage 2	-	-	-	-	-	-	297	338	-	266	165	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	1403	-	-	1417	-	-	522	480	930	495	552	1016
Stage 1	-	-	-	-	-	-	853	773	-	786	724	-
Stage 2	-	-	-	-	-	-	707	637	-	739	762	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1403	-	-	1417	-	-	469	448	930	353	515	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	469	448	-	353	515	-
Stage 1	-	-	-	-	-	-	844	765	-	778	682	-
Stage 2	-	-	-	-	-	-	630	600	-	559	754	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.5			11.5			23.2		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	469	791	1403	-	-	1417	-	-	383			
HCM Lane V/C Ratio	0.062	0.279	0.01	-	-	0.058	-	-	0.492			
HCM Control Delay (s)	13.2	11.3	7.6	-	-	7.7	-	-	23.2			
HCM Lane LOS	B	B	A	-	-	A	-	-	C			
HCM 95th %tile Q(veh)	0.2	1.1	0	-	-	0.2	-	-	2.6			






HCM 6th TWSC
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Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	365	176	0	173	56
Future Vol, veh/h	0	365	176	0	173	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	88	88	87	87
Heavy Vehicles, %	3	3	9	9	12	12
Mvmt Flow	0	401	200	0	199	64
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	601	200
Stage 1	-	-	-	-	200	-
Stage 2	-	-	-	-	401	-
Critical Hdwy	-	-	-	-	6.52	6.32
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	-	-	-	-	3.608	3.408
Pot Cap-1 Maneuver	0	-	-	0	447	816
Stage 1	0	-	-	0	810	-
Stage 2	0	-	-	0	655	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	447	816
Mov Cap-2 Maneuver	-	-	-	-	447	-
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	655	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		17		
HCM LOS	C					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	447	816		
HCM Lane V/C Ratio	-	-	0.445	0.079		
HCM Control Delay (s)	-	-	19.3	9.8		
HCM Lane LOS	-	-	C	A		
HCM 95th %tile Q(veh)	-	-	2.2	0.3		

HCM 6th TWSC
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Intersection												
Int Delay, s/veh	9.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	60	345	0	0	333	162	0	0	0	83	0	445
Future Vol, veh/h	60	345	0	0	333	162	0	0	0	83	0	445
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	12	12	12	7	7	7	8	8	8	9	9	9
Mvmt Flow	65	375	0	0	362	176	0	0	0	90	0	484

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	538	0	-	-	-	0	955	1043	375
Stage 1	-	-	-	-	-	-	505	505	-
Stage 2	-	-	-	-	-	-	450	538	-
Critical Hdwy	4.22	-	-	-	-	-	6.49	6.59	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	5.49	5.59	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.49	5.59	-
Follow-up Hdwy	2.308	-	-	-	-	-	3.581	4.081	3.381
Pot Cap-1 Maneuver	982	-	0	0	-	-	278	223	656
Stage 1	-	-	0	0	-	-	592	529	-
Stage 2	-	-	0	0	-	-	628	511	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	982	-	-	-	-	-	260	0	656
Mov Cap-2 Maneuver	-	-	-	-	-	-	260	0	-
Stage 1	-	-	-	-	-	-	553	0	-
Stage 2	-	-	-	-	-	-	628	0	-

Approach	EB	WB	NW
HCM Control Delay, s	1.3	0	24.6
HCM LOS			C

Minor Lane/Major Mvmt	NWLn1	NWLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	260	656	982	-	-	-
HCM Lane V/C Ratio	0.347	0.737	0.066	-	-	-
HCM Control Delay (s)	26	24.3	8.9	-	-	-
HCM Lane LOS	D	C	A	-	-	-
HCM 95th %tile Q(veh)	1.5	6.5	0.2	-	-	-

Intersection												
Int Delay, s/veh	139.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	66	13	120	222	130	17	27	67	300	31	9
Future Vol, veh/h	17	66	13	120	222	130	17	27	67	300	31	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	125	75	-	100	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	59	59	59	86	86	86	62	62	62	85	85	85
Heavy Vehicles, %	10	10	10	10	10	10	13	13	13	9	9	9
Mvmt Flow	29	112	22	140	258	151	27	44	108	353	36	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	409	0	0	134	0	0	807	859	112	795	730	258
Stage 1	-	-	-	-	-	-	170	170	-	538	538	-
Stage 2	-	-	-	-	-	-	637	689	-	257	192	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.23	6.63	6.33	7.19	6.59	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.63	-	6.19	5.59	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.63	-	6.19	5.59	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.617	4.117	3.417	3.581	4.081	3.381
Pot Cap-1 Maneuver	1108	-	-	1403	-	-	287	282	912	~ 297	341	764
Stage 1	-	-	-	-	-	-	807	738	-	515	511	-
Stage 2	-	-	-	-	-	-	447	430	-	732	729	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1108	-	-	1403	-	-	233	247	912	~ 206	299	764
Mov Cap-2 Maneuver	-	-	-	-	-	-	233	247	-	~ 206	299	-
Stage 1	-	-	-	-	-	-	786	719	-	502	460	-
Stage 2	-	-	-	-	-	-	365	387	-	590	710	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			2			16.1			\$ 438.3		
HCM LOS							C			F		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		
Capacity (veh/h)	233		514	1108	-	-	1403	-	-	216		
HCM Lane V/C Ratio	0.118		0.295	0.026	-	-	0.099	-	-	1.852		
HCM Control Delay (s)	22.5		14.9	8.3	-	-	7.8	-	-	\$ 438.3		
HCM Lane LOS	C		B	A	-	-	A	-	-	F		
HCM 95th %tile Q(veh)	0.4		1.2	0.1	-	-	0.3	-	-	28.3		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

HCM 6th TWSC
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Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↗
Traffic Vol, veh/h	0	416	326	0	97	148
Future Vol, veh/h	0	416	326	0	97	148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	88	88	80	80
Heavy Vehicles, %	12	12	9	9	12	12
Mvmt Flow	0	457	370	0	121	185
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	827	370
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	457	-
Critical Hdwy	-	-	-	-	6.52	6.32
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	-	-	-	-	3.608	3.408
Pot Cap-1 Maneuver	0	-	-	0	328	654
Stage 1	0	-	-	0	677	-
Stage 2	0	-	-	0	617	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	328	654
Mov Cap-2 Maneuver	-	-	-	-	328	-
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	617	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		16.5		
HCM LOS	C					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	328	654		
HCM Lane V/C Ratio	-	-	0.37	0.283		
HCM Control Delay (s)	-	-	22.3	12.7		
HCM Lane LOS	-	-	C	B		
HCM 95th %tile Q(veh)	-	-	1.7	1.2		

HCM 6th TWSC
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Intersection												
Int Delay, s/veh	65.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↰	↑			↱					↰	↱	
Traffic Vol, veh/h	136	193	0	0	588	155	0	0	0	200	1	214
Future Vol, veh/h	136	193	0	0	588	155	0	0	0	200	1	214
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	86	94	86	92	92	92	82	82	82
Heavy Vehicles, %	12	12	12	11	11	11	9	9	9	14	14	14
Mvmt Flow	164	233	0	0	626	180	0	0	0	244	1	261

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	806	0	-	-	-	0	1277	1367	233
Stage 1	-	-	-	-	-	-	561	561	-
Stage 2	-	-	-	-	-	-	716	806	-
Critical Hdwy	4.22	-	-	-	-	-	6.54	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	5.54	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.54	5.64	-
Follow-up Hdwy	2.308	-	-	-	-	-	3.626	4.126	3.426
Pot Cap-1 Maneuver	776	-	0	0	-	-	~ 173	139	777
Stage 1	-	-	0	0	-	-	548	491	-
Stage 2	-	-	0	0	-	-	463	378	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	776	-	-	-	-	-	~ 136	0	777
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 136	0	-
Stage 1	-	-	-	-	-	-	432	0	-
Stage 2	-	-	-	-	-	-	463	0	-

Approach	EB	WB	NW
HCM Control Delay, s	4.5	0	218.6
HCM LOS			F

Minor Lane/Major Mvmt	NWLn1	NWLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	136	777	776	-	-	-
HCM Lane V/C Ratio	1.793	0.337	0.211	-	-	-
HCM Control Delay (s)	\$ 440.7	12	10.9	-	-	-
HCM Lane LOS	F	B	B	-	-	-
HCM 95th %tile Q(veh)	18.4	1.5	0.8	-	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC
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Intersection												
Int Delay, s/veh	27.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↰	↑			↱					↰	↱	
Traffic Vol, veh/h	153	360	0	0	348	165	0	0	0	175	0	454
Future Vol, veh/h	153	360	0	0	348	165	0	0	0	175	0	454
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	13	13	13	8	8	8	13	13	13
Mvmt Flow	166	391	0	0	378	179	0	0	0	190	0	493

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	557	0	-	-	-	0	1191	1280	391
Stage 1	-	-	-	-	-	-	723	723	-
Stage 2	-	-	-	-	-	-	468	557	-
Critical Hdwy	4.25	-	-	-	-	-	6.53	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	5.53	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.53	5.63	-
Follow-up Hdwy	2.335	-	-	-	-	-	3.617	4.117	3.417
Pot Cap-1 Maneuver	952	-	0	0	-	-	197	158	634
Stage 1	-	-	0	0	-	-	461	415	-
Stage 2	-	-	0	0	-	-	608	495	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	952	-	-	-	-	-	~ 163	0	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 163	0	-
Stage 1	-	-	-	-	-	-	381	0	-
Stage 2	-	-	-	-	-	-	608	0	-

Approach	EB	WB	NW
HCM Control Delay, s	2.9	0	69.7
HCM LOS			F

Minor Lane/Major Mvmt	NWLn1	NWLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	163	634	952	-	-	-
HCM Lane V/C Ratio	1.167	0.778	0.175	-	-	-
HCM Control Delay (s)	178.7	27.7	9.6	-	-	-
HCM Lane LOS	F	D	A	-	-	-
HCM 95th %tile Q(veh)	10.3	7.4	0.6	-	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1088	184	268	462	246	79	96	158	191	49	11
Future Vol, veh/h	5	1088	184	268	462	246	79	96	158	191	49	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	125	75	-	100	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	11	11	11	3	3	3
Mvmt Flow	5	1183	200	291	502	267	86	104	172	208	53	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	769	0	0	1383	0	0	2443	2544	1183	2515	2477	502
Stage 1	-	-	-	-	-	-	1193	1193	-	1084	1084	-
Stage 2	-	-	-	-	-	-	1250	1351	-	1431	1393	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.21	6.61	6.31	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.61	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.61	-	6.13	5.53	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.599	4.099	3.399	3.527	4.027	3.327
Pot Cap-1 Maneuver	836	-	-	489	-	-	~ 20	~ 25	221	~ 19	~ 30	567
Stage 1	-	-	-	-	-	-	219	250	-	262	292	-
Stage 2	-	-	-	-	-	-	203	210	-	~ 166	208	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	836	-	-	489	-	-	-	~ 10	221	-	~ 12	567
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 10	-	-	~ 12	-
Stage 1	-	-	-	-	-	-	218	249	-	260	118	-
Stage 2	-	-	-	-	-	-	~ 44	~ 85	-	~ 21	207	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			6.2								
HCM LOS							-			-		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	-		25	836	-	-	489	-	-	-		
HCM Lane V/C Ratio	-		11.043	0.007	-	-	0.596	-	-	-		
HCM Control Delay (s)	\$		4821.7	9.3	-	-	22.6	-	-	-		
HCM Lane LOS	-		F	A	-	-	C	-	-	-		
HCM 95th %tile Q(veh)	-		34.4	0	-	-	3.8	-	-	-		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

HCM 6th TWSC
2: Avenue 17 & SR 99 SB Off Ramp










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Intersection						
Int Delay, s/veh	467.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↗
Traffic Vol, veh/h	0	1439	855	0	284	121
Future Vol, veh/h	0	1439	855	0	284	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	9	3	3	9	9
Mvmt Flow	0	1564	929	0	309	132
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	2493	929
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	1564	-
Critical Hdwy	-	-	-	-	6.49	6.29
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	-	-	3.581	3.381
Pot Cap-1 Maneuver	0	-	-	0	~ 30	315
Stage 1	0	-	-	0	374	-
Stage 2	0	-	-	0	~ 183	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	~ 30	315
Mov Cap-2 Maneuver	-	-	-	-	~ 30	-
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	~ 183	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		\$ 3116.8		
HCM LOS				F		
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	30	315		
HCM Lane V/C Ratio	-	-	10.29	0.418		
HCM Control Delay (s)	-	\$ 4434.4		24.4		
HCM Lane LOS	-	-	F	C		
HCM 95th %tile Q(veh)	-	-	37.9	2		
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th TWSC
3: SR 99 NB On Ramp & Avenue 17

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Intersection												
Int Delay, s/veh	1946.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↰	↑			↱					↰	↱	
Traffic Vol, veh/h	126	773	0	0	1111	253	0	0	0	503	3	240
Future Vol, veh/h	126	773	0	0	1111	253	0	0	0	503	3	240
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	7	7	7	9	9	9	12	12	12
Mvmt Flow	137	840	0	0	1208	275	0	0	0	547	3	261
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	1483	0	-	-	-	0	2460	2597	840			
Stage 1	-	-	-	-	-	-	1114	1114	-			
Stage 2	-	-	-	-	-	-	1346	1483	-			
Critical Hdwy	4.19	-	-	-	-	-	6.52	6.62	6.32			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.52	5.62	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.52	5.62	-			
Follow-up Hdwy	2.281	-	-	-	-	-	3.608	4.108	3.408			
Pot Cap-1 Maneuver	433	-	0	0	-	-	~ 31	23	350			
Stage 1	-	-	0	0	-	-	~ 300	272	-			
Stage 2	-	-	0	0	-	-	~ 231	179	-			
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	433	-	-	-	-	-	~ 21	0	350			
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 21	0	-			
Stage 1	-	-	-	-	-	-	~ 205	0	-			
Stage 2	-	-	-	-	-	-	~ 231	0	-			
Approach	EB			WB			NW					
HCM Control Delay, s	2.4			0			\$ 7846.8					
HCM LOS							F					
Minor Lane/Major Mvmt	NWLn1NWLn2		EBL	EBT	WBT	WBR						
Capacity (veh/h)	21	350	433	-	-	-						
HCM Lane V/C Ratio	26.035	0.755	0.316	-	-	-						
HCM Control Delay (s)	\$ 11617.8	41	17.1	-	-	-						
HCM Lane LOS	F	E	C	-	-	-						
HCM 95th %tile Q(veh)	68.7	5.9	1.3	-	-	-						
Notes												
~: Volume exceeds capacity	\$: Delay exceeds 300s			+: Computation Not Defined			*: All major volume in platoon					

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	788	119	194	1076	256	184	89	331	365	89	11
Future Vol, veh/h	11	788	119	194	1076	256	184	89	331	365	89	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	125	75	-	100	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	7	7	7	4	4	4	2	2	2
Mvmt Flow	12	857	129	211	1170	278	200	97	360	397	97	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1448	0	0	986	0	0	2667	2751	857	2766	2602	1170
Stage 1	-	-	-	-	-	-	881	881	-	1592	1592	-
Stage 2	-	-	-	-	-	-	1786	1870	-	1174	1010	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	468	-	-	681	-	-	~ 15	~ 19	~ 354	~ 12	~ 25	235
Stage 1	-	-	-	-	-	-	339	362	-	~ 135	167	-
Stage 2	-	-	-	-	-	-	~ 103	120	-	~ 234	317	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	468	-	-	681	-	-	-	~ 13	~ 354	-	~ 17	235
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 13	-	-	~ 17	-
Stage 1	-	-	-	-	-	-	330	353	-	~ 131	115	-
Stage 2	-	-	-	-	-	-	~ 11	~ 83	-	-	309	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			1.6								
HCM LOS							-			-		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	-		54	468	-	-	681	-	-	-		
HCM Lane V/C Ratio	-		8.454	0.026	-	-	0.31	-	-	-		
HCM Control Delay (s)	-		\$ 3500	12.9	-	-	12.6	-	-	-		
HCM Lane LOS	-		F	B	-	-	B	-	-	-		
HCM 95th %tile Q(veh)	-		53.5	0.1	-	-	1.3	-	-	-		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

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Intersection						
Int Delay, s/veh	2804.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↗
Traffic Vol, veh/h	0	1486	1443	0	442	82
Future Vol, veh/h	0	1486	1443	0	442	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	9	9	12	12
Mvmt Flow	0	1615	1568	0	480	89
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	3183	1568
Stage 1	-	-	-	-	1568	-
Stage 2	-	-	-	-	1615	-
Critical Hdwy	-	-	-	-	6.52	6.32
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	-	-	-	-	3.608	3.408
Pot Cap-1 Maneuver	0	-	-	0	~ 10	129
Stage 1	0	-	-	0	~ 179	-
Stage 2	0	-	-	0	~ 169	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	~ 10	129
Mov Cap-2 Maneuver	-	-	-	-	~ 10	-
Stage 1	-	-	-	-	~ 179	-
Stage 2	-	-	-	-	~ 169	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		\$ 18482		
HCM LOS	F					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	10	129		
HCM Lane V/C Ratio	-	-	48.043	0.691		
HCM Control Delay (s)	-	-	\$ 21896	79.6		
HCM Lane LOS	-	-	F	F		
HCM 95th %tile Q(veh)	-	-	61.7	3.8		
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th TWSC
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Intersection

Int Delay, s/veh 17625.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	157	1108	0	0	1351	338	0	0	0	792	3	713
Future Vol, veh/h	157	1108	0	0	1351	338	0	0	0	792	3	713
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	12	12	12	7	7	7	8	8	8	9	9	9
Mvmt Flow	171	1204	0	0	1468	367	0	0	0	861	3	775










Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	1835	0	3198 3381 1204
Stage 1	-	-	1546 1546 -
Stage 2	-	-	1652 1835 -
Critical Hdwy	4.22	-	6.49 6.59 6.29
Critical Hdwy Stg 1	-	-	5.49 5.59 -
Critical Hdwy Stg 2	-	-	5.49 5.59 -
Follow-up Hdwy	2.308	-	3.581 4.081 3.381
Pot Cap-1 Maneuver	309	0	~ 10 7 ~ 217
Stage 1	-	0	~ 186 170 -
Stage 2	-	0	~ 165 121 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	309	-	~ 4 0 ~ 217
Mov Cap-2 Maneuver	-	-	~ 4 0 -
Stage 1	-	-	~ 83 0 -
Stage 2	-	-	~ 165 0 -

Approach	EB	WB	NW
HCM Control Delay, s	3.7	0	\$ 52147.5
HCM LOS			F

Minor Lane/Major Mvmt	NWLn1	NWLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	4	217	309	-	-	-
HCM Lane V/C Ratio	215.217	3.586	0.552	-	-	-
HCM Control Delay (s)	\$ 98198.	\$ 1208.1	30.1	-	-	-
HCM Lane LOS	F	F	D	-	-	-
HCM 95th %tile Q(veh)	110	74.1	3.1	-	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	1088	184	268	624	246	86	96	158	362	59	10
Future Vol, veh/h	19	1088	184	268	624	246	86	96	158	362	59	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	125	75	-	100	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10	13	13	13	9	9	9
Mvmt Flow	21	1183	200	291	678	267	93	104	172	393	64	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	945	0	0	1383	0	0	2656	2752	1183	2723	2685	678
Stage 1	-	-	-	-	-	-	1225	1225	-	1260	1260	-
Stage 2	-	-	-	-	-	-	1431	1527	-	1463	1425	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.23	6.63	6.33	7.19	6.59	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.63	-	6.19	5.59	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.63	-	6.19	5.59	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.617	4.117	3.417	3.581	4.081	3.381
Pot Cap-1 Maneuver	694	-	-	471	-	-	~ 14	~ 18	219	~ 13	~ 21	440
Stage 1	-	-	-	-	-	-	208	239	-	~ 202	234	-
Stage 2	-	-	-	-	-	-	158	170	-	~ 154	195	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	694	-	-	471	-	-	-	~ 7	219	-	~ 8	440
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 7	-	-	~ 8	-
Stage 1	-	-	-	-	-	-	202	232	-	~ 196	89	-
Stage 2	-	-	-	-	-	-	~ 16	~ 65	-	~ 18	189	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			5.7								
HCM LOS							-			-		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	- 18		694	-	-	471	-	-	-			
HCM Lane V/C Ratio	- 15.338		0.03	-	-	0.618	-	-	-			
HCM Control Delay (s)	\$ 6864.5		10.3	-	-	24.2	-	-	-			
HCM Lane LOS	- F		B	-	-	C	-	-	-			
HCM 95th %tile Q(veh)	- 35.2		0.1	-	-	4.1	-	-	-			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th TWSC
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Intersection						
Int Delay, s/veh	648.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↗
Traffic Vol, veh/h	0	1601	941	0	284	197
Future Vol, veh/h	0	1601	941	0	284	197
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	12	12	9	9	12	12
Mvmt Flow	0	1740	1023	0	309	214
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	2763	1023
Stage 1	-	-	-	-	1023	-
Stage 2	-	-	-	-	1740	-
Critical Hdwy	-	-	-	-	6.52	6.32
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	-	-	-	-	3.608	3.408
Pot Cap-1 Maneuver	0	-	-	0	~ 20	274
Stage 1	0	-	-	0	332	-
Stage 2	0	-	-	0	~ 146	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	~ 20	274
Mov Cap-2 Maneuver	-	-	-	-	~ 20	-
Stage 1	-	-	-	-	332	-
Stage 2	-	-	-	-	~ 146	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		\$ 4076.6		
HCM LOS				F		
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	20	274		
HCM Lane V/C Ratio	-	-	15.435	0.781		
HCM Control Delay (s)	-	-	\$ 6867.7	52.9		
HCM Lane LOS	-	-	F	F		
HCM 95th %tile Q(veh)	-	-	39.1	6		
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th TWSC
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Intersection												
Int Delay, s/veh	4729.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↰	↑			↱					↰	↱	
Traffic Vol, veh/h	202	783	0	0	1121	253	0	0	0	579	3	240
Future Vol, veh/h	202	783	0	0	1121	253	0	0	0	579	3	240
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	12	12	12	11	11	11	9	9	9	14	14	14
Mvmt Flow	220	851	0	0	1218	275	0	0	0	629	3	261
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	1493	0	-	-	-	0	2647	2784	851			
Stage 1	-	-	-	-	-	-	1291	1291	-			
Stage 2	-	-	-	-	-	-	1356	1493	-			
Critical Hdwy	4.22	-	-	-	-	-	6.54	6.64	6.34			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.54	5.64	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.54	5.64	-			
Follow-up Hdwy	2.308	-	-	-	-	-	3.626	4.126	3.426			
Pot Cap-1 Maneuver	421	-	0	0	-	-	~ 23	17	343			
Stage 1	-	-	0	0	-	-	~ 243	221	-			
Stage 2	-	-	0	0	-	-	~ 226	176	-			
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	421	-	-	-	-	-	~ 11	0	343			
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 11	0	-			
Stage 1	-	-	-	-	-	-	~ 116	0	-			
Stage 2	-	-	-	-	-	-	~ 226	0	-			
Approach	EB			WB			NW					
HCM Control Delay, s	4.6			0			\$ 18296.4					
HCM LOS							F					
Minor Lane/Major Mvmt	NWLn1NWLn2		EBL	EBT	WBT	WBR						
Capacity (veh/h)	11	343	421	-	-	-						
HCM Lane V/C Ratio	57.213	0.77	0.522	-	-	-						
HCM Control Delay (s)	\$ 25957.1	43.2	22.5	-	-	-						
HCM Lane LOS	F	E	C	-	-	-						
HCM 95th %tile Q(veh)	80.2	6.2	2.9	-	-	-						
Notes												
~: Volume exceeds capacity	\$: Delay exceeds 300s			+: Computation Not Defined			*: All major volume in platoon					

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	788	119	194	1219	256	192	89	331	516	97	11
Future Vol, veh/h	25	788	119	194	1219	256	192	89	331	516	97	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	125	75	-	100	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	13	13	13	11	11	11	10	10	10
Mvmt Flow	27	857	129	211	1325	278	209	97	360	561	105	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1603	0	0	986	0	0	2856	2936	857	2951	2787	1325
Stage 1	-	-	-	-	-	-	911	911	-	1747	1747	-
Stage 2	-	-	-	-	-	-	1945	2025	-	1204	1040	-
Critical Hdwy	4.2	-	-	4.23	-	-	7.21	6.61	6.31	7.2	6.6	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.61	-	6.2	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.61	-	6.2	5.6	-
Follow-up Hdwy	2.29	-	-	2.317	-	-	3.599	4.099	3.399	3.59	4.09	3.39
Pot Cap-1 Maneuver	386	-	-	659	-	-	~ 10	~ 14	~ 344	~ 9	~ 18	183
Stage 1	-	-	-	-	-	-	317	341	-	~ 105	134	-
Stage 2	-	-	-	-	-	-	~ 79	~ 96	-	~ 217	298	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	386	-	-	659	-	-	-	~ 9	~ 344	-	~ 11	183
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 9	-	-	~ 11	-
Stage 1	-	-	-	-	-	-	295	317	-	~ 98	~ 91	-
Stage 2	-	-	-	-	-	-	-	~ 65	-	-	277	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.5								
HCM LOS							-			-		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	- 39		386	-	-	659	-	-	-			
HCM Lane V/C Ratio	- 11.706		0.07	-	-	0.32	-	-	-			
HCM Control Delay (s)	\$ 5013.8		15	-	-	13	-	-	-			
HCM Lane LOS	- F		C	-	-	B	-	-	-			
HCM 95th %tile Q(veh)	- 55.3		0.2	-	-	1.4	-	-	-			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

HCM 6th TWSC
2: Avenue 17 & SR 99 SB Off Ramp

12/09/2022

Intersection

Int Delay, s/veh 3721.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	1629	1519	0	442	163
Future Vol, veh/h	0	1629	1519	0	442	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	13	13	15	15
Mvmt Flow	0	1771	1651	0	480	177

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 3422 1651
Stage 1	-	-	- 1651 -
Stage 2	-	-	- 1771 -
Critical Hdwy	-	-	- 6.55 6.35
Critical Hdwy Stg 1	-	-	- 5.55 -
Critical Hdwy Stg 2	-	-	- 5.55 -
Follow-up Hdwy	-	-	- 3.635 3.435
Pot Cap-1 Maneuver	0	-	0 ~ 7 ~ 113
Stage 1	0	-	0 ~ 160 -
Stage 2	0	-	0 ~ 139 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- ~ 7 ~ 113
Mov Cap-2 Maneuver	-	-	- ~ 7 -
Stage 1	-	-	- ~ 160 -
Stage 2	-	-	- ~ 139 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	\$ 23087
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	7	113
HCM Lane V/C Ratio	-	-	68.634	1.568
HCM Control Delay (s)	-	\$	31467.6\$	361.6
HCM Lane LOS	-	-	F	F
HCM 95th %tile Q(veh)	-	-	62.1	13.1

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
3: SR 99 NB On Ramp & Avenue 17

12/09/2022

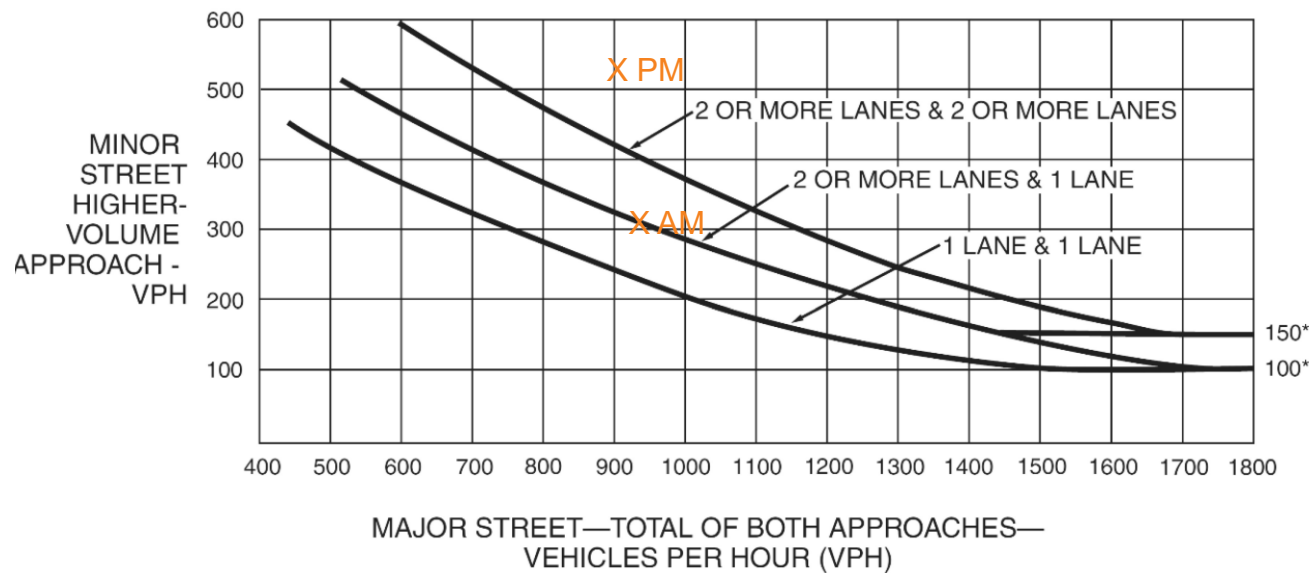
Intersection												
Int Delay, s/veh	39912.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↰	↑			↱					↰	↱	
Traffic Vol, veh/h	224	1116	0	0	1359	338	0	0	0	859	3	713
Future Vol, veh/h	224	1116	0	0	1359	338	0	0	0	859	3	713
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	13	13	13	8	8	8	13	13	13
Mvmt Flow	243	1213	0	0	1477	367	0	0	0	934	3	775
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	1844	0	-	-	-	0	3360	3543	1213			
Stage 1	-	-	-	-	-	-	1699	1699	-			
Stage 2	-	-	-	-	-	-	1661	1844	-			
Critical Hdwy	4.25	-	-	-	-	-	6.53	6.63	6.33			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.53	5.63	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.53	5.63	-			
Follow-up Hdwy	2.335	-	-	-	-	-	3.617	4.117	3.417			
Pot Cap-1 Maneuver	300	-	0	0	-	-	~ 8	5	~ 210			
Stage 1	-	-	0	0	-	-	~ 153	139	-			
Stage 2	-	-	0	0	-	-	~ 160	117	-			
Platoon blocked, %	-	-	-	-	-	-	-	-	-			
Mov Cap-1 Maneuver	300	-	-	-	-	-	~ 2	0	~ 210			
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	0	-			
Stage 1	-	-	-	-	-	-	~ 29	0	-			
Stage 2	-	-	-	-	-	-	~ 160	0	-			
Approach	EB			WB			NW					
HCM Control Delay, s	8.9			0			\$ 116866.4					
HCM LOS							F					
Minor Lane/Major Mvmt	NWLn1NWLn2		EBL	EBT	WBT	WBR						
Capacity (veh/h)	2	210	300	-	-	-						
HCM Lane V/C Ratio	466.848	3.706	0.812	-	-	-						
HCM Control Delay (s)	\$ 213225.5	\$ 1262.9	53.2	-	-	-						
HCM Lane LOS	F	F	F	-	-	-						
HCM 95th %tile Q(veh)	119.4	74.9	6.7	-	-	-						
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Appendix-C

Signal Warrants

Avenue 17 and SR 99 NB Ramps

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Exisitng Conditions

AM Peak Hour Warrant Status: Not Met

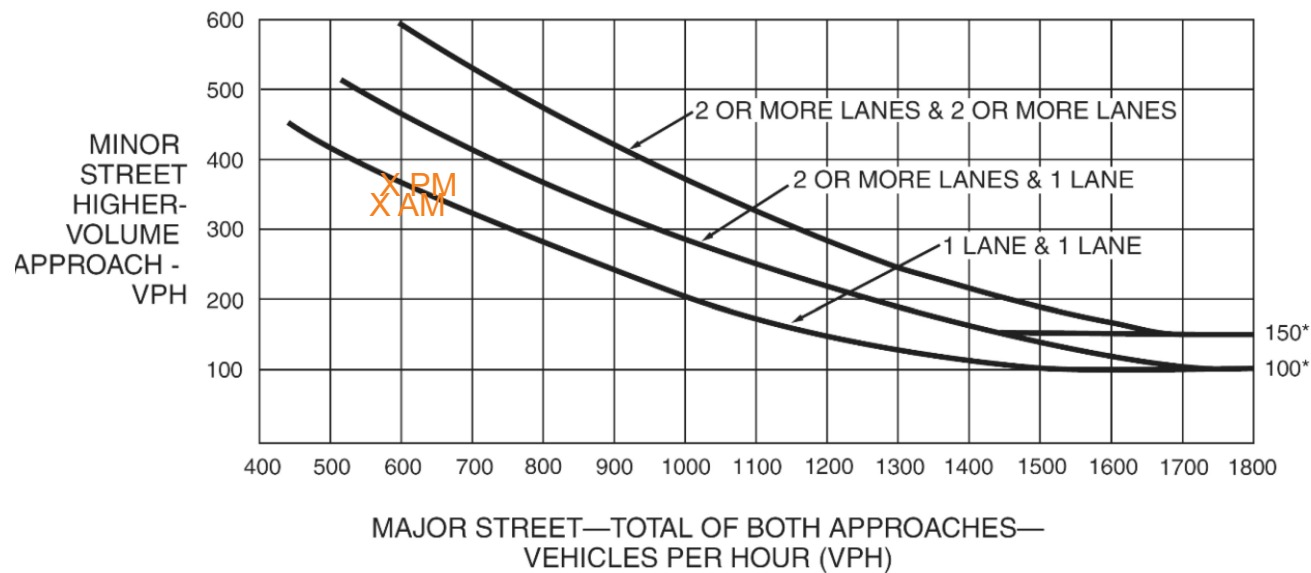
PM Peak Hour Warrant Status: Met

LEGEND			
XAM	AM Peak Hour	XPM	PM Peak Hour



Avenue 17 and Golden State Blvd./ Airport Dr.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Cumulative Opening Year 2023 With Project Peak Hour

AM Peak Hour Warrant Status: Not Met

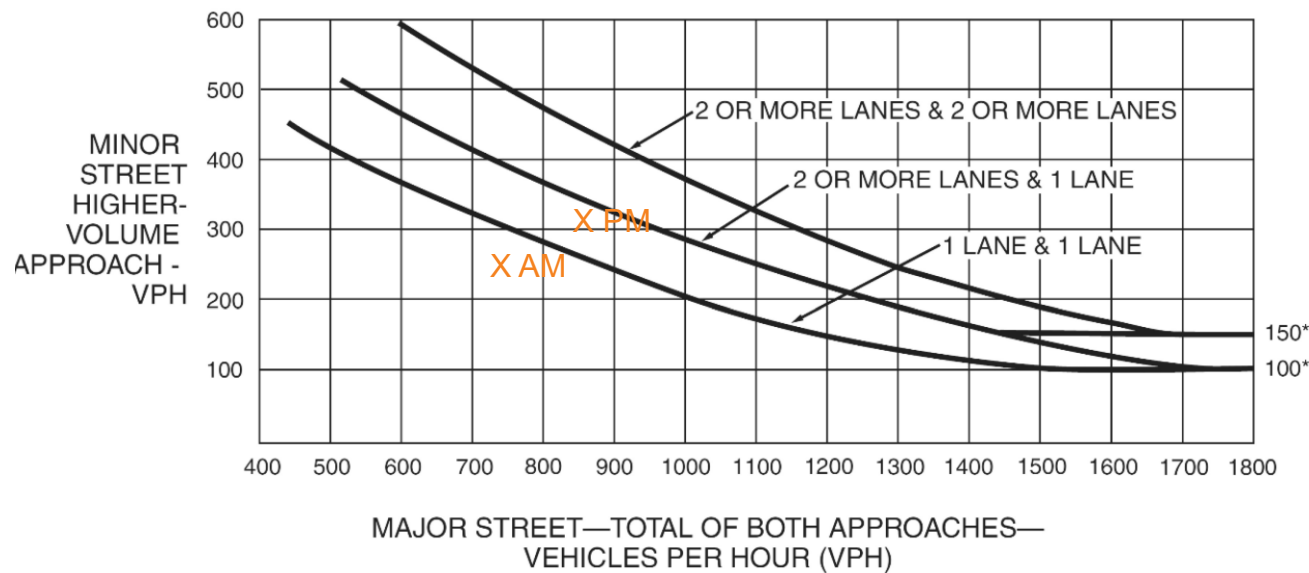
PM Peak Hour Warrant Status: Not Met

LEGEND			
XAM	AM Peak Hour	XPM	PM Peak Hour



Avenue 17 and SR 99 SB Ramps

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Cumulative Opening Year 2023 With Project Peak Hour

AM Peak Hour Warrant Status: Not Met

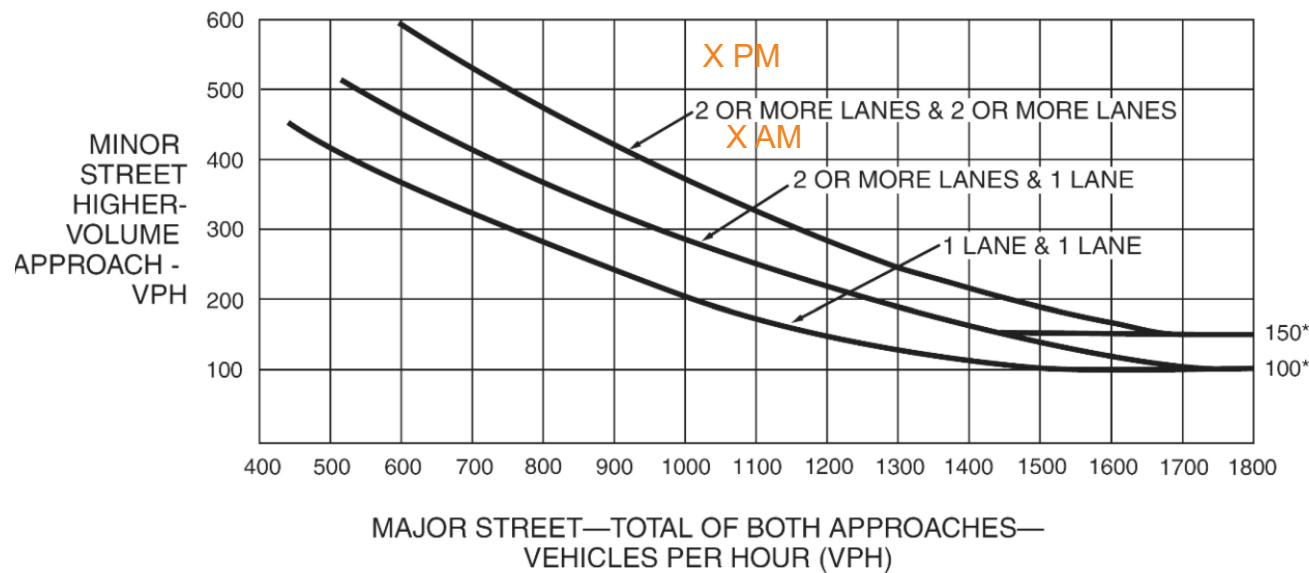
PM Peak Hour Warrant Status: Not Met

LEGEND			
XAM	AM Peak Hour	XPM	PM Peak Hour



Avenue 17 and SR 99 NB Ramps

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Cumulative Opening Year 2023 With Project Peak Hour

AM Peak Hour Warrant Status: Met

PM Peak Hour Warrant Status: Met

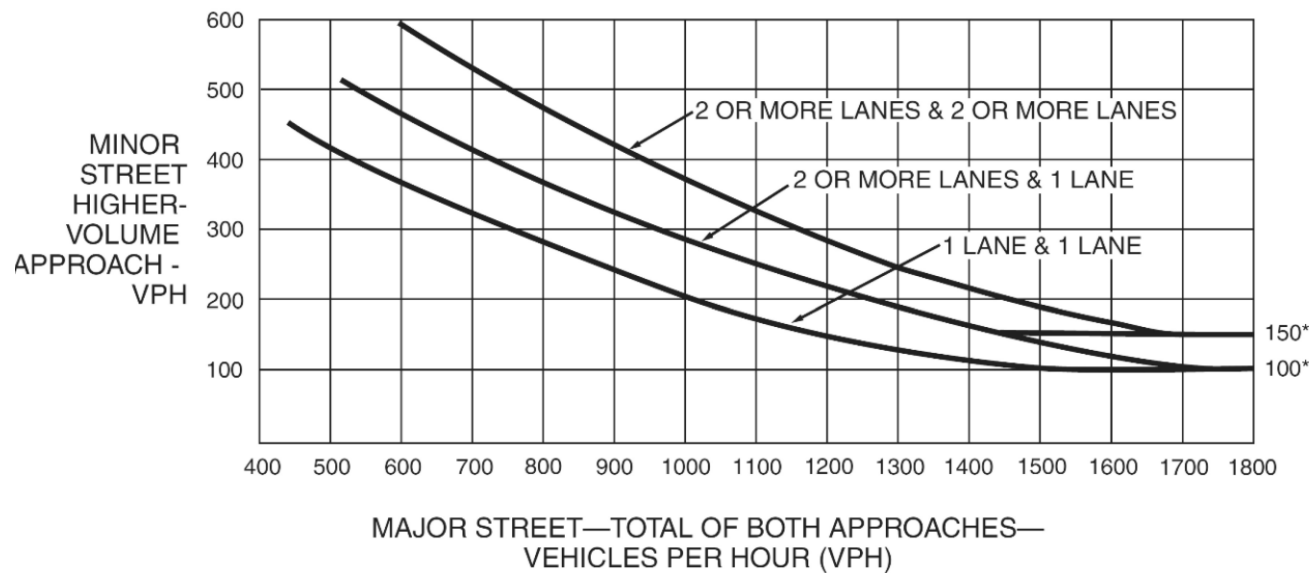
LEGEND			
XAM	AM Peak Hour	XPM	PM Peak Hour



X PM

Avenue 17 and Golden State Blvd./ Airport Dr.

Figure 4C-3. Warrant 3, Peak Hour



X AM

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Horizon Year 2043 With Project Peak Hour

AM Peak Hour Warrant Status: Met

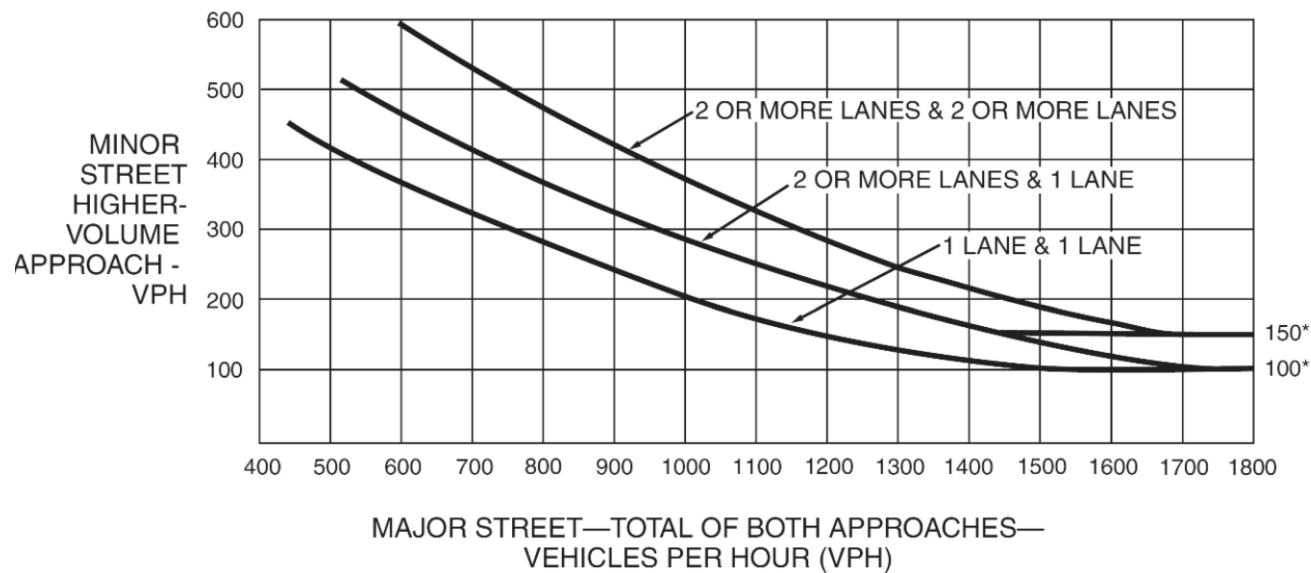
PM Peak Hour Warrant Status: Met

LEGEND			
XAM	AM Peak Hour	XPM	PM Peak Hour



Avenue 17 and SR 99 SB Ramps

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Horizon Year 2043 With Project Peak Hour

AM Peak Hour Warrant Status: Met

PM Peak Hour Warrant Status: Met

LEGEND			
XAM	AM Peak Hour	XPM	PM Peak Hour

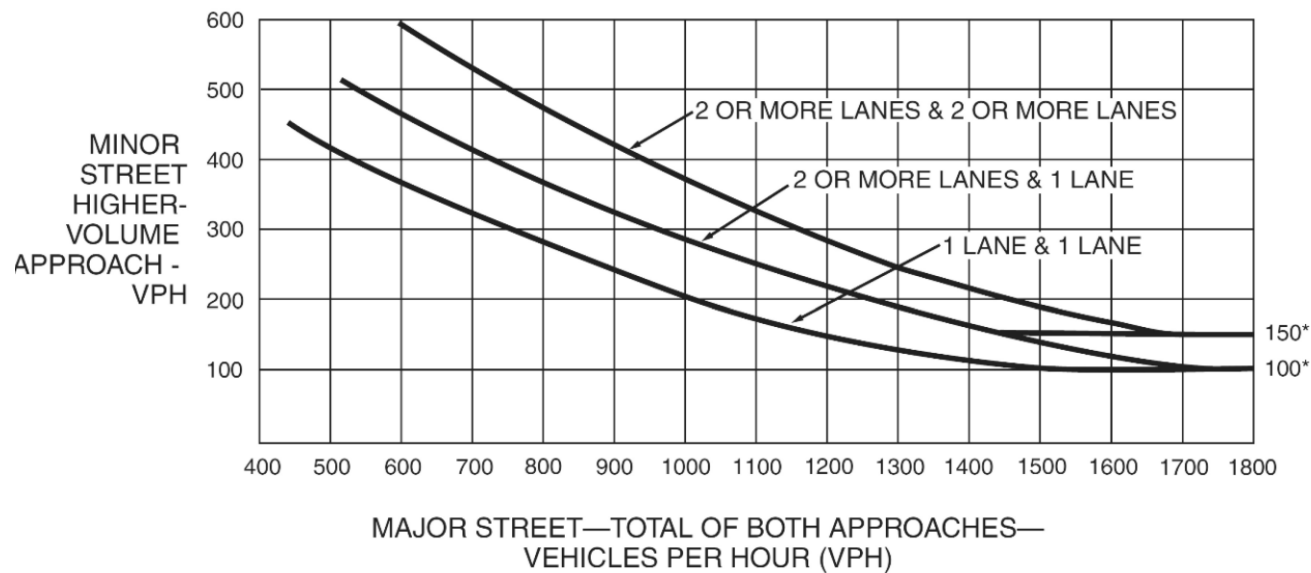


X PM

Avenue 17 and SR 99 NB Ramps

X AM

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Horizon Year 2043 With Project Peak Hour

AM Peak Hour Warrant Status: Met

PM Peak Hour Warrant Status: Met

LEGEND

XAM AM Peak Hour

XPM PM Peak Hour



Appendix-D

Intersection Capacity Analysis Worksheets-With Improvements

INTERSECTION SUMMARY

 **Site: 1 [Madera 7-11 Avenue 17 and Goldenstate (Site Folder: General)]**

New Site
Site Category: 2023 AM Peak
Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	55.2 km/h	55.2 km/h
Travel Distance (Total)	1160.4 veh-km/h	1392.4 pers-km/h
Travel Time (Total)	21.0 veh-h/h	25.2 pers-h/h
Desired Speed (Program)	72.0 km/h	
Speed Efficiency	0.77	
Travel Time Index	7.40	
Congestion Coefficient	1.30	
Demand Flows (Total)	1108 veh/h	1329 pers/h
Percent Heavy Vehicles (Demand)	10.0 %	
Degree of Saturation	0.376	
Practical Spare Capacity	125.8 %	
Effective Intersection Capacity	2942 veh/h	
Control Delay (Total)	1.83 veh-h/h	2.20 pers-h/h
Control Delay (Average)	6.0 sec	6.0 sec
Control Delay (Worst Lane)	8.5 sec	
Control Delay (Worst Movement)	11.8 sec	11.8 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	6.0 sec	
Idling Time (Average)	4.1 sec	
Intersection Level of Service (LOS)	LOS A	
95% Back of Queue - Vehicles (Worst Lane)	1.6 veh	
95% Back of Queue - Distance (Worst Lane)	13.5 m	
Ave. Queue Storage Ratio (Worst Lane)	0.01	
Total Effective Stops	316 veh/h	379 pers/h
Effective Stop Rate	0.29	0.29
Proportion Queued	0.37	0.37
Performance Index	25.1	25.1
Cost (Total)	534.89 \$/h	534.89 \$/h
Fuel Consumption (Total)	164.7 L/h	
Carbon Dioxide (Total)	395.0 kg/h	
Hydrocarbons (Total)	0.033 kg/h	
Carbon Monoxide (Total)	0.465 kg/h	
NOx (Total)	1.377 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Site Model Variability Index (Iterations 3 to N): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 92.1% 0.0%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	531,652 veh/y	637,983 pers/y
Delay	880 veh-h/y	1,056 pers-h/y
Effective Stops	151,677 veh/y	182,013 pers/y
Travel Distance	556,976 veh-km/y	668,371 pers-km/y
Travel Time	10,094 veh-h/y	12,113 pers-h/y
Cost	256,749 \$/y	256,749 \$/y
Fuel Consumption	79,070 L/y	
Carbon Dioxide	189,596 kg/y	
Hydrocarbons	16 kg/y	

INTERSECTION SUMMARY

 **Site: 1 [Madera 7-11 Avenue 17 and SR 99 SB Off Ramp (Site Folder: General)]**

New Site
Site Category: 2023 AM Peak With project
Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	59.0 km/h	59.0 km/h
Travel Distance (Total)	1115.2 veh-km/h	1338.2 pers-km/h
Travel Time (Total)	18.9 veh-h/h	22.7 pers-h/h
Desired Speed (Program)	72.0 km/h	
Speed Efficiency	0.82	
Travel Time Index	8.00	
Congestion Coefficient	1.22	
Demand Flows (Total)	1073 veh/h	1287 pers/h
Percent Heavy Vehicles (Demand)	11.0 %	
Degree of Saturation	0.199	
Practical Spare Capacity	328.1 %	
Effective Intersection Capacity	5403 veh/h	
Control Delay (Total)	1.41 veh-h/h	1.70 pers-h/h
Control Delay (Average)	4.7 sec	4.7 sec
Control Delay (Worst Lane)	5.8 sec	
Control Delay (Worst Movement)	5.8 sec	5.8 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	4.7 sec	
Idling Time (Average)	2.3 sec	
Intersection Level of Service (LOS)	LOS A	
95% Back of Queue - Vehicles (Worst Lane)	0.8 veh	
95% Back of Queue - Distance (Worst Lane)	6.7 m	
Ave. Queue Storage Ratio (Worst Lane)	0.01	
Total Effective Stops	160 veh/h	192 pers/h
Effective Stop Rate	0.15	0.15
Proportion Queued	0.22	0.22
Performance Index	19.3	19.3
Cost (Total)	492.77 \$/h	492.77 \$/h
Fuel Consumption (Total)	156.3 L/h	
Carbon Dioxide (Total)	375.5 kg/h	
Hydrocarbons (Total)	0.030 kg/h	
Carbon Monoxide (Total)	0.433 kg/h	
NOx (Total)	1.415 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Site Model Variability Index (Iterations 3 to N): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 91.1% 0.0%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	514,957 veh/y	617,948 pers/y
Delay	678 veh-h/y	814 pers-h/y
Effective Stops	76,747 veh/y	92,096 pers/y
Travel Distance	535,279 veh-km/y	642,334 pers-km/y
Travel Time	9,070 veh-h/y	10,884 pers-h/y
Cost	236,530 \$/y	236,530 \$/y
Fuel Consumption	75,016 L/y	
Carbon Dioxide	180,254 kg/y	
Hydrocarbons	14 kg/y	

INTERSECTION SUMMARY

 **Site: 1 [Madera 7-11 Avenue 17 and SR 99 NB On Ramp (Site Folder: General)]**

New Site
Site Category: 2023 AM Peak With project
Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	55.4 km/h	55.4 km/h
Travel Distance (Total)	1684.4 veh-km/h	2021.3 pers-km/h
Travel Time (Total)	30.4 veh-h/h	36.5 pers-h/h
Desired Speed (Program)	69.9 km/h	
Speed Efficiency	0.79	
Travel Time Index	7.70	
Congestion Coefficient	1.26	
Demand Flows (Total)	1616 veh/h	1940 pers/h
Percent Heavy Vehicles (Demand)	12.1 %	
Degree of Saturation	0.460	
Practical Spare Capacity	84.6 %	
Effective Intersection Capacity	3511 veh/h	
Control Delay (Total)	3.49 veh-h/h	4.19 pers-h/h
Control Delay (Average)	7.8 sec	7.8 sec
Control Delay (Worst Lane)	9.9 sec	
Control Delay (Worst Movement)	9.9 sec	9.9 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	7.8 sec	
Idling Time (Average)	4.1 sec	
Intersection Level of Service (LOS)	LOS A	
95% Back of Queue - Vehicles (Worst Lane)	2.5 veh	
95% Back of Queue - Distance (Worst Lane)	20.9 m	
Ave. Queue Storage Ratio (Worst Lane)	0.02	
Total Effective Stops	664 veh/h	796 pers/h
Effective Stop Rate	0.41	0.41
Proportion Queued	0.43	0.43
Performance Index	37.7	37.7
Cost (Total)	784.79 \$/h	784.79 \$/h
Fuel Consumption (Total)	246.1 L/h	
Carbon Dioxide (Total)	592.3 kg/h	
Hydrocarbons (Total)	0.048 kg/h	
Carbon Monoxide (Total)	0.657 kg/h	
NOx (Total)	2.299 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Site Model Variability Index (Iterations 3 to N): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 91.8% 0.0%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	775,826 veh/y	930,991 pers/y
Delay	1,677 veh-h/y	2,012 pers-h/y
Effective Stops	318,585 veh/y	382,302 pers/y
Travel Distance	808,503 veh-km/y	970,203 pers-km/y
Travel Time	14,586 veh-h/y	17,503 pers-h/y
Cost	376,701 \$/y	376,701 \$/y
Fuel Consumption	118,141 L/y	
Carbon Dioxide	284,305 kg/y	
Hydrocarbons	23 kg/y	

INTERSECTION SUMMARY

 **Site: 1 [Madera 7-11 Avenue 17 and Goldenstate (Site Folder: General)]**

New Site

Site Category: 2023 PM Peak With project

Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	54.7 km/h	54.7 km/h
Travel Distance (Total)	1302.5 veh-km/h	1563.0 pers-km/h
Travel Time (Total)	23.8 veh-h/h	28.6 pers-h/h
Desired Speed (Program)	72.0 km/h	
Speed Efficiency	0.76	
Travel Time Index	7.34	
Congestion Coefficient	1.32	
Demand Flows (Total)	1247 veh/h	1496 pers/h
Percent Heavy Vehicles (Demand)	11.3 %	
Degree of Saturation	0.398	
Practical Spare Capacity	113.6 %	
Effective Intersection Capacity	3133 veh/h	
Control Delay (Total)	2.16 veh-h/h	2.60 pers-h/h
Control Delay (Average)	6.2 sec	6.2 sec
Control Delay (Worst Lane)	8.5 sec	
Control Delay (Worst Movement)	11.6 sec	11.6 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	6.2 sec	
Idling Time (Average)	4.2 sec	
Intersection Level of Service (LOS)	LOS A	
95% Back of Queue - Vehicles (Worst Lane)	1.8 veh	
95% Back of Queue - Distance (Worst Lane)	14.8 m	
Ave. Queue Storage Ratio (Worst Lane)	0.01	
Total Effective Stops	406 veh/h	487 pers/h
Effective Stop Rate	0.33	0.33
Proportion Queued	0.41	0.41
Performance Index	28.7	28.7
Cost (Total)	615.80 \$/h	615.80 \$/h
Fuel Consumption (Total)	193.6 L/h	
Carbon Dioxide (Total)	465.2 kg/h	
Hydrocarbons (Total)	0.039 kg/h	
Carbon Monoxide (Total)	0.533 kg/h	
NOx (Total)	1.739 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Site Model Variability Index (Iterations 3 to N): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 92.3% 0.0%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	598,435 veh/y	718,122 pers/y
Delay	1,039 veh-h/y	1,246 pers-h/y
Effective Stops	194,867 veh/y	233,840 pers/y
Travel Distance	625,209 veh-km/y	750,251 pers-km/y
Travel Time	11,421 veh-h/y	13,706 pers-h/y
Cost	295,585 \$/y	295,585 \$/y
Fuel Consumption	92,925 L/y	
Carbon Dioxide	223,280 kg/y	
Hydrocarbons	18 kg/y	

INTERSECTION SUMMARY

 **Site: 1 [Madera 7-11 Avenue 17 and SR 99 NB On Ramp (Site Folder: General)]**

New Site
Site Category: 2023 PM Peak With project
Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	53.9 km/h	53.9 km/h
Travel Distance (Total)	1775.7 veh-km/h	2130.8 pers-km/h
Travel Time (Total)	33.0 veh-h/h	39.6 pers-h/h
Desired Speed (Program)	69.4 km/h	
Speed Efficiency	0.78	
Travel Time Index	7.51	
Congestion Coefficient	1.29	
Demand Flows (Total)	1713 veh/h	2056 pers/h
Percent Heavy Vehicles (Demand)	13.7 %	
Degree of Saturation	0.679	
Practical Spare Capacity	25.2 %	
Effective Intersection Capacity	2524 veh/h	
Control Delay (Total)	4.51 veh-h/h	5.41 pers-h/h
Control Delay (Average)	9.5 sec	9.5 sec
Control Delay (Worst Lane)	18.1 sec	
Control Delay (Worst Movement)	18.1 sec	18.1 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	9.5 sec	
Idling Time (Average)	4.4 sec	
Intersection Level of Service (LOS)	LOS A	
95% Back of Queue - Vehicles (Worst Lane)	5.9 veh	
95% Back of Queue - Distance (Worst Lane)	49.9 m	
Ave. Queue Storage Ratio (Worst Lane)	0.04	
Total Effective Stops	771 veh/h	925 pers/h
Effective Stop Rate	0.45	0.45
Proportion Queued	0.40	0.40
Performance Index	46.3	46.3
Cost (Total)	858.68 \$/h	858.68 \$/h
Fuel Consumption (Total)	271.9 L/h	
Carbon Dioxide (Total)	655.9 kg/h	
Hydrocarbons (Total)	0.052 kg/h	
Carbon Monoxide (Total)	0.701 kg/h	
NOx (Total)	2.718 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Site Model Variability Index (Iterations 3 to N): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 93.4% 0.0%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	822,261 veh/y	986,713 pers/y
Delay	2,166 veh-h/y	2,599 pers-h/y
Effective Stops	370,055 veh/y	444,066 pers/y
Travel Distance	852,338 veh-km/y	1,022,806 pers-km/y
Travel Time	15,828 veh-h/y	18,993 pers-h/y
Cost	412,164 \$/y	412,164 \$/y
Fuel Consumption	130,504 L/y	
Carbon Dioxide	314,836 kg/y	
Hydrocarbons	25 kg/y	

INTERSECTION SUMMARY

 **Site: 1 [Madera 7-11 Avenue 17 and SR 99 SB Off Ramp (Site Folder: General)]**

New Site
Site Category: 2023 PM Peak With project
Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	57.3 km/h	57.3 km/h
Travel Distance (Total)	1325.6 veh-km/h	1590.7 pers-km/h
Travel Time (Total)	23.1 veh-h/h	27.8 pers-h/h
Desired Speed (Program)	72.0 km/h	
Speed Efficiency	0.80	
Travel Time Index	7.73	
Congestion Coefficient	1.26	
Demand Flows (Total)	1273 veh/h	1527 pers/h
Percent Heavy Vehicles (Demand)	12.6 %	
Degree of Saturation	0.293	
Practical Spare Capacity	189.9 %	
Effective Intersection Capacity	4341 veh/h	
Control Delay (Total)	1.99 veh-h/h	2.39 pers-h/h
Control Delay (Average)	5.6 sec	5.6 sec
Control Delay (Worst Lane)	6.3 sec	
Control Delay (Worst Movement)	6.3 sec	6.3 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	5.6 sec	
Idling Time (Average)	3.0 sec	
Intersection Level of Service (LOS)	LOS A	
95% Back of Queue - Vehicles (Worst Lane)	1.3 veh	
95% Back of Queue - Distance (Worst Lane)	10.5 m	
Ave. Queue Storage Ratio (Worst Lane)	0.01	
Total Effective Stops	293 veh/h	352 pers/h
Effective Stop Rate	0.23	0.23
Proportion Queued	0.31	0.31
Performance Index	24.2	24.2
Cost (Total)	614.33 \$/h	614.33 \$/h
Fuel Consumption (Total)	198.7 L/h	
Carbon Dioxide (Total)	478.6 kg/h	
Hydrocarbons (Total)	0.038 kg/h	
Carbon Monoxide (Total)	0.533 kg/h	
NOx (Total)	1.934 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Site Model Variability Index (Iterations 3 to N): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 91.0% 0.0%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	610,957 veh/y	733,148 pers/y
Delay	956 veh-h/y	1,147 pers-h/y
Effective Stops	140,600 veh/y	168,720 pers/y
Travel Distance	636,279 veh-km/y	763,535 pers-km/y
Travel Time	11,110 veh-h/y	13,332 pers-h/y
Cost	294,876 \$/y	294,876 \$/y
Fuel Consumption	95,390 L/y	
Carbon Dioxide	229,741 kg/y	
Hydrocarbons	18 kg/y	

INTERSECTION SUMMARY

 **Site: 1 [Madera 7-11 Avenue 17 and Goldenstate (Site Folder: General)]**

New Site

Site Category: 2043 AM Peak With project

Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	31.8 km/h	31.8 km/h
Travel Distance (Total)	3625.2 veh-km/h	4350.3 pers-km/h
Travel Time (Total)	114.0 veh-h/h	136.8 pers-h/h
Desired Speed (Program)	72.0 km/h	
Speed Efficiency	0.44	
Travel Time Index	3.80	
Congestion Coefficient	2.26	
Demand Flows (Total)	3478 veh/h	4174 pers/h
Percent Heavy Vehicles (Demand)	10.2 %	
Degree of Saturation	1.145	
Practical Spare Capacity	-25.8 %	
Effective Intersection Capacity	3037 veh/h	
Control Delay (Total)	55.32 veh-h/h	66.39 pers-h/h
Control Delay (Average)	57.3 sec	57.3 sec
Control Delay (Worst Lane)	107.6 sec	
Control Delay (Worst Movement)	107.6 sec	107.6 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	57.3 sec	
Idling Time (Average)	34.3 sec	
Intersection Level of Service (LOS)	LOS F	
95% Back of Queue - Vehicles (Worst Lane)	44.6 veh	
95% Back of Queue - Distance (Worst Lane)	367.4 m	
Ave. Queue Storage Ratio (Worst Lane)	0.30	
Total Effective Stops	5864 veh/h	7037 pers/h
Effective Stop Rate	1.69	1.69
Proportion Queued	0.82	0.82
Performance Index	276.5	276.5
Cost (Total)	2502.44 \$/h	2502.44 \$/h
Fuel Consumption (Total)	622.6 L/h	
Carbon Dioxide (Total)	1491.3 kg/h	
Hydrocarbons (Total)	0.143 kg/h	
Carbon Monoxide (Total)	1.714 kg/h	
NOx (Total)	5.214 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Site Model Variability Index (Iterations 3 to N): 3.7 %

Number of Iterations: 6 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 3.8% 1.8% 0.9%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1,669,565 veh/y	2,003,478 pers/y
Delay	26,555 veh-h/y	31,866 pers-h/y
Effective Stops	2,814,955 veh/y	3,377,947 pers/y
Travel Distance	1,740,115 veh-km/y	2,088,138 pers-km/y
Travel Time	54,732 veh-h/y	65,679 pers-h/y
Cost	1,201,171 \$/y	1,201,171 \$/y
Fuel Consumption	298,840 L/y	
Carbon Dioxide	715,812 kg/y	
Hydrocarbons	69 kg/y	

INTERSECTION SUMMARY

 **Site: 1 [Madera 7-11 Avenue 17 and SR 99 SB Off Ramp (Site Folder: General)]**

New Site

Site Category: 2043 AM Peak With project

Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	45.0 km/h	45.0 km/h
Travel Distance (Total)	3421.9 veh-km/h	4106.2 pers-km/h
Travel Time (Total)	76.1 veh-h/h	91.3 pers-h/h
Desired Speed (Program)	72.0 km/h	
Speed Efficiency	0.62	
Travel Time Index	5.83	
Congestion Coefficient	1.60	
Demand Flows (Total)	3286 veh/h	3943 pers/h
Percent Heavy Vehicles (Demand)	11.1 %	
Degree of Saturation	0.940	
Practical Spare Capacity	-9.6 %	
Effective Intersection Capacity	3495 veh/h	
Control Delay (Total)	23.35 veh-h/h	28.02 pers-h/h
Control Delay (Average)	25.6 sec	25.6 sec
Control Delay (Worst Lane)	37.8 sec	
Control Delay (Worst Movement)	37.8 sec	37.8 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	25.6 sec	
Idling Time (Average)	10.1 sec	
Intersection Level of Service (LOS)	LOS D	
95% Back of Queue - Vehicles (Worst Lane)	31.8 veh	
95% Back of Queue - Distance (Worst Lane)	266.5 m	
Ave. Queue Storage Ratio (Worst Lane)	0.21	
Total Effective Stops	3696 veh/h	4435 pers/h
Effective Stop Rate	1.12	1.12
Proportion Queued	0.66	0.66
Performance Index	122.0	122.0
Cost (Total)	1865.35 \$/h	1865.35 \$/h
Fuel Consumption (Total)	548.1 L/h	
Carbon Dioxide (Total)	1315.9 kg/h	
Hydrocarbons (Total)	0.114 kg/h	
Carbon Monoxide (Total)	1.480 kg/h	
NOx (Total)	5.089 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Site Model Variability Index (Iterations 3 to N): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 95.4% 0.0%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1,577,217 veh/y	1,892,661 pers/y
Delay	11,207 veh-h/y	13,449 pers-h/y
Effective Stops	1,774,159 veh/y	2,128,991 pers/y
Travel Distance	1,642,489 veh-km/y	1,970,986 pers-km/y
Travel Time	36,537 veh-h/y	43,845 pers-h/y
Cost	895,367 \$/y	895,367 \$/y
Fuel Consumption	263,106 L/y	
Carbon Dioxide	631,635 kg/y	
Hydrocarbons	55 kg/y	

INTERSECTION SUMMARY

 **Site: 1 [Madera 7-11 Avenue 17 and SR 99 NB On Ramp (Site Folder: General)]**

New Site

Site Category: 2043 AM Peak With project

Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	24.5 km/h	24.5 km/h
Travel Distance (Total)	3613.2 veh-km/h	4335.8 pers-km/h
Travel Time (Total)	147.3 veh-h/h	176.8 pers-h/h
Desired Speed (Program)	70.0 km/h	
Speed Efficiency	0.35	
Travel Time Index	2.78	
Congestion Coefficient	2.86	
Demand Flows (Total)	3458 veh/h	4149 pers/h
Percent Heavy Vehicles (Demand)	12.1 %	
Degree of Saturation	1.400	
Practical Spare Capacity	-39.3 %	
Effective Intersection Capacity	2470 veh/h	
Control Delay (Total)	90.86 veh-h/h	109.03 pers-h/h
Control Delay (Average)	94.6 sec	94.6 sec
Control Delay (Worst Lane)	217.7 sec	
Control Delay (Worst Movement)	217.7 sec	217.7 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	94.6 sec	
Idling Time (Average)	57.1 sec	
Intersection Level of Service (LOS)	LOS F	
95% Back of Queue - Vehicles (Worst Lane)	66.1 veh	
95% Back of Queue - Distance (Worst Lane)	561.2 m	
Ave. Queue Storage Ratio (Worst Lane)	0.45	
Total Effective Stops	7899 veh/h	9479 pers/h
Effective Stop Rate	2.28	2.28
Proportion Queued	0.68	0.68
Performance Index	328.7	328.7
Cost (Total)	3085.42 \$/h	3085.42 \$/h
Fuel Consumption (Total)	703.9 L/h	
Carbon Dioxide (Total)	1690.3 kg/h	
Hydrocarbons (Total)	0.174 kg/h	
Carbon Monoxide (Total)	1.890 kg/h	
NOx (Total)	6.334 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Site Model Variability Index (Iterations 3 to N): 3.8 %

Number of Iterations: 7 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 2.2% 1.1% 0.5%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1,659,652 veh/y	1,991,583 pers/y
Delay	43,614 veh-h/y	52,336 pers-h/y
Effective Stops	3,791,520 veh/y	4,549,824 pers/y
Travel Distance	1,734,322 veh-km/y	2,081,186 pers-km/y
Travel Time	70,711 veh-h/y	84,853 pers-h/y
Cost	1,481,001 \$/y	1,481,001 \$/y
Fuel Consumption	337,894 L/y	
Carbon Dioxide	811,340 kg/y	
Hydrocarbons	83 kg/y	

INTERSECTION SUMMARY

 **Site: 1 [Madera 7-11 Avenue 17 and Goldenstate (Site Folder: General)]**

New Site

Site Category: 2043 PM Peak With project

Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	18.4 km/h	18.4 km/h
Travel Distance (Total)	4348.3 veh-km/h	5217.9 pers-km/h
Travel Time (Total)	236.5 veh-h/h	283.8 pers-h/h
Desired Speed (Program)	72.0 km/h	
Speed Efficiency	0.26	
Travel Time Index	1.73	
Congestion Coefficient	3.92	
Demand Flows (Total)	4171 veh/h	5005 pers/h
Percent Heavy Vehicles (Demand)	11.5 %	
Degree of Saturation	2.654	
Practical Spare Capacity	-68.0 %	
Effective Intersection Capacity	1572 veh/h	
Control Delay (Total)	165.62 veh-h/h	198.75 pers-h/h
Control Delay (Average)	143.0 sec	143.0 sec
Control Delay (Worst Lane)	791.9 sec	
Control Delay (Worst Movement)	805.1 sec	805.1 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	143.0 sec	
Idling Time (Average)	114.6 sec	
Intersection Level of Service (LOS)	LOS F	
95% Back of Queue - Vehicles (Worst Lane)	120.7 veh	
95% Back of Queue - Distance (Worst Lane)	1007.2 m	
Ave. Queue Storage Ratio (Worst Lane)	0.81	
Total Effective Stops	8648 veh/h	10377 pers/h
Effective Stop Rate	2.07	2.07
Proportion Queued	0.92	0.92
Performance Index	559.0	559.0
Cost (Total)	4662.99 \$/h	4662.99 \$/h
Fuel Consumption (Total)	932.8 L/h	
Carbon Dioxide (Total)	2236.4 kg/h	
Hydrocarbons (Total)	0.248 kg/h	
Carbon Monoxide (Total)	2.584 kg/h	
NOx (Total)	7.864 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Site Model Variability Index (Iterations 3 to N): 7.6 %

Number of Iterations: 7 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 4.1% 2.0% 0.9%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	2,001,913 veh/y	2,402,296 pers/y
Delay	79,500 veh-h/y	95,400 pers-h/y
Effective Stops	4,150,882 veh/y	4,981,060 pers/y
Travel Distance	2,087,169 veh-km/y	2,504,604 pers-km/y
Travel Time	113,510 veh-h/y	136,212 pers-h/y
Cost	2,238,237 \$/y	2,238,237 \$/y
Fuel Consumption	447,742 L/y	
Carbon Dioxide	1,073,473 kg/y	
Hydrocarbons	119 kg/y	

INTERSECTION SUMMARY

 **Site: 1 [Madera 7-11 Avenue 17 and SR 99 SB Off Ramp (Site Folder: General)]**

New Site
Site Category: 2043 PM Peak With project
Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	26.7 km/h	26.7 km/h
Travel Distance (Total)	4253.0 veh-km/h	5103.6 pers-km/h
Travel Time (Total)	159.2 veh-h/h	191.0 pers-h/h
Desired Speed (Program)	72.0 km/h	
Speed Efficiency	0.37	
Travel Time Index	3.01	
Congestion Coefficient	2.69	
Demand Flows (Total)	4079 veh/h	4895 pers/h
Percent Heavy Vehicles (Demand)	12.5 %	
Degree of Saturation	2.125	
Practical Spare Capacity	-60.0 %	
Effective Intersection Capacity	1920 veh/h	
Control Delay (Total)	96.03 veh-h/h	115.24 pers-h/h
Control Delay (Average)	84.7 sec	84.7 sec
Control Delay (Worst Lane)	555.7 sec	
Control Delay (Worst Movement)	555.7 sec	555.7 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	84.7 sec	
Idling Time (Average)	63.4 sec	
Intersection Level of Service (LOS)	LOS F	
95% Back of Queue - Vehicles (Worst Lane)	87.5 veh	
95% Back of Queue - Distance (Worst Lane)	748.7 m	
Ave. Queue Storage Ratio (Worst Lane)	0.60	
Total Effective Stops	4738 veh/h	5686 pers/h
Effective Stop Rate	1.16	1.16
Proportion Queued	0.55	0.55
Performance Index	277.1	277.1
Cost (Total)	3383.05 \$/h	3383.05 \$/h
Fuel Consumption (Total)	794.0 L/h	
Carbon Dioxide (Total)	1908.9 kg/h	
Hydrocarbons (Total)	0.193 kg/h	
Carbon Monoxide (Total)	2.199 kg/h	
NOx (Total)	7.346 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Site Model Variability Index (Iterations 3 to N): 5.4 %

Number of Iterations: 7 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 3.1% 1.5% 0.7%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1,958,087 veh/y	2,349,704 pers/y
Delay	46,096 veh-h/y	55,315 pers-h/y
Effective Stops	2,274,479 veh/y	2,729,375 pers/y
Travel Distance	2,041,452 veh-km/y	2,449,742 pers-km/y
Travel Time	76,409 veh-h/y	91,691 pers-h/y
Cost	1,623,864 \$/y	1,623,864 \$/y
Fuel Consumption	381,124 L/y	
Carbon Dioxide	916,292 kg/y	
Hydrocarbons	93 kg/y	

INTERSECTION SUMMARY

 **Site: 1 [Madera 7-11 Avenue 17 and SR 99 NB On Ramp (Site Folder: General)]**

New Site

Site Category: 2043 PM Peak With project

Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	8.2 km/h	8.2 km/h
Travel Distance (Total)	5239.7 veh-km/h	6287.7 pers-km/h
Travel Time (Total)	638.4 veh-h/h	766.1 pers-h/h
Desired Speed (Program)	69.4 km/h	
Speed Efficiency	0.12	
Travel Time Index	0.20	
Congestion Coefficient	8.46	
Demand Flows (Total)	5024 veh/h	6029 pers/h
Percent Heavy Vehicles (Demand)	13.6 %	
Degree of Saturation	3.085	
Practical Spare Capacity	-72.5 %	
Effective Intersection Capacity	1628 veh/h	
Control Delay (Total)	556.59 veh-h/h	667.91 pers-h/h
Control Delay (Average)	398.8 sec	398.8 sec
Control Delay (Worst Lane)	977.3 sec	
Control Delay (Worst Movement)	977.3 sec	977.3 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	398.8 sec	
Idling Time (Average)	333.5 sec	
Intersection Level of Service (LOS)	LOS F	
95% Back of Queue - Vehicles (Worst Lane)	208.8 veh	
95% Back of Queue - Distance (Worst Lane)	1760.4 m	
Ave. Queue Storage Ratio (Worst Lane)	1.42	
Total Effective Stops	18693 veh/h	22432 pers/h
Effective Stop Rate	3.72	3.72
Proportion Queued	0.71	0.71
Performance Index	1329.6	1329.6
Cost (Total)	11360.50 \$/h	11360.50 \$/h
Fuel Consumption (Total)	1682.7 L/h	
Carbon Dioxide (Total)	4036.5 kg/h	
Hydrocarbons (Total)	0.562 kg/h	
Carbon Monoxide (Total)	4.851 kg/h	
NOx (Total)	13.475 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Site Model Variability Index (Iterations 3 to N): 12.5 %

Number of Iterations: 8 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 3.2% 1.6% 0.8%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	2,411,478 veh/y	2,893,774 pers/y
Delay	267,163 veh-h/y	320,596 pers-h/y
Effective Stops	8,972,724 veh/y	10,767,270 pers/y
Travel Distance	2,515,066 veh-km/y	3,018,080 pers-km/y
Travel Time	306,446 veh-h/y	367,735 pers-h/y
Cost	5,453,042 \$/y	5,453,042 \$/y
Fuel Consumption	807,699 L/y	
Carbon Dioxide	1,937,512 kg/y	
Hydrocarbons	270 kg/y	

Appendix- E

Avenue 17/ Golden State Boulevard Roundabout Design Concept



APPENDIX F

Truck Percentages for Various Scenarios and Traffic Movements

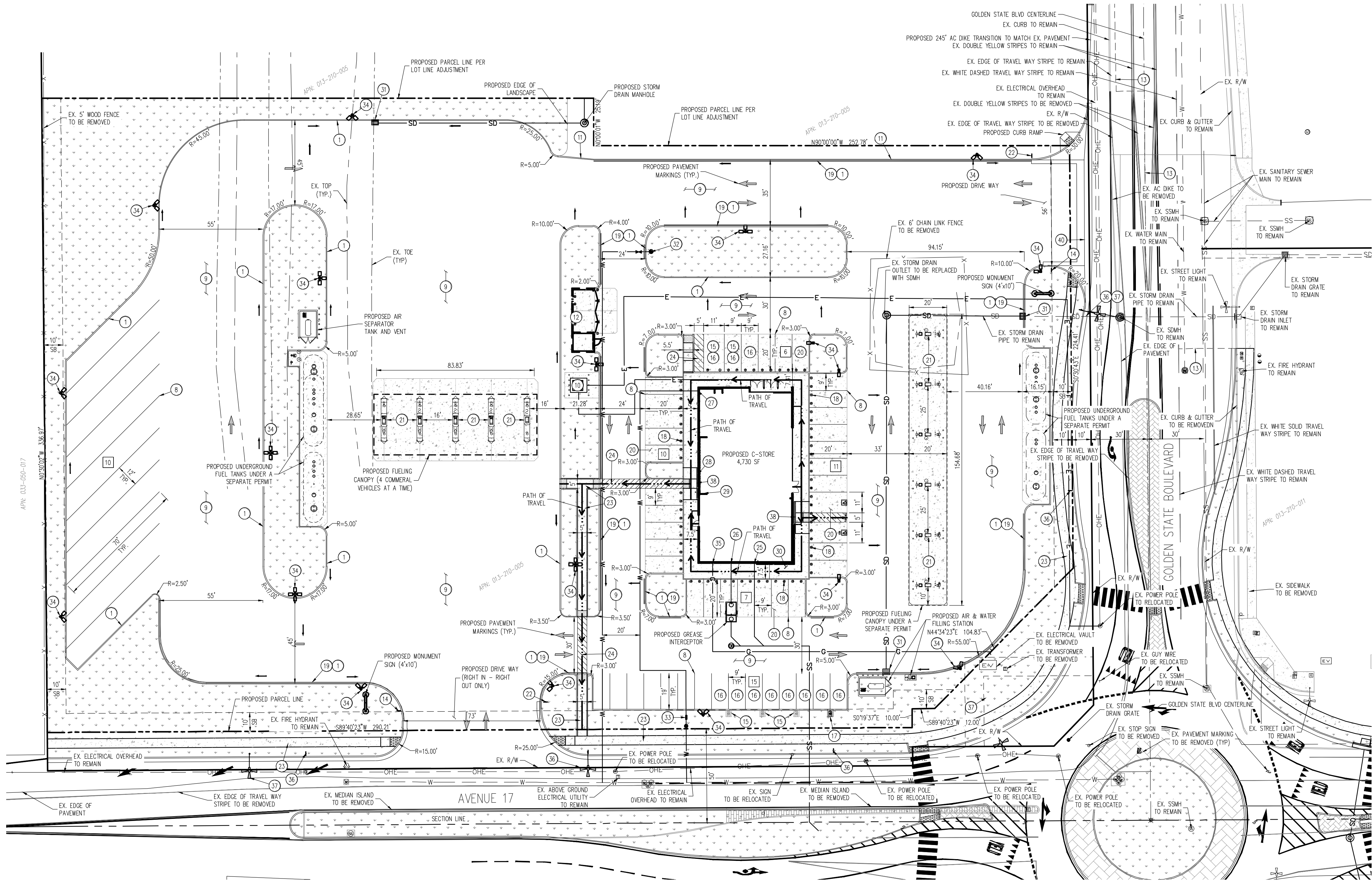
APPENDIX-F

Heavy Vehicle Truck Percentage

<i>Intersections</i>		<i>AM Peak</i>			<i>PM Peak</i>		
		Total Vehicles	Heavy Trucks	Heavy Vehicle %	Total Vehicles	Heavy Trucks	PM %
Avenue 17 and Golden state Blvd	EB	83	3	4%	133	2	2%
	WB	262	10	4%	231	17	7%
	SB	116	3	3%	164	4	2%
	NB	99	11	11%	180	8	4%
Avenue 17 and SB off ramps	EB	211	18	9%	365	11	3%
	WB	668	22	3%	414	28	7%
	SB	144	13	9%	229	36	16%
Avenue 17 and NB Ramps	EB	219	19	9%	405	27	7%
	WB	719	56	8%	495	59	12%
	NB	311	36	12%	528	45	9%

APPENDIX G

Current Project Site Plan – April 2023



OWNER
STOCK FIVE HOLDINGS, LLC
2972 LARKIN AVE
CLOVIS, CA 93612
TEL: (559) 292-1133
ATTN: GUY STOCKBRIDGE

DEVELOPER/APPLICANT
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ARCHITECT
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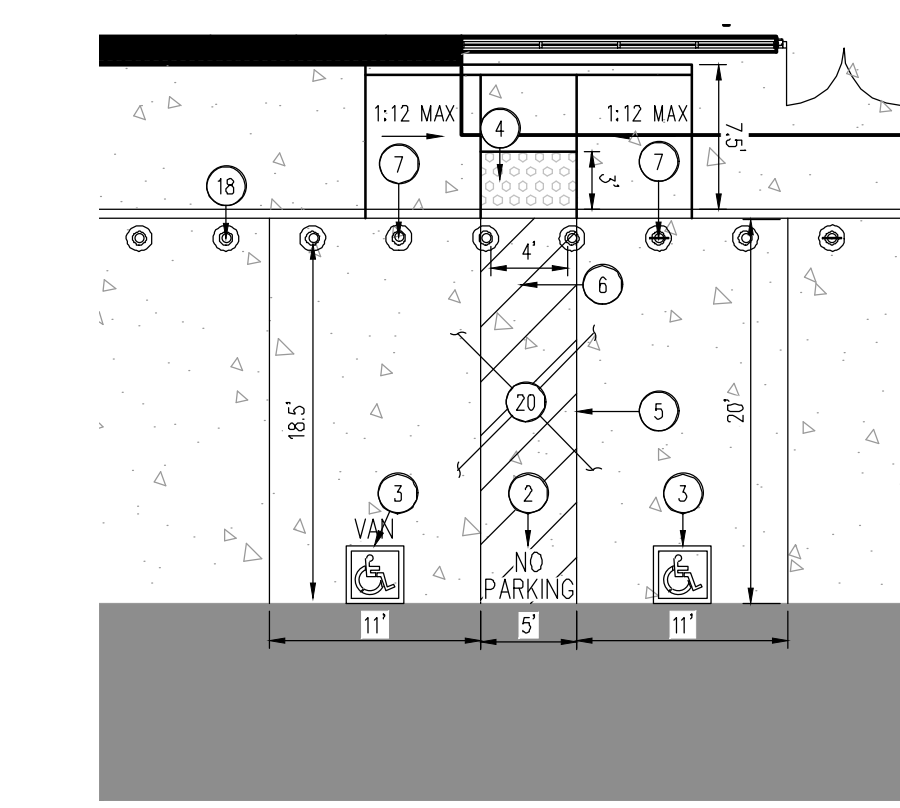
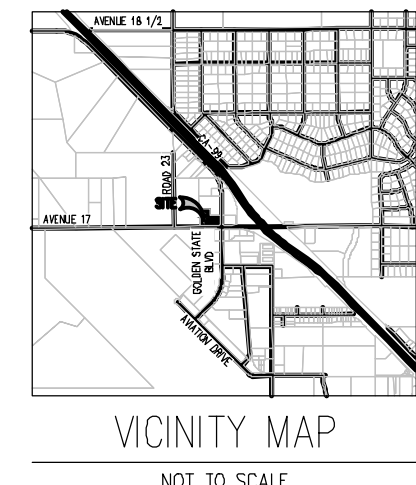
LANDSCAPE ARCHITECT
DAVID BIGLER ASSOCIATES
516 WEST SHAW AVENUE, SUITE 101
FRESNO, CA 93704
TEL: (559) 276-9495
ATTN: DAVID BIGLER

CONSTRUCTION MANAGER/
GENERAL CONTRACTOR
MARK WILSON CONSTRUCTION
5799 E. CLINTON AVENUE
FRESNO, CA 93727
TEL: (559) 348-0421
ATTN: DOUG REITZ

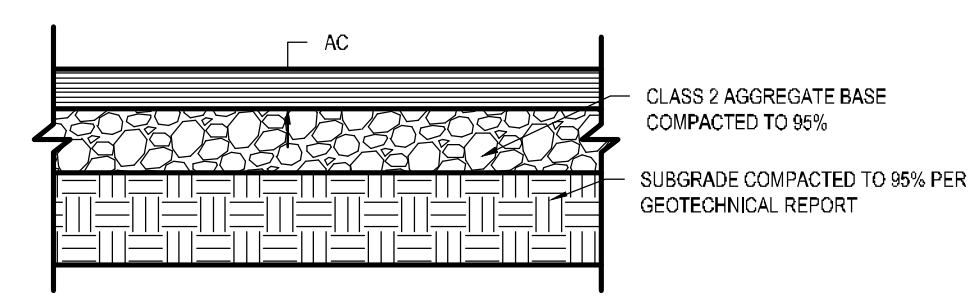
LEGEND

- EXISTING RIGHT-OF-WAY
- CENTER LINE
- EXISTING PARCEL LINE
- PROPOSED PARCEL LINE
- SETBACK LINE
- SAWOUT
- EXISTING WATER LINE
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- ACCESSIBLE PATH OF TRAVEL
- PROPOSED STREET LIGHT
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- PROPOSED ASPHALT
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- PROPOSED LANDSCAPED AREA
- PARKING COUNT
- PROPOSED BOLLARD
- PROPOSED SITE LIGHT
- PROPOSED DRAINAGE FLOW DIRECTION
- PROPOSED STORM DRAIN BOX

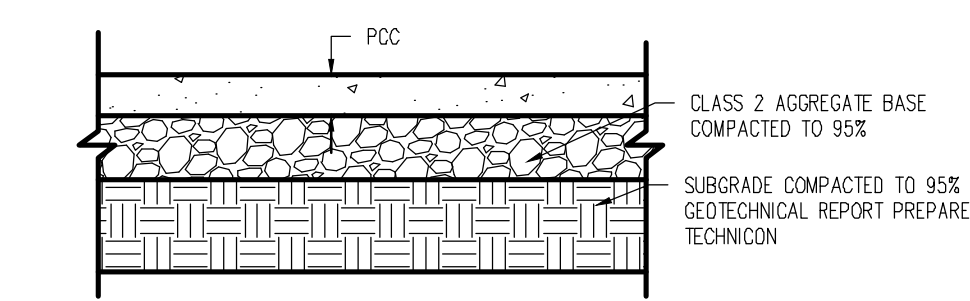
- #### SITE KEYNOTES
- CONSTRUCT 6" HIGH CURB PER CITY OF MADERA STD. ST-12.
 - PAINT "NO PARKING" PAVEMENT MARKING IN WHITE PAINT. MIN. 12" HIGH LETTERING.
 - PAINT INTERNATIONAL SYMBOL OF ACCESSIBILITY PAVEMENT MARKING. 3" x 3" MINIMUM, CENTERED ON STALL AND ALIGNED WITH THE END PER 2019 CALIFORNIA BUILDING CODE SEC. 11B-502.6.4.
 - INSTALL DETECTABLE WARNING SURFACE PER CALTRANS STANDARD DRAWING ABBA.
 - PAINT 4" WIDE PAINTED BLUE BORDER.
 - PAINT 4" WIDE HATCHED LINES IN PAINT COLOR CONTRASTING ACCESSIBLE SURFACE. PREFERABLY BLUE OR WHITE PAINT. MAXIMUM 3" SPACING (CENTER TO CENTER).
 - INSTALL ACCESSIBLE STALL SIGNAGE. ACCESSIBLE PARKING ONLY/MINIMUM FINE COMBINATION SIGN (R99C (2X)) OR SIMILAR. VAN ACCESSIBLE STALL SHALL ALSO INCLUDE "VAN ACCESSIBLE" PLAQUE (R7-BB) BENEATH PARKING SIGN. BOTTOM OF LOWEST SIGN SHALL BE INSTALLED A MINIMUM OF 60" ABOVE FINISHED GRADE.
 - PAINT 4" WIDE WHITE PARKING STRIPE (TYPICAL).
 - CONSTRUCT PARKING LOT PAVEMENT PER ON SITE ASPHALT PAVEMENT DETAIL.
 - PROPOSED TRANSFORMER LOCATION. TRANSFORMER TO BE PAINTED GREY/GREEN TONE.
 - CONSTRUCT 6" AC DIKE PER CALTRANS STD. AB7B.
 - CONSTRUCT TYPICAL TRASH ENCLOSURES PER CITY OF MADERA PW STD DWG. E-2/MASONRY WALLS TO BE COMPOSED OF AN EXTERIOR FINISH OF CONSISTENT WITH BUILDING CEMENT PLASTER FINISH MATERIAL, TEXTURE, AND COLOR.
 - SAWOUT EXISTING PAVEMENT TO CLEAN EDGE (LIMITS OF PAVING).
 - INSTALL PROPOSED "STOP" SIGN PER CITY OF MADERA STD DWG. ST-25.
 - FUTURE CHARGING EQUIPMENT LOCATION
 - EV CAPABLE SPACE PER 2022 CALGREEN SEC. 5.106.5.3.1.
 - PROPOSED CHARGING EQUIPMENT LOCATION
 - PROPOSED BOLLARD (TYPICAL)
 - CURB PAINTED RED WITH "TIRE LANE" PAINTED IN 3" HIGH MINIMUM WHITE LETTERS.
 - CONSTRUCT CONCRETE PAVEMENT PER SECTION DETAIL, THIS SHEET.
 - PROPOSED FUEL PUMP WITH BOLLARD PROTECTION UNDER SEPARATE SUBMITTAL PER B20-03582
 - INSTALL R100B(CA) SIGN READING "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING DISTINGUISHING PLACARDS OR SPECIAL LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES WILL BE TOWED AWAY AT THE OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT THE CITY OF MADERA POLICE DEPARTMENT, 330 S. C STREET OR BY TELEPHONING 678-4200." PER SEC. 11B-502.6, 2019 CBC. MOUNTED A MINIMUM 8' FROM BOTTOM OF SIGN TO GROUND.
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 - PAINT WHITE 4" WIDE BORDER WITH 4" WIDE DIAGONAL HATCH LINES
 - PROPOSED SEWER SERVICE CONNECTION TO BUILDING
 - PROPOSED GREASE WASTE SERVICE CONNECTION TO BUILDING
 - PROPOSED DOMESTIC WATER SERVICE CONNECTION TO BUILDING
 - PROPOSED ELECTRICAL SERVICE CONNECTION TO BUILDING
 - PROPOSED TELECOM CONNECTION TO BUILDING
 - PROPOSED BIKE RACK (3 BIKE CAPACITY). REF: ARCHITECTURAL PLANS FOR COLOR, TYPE, AND INSTALLATION DETAILS.
 - PROPOSED APWA INLET BOX PER APWA DETAIL 332.
 - PROPOSED FIRE HYDRANT PER CITY OF MADERA STD. W-26
 - PROPOSED BACKFLOW PREVENTER PER CITY OF MADERA STD. DWG. W-14
 - PROPOSED SITE LIGHTS BY OTHERS
 - PROPOSED GAS SERVICE CONNECTION TO BUILDING
 - PROPOSED "NO PARKING SIGN" (R-26) PER CITY OF MADERA STANDARDS.
 - PROPOSED STREET LIGHTS PER CITY OF MADERA STD. DWG. ST-20-24.
 - PROPOSED BI-DIRECTIONAL RAMP, SEE "ACCESSIBLE STALL DETAIL" FOR CONSTRUCTION DETAILS.
 - PROPOSED EDGE OF TRAVEL WAY STRIPE
 - PROPOSED CONCRETE VALLEY GUTTER PER CITY OF MADERA STD. DWG. ST-1.



TYPICAL ACCESSIBLE PARKING STALLS
SCALE: 1" = 10'



ON SITE ASPHALT PAVEMENT SECTION
NOT TO SCALE



LIGHT DUTY CONCRETE PAVEMENT SECTION
NOT TO SCALE

AREA TABLE

PROJECT SITE NET AREA: 175,752 SF / 4.03 AC 100% OF SITE
EXISTING BUILDING AREA: 0 SF / 0 AC / 0% OF SITE
PROPOSED BUILDING AREA: 4,730 SF / 0.11 AC / 3% OF SITE
PAVED AREA: 107,704 SF / 2.47 AC / 61% OF SITE
SIDEWALKS: 3,130 SF / 0.07 AC / 2% OF SITE
LANDSCAPING: 39,662 SF / 0.91 AC / 22% OF SITE
OFF-SITE NET AREA: 136,376 SF / 3.13 AC
PAVED AREA: 97,151 SF / 2.23 AC
SIDEWALKS: 10,387 SF / 0.24 AC
LANDSCAPING: 17,366 SF / 0.40 AC

PROJECT INFORMATION: MADERA 7-11
GENERAL PLAN DESIGNATION: C-H (HIGHWAY COMMERCIAL)
CURRENT ZONING: C-2 (HEAVY COMMERCIAL)
PROPOSED ZONING: C-2 (HEAVY COMMERCIAL)
ASSESSOR'S PARCEL NUMBERS: 013-210-005
ADDRESS: NWC OF GOLDEN STATE BLVD & NORTH OF AVENUE 17
DATE OF PREPARATION: 03-16-2022
BUILDING HEIGHT: 21.25 FEET

PARKING SUMMARY TABLE

TYPE	METHOD	REQUIRED	PROVIDED
VEHICLE	MMC SEC. 10-3.1202, 1 SPACE PER 250 SF	20	49
ACCESSIBLE	TABLE 11B-208.2 & SEC. 11B-208.2.4, 2022 CBC	2 (1 VAN ACCESSIBLE)	2 (1 VAN ACCESSIBLE)
SHORT TERM BICYCLE	SEC. 5.106.4.1.2 2022 CALGREEN STANDARDS	3	3
LONG TERM BICYCLE	SEC. 5.106.4.1.2 2022 CALGREEN STANDARDS	2	2
EV CAPABLE SPACES	TABLE 5.106.5.3.1 2022 CALGREEN STANDARDS	8	8
EVCS	TABLE 5.106.5.3.3 2022 CALGREEN STANDARDS	2	2
TRUCK PARKING			10
PARKING RATIO	10.2 SPACES PER 1000 SF		

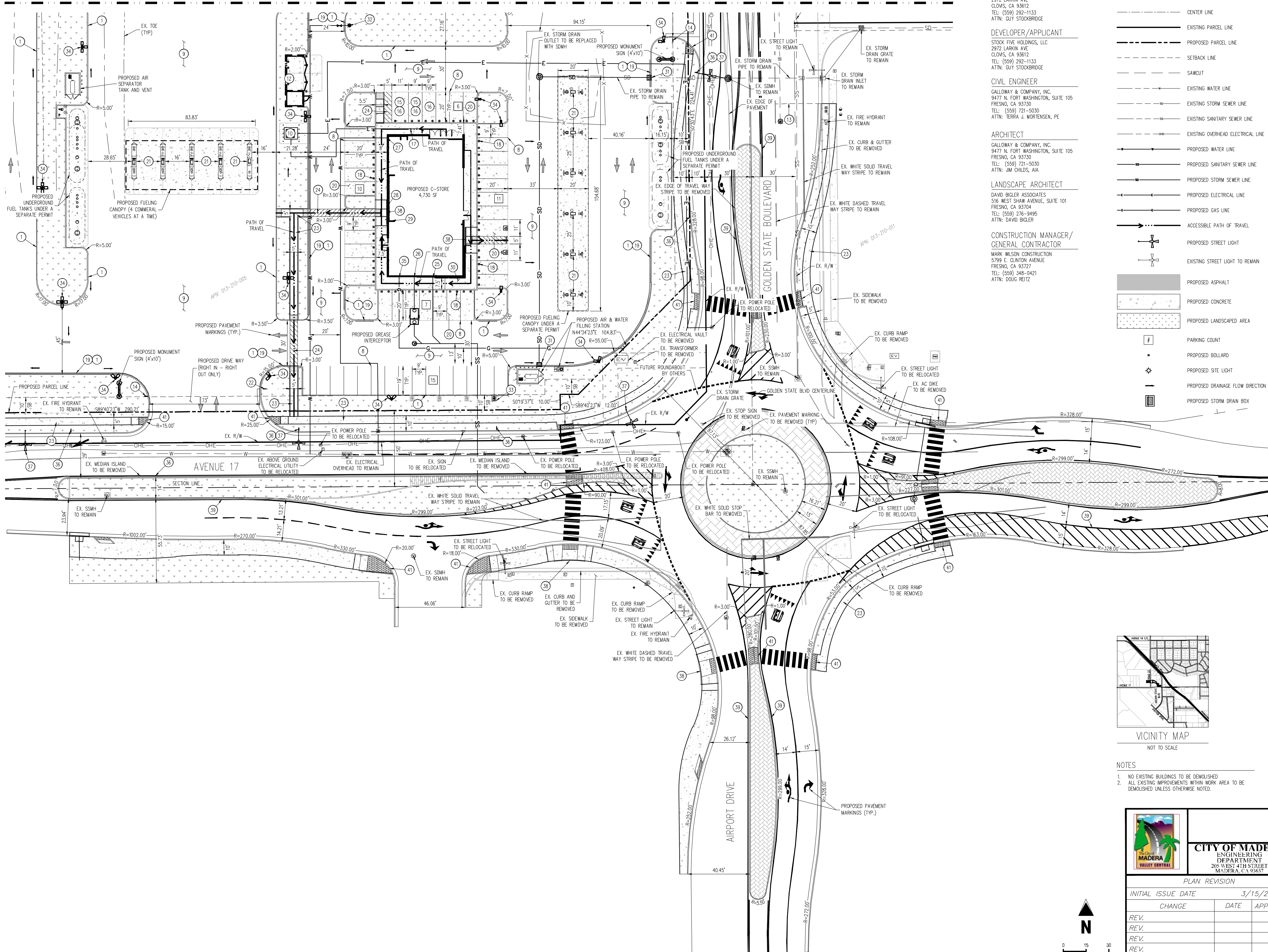
NOTES

- NO EXISTING BUILDINGS TO BE DEMOLISHED
- ALL EXISTING IMPROVEMENTS WITHIN WORK AREA TO BE DEMOLISHED UNLESS OTHERWISE NOTED.

		MADERA 7-11 CUP 2022-17 SITE PLAN	
SHEET 1 OF 2 SHEETS		APPROVED BY: _____ DATE: _____	
PLAN REVISION		CITY ENGINEER	
INITIAL	ISSUE DATE	3/15/2023	REVIEWED BY: _____
CHANGE	DATE	APPROVAL	FIRE DEPARTMENT:
REV.			PARKS DEPARTMENT:
REV.			DESIGNED BY: GALLOWAY
REV.			DRAWN BY: AR
REV.			CHECKED BY: TJM
REV.			INSPECTED BY: _____
REV.			CONSTRUCTION DATES
REV.			DATE STARTED
REV.			DATE COMPLETED
WORK ORDER No.		CONTRACTOR: STOCK FIVE HOLDINGS	
		PROJECT No. SBDD000002	

MATCH LINE - SEE SHEET 1

MATCH LINE - SEE SHEET 1



OWNER

STOCK FIVE HOLDINGS, LLC
2972 LARKIN AVE
CLOVIS, CA 93612
TEL: (559) 292-1133
ATTN: GUY STOCKBRIDGE

DEVELOPER/APPLICANT

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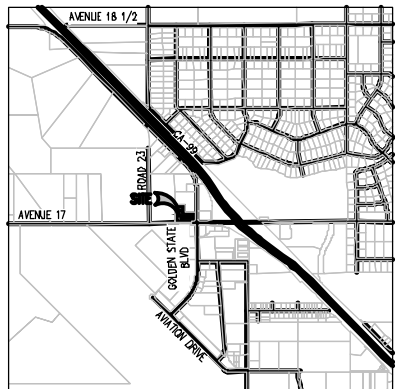
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ATTN: DOUG REITZ

LEGEND

- EXISTING RIGHT-OF-WAY
- CENTER LINE
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- PROPOSED PARCEL LINE
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- INSTALL PROPOSED "STOP" SIGN PER CITY OF MADERA STD DWG. ST-25.
- FUTURE ELECTRIC VEHICLE CHARGING STATION AND STALLS. REF: ELECTRICAL PLAN FOR CONDUIT ROUTING AND REQUIREMENTS.
- PROPOSED LOW EMISSION VEHICLE PARKING. PAINT "CLEAN AIR/VANPOOL/LEV" MARKING PER 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE SEC. 5.106.5.2.1.
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- PROPOSED CONCRETE VALLEY GUTTER PER CITY OF MADERA STD. DWG. ST-1.
- PROPOSED CURB RAMP

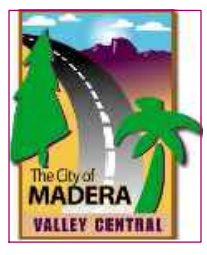


VICINITY MAP

NOT TO SCALE

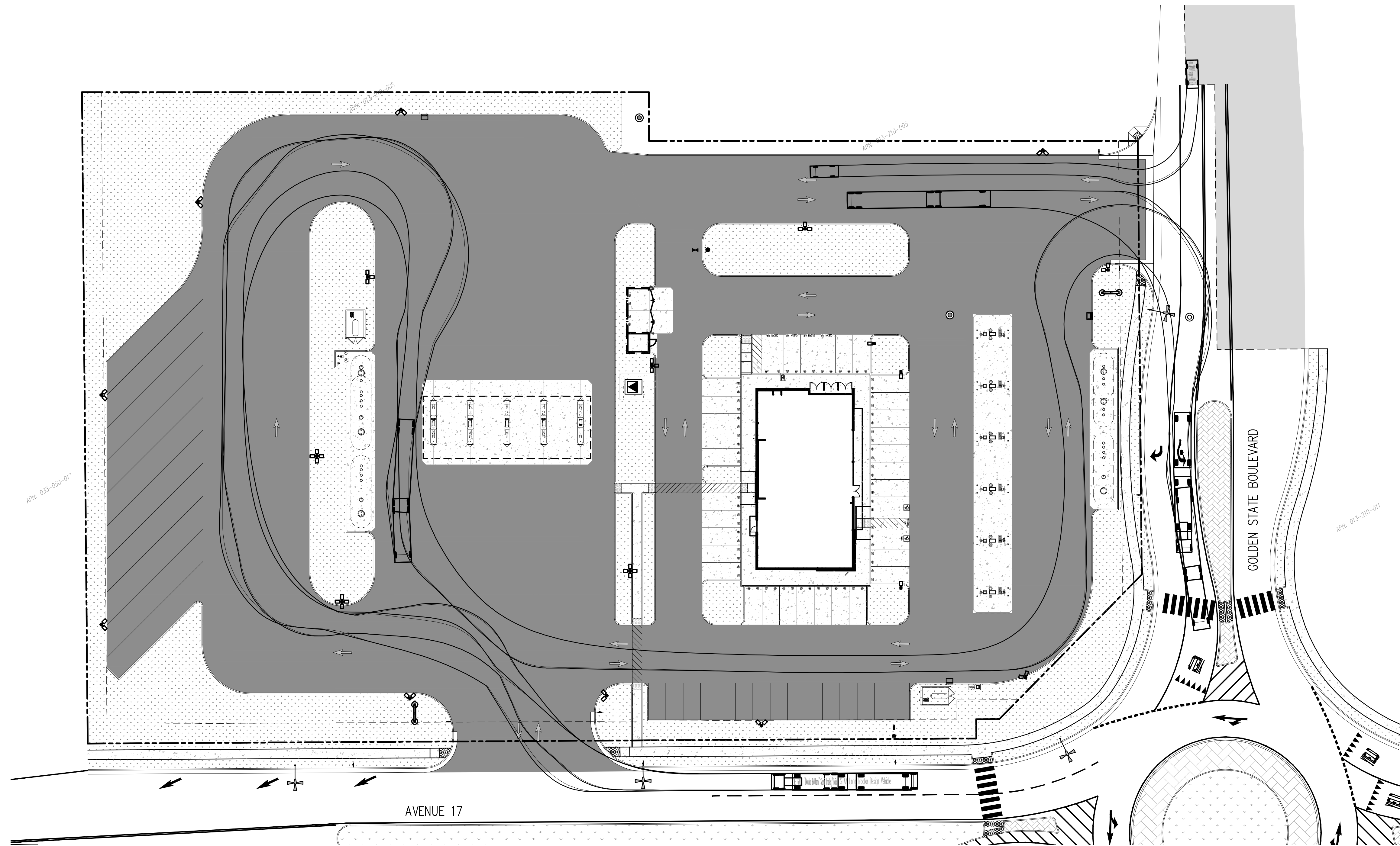
NOTES

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MADERA 7-11
CUP 2022-17
SITE PLAN

CITY OF MADERA ENGINEERING DEPARTMENT 205 WEST 4TH STREET MADERA, CA 93637			SHEET 2 OF 2 SHEETS		APPROVED BY: _____ DATE _____	
PLAN REVISION			CITY ENGINEER			
INITIAL ISSUE DATE 3/15/2023			REVIEWED BY: _____		PUBLIC WORKS:	
CHANGE DATE APPROVAL			FIRE DEPARTMENT:			
REV.			PARKS DEPARTMENT:			
REV.			DESIGNED BY: GALLOWAY		CHECKED BY: TJM	
REV.			DRAWN BY: AR		INSPECTED BY:	
REV.			CONSTRUCTION			
REV.			DATE STARTED _____		DATE COMPLETED _____	
REV.			CONTRACTOR: STOCK FIVE HOLDINGS			
WORK ORDER No.			PROJECT No. SBDD000002			

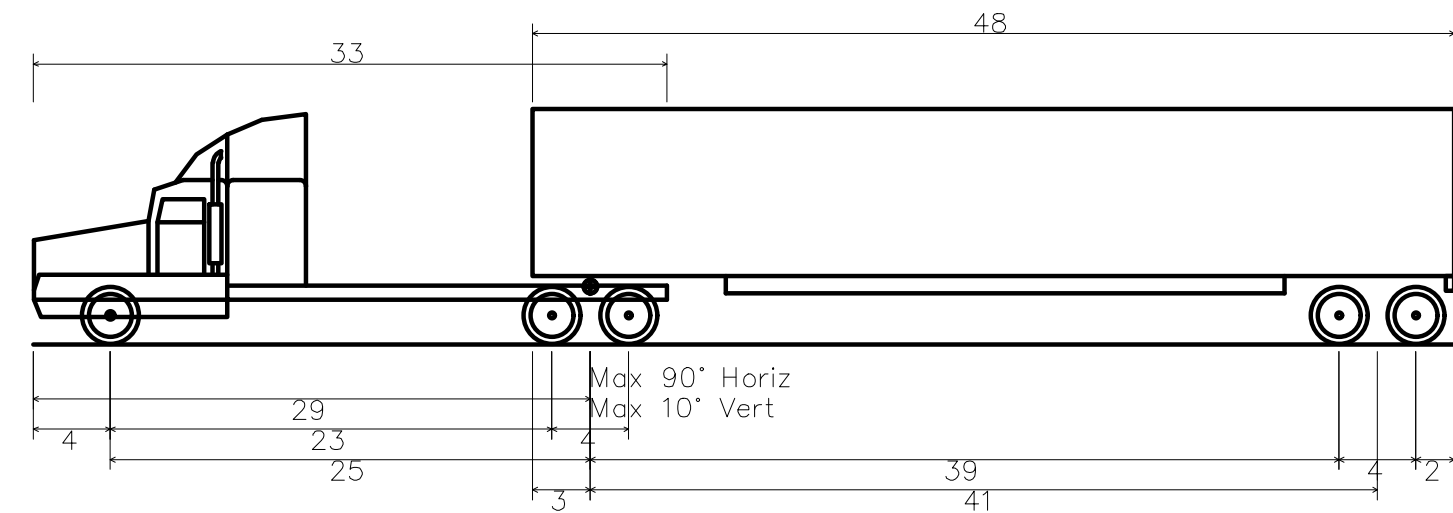


APN: 033-020-017

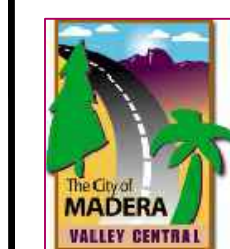
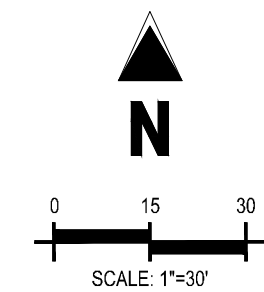
APN: 013-210-005

APN: 013-210-006

APN: 013-210-011



STAA Long Tractor Design Vehicle
Overall Length 74.000ft
Overall Width 8.500ft
Overall Body Height 12.227ft
Min Body Ground Clearance 1.422ft
Track Width 8.500ft
Lock-to-lock time 6.00s
Max Steering Angle (Virtual) 26.30°



CITY OF MADERA
ENGINEERING
DEPARTMENT
205 WEST 4TH STREET
MADERA, CA 93637

**MADERA 7-11
VEHICLE TURN EXHIBIT**

SHEET 1 OF 1 SHEETS

APPROVED BY: _____ DATE _____
CITY ENGINEER

REVIEWED BY: _____
PUBLIC WORKS:

DESIGNED BY: _____
DRAWN BY: _____ AR

CONSTRUCTION
DATES _____ DATE STARTED _____ DATE COMPLETED _____

CONTRACTOR: _____

PROJECT No. _____

WORK ORDER No. _____

Appendix H

AB 52 Native American Consultation Letters



PLANNING DEPARTMENT

Gary Conte, AICP, Planning Manager

October 7, 2022

California Valley Miwok Tribe
14807 Avenida Central
La Grange, CA 95329

Subject: Consultation Pursuant to Assembly Bill 52 for the 7-11 Travel Center Project in the City of Madera, Madera County, CA

The City of Madera is processing an application for the above-referenced project submitted by the applicant Stock Five Holdings, LLC and is requesting your review to determine if formal consultation is appropriate pursuant to California Public Resources Code Section 21080.3.1. The project proposes the following activities at the northwest corner of Golden State Boulevard and Avenue 17 in the City of Madera (Madera County Assessor's Parcel Number 006-182-007:

1. Site Plan Review – Construction of a 7-11 fueling station composed of 12 vehicular pumps, 10 commercial pumps and a 4,889 square foot convenience store with a restaurant tenant.
2. Conditional Use Permit – Sale of tobacco and tobacco related products and the sale of alcohol (beer and wine) for off-site consumption.

A copy of the proposed site plan, an aerial photo of the project site, and a copy of the assessor's map are attached for your reference. Pursuant to Assembly Bill 52, the Tribe has 30 days to request formal consultation. Given the timelines involved in preparing CEQA documents and other materials, the required public review periods, conducting the requisite hearings, and finalizing the applications, we respectfully request that the Tribe consider the items herein as expeditiously as possible.

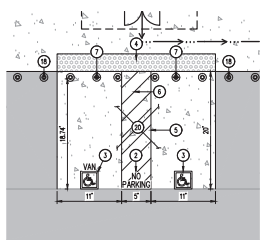
Please feel free to contact me with any questions by phone at 559.661.5433 or via email at gconte@madera.gov.

Respectfully,

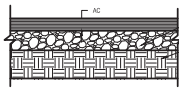
Gary Conte, AICP
Planning Manager

Encls: Site Plan
Aerial Photo
Assessor's Map

cc: Robert Smith, City of Madera Planning Department
File



TYPICAL ACCESSIBLE PARKING STALLS
SCALE: 1" = 10'



ON SITE ASPHALT PAVEMENT SECTION
NOT TO SCALE

PARKING SUMMARY TABLE

TYPE	METHOD	REQUIRED	PROVIDED
VEHICLE	MDC SEC. 10-3.100.2, 1 SPACE PER 250 SF	20	50
ACCESSIBLE	TABLE 10B-200.2.2 & SEC. 10B-200.2.4, 2019 CBC	2 (1 VAN ACCESSIBLE)	3 (2 VAN ACCESSIBLE)
SHORT TERM BICYCLE	SEC. 5.106.4.1.2 2019 CALIFORNIA STANDARDS	3	3
LONG TERM BICYCLE	SEC. 5.106.4.1.2 2019 CALIFORNIA STANDARDS	2	2
LOW EMSSION VEHICLE	TABLE 5.106.3.3.3 2019 CALIFORNIA STANDARDS	3	3
FUTURE EV CHARGING	TABLE 5.106.3.3.3, 2019 CALIFORNIA STANDARDS	2	2
TRUCK PARKING			10
PARKING RATIO	10.2 SPACES PER 1000 SF		

PROJECT INFORMATION: MADERA 7-11

GENERAL PLAN DESIGNATION: C-H (HIGHWAY COMMERCIAL)
CURRENT ZONING: C-2 (HEAVY COMMERCIAL)
PROPOSED ZONING: C-2 (HEAVY COMMERCIAL)
ADDRESS: 1000 N. GARDEN ST. & N. GARDEN ST. & N. GARDEN ST.
ADDRESS: 1000 N. GARDEN ST. & N. GARDEN ST. & N. GARDEN ST.
DATE OF PREPARATION: 03-16-2022
BUILDING HEIGHT: 31.25 FEET

AREA TABLE

PROPOSED SITE NET AREA:
170,750 SF / 4.00 AC / 100% OF SITE
EXISTING BUILDING AREA:
0 SF / 0 AC / 0% OF SITE
PROPOSED BUILDING AREA:
4,800 SF / 0.11 AC / 3% OF SITE
PAVED AREA:
104,633 SF / 2.40 AC / 59% OF SITE
SIDEWALKS:
4,333 SF / 0.09 AC / 2% OF SITE
LANDSCAPING:
40,387 SF / 0.93 AC / 23% OF SITE

NOTES

1. NO EXISTING BUILDINGS TO BE DEMOLISHED.
2. ALL EXISTING IMPROVEMENTS WITHIN WORK AREA TO BE DEMOLISHED UNLESS OTHERWISE NOTED.

OWNER

STOCK FIVE HOLDINGS, LLC
2077 LINDEN AVE.
CLINE, CA 95022
TEL: (509) 281-1133
ATTN: GUY STODOLSKO

DEVELOPER/APPLICANT

STOCK FIVE HOLDINGS, LLC
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CLINE, CA 95022
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CIVIL ENGINEER

GALLAWAY & COMPANY, INC.
8477 N. FORT WASHINGTON, SUITE 105
PESING, CA 95725
TEL: (509) 721-5000
ATTN: JIM CHAMBERS, PE

ARCHITECT

GALLAWAY & COMPANY, INC.
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LANDSCAPE ARCHITECT

DAVID BUELL ASSOCIATES
500 WEST SHAW AVENUE, SUITE 101
PESING, CA 95724
TEL: (509) 276-9495
ATTN: DAVID BUELL

CONSTRUCTION MANAGER/ GENERAL CONTRACTOR

MARK WALSH CONSTRUCTION
5700 E. CANTON AVENUE
PESING, CA 95727
TEL: (509) 346-1801
ATTN: DAVID RETZ

LEGEND

---	EXISTING RIGHT-OF-WAY
---	CENTER LINE
---	EXISTING PARCEL LINE
---	PROPOSED PARCEL LINE
---	SEWER LINE
---	SEWER
---	EXISTING WATER LINE
---	EXISTING WATER SENDER LINE
---	EXISTING SANITARY SENDER LINE
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---	PROPOSED WATER LINE
---	PROPOSED SANITARY SENDER LINE
---	PROPOSED STORM SENDER LINE
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---	PROPOSED GAS LINE
---	ACCESSIBLE PATH OF TRAVEL
---	EXISTING STREET LIGHT TO REMAIN
---	PROPOSED ASPHALT
---	PROPOSED CONCRETE
---	PROPOSED LANDSCAPED AREA
---	PARKING COUNT
---	PROPOSED BOLLARD
---	PROPOSED SITE LIGHT
---	PROPOSED DRAINAGE FLOW DIRECTION
---	PROPOSED STORM DRAIN BOX

SITE KEYNOTES

1. CONSTRUCT 4" HIGH CURB PER CITY OF MADERA STD. 10-12.
2. PAINT "NO PARKING" PAVEMENT MARKING IN WHITE PAINT MIN. 12" HIGH LETTERING.
3. PAINT INTERNATIONAL SYMBOL OF ACCESSIBILITY PAVEMENT MARKING 3" x 8" MINIMUM, CENTERED ON CURB AND ALIGNED WITH THE END FOR 2019 CALIFORNIA BUILDING CODE SEC. 11B-502.4.4.
4. INSTALL DETECTABLE WARNING SURFACE PER CALTRANS STANDARD DRAWING AREA.
5. PAINT 4" WIDE PAINTED BLUE BORDER.
6. PAINT 4" WIDE HATCHED LINES IN PAINT COLOR CONTRASTING ACCESSIBLE ASIDE SURFACE. PREPAREY BLUE OR WHITE PAINT. MINIMUM 3" SPACING (CENTER TO CENTER).
7. INSTALL ACCESSIBLE STALL SIGNAGE. ACCESSIBLE PARKING SIGN/PAVEMENT COMBINATION SIGN (RPM) (C4) OR SIMILAR. VAN ACCESSIBLE STALL SHALL ALSO INCLUDE "VAN ACCESSIBLE" PLACARD (R7-10) MONITOR PARKING SIGN. BOTTOM OF LOWEST SIGN SHALL BE INSTALLED A MINIMUM OF 6'0" ABOVE FINISHED GRADE.
8. PAINT 4" WIDE WHITE PARKING STRIPE (TYPICAL).
9. CONSTRUCT PARKING LOT PAVEMENT PER ON SITE ASPHALT PAVEMENT DETAIL.
10. PROPOSED TRANSFORMER LOCATION. TRANSFORMER TO BE PAINTED GREY/GREEN TONE.
11. CONSTRUCT 4" AC ONE PER CALTRANS STD. 10-12.
12. CONSTRUCT TYPICAL TRASH ENCLOSURES PER CITY OF MADERA PW STD. DNG. E-7-1000/001. WALLS TO BE COMPOSED OF AN EXTERIOR FINISH OF CONSISTENT WITH BUILDING CONCRETE PLASTER FRESH MATERIAL, TEXTURE, AND COLOR.
13. SANITARY EXISTING PAVEMENT TO CLEAN EDGE (PARTS OF PAVING).
14. INSTALL PROPOSED "STOP" SIGN PER CITY OF MADERA STD. DNG. 10-12.
15. FUTURE ELECTRIC VEHICLE CHARGING STATION AND STALLS. REF. ELECTRICAL PLAN FOR CONDUIT ROUTING AND REQUIREMENTS.
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19. CURB PAINTED RED WITH "TIRE LINE" PAINTED IN 3" HIGH MINIMUM WHITE LETTERS.
20. CONSTRUCT CONCRETE PAVEMENT PER SECTION DETAIL, THIS SHEET.
21. FUTURE FUEL PUMP WITH BOLLARD PROTECTION UNDER SEPARATE SUBMITTAL PER 800-03002.
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23. CONSTRUCT 5" WIDE SIDEWALK.
24. PAINT WHITE 4" WIDE BORDER WITH 4" WIDE DIAGONAL HATCH LINES.
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33. PROPOSED BACKFLOW PREVENTER PER CITY OF MADERA STD. DNG. 10-14.
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VICINITY MAP
NOT TO SCALE



<p>MADERA 7-11 SPR XXXX-XX SITE PLAN</p>	
<p>CITY OF MADERA ENGINEERING DEPARTMENT 200 WEST 4TH STREET MADERA, CA 93601</p>	
<p>SHEET 1 OF 1 SHEETS</p>	
<p>APPROVED BY: CITY ENGINEER DATE</p>	
<p>PLAN REVISION</p>	
<p>INITIAL ISSUE DATE</p>	<p>5/10/2022</p>
<p>CHANGE</p>	<p>DATE</p>
<p>REV.</p>	<p>APPROVAL</p>
<p>REV.</p>	<p>DESIGNED BY: GALLAWAY</p>
<p>REV.</p>	<p>DRAWN BY: JIM</p>
<p>REV.</p>	<p>CHECKED BY: JIM</p>
<p>REV.</p>	<p>CONSTRUCTION</p>
<p>REV.</p>	<p>DATES</p>
<p>REV.</p>	<p>CONTRACTOR: STOCK FIVE HOLDINGS</p>
<p>REV.</p>	<p>DATE COMPLETED</p>
<p>WORK ORDER No.</p>	<p>PROJECT No. SB0000002</p>



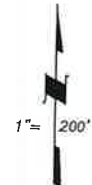
Source:

FIGURE 2
AERIAL MAP

SEC.3 T.11S., R.17E. M.D.B.&M.

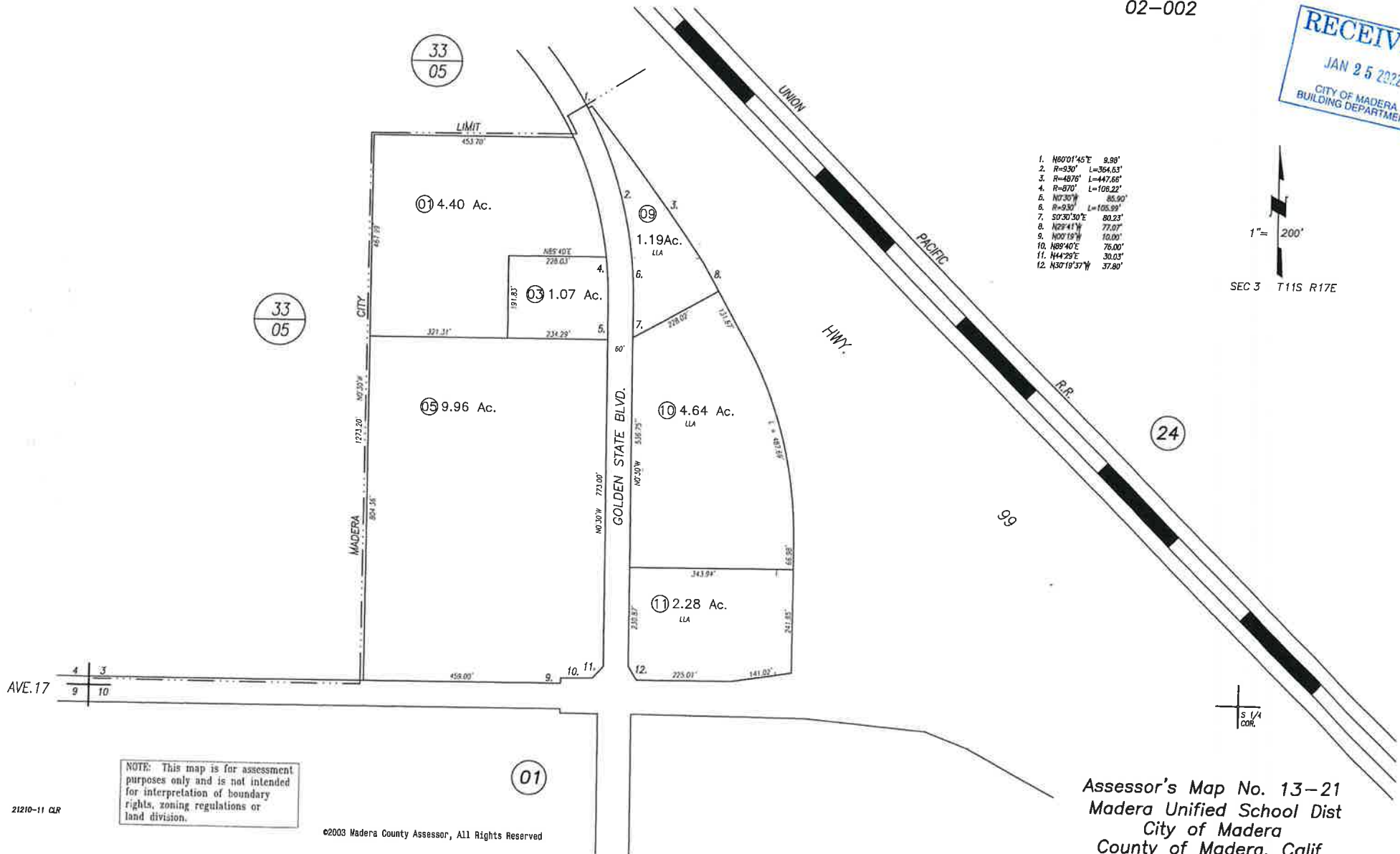
Tax Area Code
02-002

13-21



SEC 3 T11S R17E

1. N80°01'45"E 9.98'
2. R=930' L=364.63'
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7. S0°30'30"E 80.23'
8. N29°41'W 77.07'
9. N00°19'W 10.00'
10. N89°40'E 76.00'
11. N44°29'E 30.03'
12. N30°19'57"W 37.80'





PLANNING DEPARTMENT

Gary Conte, AICP, Planning Manager

October 7, 2022

California Valley Miwok Tribe
P.O. Box 395
West Point, CA 95255

Delivered Via Email: l.ewilson@yahoo.com

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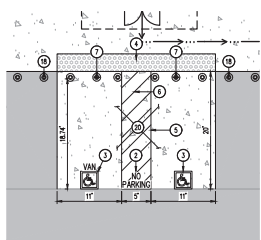
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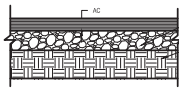
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DATE OF PREPARATION: 03-16-2022
BUILDING HEIGHT: 31.25 FEET

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CONSTRUCTION MANAGER/ GENERAL CONTRACTOR

MARK WALSH CONSTRUCTION
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PESING, CA 93757
TEL: (509) 346-1801
ATTN: DAVID RETZ

LEGEND

- EXISTING RIGHT-OF-WAY
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- SEPARATE LINE
- SANITARY
- EXISTING WATER LINE
- EXISTING SANITARY SENE LINE
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- PROPOSED CONCRETE
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- PROPOSED BOLLARD
- PROPOSED SITE LIGHT
- PROPOSED DRAINAGE FLOW DIRECTION
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SITE KEYNOTES

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11. CONSTRUCT 4" AC ONE PER CALTRANS STD. ABR.
12. CONSTRUCT TYPICAL TRASH ENCLOSURES PER CITY OF MADERA PW STD. DNG. C-7-MANUALLY WALLS TO BE COMPOSED OF AN EXTERIOR FRAM OF CONSISTENT WITH BUILDING CONCRET PLASTER FRESH MATERIAL, TEXTURE, AND COLOR.
13. SANITARY EXISTING PAVEMENT TO CLEAN EDGE (PARTS OF PAVING).
14. INSTALL PROPOSED "STOP" SIGN PER CITY OF MADERA STD. DNG. ST-25.
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35. PROPOSED GAS SERVICE CONNECTION TO BUILDING



VICINITY MAP
NOT TO SCALE



<p>MADERA 7-11 SPR XXXX-XX SITE PLAN</p>			
<p>CITY OF MADERA ENGINEERING DEPARTMENT 200 WEST 4TH STREET MADERA, CA 93601</p>		<p>SHEET 1 OF 1 SHEETS</p>	
<p>PLAN REVISION</p>		<p>APPROVED BY: CITY ENGINEER DATE</p>	
<p>INITIAL ISSUE DATE</p>	<p>5/10/2022</p>	<p>REVIEWED BY: PUBLIC WORKS</p>	
<p>CHANGE</p>	<p>DATE</p>	<p>APPROVAL</p>	<p>DATE</p>
<p>REV. 1</p>		<p>DESIGNED BY: GALLAWAY</p>	
<p>REV. 2</p>		<p>CHECKED BY: J.M.</p>	
<p>REV. 3</p>		<p>DRAWN BY: J.M.</p>	
<p>REV. 4</p>		<p>CONSTRUCTION</p>	
<p>REV. 5</p>		<p>DATES</p>	
<p>REV. 6</p>		<p>CONTRACTOR: STOCK FIVE HOLDINGS</p>	
<p>REV. 7</p>		<p>DATE COMPLETED</p>	
<p>WORK ORDER No.</p>		<p>PROJECT No. SB0000002</p>	



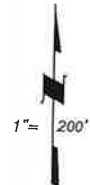
Source:

FIGURE 2
AERIAL MAP

SEC.3 T.11S., R.17E. M.D.B.&M.

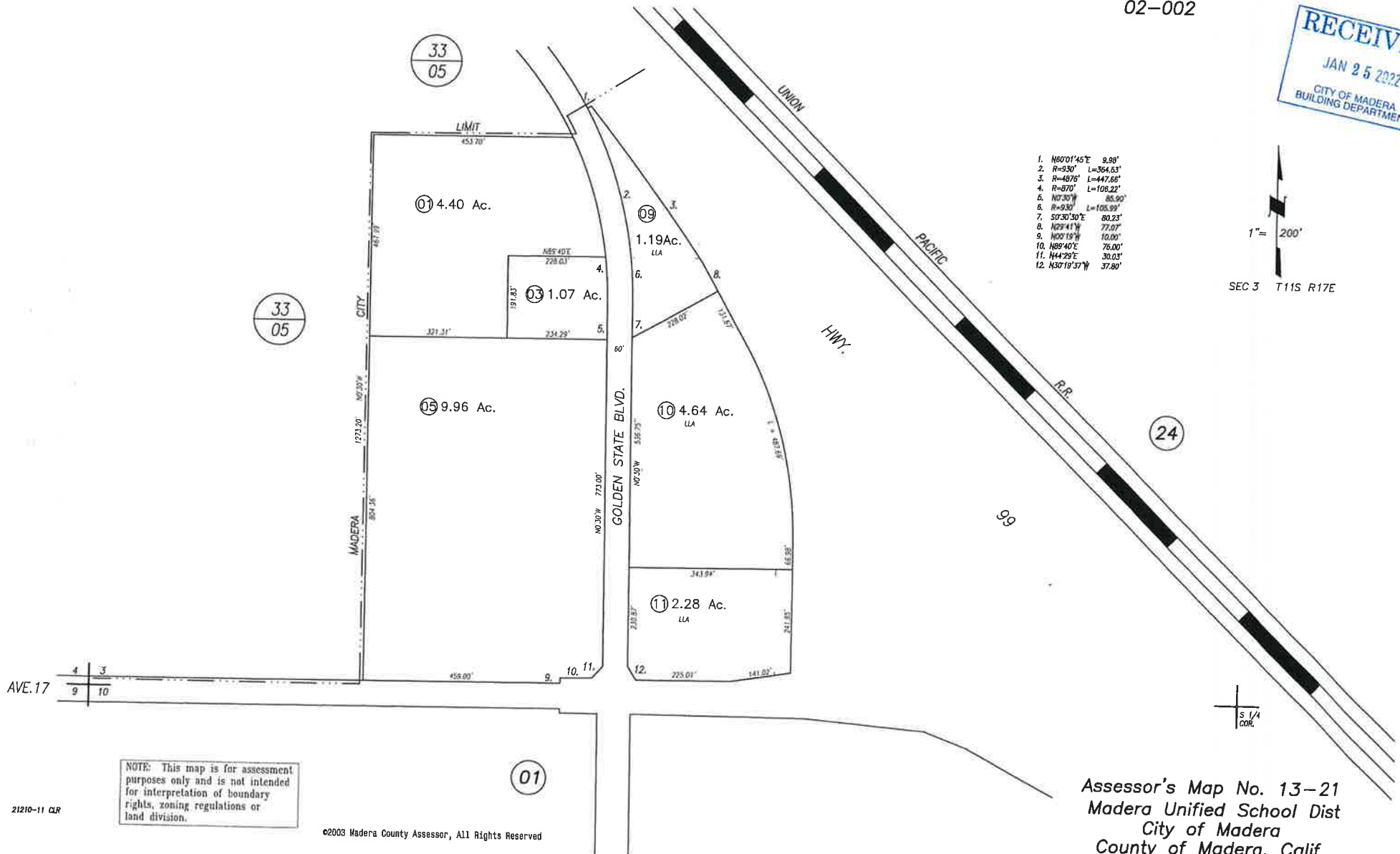
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SEC 3 T11S R17E

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PLANNING DEPARTMENT

Gary Conte, AICP, Planning Manager

October 7, 2022

Robert Ledger, Chairperson
Dumna Wo-Wah Tribal Government
2191 West Pico Avenue
Fresno, CA 93705

Delivered via Email: ledgerrobert@ymail.com

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The City of Madera is processing an application for the above-referenced project submitted by the applicant Stock Five Holdings, LLC and is requesting your review to determine if formal consultation is appropriate pursuant to California Public Resources Code Section 21080.3.1. The project proposes the following activities at the northwest corner of Golden State Boulevard and Avenue 17 in the City of Madera (Madera County Assessor's Parcel Number 006-182-007:

1. Site Plan Review – Construction of a 7-11 fueling station composed of 12 vehicular pumps, 10 commercial pumps and a 4,889 square foot convenience store with a restaurant tenant.
2. Conditional Use Permit – Sale of tobacco and tobacco related products and the sale of alcohol (beer and wine) for off-site consumption.

A copy of the proposed site plan, an aerial photo of the project site, and a copy of the assessor's map are attached for your reference. Pursuant to Assembly Bill 52, the Tribe has 30 days to request formal consultation. Given the timelines involved in preparing CEQA documents and other materials, the required public review periods, conducting the requisite hearings, and finalizing the applications, we respectfully request that the Tribe consider the items herein as expeditiously as possible.

Please feel free to contact me with any questions by phone at 559.661.5433 or via email at gconte@madera.gov.

Respectfully,

Gary Conte, AICP
Planning Manager

Encls: Site Plan
Aerial Photo
Assessor's Map

cc: Robert Smith, City of Madera Planning Department
File



PARKING SUMMARY TABLE			
TYPE	METHOD	REQUIRED	PROVIDED
VEHICLE	MNC SEC 10-3.102, 1 SPACE PER 250 SF	20	50
ACCESSIBLE	TABLE 109-2082.1 & 109-2082.4, 2019 CDC	2 (1 VAN ACCESSIBLE)	3 (2 VAN ACCESSIBLE)
SHORT TERM BICYCLE	SEC 5.106.1.1.2 2019 CALIFORNIA STANDARDS	3	3
LONG TERM BICYCLE	SEC 5.106.1.1.2 2019 CALIFORNIA STANDARDS	3	2
LONG EMSSION VEHICLE	TABLE 5.056.5.1.2 2019 CALIFORNIA STANDARDS	3	3
FUTURE EV CHARGING	TABLE 5.056.5.3.3 2019 CALIFORNIA STANDARDS	2	2
TRUCK PARKING			10
PAVING RATIO	10.2 SPACES PER 1000 SF		

PROJECT INFORMATION: MADERA 7-11
GENERAL PLAN DESIGNATION: C-2 (HIGHWAY COMMERCIAL)
CURRENT ZONING: C-2 (HEAVY COMMERCIAL)
PROPOSED ZONING: C-2 (HEAVY COMMERCIAL)
ASSESSOR'S PARCEL NUMBERS: 013-210-005
ADDRESS: 9100 OF GOLDEN STATE BLVD & NORTH OF AVENUE 17
DATE OF PREPARATION: 03-16-2022
BUILDING HEIGHT: 21.25 FEET

AREA TABLE

PROJECT SITE NET AREA:	175,752 SF / 4.03 AC 100% OF SITE
EXISTING BUILDING AREA:	0 SF / 0 AC / 0% OF SITE
PROPOSED BUILDING AREA:	4,889 SF / 0.11 AC / 3% OF SITE
PAVED AREA:	104,633 SF / 2.40 AC / 59% OF SITE
SIDEWALKS:	4,233 SF / 0.09 AC / 2% OF SITE
LANDSCAPING:	40,307 SF / 0.93 AC / 23% OF SITE

NOTES

1. NO EXISTING BUILDINGS TO BE DEMOLISHED
2. ALL EXISTING IMPROVEMENTS WITHIN WORK AREA TO BE DEMOLISHED UNLESS OTHERWISE NOTED.

OWNER
STOCK FIVE HOLDINGS, LLC
2972 LARKIN AVE
CLOWIS, CA 93612
TEL: (559) 292-1133
ATTN: GUY STOCKBRIDGE

DEVELOPER/APPLICANT
STOCK FIVE HOLDINGS, LLC
2972 LARKIN AVE.
CLONIS, CA 93612
TEL: (559) 292-1133
ATTN: GUY STOCKBRIDGE

CIVIL ENGINEER

GALLOWAY & COMPANY, INC.
9477 N. FORT WASHINGTON, SUITE
FRESNO, CA 93730
TEL: (559) 721-5030
ATTN: TERRA J. MORTENSEN, PE

ARCHITECT

GALLOWAY & COMPANY, INC.
9477 N. FORT WASHINGTON, SUITE
FRESNO, CA 93730
TEL: (559) 721-5030
ATTN: JIM CHILDS, M.A.


























LANDSCAPE ARCHITECT

DAVID BIGLER ASSOCIATES
516 WEST SHAW AVENUE, SUITE 10
FRESNO, CA 93704
TEL: (559) 276-9495
ATTN: DAVID BIGLER

CONSTRUCTION MANAGE
GENERAL CONTRACTOR

MARK WILSON CONSTRUCTION
5799 E. CLINTON AVENUE
FRESNO, CA 93727
TEL: (559) 348-0421
ATTN: DOUG REITZ

LEGEND

	EXISTING RIGHT-OF-WAY
	CENTER LINE
	EXISTING PARCEL LINE
	PROPOSED PARCEL LINE
	SEWERBACK LINE
	SARNOT
	EXISTING WATER LINE
	EXISTING STORM SEWER LINE
	EXISTING SANITARY SEWER LINE
	EXISTING OVERHEAD ELECTRICAL LINE
	PROPOSED WATER LINE
	PROPOSED SANITARY SEWER LINE
	PROPOSED STORM SEWER LINE
	PROPOSED ELECTRICAL LINE
	PROPOSED GAS LINE
	ACCESSIBLE PATH OF TRAVEL
	EXISTING STREET LIGHT TO REMAIN
	PROPOSED ASPHALT
	PROPOSED CONCRETE
	PROPOSED LANDSCAPED AREA
	PARKING COUNT
	PROPOSED BOLLARD
	PROPOSED SITE LIGHT
	PROPOSED DRAINAGE FLOW DIRECTION
	PROPOSED STORM DRAIN BOX

SITE KEYNOTES

- (1) CONSTRUCT 6' HIGH CURB PER CITY OF MADISON STD. W-12.
- (2) PAINT "NO PARKING" PAVEMENT MARKINGS IN WHITE PAINT. MIN. 3" HIGH LETTERS.
- (3) PAINT INTERNATIONAL STRIPS OF ACCESSIBILITY PARKING MARKING. 5' x 8' MINIMUM, COLORED ON STALL AND ADJACENT WITH THE END PER 2019 CALIFORNIA BUILDING CODE SEC. 110A-6.4.
- (4) INSTALL DETECTABLE WARNING SURFACE PER CALTRANS STANDARD DRAWING ABAA.
- (5) PAINT 6" WIDE PAINTED BLUE BORDER.
- (6) PAINT 4" WIDE MATCHED LINES IN PAINT COLOR CONTRASTING ACCESSIBLE ASILE SURFACE. PREPAREABLE BOLD OR WHITE FINE MEDIUM X SPACING (CONTR TO CONTR)
- (7) INSTALL ACCESSIBLE SMALL ACCESSIBLE PARKING ONLY/MINIMUM HEIGHT COMBINATION SIGN (SIGN C) OF COMPL. VEHICLE ACCESSIBLE SMALL SHALL ALSO INCLUDE "WV" FOR WHEELCHAIR USE. ALL ACCESSIBLE PARKING SURFACES BOTTOM OF UNPAVED SURF SHALL BE INSTALLED A MINIMUM OF 6" ABOVE FINISHED GRADE.
- (8) PAINT 4" WIDE PARKING STRIPES (TYPICAL).
- (9) CONSTRUCT PARKING LOT PAVEMENT PER ON SITE ASPHALT PAVING SPECIFICATIONS.
- (10) PROPOSED TRANSFORMER LOCATION. TRANSFORMER TO BE PAINTED GREY/GREEN TONE.
- (11) CONSTRUCT 4' x 6' SIDE PER CALTRANS STD. NABR.
- (12) CONDUCT TRAFFIC SIGNAL ANALYSIS PER CITY OF MADISON STD. ENG. E-1(MANUAL) WALLS TO BE COMPRISED OF AN EXTERIOR FINISH OF CONCREST WITH BUILDING CURB FINISH TO EXTERIOR PLUMBLINE.
- (13) SMOOTH EXISTING PAVEMENT TO CLEAN EDGE (SMOOTH EDGES).
- (14) CONSTRUCT PROPOSED "STOP" SIGN PER CITY OF MADISON STD. ENG. ST-20.
- (15) FUTURE ELECTRICAL SERVICE CHANGEOVER STATION AND STALLS RET. ELECTRICAL PLAN PER CITY OF MADISON STANDARD SPECIFICATIONS FOR DESIGNATED ELECTRICAL SERVICES.
- (16) PROPOSED LOW OBSTRUCTION WALKWAY PARKING. PAINT "CLEAR AREA/WAYPOOLET" MARKING PER 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE SEC. 5106.5.2.1.
- (17) FUTURE CHANGEOVER EQUIPMENT LOCATION.
- (18) PROPOSED BOLLARD (TYPICAL)
- (19) CURBS PAINTED RED WITH "LAMP LINE" PAINTED IN 3' HIGH MINIMUM WHITE LETTERS.
- (20) CONSTRUCT CONCRET PARKING PER SECTION DETAILS, THIS SHEET.
- (21) FUTURE FIRE ALARM PANEL WITH BOLLARD PROTECTION UNDER SUBMITTAL PER DMR-03500
- (22) MINIMUM PROPOSED SIGN READING "THATROUNDED VEHICLES PARKED AT DESIGNATED ACCESSIBLE SPACES AND DESIGNATED ACCESSIBLE PARKING SPACES OF SPECIAL DESIGNATE ARE NOT TO BE USED FOR PERSONS WITH DISABILITIES WILL BE PENALTY MADE AT ANY OF THE OWNERS RISK. THE SIGN IS REQUIRED BY THE CITY OF MADISON PER ORDINANCE 339.5. C STREET 8' BY 10' TELEPHONE 635-4200 PER CITY OF MADISON STD. ENG. W-12. 100-0124. 2019 CMCC MONUMENT A MARK FROM SECTION 5106 TO SIGN INDICATING.
- (23) CONSTRUCT 5' WIDE SIDEWALK
- (24) PAINT WHITE 6" WIDE BORDERS WITH 6" WIDE DIAGONAL HATCH LINES
- (25) PROPOSED ELECTRIC SERVICE CONNECTION TO BUILDING
- (26) PROPOSED GREASE WATER SERVICE CONNECTION TO BUILDING
- (27) PROPOSED DOMESTIC WATER SERVICE CONNECTION TO BUILDING
- (28) PROPOSED ELECTRICAL SERVICE CONNECTION TO BUILDING
- (29) PROPOSEE BACK BOX (SEE CAPACITY) RET. ARCHITECTURAL PLANS FOR COLD/DHP, ELECTRICAL DETAILS.
- (30) PROPOSED APNA MET BOX PER APNA DETAIL 332.
- (31) PROPOSEE FIRE HYDRANT PER CITY OF MADISON STD. W-26
- (32) PROPOSEE BACKFLOW PREVENTER PER CITY OF MADISON STD. ENG. W-14
- (33) PROPOSEE SITE LIGHTS BY OTHERS
- (34) PROPOSED GAS SERVICE CONNECTION TO BUILDING



VICINITY MAP



MADERA 7-11
SPR XXXX-XX
SITE PLAN

CITY OF MADRID
ENGINEERING
DEPARTMENT
205 WEST 4TH STREET
MADRID, CALIFORNIA 94027

SHEET 1 OF 1 SHEETS

APPROVED BY: _____ DATE _____

PLAN REVISION	

INITIAL ISSUE DATE	5/10/2022
CHANGE	DATE

CHANGE	DATE	APPROVAL
REV		

REV.		
REV.		

REV.		
REV.		

REV.		
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REV.		
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REVIEWED BY
PUBLIC WORKS:

L	FIRE DEPARTMENT:
	PARKS DEPARTMENT:

DESIGNED BY: GALLOWAY	CHECKED BY: TJM
-----------------------	-----------------

DRAWN BY: AR	INSPECTED BY:
CONSTRUCTION	

CONSTRUCTION DATES	DATE STARTED	DATE COMPLETED
CONTRACTOR: STOCK FIVE HOLDINGS		

PROJECT No. SB00000002



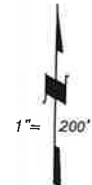
Source:

FIGURE 2
AERIAL MAP

SEC.3 T.11S., R.17E. M.D.B.&M.

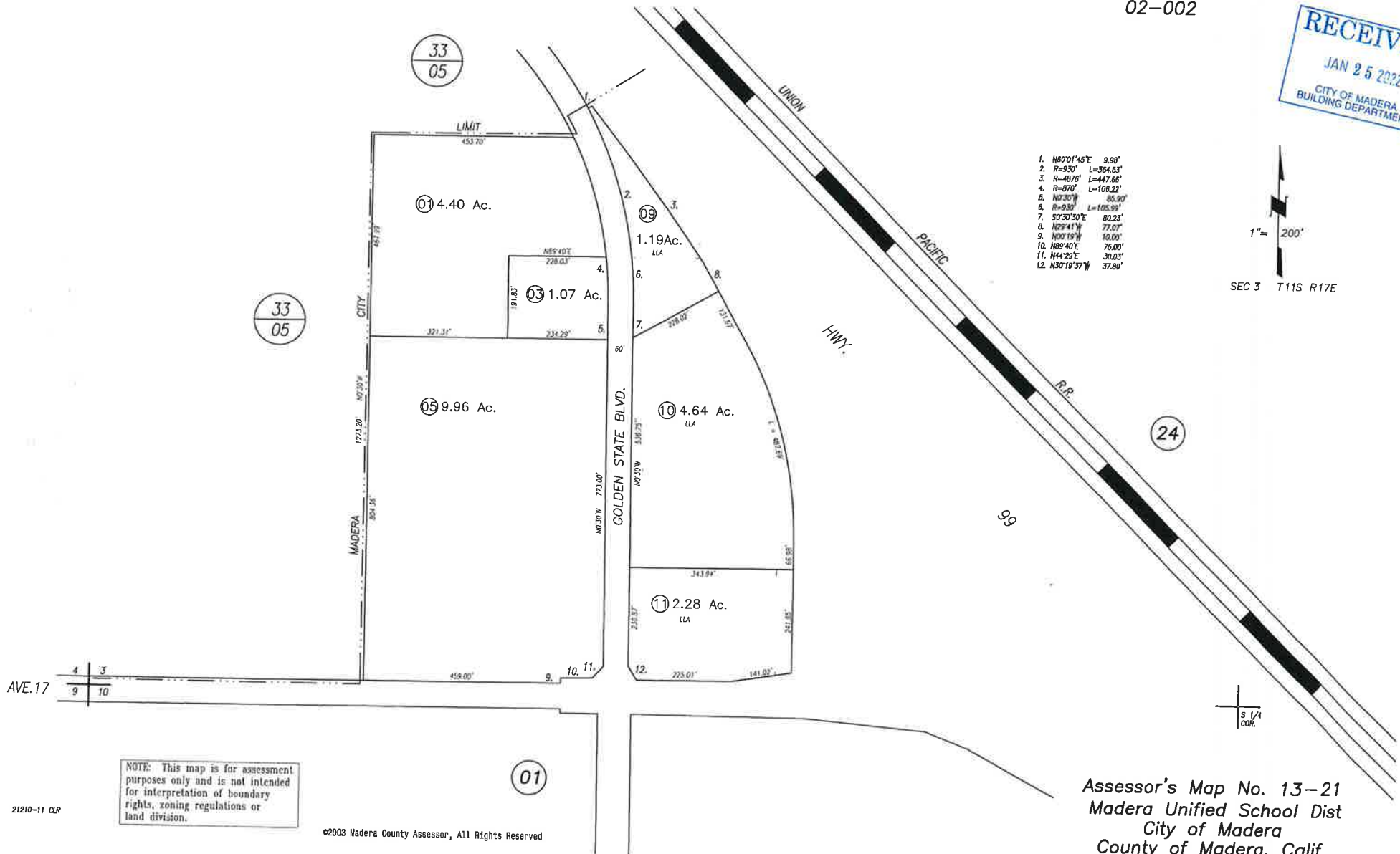
Tax Area Code
02-002

13-21



SEC 3 T11S R17E

1. N80°01'45"E 9.98'
2. R=930' L=364.63'
3. R=4876' L=447.66'
4. R=870' L=106.22'
5. N07°30'W 85.90'
6. R=930' L=105.99'
7. S0°30'30"E 80.23'
8. N29°41'W 77.07'
9. N00°19'W 10.00'
10. N89°40'E 76.00'
11. N44°29'E 30.03'
12. N30°19'57"W 37.80'





PLANNING DEPARTMENT

Gary Conte, AICP, Planning Manager

October 7, 2022

Elaine Fink, Chairperson
North Fork Rancheria of Mono Indians
P.O. Box 929
North Fork, CA 93643

Delivered via Email: efink@nfr-nsn.gov

Subject: Consultation Pursuant to Assembly Bill 52 for the 7-11 Travel Center Project in the City of Madera, Madera County, CA

Dear Ms. Fink:

The City of Madera is processing an application for the above-referenced project submitted by the applicant Stock Five Holdings, LLC and is requesting your review to determine if formal consultation is appropriate pursuant to California Public Resources Code Section 21080.3.1. The project proposes the following activities at the northwest corner of Golden State Boulevard and Avenue 17 in the City of Madera (Madera County Assessor's Parcel Number 006-182-007:

1. Site Plan Review – Construction of a 7-11 fueling station composed of 12 vehicular pumps, 10 commercial pumps and a 4,889 square foot convenience store with a restaurant tenant.
2. Conditional Use Permit – Sale of tobacco and tobacco related products and the sale of alcohol (beer and wine) for off-site consumption.

A copy of the proposed site plan, an aerial photo of the project site, and a copy of the assessor's map are attached for your reference. Pursuant to Assembly Bill 52, the Tribe has 30 days to request formal consultation. Given the timelines involved in preparing CEQA documents and other materials, the required public review periods, conducting the requisite hearings, and finalizing the applications, we respectfully request that the Tribe consider the items herein as expeditiously as possible.

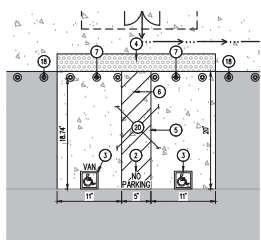
Please feel free to contact me with any questions by phone at 559.661.5433 or via email at gconte@madera.gov.

Respectfully,

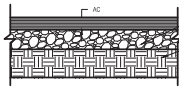
Gary Conte, AICP
Planning Manager

Encls: Site Plan
Aerial Photo
Assessor's Map

cc: Robert Smith, City of Madera Planning Department
File



TYPICAL ACCESSIBLE PARKING STALLS
SCALE: 1" = 10'



ON SITE ASPHALT PAVEMENT SECTION
NOT TO SCALE

PARKING SUMMARY TABLE			
TYPE	METHOD	REQUIRED	PROVIDED
VEHICLE	MVC SEC. 10-31002, 1 SPACE PER 250 SF	20	50
ACCESSIBLE	TABLE 10B-208.2 & SEC. 10B-208.2.4, 2019 CBC	2 (1 VAN ACCESSIBLE)	3 (2 VAN ACCESSIBLE)
SHORT TERM BICYCLE	SEC. 5.106.4.1.2 2019 CALIFORNIA STANDARDS	3	3
LONG TERM BICYCLE	SEC. 5.106.4.1.2 2019 CALIFORNIA STANDARDS	2	2
LOW EMSSION VEHICLE	TABLE 5.106.3.3.3 2019 CALIFORNIA STANDARDS	3	3
FUTURE EV CHARGING	TABLE 5.106.3.3.3 2019 CALIFORNIA STANDARDS	2	2
TRUCK PARKING			10
PARKING RATIO	10.2 SPACES PER 1000 SF		

PROJECT INFORMATION: MADERA 7-11
GENERAL PLAN DESIGNATION: C-H (HIGHWAY COMMERCIAL)
CURRENT ZONING: C-2 (HEAVY COMMERCIAL)
PROPOSED ZONING: C-2 (HEAVY COMMERCIAL)
ADDRESS: 10000 N. MADERA BLVD. & N. MADERA BLVD. & N. MADERA BLVD.
ADDRESS: 10000 N. MADERA BLVD. & N. MADERA BLVD. & N. MADERA BLVD.
DATE OF PREPARATION: 03-16-2022
BUILDING HEIGHT: 31.25 FEET

AREA TABLE
PROPOSED SITE NET AREA:
170,250 SF / 4.00 AC / 100% OF SITE
EXISTING BUILDING AREA:
0 SF / 0 AC / 0% OF SITE
PROPOSED BUILDING AREA:
4,800 SF / 0.11 AC / 3% OF SITE
PAVED AREA:
104,633 SF / 2.40 AC / 59% OF SITE
SIDEWALKS:
4,333 SF / 0.09 AC / 2% OF SITE
LANDSCAPING:
40,387 SF / 0.93 AC / 23% OF SITE

NOTES
1. NO EXISTING BUILDINGS TO BE DEMOLISHED.
2. ALL EXISTING IMPROVEMENTS WITHIN WORK AREA TO BE DEMOLISHED UNLESS OTHERWISE NOTED.

OWNER
STOCK FIVE HOLDINGS, LLC
2077 LUNAR AVE.
CLINE, CA 95022
TEL: (509) 281-1133
ATTN: GUY STODOLSKO

DEVELOPER/APPLICANT
STOCK FIVE HOLDINGS, LLC
2077 LUNAR AVE.
CLINE, CA 95022
TEL: (509) 281-1133
ATTN: GUY STODOLSKO

CIVIL ENGINEER
GALLAWAY & COMPANY, INC.
8477 N. FORT WASHINGTON, SUITE 105
PESING, CA 95725
TEL: (509) 721-5000
ATTN: JIM CHAMBERS, PE

ARCHITECT
GALLAWAY & COMPANY, INC.
8477 N. FORT WASHINGTON, SUITE 105
PESING, CA 95725
TEL: (509) 721-5000
ATTN: JIM CHAMBERS, PE

LANDSCAPE ARCHITECT
DAVID BUELER ASSOCIATES
500 WEST SHAW AVENUE, SUITE 101
PESING, CA 95724
TEL: (509) 276-9495
ATTN: DAVID BUELER

CONSTRUCTION MANAGER / GENERAL CONTRACTOR
MARK WALSH CONSTRUCTION
5700 E. CANTON AVENUE
PESING, CA 95727
TEL: (509) 346-1801
ATTN: DAVID RETZ

LEGEND

---	EXISTING RIGHT-OF-WAY
---	CENTER LINE
---	EXISTING PARCEL LINE
---	PROPOSED PARCEL LINE
---	SEPARATE LINE
---	SEPARATE LINE
---	EXISTING WATER LINE
---	EXISTING WATER SENE LINE
---	EXISTING SANITARY SENE LINE
---	EXISTING OVERHEAD ELECTRICAL LINE
---	PROPOSED WATER LINE
---	PROPOSED SANITARY SENE LINE
---	PROPOSED STORM SENE LINE
---	PROPOSED ELECTRICAL LINE
---	PROPOSED GAS LINE
---	ACCESSIBLE PATH OF TRAVEL
---	EXISTING STREET LIGHT TO REMAIN
---	PROPOSED ASPHALT
---	PROPOSED CONCRETE
---	PROPOSED LANDSCAPED AREA
---	PARKING COUNT
---	PROPOSED BOLLARD
---	PROPOSED SITE LIGHT
---	PROPOSED DRAINAGE FLOW DIRECTION
---	PROPOSED STORM DRAIN BOX

SITE KEYNOTES

- CONSTRUCT 4" HIGH CURB PER CITY OF MADERA STD. 11-12.
- PART 7" WIDE PAVED PAVEMENT MARKING IN WHITE PAINT MIN. 12" HIGH LETTERING.
- PART INTERNATIONAL SYMBOL OF ACCESSIBILITY PAVEMENT MARKING 3" x 6" MINIMUM. CENTERED ON TRAIL AND ALIGNED WITH THE END FOR 2019 CALIFORNIA BUILDING CODE SEC. 11B-502.4.4.
- INSTALL DETECTABLE WARNING SURFACE PER CALTRANS STANDARD DRAWING AREA.
- PART 4" WIDE PAVED BLUE BORDER.
- PART 4" WIDE HATCHED LINES IN PAINT COLOR CONTRASTING ACCESSIBLE ASILE SURFACE. PREVENTARY BLUE OR WHITE PAINT. MINIMUM 3" SPACING (CENTER TO CENTER).
- INSTALL ACCESSIBLE STALL SIGNAGE. ACCESSIBLE PARKING (VAN/STANDARD) VAN COMBINATION SIGN (PARKING) (VAN) OR (STANDARD) VAN ACCESSIBLE STALL SHALL ALSO INCLUDE "VAN ACCESSIBLE" PLACARD (8" x 16") MONITOR PARKING SIGN. BOTTOM OF LOWEST SIGN SHALL BE INSTALLED A MINIMUM OF 60" ABOVE FINISHED GRADE.
- PART 4" WIDE WHITE PARKING STRIPE (TYPICAL).
- CONSTRUCT PARKING LOT PAVEMENT PER ON SITE ASPHALT PAVEMENT DETAIL.
- PROPOSED TRANSFORMER LOCATION. TRANSFORMER TO BE PAINTED GREY/GREEN TONE.
- CONSTRUCT 4" AC ONE PER CALTRANS STD. 11B.
- CONSTRUCT TYPICAL TRASH ENCLOSURES PER CITY OF MADERA PW STD. 11B. 1-7.100000. WALLS TO BE COMPOSED OF AN EXTERIOR FINISH OF CONSISTENT WITH BUILDING CONSTRUCTION. PLASTER FRESH MATERIAL, TEXTURE, AND COLOR.
- REMOVE EXISTING PAVEMENT TO CLEAR EDGE (PARTS OF PARKING).
- INSTALL PROPOSED "STOP" SIGN PER CITY OF MADERA STD. 11B. 11-25.
- FUTURE ELECTRIC VEHICLE CHARGING STATION AND STALLS. REF. ELECTRICAL PLAN FOR CONDUIT ROUTING AND REQUIREMENTS.
- PROPOSED LOW EMISSION VEHICLE PARKING PAINT "CLEAN VAN/VANPOOL/EV" MARKING PER 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE SEC. 5.106.3.3.1.
- FUTURE CHARGING EQUIPMENT LOCATION
- PROPOSED BOLLARD (TYPICAL)
- CURB PAINTED RED WITH "FIRE LINE" PAINTED IN 3" HIGH MINIMUM WHITE LETTERS.
- CONSTRUCT CONCRETE PAVEMENT PER SECTION DETAIL, THIS SHEET.
- FUTURE FUEL PUMP WITH BOLLARD PROTECTION UNDER SEPARATE SUBMITTAL PER 800-03002.
- INSTALL HYDROLOCK SIGN READING "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT COMPLIING WITH CALIFORNIA PLACARD OR SIGNAGE. VIOLATORS WILL BE TOWED AT THE OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT THE CITY OF MADERA POLICE DEPARTMENT, 330 S. C STREET OR BY TELEPHONING 424-4000 PER SEC. 11B-502.4, 2019 CBC MOUNTED A MINIMUM 4' FROM BOTTOM OF SIGN TO GROUND.
- CONSTRUCT 5" WIDE SIDEWALK
- PART WHITE 4" WIDE BORDER WITH 4" WIDE DIAGONAL HATCH LINES
- PROPOSED SENE SERVICE CONNECTION TO BUILDING
- PROPOSED GREASE WASTE SERVICE CONNECTION TO BUILDING
- PROPOSED DOMESTIC WATER SERVICE CONNECTION TO BUILDING
- PROPOSED ELECTRICAL SERVICE CONNECTION TO BUILDING
- PROPOSED TELECOM CONNECTION TO BUILDING
- PROPOSED BIRE RACK (3 BIRE CAPACITY). REF. ARCHITECTURAL PLANS FOR COLOR, TYPE, AND INSTALLATION DETAILS.
- PROPOSED APRA INLET BOX PER APRA DETAIL 310.
- PROPOSED FIRE HYDRANT PER CITY OF MADERA STD. 11B-26
- PROPOSED BACKFLOW PREVENTER PER CITY OF MADERA STD. 11B-24
- PROPOSED SITE LIGHTS BY OTHERS
- PROPOSED GAS SERVICE CONNECTION TO BUILDING



VICINITY MAP
NOT TO SCALE



MADERA 7-11 SPR XXXX-XX SITE PLAN			
CITY OF MADERA ENGINEERING DEPARTMENT 200 WEST 4TH STREET MADERA, CA 93601		SHEET 1 OF 1 SHEETS	
APPROVED BY: CITY ENGINEER		DATE	
PLAN REVISION			
INITIAL	ISSUE DATE	5/10/2022	REVIEWED BY
CHANGE	DATE	APPROVAL	PUBLIC WORKS
REV.			DESIGNED BY: GALLAWAY
REV.			DRAWN BY: JIM
REV.			CONSTRUCTION
REV.			DATES
REV.			CONTRACTOR: STOCK FIVE HOLDINGS
REV.			DATE COMPLETED
WORK ORDER No.		PROJECT No. SB00000002	



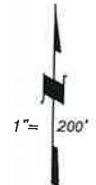
Source:

FIGURE 2
AERIAL MAP

SEC.3 T.11S., R.17E. M.D.B.&M.

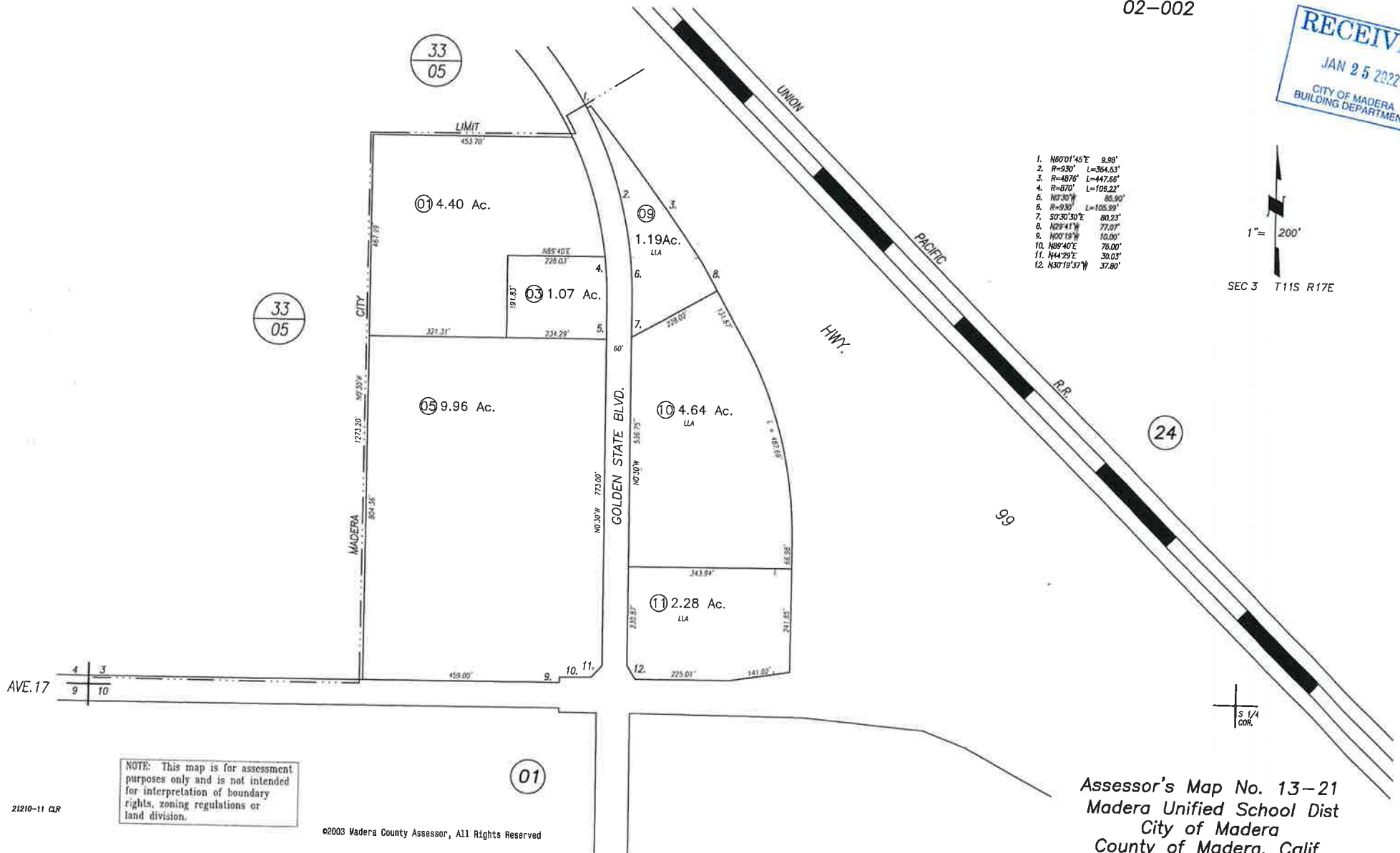
Tax Area Code
02-002

13-21



SEC 3 T11S R17E

1. N80°01'45"E 9.98'
2. R=930' L=364.63'
3. R=4876' L=447.66'
4. R=870' L=106.22'
5. N07°30'W 85.90'
6. R=930' L=105.99'
7. S0°30'30"E 80.23'
8. N29°41'W 77.07'
9. N00°19'W 10.00'
10. N89°40'E 76.00'
11. N44°29'E 30.03'
12. N30°19'57"W 37.80'





PLANNING DEPARTMENT

Gary Conte, AICP, Planning Manager

October 7, 2022

Katherine Perez, Chairperson
North Valley Yokuts Tribe
P.O. Box 717
Linden, CA 95236

Delivered via Email: canutes@verizon.net

Subject: Consultation Pursuant to Assembly Bill 52 for the 7-11 Travel Center Project in the City of Madera, Madera County, CA

Dear Ms. Perez:

The City of Madera is processing an application for the above-referenced project submitted by the applicant Stock Five Holdings, LLC and is requesting your review to determine if formal consultation is appropriate pursuant to California Public Resources Code Section 21080.3.1. The project proposes the following activities at the northwest corner of Golden State Boulevard and Avenue 17 in the City of Madera (Madera County Assessor's Parcel Number 006-182-007:

1. Site Plan Review – Construction of a 7-11 fueling station composed of 12 vehicular pumps, 10 commercial pumps and a 4,889 square foot convenience store with a restaurant tenant.
2. Conditional Use Permit – Sale of tobacco and tobacco related products and the sale of alcohol (beer and wine) for off-site consumption.

A copy of the proposed site plan, an aerial photo of the project site, and a copy of the assessor's map are attached for your reference. Pursuant to Assembly Bill 52, the Tribe has 30 days to request formal consultation. Given the timelines involved in preparing CEQA documents and other materials, the required public review periods, conducting the requisite hearings, and finalizing the applications, we respectfully request that the Tribe consider the items herein as expeditiously as possible.

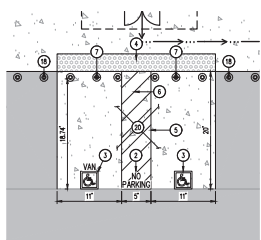
Please feel free to contact me with any questions by phone at 559.661.5433 or via email at gconte@madera.gov.

Respectfully,

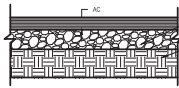
Gary Conte, AICP
Planning Manager

Encls: Site Plan
Aerial Photo
Assessor's Map

cc: Robert Smith, City of Madera Planning Department
File



TYPICAL ACCESSIBLE PARKING STALLS
SCALE: 1" = 10'



ON SITE ASPHALT PAVEMENT SECTION
NOT TO SCALE

PARKING SUMMARY TABLE

TYPE	METHOD	REQUIRED	PROVIDED
VEHICLE	MDC SEC. 10-3.100.2, 1 SPACE PER 250 SF	20	50
ACCESSIBLE	TABLE 10B-200.2.2 & SEC. 10B-200.2.4, 2019 CBC	2 (1 VAN ACCESSIBLE)	3 (2 VAN ACCESSIBLE)
SHORT TERM BICYCLE	SEC. 5.106.4.1.2 2019 CALIFORNIA STANDARDS	3	3
LONG TERM BICYCLE	SEC. 5.106.4.1.2 2019 CALIFORNIA STANDARDS	2	2
LOW EMSSION VEHICLE	TABLE 5.106.3.3.3 2019 CALIFORNIA STANDARDS	3	3
FUTURE EV CHARGING	TABLE 5.106.3.3.3, 2019 CALIFORNIA STANDARDS	2	2
TRUCK PARKING			10
PARKING RATIO	10.2 SPACES PER 1000 SF		

PROJECT INFORMATION: MADERA 7-11

GENERAL PLAN DESIGNATION: C-H (HIGHWAY COMMERCIAL)
CURRENT ZONING: C-2 (HEAVY COMMERCIAL)
PROPOSED ZONING: C-2 (HEAVY COMMERCIAL)
ADDRESS: 1000 N. MADERA AVENUE, SUITE 100
ADDITIONAL PARCEL NUMBERS: 013-010-005
ADDITIONAL PARCEL NUMBERS: 013-010-005
DATE OF PREPARATION: 03-16-2022
BUILDING HEIGHT: 31.25 FEET

AREA TABLE

PROPOSED SITE NET AREA:
170,750 SF / 4.00 AC / 100% OF SITE
EXISTING BUILDING AREA:
0 SF / 0 AC / 0% OF SITE
PROPOSED BUILDING AREA:
4,800 SF / 0.11 AC / 3% OF SITE
PAVED AREA:
104,633 SF / 2.40 AC / 59% OF SITE
SIDEWALKS:
4,333 SF / 0.09 AC / 2% OF SITE
LANDSCAPING:
40,387 SF / 0.93 AC / 23% OF SITE

NOTES

1. NO EXISTING BUILDINGS TO BE DEMOLISHED.
2. ALL EXISTING IMPROVEMENTS WITHIN WORK AREA TO BE DEMOLISHED UNLESS OTHERWISE NOTED.

OWNER

STOCK FIVE HOLDINGS, LLC
2077 LUNAR AVE.
CLINE, CA 95022
TEL: (509) 281-1133
ATTN: GUY STODOLSKO

DEVELOPER/APPLICANT

STOCK FIVE HOLDINGS, LLC
2077 LUNAR AVE.
CLINE, CA 95022
TEL: (509) 281-1133
ATTN: GUY STODOLSKO

CIVIL ENGINEER

GALLAWAY & COMPANY, INC.
8477 N. FORT WASHINGTON, SUITE 105
PUEBLO, CO 81008
TEL: (303) 721-5000
ATTN: JIM CHAMBERS, PE

ARCHITECT

GALLAWAY & COMPANY, INC.
8477 N. FORT WASHINGTON, SUITE 105
PUEBLO, CO 81008
TEL: (303) 721-5000
ATTN: JIM CHAMBERS, PE

LANDSCAPE ARCHITECT

DAVID BUELL ASSOCIATES
500 WEST SHAW AVENUE, SUITE 101
PUEBLO, CO 81008
TEL: (303) 276-9495
ATTN: DAVID BUELL

CONSTRUCTION MANAGER/ GENERAL CONTRACTOR

MARK WALSH CONSTRUCTION
2700 E. CANTON AVENUE
PUEBLO, CO 81007
TEL: (303) 398-1801
ATTN: DAVID RETZ

LEGEND

---	EXISTING RIGHT-OF-WAY
---	CENTER LINE
---	EXISTING PARCEL LINE
---	PROPOSED PARCEL LINE
---	SEWER LINE
---	SEWER
---	EXISTING WATER LINE
---	EXISTING WATER SENDER LINE
---	EXISTING SANITARY SENDER LINE
---	EXISTING OVERHEAD ELECTRICAL LINE
---	PROPOSED WATER LINE
---	PROPOSED SANITARY SENDER LINE
---	PROPOSED STORM SENDER LINE
---	PROPOSED ELECTRICAL LINE
---	PROPOSED GAS LINE
---	ACCESSIBLE PATH OF TRAVEL
---	EXISTING STREET LIGHT TO REMAIN
---	PROPOSED ASPHALT
---	PROPOSED CONCRETE
---	PROPOSED LANDSCAPED AREA
---	PARKING COUNT
---	PROPOSED BOLLARD
---	PROPOSED SITE LIGHT
---	PROPOSED DRAINAGE FLOW DIRECTION
---	PROPOSED STORM DRAIN BOX

SITE KEYNOTES

1. CONSTRUCT 4" HIGH CURB PER CITY OF MADERA STD. 10-12.
2. PAINT "NO PARKING" PAVEMENT MARKING IN WHITE PAINT MIN. 12" HIGH LETTERING.
3. PAINT INTERNATIONAL SYMBOL OF ACCESSIBILITY PAVEMENT MARKING 5" x 8" MINIMUM. COLORED ON CHALK AND ADHERE WITH THE END FOR 2019 CALIFORNIA BUILDING CODE SEC. 11B-502.4.4.
4. INSTALL DETECTABLE WARNING SURFACE PER CALTRANS STANDARD DRAWING AREA.
5. PAINT 4" WIDE PAINTED BLUE BORDER.
6. PAINT 4" WIDE HATCHED LINES IN PAINT COLOR CONTRASTING ACCESSIBLE ASIDE SURFACE. PREPAREY BLUE OR WHITE PAINT. MINIMUM 3" SPACING (CENTER TO CENTER).
7. INSTALL ACCESSIBLE STALL SIGNAGE. ACCESSIBLE PARKING (VAN/STANDARD) SIGN (RWC (C)3) OR (C)4. VAN ACCESSIBLE STALL SHALL ALSO INCLUDE "VAN ACCESSIBLE" PLACARD (RWC (C)4) AND SIGNAGE WITH THE END FOR 2019 CALIFORNIA BUILDING CODE SEC. 11B-502.4.4.
8. PAINT 4" WIDE WHITE PARKING STRIPE (TYPICAL).
9. CONSTRUCT PARKING LOT PAVEMENT PER ON SITE ASPHALT PAVEMENT DETAIL.
10. PROPOSED TRANSFORMER LOCATION. TRANSFORMER TO BE PAINTED GREY/GREEN TONE.
11. CONSTRUCT 4" AC ONE PER CALTRANS STD. 10-12.
12. CONSTRUCT TYPICAL TRASH ENCLOSURES PER CITY OF MADERA PW STD. 10-12. 1-7/8" MINIMUM WALLS TO BE COMPOSED OF AN EXTERIOR FINISH OF CONSISTENT WITH BUILDING CONSTRUCTION. PLASTER FRESH MATERIAL, TEXTURE, AND COLOR.
13. SANITARY EXISTING PAVEMENT TO CLEAN EDGE (PARTS OF PAVING).
14. INSTALL PROPOSED "STOP" SIGN PER CITY OF MADERA STD. 10-12.
15. FUTURE ELECTRIC VEHICLE CHARGING STATION AND STALLS. REF. ELECTRICAL PLAN FOR CONDUIT ROUTING AND REQUIREMENTS.
16. PROPOSED LOW EMISSION VEHICLE PARKING PAINT "CLEAN VAN/VANPOOL/EV" MARKING PER 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE SEC. 5.106.3.3.1.
17. FUTURE CHARGING EQUIPMENT LOCATION.
18. PROPOSED BOLLARD (TYPICAL).
19. CURB PAINTED RED WITH "FIRE LINE" PAINTED IN 3" HIGH MINIMUM WHITE LETTERS.
20. CONSTRUCT CONCRETE PAVEMENT PER SECTION DETAIL, THIS SHEET.
21. FUTURE FUEL PUMP WITH BOLLARD PROTECTION UNDER SEPARATE SUBMITTAL PER 800-03002.
22. INSTALL (TYPICAL) SIGN READING "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT COMPLIING WITH CALIFORNIA PLACARD OR SIGNAGE. VIOLATORS WILL BE TOWED AT THE OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT THE CITY OF MADERA POLICE DEPARTMENT, 330 S. C STREET OR BY TELEPHONING 432-4000 PER SEC. 11B-502.4, 2019 CBC MOUNTED A MINIMUM 4' FROM BOTTOM OF SIGN TO GROUND.
23. CONSTRUCT 5" WIDE SIDEWALK.
24. PAINT WHITE 4" WIDE BORDER WITH 4" WIDE DIAGONAL HATCH LINES.
25. PROPOSED SEWER SERVICE CONNECTION TO BUILDING.
26. PROPOSED GREASE WASTE SERVICE CONNECTION TO BUILDING.
27. PROPOSED DOMESTIC WATER SERVICE CONNECTION TO BUILDING.
28. PROPOSED ELECTRICAL SERVICE CONNECTION TO BUILDING.
29. PROPOSED TELECOM CONNECTION TO BUILDING.
30. PROPOSED BIRE RACK (3 BIRE CAPACITY). REF. ARCHITECTURAL PLANS FOR COLOR, TYPE, AND INSTALLATION DETAILS.
31. PROPOSED APWA INLET BOX PER APWA DETAIL 310.
32. PROPOSED FIRE HYDRANT PER CITY OF MADERA STD. 10-26.
33. PROPOSED BACKFLOW PREVENTER PER CITY OF MADERA STD. 10-14.
34. PROPOSED SITE LIGHTS BY OTHERS.
35. PROPOSED GAS SERVICE CONNECTION TO BUILDING.



VICINITY MAP
NOT TO SCALE



<p>MADERA 7-11 SPR XXXX-XX SITE PLAN</p>		<p>SHEET 1 OF 1 SHEETS</p>
<p>APPROVED BY: CITY ENGINEER DATE</p>		<p>REVIEWED BY: DATE</p>
<p>PLAN REVISION</p>		<p>DESIGNED BY: GALLAWAY</p>
<p>INITIAL ISSUE DATE</p>	<p>5/10/2022</p>	<p>CHECKED BY: J.M.</p>
<p>CHANGE</p>	<p>DATE</p>	<p>APPROVAL</p>
<p>REV.</p>	<p>DATE</p>	<p>APPROVAL</p>
<p>REV.</p>	<p>DATE</p>	<p>APPROVAL</p>
<p>REV.</p>	<p>DATE</p>	<p>APPROVAL</p>
<p>REV.</p>	<p>DATE</p>	<p>APPROVAL</p>
<p>WORK ORDER No.</p>	<p>PROJECT No. SB0000002</p>	<p>DATE COMPLETED</p>



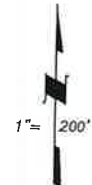
Source:

FIGURE 2
AERIAL MAP

SEC.3 T.11S., R.17E. M.D.B.&M.

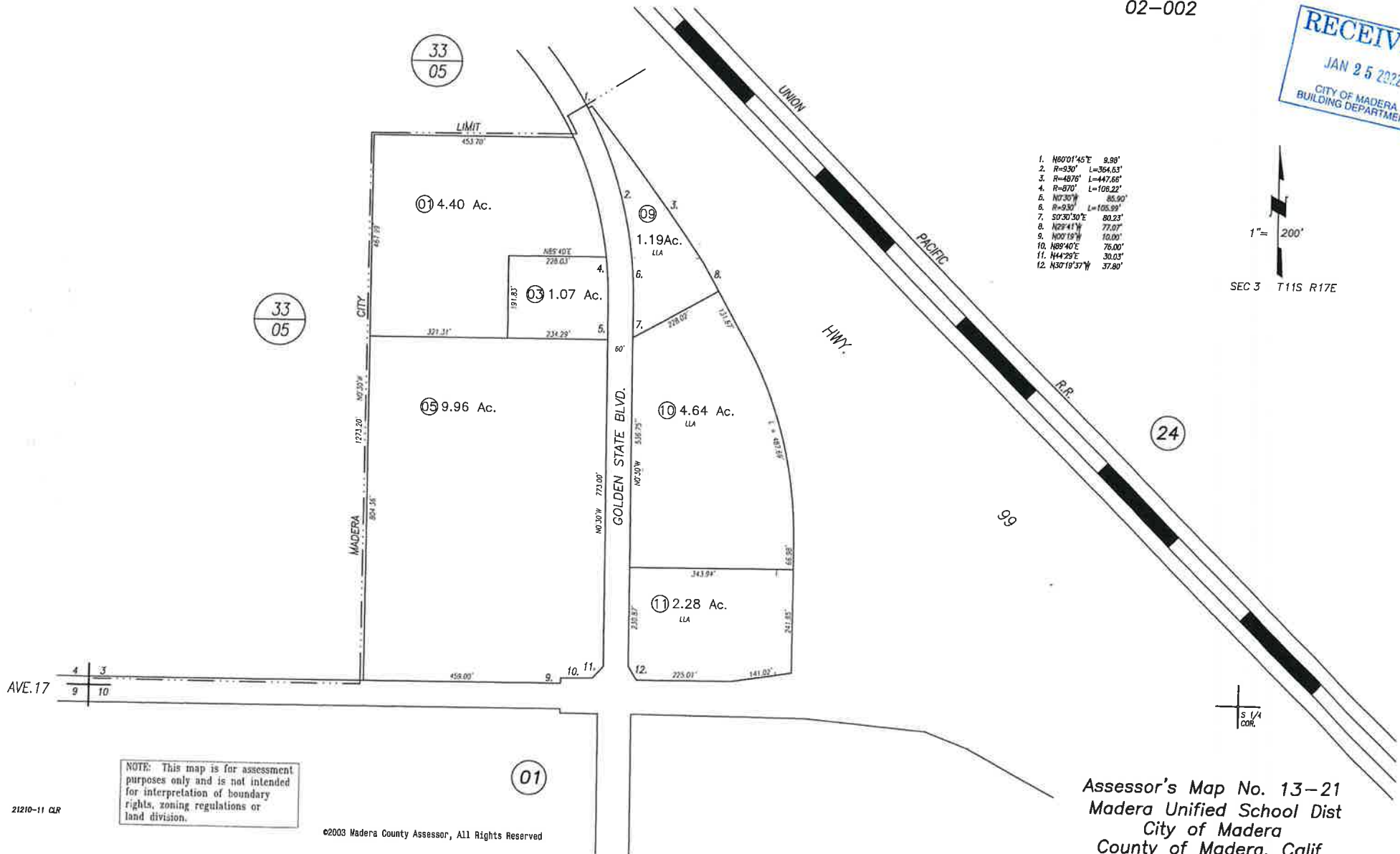
Tax Area Code
02-002

13-21



SEC 3 T11S R17E

1. N80°01'45"E 9.98'
2. R=930' L=364.63'
3. R=4876' L=447.66'
4. R=870' L=106.22'
5. N07°30'W 85.90'
6. R=930' L=105.99'
7. S0°30'30"E 80.23'
8. N29°41'W 77.07'
9. N00°19'W 10.00'
10. N89°40'E 76.00'
11. N44°29'E 30.03'
12. N30°19'57"W 37.80'





PLANNING DEPARTMENT

Gary Conte, AICP, Planning Manager

October 7, 2022

Timothy Perez
North Valley Yokuts Tribe
P.O. Box 717
Linden, CA 95236

Delivered via Email: huskanam@gmail.com

Subject: Consultation Pursuant to Assembly Bill 52 for the 7-11 Travel Center Project in the City of Madera, Madera County, CA

Dear Mr. Perez:

The City of Madera is processing an application for the above-referenced project submitted by the applicant Stock Five Holdings, LLC and is requesting your review to determine if formal consultation is appropriate pursuant to California Public Resources Code Section 21080.3.1. The project proposes the following activities at the northwest corner of Golden State Boulevard and Avenue 17 in the City of Madera (Madera County Assessor's Parcel Number 006-182-007:

1. Site Plan Review – Construction of a 7-11 fueling station composed of 12 vehicular pumps, 10 commercial pumps and a 4,889 square foot convenience store with a restaurant tenant.
2. Conditional Use Permit – Sale of tobacco and tobacco related products and the sale of alcohol (beer and wine) for off-site consumption.

A copy of the proposed site plan, an aerial photo of the project site, and a copy of the assessor's map are attached for your reference. Pursuant to Assembly Bill 52, the Tribe has 30 days to request formal consultation. Given the timelines involved in preparing CEQA documents and other materials, the required public review periods, conducting the requisite hearings, and finalizing the applications, we respectfully request that the Tribe consider the items herein as expeditiously as possible.

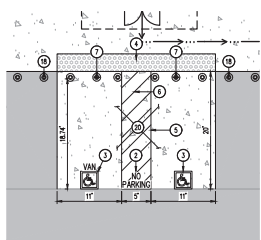
Please feel free to contact me with any questions by phone at 559.661.5433 or via email at gconte@madera.gov.

Respectfully,

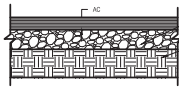
Gary Conte, AICP
Planning Manager

Encls: Site Plan
Aerial Photo
Assessor's Map

cc: Robert Smith, City of Madera Planning Department
File



TYPICAL ACCESSIBLE PARKING STALLS
SCALE: 1" = 10'



ON SITE ASPHALT PAVEMENT SECTION
NOT TO SCALE

PARKING SUMMARY TABLE

TYPE	METHOD	REQUIRED	PROVIDED
VEHICLE	MDC SEC. 10-3100.2, 1 SPACE PER 250 SF	20	50
ACCESSIBLE	TABLE 10B-200.2.2 & SEC. 10B-200.2.4, 2019 CBC	2 (1 VAN ACCESSIBLE)	3 (2 VAN ACCESSIBLE)
SHORT TERM BICYCLE	SEC. 5.106.4.1.2 2019 CALIFORNIA STANDARDS	3	3
LONG TERM BICYCLE	SEC. 5.106.4.1.2 2019 CALIFORNIA STANDARDS	2	2
LOW EMSSION VEHICLE	TABLE 5.106.3.3.3 2019 CALIFORNIA STANDARDS	3	3
FUTURE EV CHARGING	TABLE 5.106.3.3.3, 2019 CALIFORNIA STANDARDS	2	2
TRUCK PARKING			10
PARKING RATIO	10.2 SPACES PER 1000 SF		

PROJECT INFORMATION: MADERA 7-11

GENERAL PLAN DESIGNATION: C-H (HIGHWAY COMMERCIAL)
CURRENT ZONING: C-2 (HEAVY COMMERCIAL)
PROPOSED ZONING: C-2 (HEAVY COMMERCIAL)
ADDRESS: 10000 N. MADERA AVENUE, SUITE 100
MADERA, CA 93650
DATE OF PREPARATION: 03-16-2022
BUILDING HEIGHT: 31.25 FEET

AREA TABLE

PROPOSED SITE NET AREA:
170,250 SF / 4.00 AC / 100% OF SITE
EXISTING BUILDING AREA:
0 SF / 0 AC / 0% OF SITE
PROPOSED BUILDING AREA:
4,800 SF / 0.11 AC / 3% OF SITE
PAVED AREA:
104,633 SF / 2.40 AC / 59% OF SITE
SIDEWALKS:
4,333 SF / 0.09 AC / 2% OF SITE
LANDSCAPING:
40,307 SF / 0.93 AC / 23% OF SITE

NOTES

1. NO EXISTING BUILDINGS TO BE DEMOLISHED.
2. ALL EXISTING IMPROVEMENTS WITHIN WORK AREA TO BE DEMOLISHED UNLESS OTHERWISE NOTED.

OWNER

STOCK FIVE HOLDINGS, LLC
2077 LUNAR AVE.
CLINE, CA 95022
TEL: (509) 281-1133
ATTN: GUY STODOLSKO

DEVELOPER/APPLICANT

STOCK FIVE HOLDINGS, LLC
2077 LUNAR AVE.
CLINE, CA 95022
TEL: (509) 281-1133
ATTN: GUY STODOLSKO

CIVIL ENGINEER

GALLAWAY & COMPANY, INC.
8477 N. FORT WASHINGTON, SUITE 105
PESING, CA 93755
TEL: (509) 721-5000
ATTN: JIM CHAMBERS, PE

ARCHITECT

GALLAWAY & COMPANY, INC.
8477 N. FORT WASHINGTON, SUITE 105
PESING, CA 93755
TEL: (509) 721-5000
ATTN: JIM CHAMBERS, PE

LANDSCAPE ARCHITECT

DAVID BUELER ASSOCIATES
506 WEST SHAW AVENUE, SUITE 101
PESING, CA 93754
TEL: (509) 276-9495
ATTN: DAVID BUELER

CONSTRUCTION MANAGER/ GENERAL CONTRACTOR

MARK WALSH CONSTRUCTION
5700 E. CANTON AVENUE
PESING, CA 93727
TEL: (509) 346-1801
ATTN: DAVID RETZ

LEGEND

---	EXISTING RIGHT-OF-WAY
---	CENTER LINE
---	EXISTING PARCEL LINE
---	PROPOSED PARCEL LINE
---	SEPARATE LINE
---	SEAWALL
---	EXISTING WATER LINE
---	EXISTING STORM SEWER LINE
---	EXISTING SANITARY SEWER LINE
---	EXISTING OVERHEAD ELECTRICAL LINE
---	PROPOSED WATER LINE
---	PROPOSED SANITARY SEWER LINE
---	PROPOSED STORM SEWER LINE
---	PROPOSED ELECTRICAL LINE
---	PROPOSED GAS LINE
---	ACCESSIBLE PATH OF TRAVEL
---	EXISTING STREET LIGHT TO REMAIN
---	PROPOSED ASPHALT
---	PROPOSED CONCRETE
---	PROPOSED LANDSCAPED AREA
---	PARKING COUNT
---	PROPOSED BOLLARD
---	PROPOSED SITE LIGHT
---	PROPOSED DRAINAGE FLOW DIRECTION
---	PROPOSED STORM DRAIN BOX

SITE KEYNOTES

1. CONSTRUCT 4" HIGH CURB PER CITY OF MADERA STD. 10-12.
2. PAINT "NO PARKING" PAVEMENT MARKING IN WHITE PAINT MIN. 12" HIGH LETTERING.
3. PAINT INTERNATIONAL SYMBOL OF ACCESSIBILITY PAVEMENT MARKING 5" x 8" MINIMUM, CENTERED ON STALL AND ALIGNED WITH THE END PER 2019 CALIFORNIA BUILDING CODE SEC. 11B-502.4.4.
4. INSTALL DETECTABLE WARNING SURFACE PER CALTRANS STANDARD DRAWING AREA.
5. PAINT 4" WIDE PAINTED BLUE BORDER.
6. PAINT 4" WIDE HATCHED LINES IN PAINT COLOR CONTRASTING ACCESSIBLE ASIDE SURFACE. PREPAREY BLUE OR WHITE PAINT. MINIMUM 3" SPACING (CENTER TO CENTER).
7. INSTALL ACCESSIBLE STALL SIGNAGE. ACCESSIBLE PARKING (VAN/STANDARD) VAN COMBINATION SIGN (VWP/C) OR SIMILAR. VAN ACCESSIBLE STALL SHALL ALSO INCLUDE "VAN ACCESSIBLE" PLACARD (VWP-AB) MONITOR PARKING SIGN. BOTTOM OF LOWEST SIGN SHALL BE INSTALLED A MINIMUM OF 60" ABOVE FINISHED GRADE.
8. PAINT 4" WIDE WHITE PARKING STRIPE (TYPICAL).
9. CONSTRUCT PARKING LOT PAVEMENT PER ON SITE ASPHALT PAVEMENT DETAIL.
10. PROPOSED TRANSFORMER LOCATION. TRANSFORMER TO BE PAINTED GREY/GREEN TONE.
11. CONSTRUCT 4" AC ONE PER CALTRANS STD. 10-12.
12. CONSTRUCT TYPICAL TRASH ENCLOSURES PER CITY OF MADERA PW STD. DNG. 1-7-2000. WALLS TO BE COMPOSED OF AN EXTERIOR FINISH OF CONSISTENT WITH BUILDING CONSTRUCTION. PLASTER FRESH MATERIAL, TEXTURE, AND COLOR.
13. SANITARY EXISTING PAVEMENT TO CLEAN EDGE (PARTS OF PAVING).
14. INSTALL PROPOSED "STOP" SIGN PER CITY OF MADERA STD. DNG. 10-12.
15. FUTURE ELECTRIC VEHICLE CHARGING STATION AND STALLS. REF. ELECTRICAL PLAN FOR CONDUIT ROUTING AND REQUIREMENTS.
16. PROPOSED LOW EMISSION VEHICLE PARKING PAINT "CLEAN VAN/VANPOOL/EV" MARKING PER 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE SEC. 5.106.3.3.1.
17. FUTURE CHARGING EQUIPMENT LOCATION.
18. PROPOSED BOLLARD (TYPICAL).
19. CURB PAINTED RED WITH "FIRE LANE" PAINTED IN 3" HIGH MINIMUM WHITE LETTERS.
20. CONSTRUCT CONCRETE PAVEMENT PER SECTION DETAIL, THIS SHEET.
21. FUTURE FUEL PUMP WITH BOLLARD PROTECTION UNDER SEPARATE SUBMITTAL PER 800-03002.
22. INSTALL HYDROLOCK SIGN READING "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT COMPLIING WITH CALIFORNIA PLACARD OR SIGNAGE. VIOLATORS WILL BE TOWED AT THE OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT THE CITY OF MADERA POLICE DEPARTMENT, 330 S. C STREET OR BY TELEPHONING 422-4000 PER SEC. 11B-502.4, 2019 CBC MOUNTED A MINIMUM 4' FROM BOTTOM OF SIGN TO GROUND.
23. CONSTRUCT 5" WIDE SIDEWALK.
24. PAINT WHITE 4" WIDE BORDER WITH 4" WIDE DIAGONAL HATCH LINES.
25. PROPOSED SEWER SERVICE CONNECTION TO BUILDING.
26. PROPOSED GREASE WASTE SERVICE CONNECTION TO BUILDING.
27. PROPOSED DOMESTIC WATER SERVICE CONNECTION TO BUILDING.
28. PROPOSED ELECTRICAL SERVICE CONNECTION TO BUILDING.
29. PROPOSED TELECOM CONNECTION TO BUILDING.
30. PROPOSED BIRE RACK (3 BIRE CAPACITY). REF. ARCHITECTURAL PLANS FOR COLOR, TYPE, AND INSTALLATION DETAILS.
31. PROPOSED APWA INLET BOX PER APWA DETAIL 310.
32. PROPOSED FIRE HYDRANT PER CITY OF MADERA STD. W-26.
33. PROPOSED BACKFLOW PREVENTER PER CITY OF MADERA STD. DNG. W-14.
34. PROPOSED SITE LIGHTS BY OTHERS.
35. PROPOSED GAS SERVICE CONNECTION TO BUILDING.



VICINITY MAP
NOT TO SCALE



<p>MADERA 7-11 SPR XXXX-XX SITE PLAN</p>			
<p>CITY OF MADERA ENGINEERING DEPARTMENT 200 WEST 4TH STREET MADERA, CA 93601</p>		<p>SHEET 1 OF 1 SHEETS</p>	
<p>PLAN REVISION</p>		<p>APPROVED BY: CITY ENGINEER DATE</p>	
<p>INITIAL ISSUE DATE</p>	<p>5/10/2022</p>	<p>REVIEWED BY: PUBLIC WORKS</p>	
<p>CHANGE</p>	<p>DATE</p>	<p>APPROVAL</p>	<p>DATE</p>
<p>REV.</p>	<p>DATE</p>	<p>APPROVAL</p>	<p>DATE</p>
<p>REV.</p>	<p>DATE</p>	<p>APPROVAL</p>	<p>DATE</p>
<p>REV.</p>	<p>DATE</p>	<p>APPROVAL</p>	<p>DATE</p>
<p>REV.</p>	<p>DATE</p>	<p>APPROVAL</p>	<p>DATE</p>
<p>REV.</p>	<p>DATE</p>	<p>APPROVAL</p>	<p>DATE</p>
<p>WORK ORDER No.</p>	<p></p>	<p></p>	<p></p>



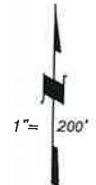
Source:

FIGURE 2
AERIAL MAP

SEC.3 T.11S., R.17E. M.D.B.&M.

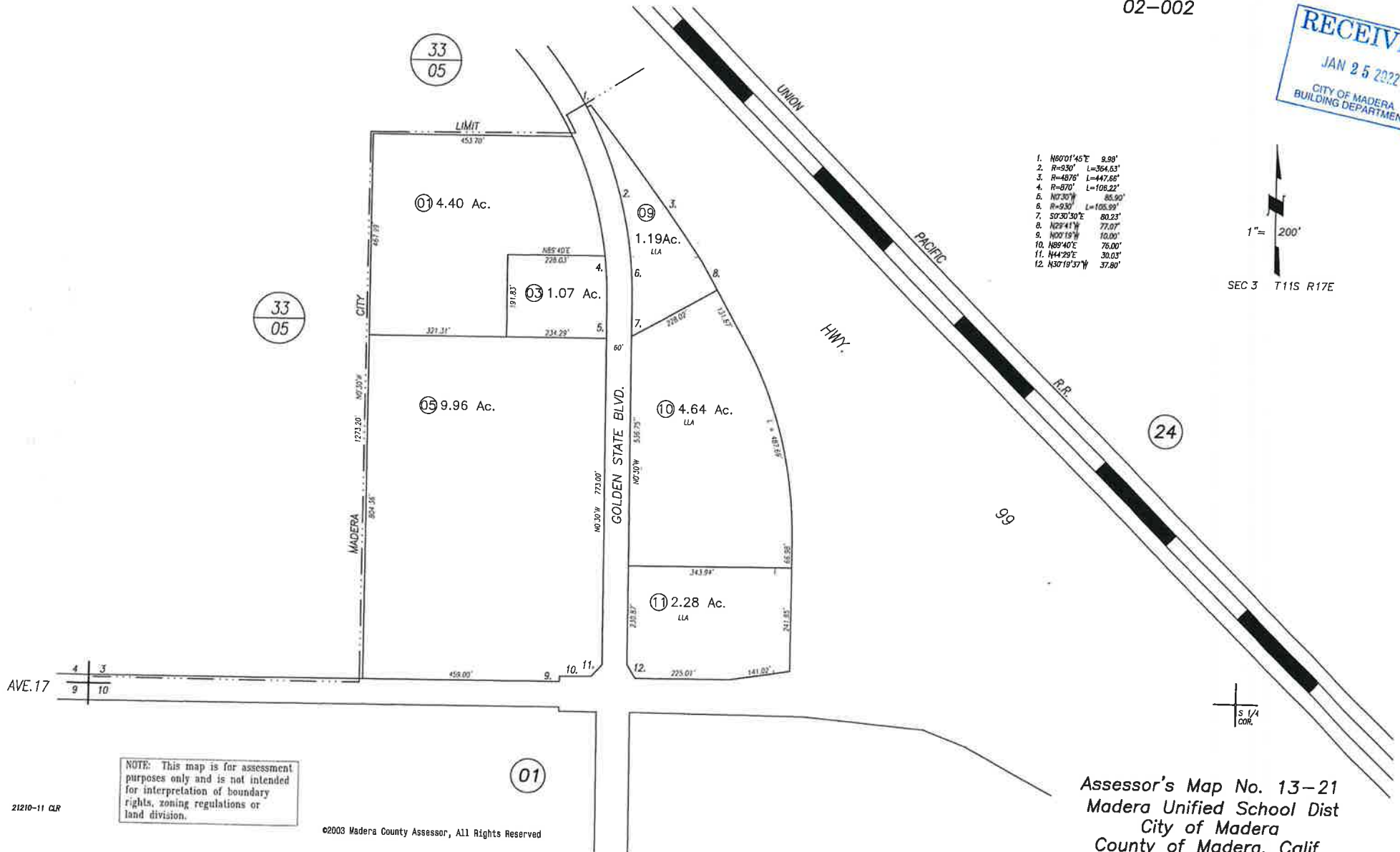
Tax Area Code
02-002

13-21



SEC 3 T11S R17E

1. N80°01'45"E 9.98'
2. R=930' L=364.63'
3. R=4876' L=447.66'
4. R=870' L=106.22'
5. N07°30'W 85.90'
6. R=930' L=105.99'
7. S0°30'30"E 80.23'
8. N29°41'W 77.07'
9. N00°19'W 10.00'
10. N89°40'E 76.00'
11. N44°29'E 30.03'
12. N30°19'57"W 37.80'





PLANNING DEPARTMENT

Gary Conte, AICP, Planning Manager

October 7, 2022

Heather Airey, Tribal Historic Preservation Officer
Picayune Rancheria of Chukchansi Indians
P.O. Box 2226
Oakhurst, CA 93644

Delivered via Email: hairey@chukchanstribes.net

Subject: Consultation Pursuant to Assembly Bill 52 for the 7-11 Travel Center Project in the City of Madera, Madera County, CA

Dear Ms. Airey:

The City of Madera is processing an application for the above-referenced project submitted by the applicant Stock Five Holdings, LLC and is requesting your review to determine if formal consultation is appropriate pursuant to California Public Resources Code Section 21080.3.1. The project proposes the following activities at the northwest corner of Golden State Boulevard and Avenue 17 in the City of Madera (Madera County Assessor's Parcel Number 006-182-007:

1. Site Plan Review – Construction of a 7-11 fueling station composed of 12 vehicular pumps, 10 commercial pumps and a 4,889 square foot convenience store with a restaurant tenant.
2. Conditional Use Permit – Sale of tobacco and tobacco related products and the sale of alcohol (beer and wine) for off-site consumption.

A copy of the proposed site plan, an aerial photo of the project site, and a copy of the assessor's map are attached for your reference. Pursuant to Assembly Bill 52, the Tribe has 30 days to request formal consultation. Given the timelines involved in preparing CEQA documents and other materials, the required public review periods, conducting the requisite hearings, and finalizing the applications, we respectfully request that the Tribe consider the items herein as expeditiously as possible.

Please feel free to contact me with any questions by phone at 559.661.5433 or via email at gconte@madera.gov.

Respectfully,

Gary Conte, AICP
Planning Manager

Encls: Site Plan
Aerial Photo
Assessor's Map

cc: Robert Smith, City of Madera Planning Department
File



PARKING SUMMARY TABLE			
TYPE	METHOD	REQUIRED	PROVIDED
VEHICLE	MNC SEC 10-3.102, 1 SPACE PER 250 SF	20	50
ACCESSIBLE	TABLE 109-2082.1 & 109-2082.4, 2019 CDC	2 (1 VAN ACCESSIBLE)	3 (2 VAN ACCESSIBLE)
SHORT TERM BICYCLE	SEC 5.104.1.1.2 2019 CALIFORNIA STANDARDS	3	3
LONG TERM BICYCLE	SEC 5.104.1.1.2 2019 CALIFORNIA STANDARDS	3	2
LOW EMSSION VEHICLE	TABLE 5.056.1.3.2 2019 CALIFORNIA STANDARDS	3	3
FUTURE EV CHARGING	TABLE 5.056.1.3.3 2019 CALIFORNIA STANDARDS	2	2
TRUCK PARKING			10
PAVING RATIO	10.2 SPACES PER 1000 SF		

PROJECT INFORMATION: MADERA 7-11
GENERAL PLAN DESIGNATION: C-2 (HIGHWAY COMMERCIAL)
CURRENT ZONING: C-2 (HEAVY COMMERCIAL)
PROPOSED ZONING: C-2 (HEAVY COMMERCIAL)
ASSESSOR'S PARCEL NUMBERS: 013-210-005
ADDRESS: 9900 OF GOLDEN STATE BLVD & NORTH OF AVENUE 17
DATE OF PREPARATION: 03-16-2022
BUILDING HEIGHT: 21.25 FEET

AREA TABLE

PROJECT SITE NET AREA:	175,752 SF / 4.03 AC 100% OF SITE
EXISTING BUILDING AREA:	0 SF / 0 AC / 0% OF SITE
PROPOSED BUILDING AREA:	4,889 SF / 0.11 AC / 3% OF SITE
PAVED AREA:	104,633 SF / 2.40 AC / 59% OF SITE
SIDEWALKS:	4,233 SF / 0.09 AC / 2% OF SITE
LANDSCAPING:	40,307 SF / 0.93 AC / 23% OF SITE

NOTES

1. NO EXISTING BUILDINGS TO BE DEMOLISHED
2. ALL EXISTING IMPROVEMENTS WITHIN WORK AREA TO BE DEMOLISHED UNLESS OTHERWISE NOTED.

OWNER
STOCK FIVE HOLDINGS, LLC
2972 LARKIN AVE
CLONIS, CA 93612
TEL: (559) 292-1133
ATTN: GUY STOCKBRIDGE

DEVELOPER/APPLICANT
STOCK FIVE HOLDINGS, LLC
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CIVIL ENGINEER
GALLOWAY & COMPANY, INC.
9477 N. FORT WASHINGTON, SUITE 100
FRESNO, CA 93730
TEL: (559) 721-5030
ATTN: TERRA J. MORTENSEN, PE

ARCHITECT
GALLOWAY & COMPANY, INC.
9477 N. FORT WASHINGTON, SUITE 100
FRESNO, CA 93730
TEL: (559) 721-5030
ATTN: JIM CHILDS, AIA

LANDSCAPE ARCHITECT
DAVID ENGLER ASSOCIATES
596 WEST SHAW AVENUE, SUITE
FRESNO, CA 93704
TEL: (559) 276-9495
ATTN: DAVID ENGLER

CONSTRUCTION MANAGER/
GENERAL CONTRACTOR
MARK WILSON CONSTRUCTION

MARK WILSON CONSTRUCTION
5799 E. CLINTON AVENUE
FRESNO, CA 93727
TEL: (559) 348-0421
ATTN: DOUG REITZ

LEGEND

- EXISTING RIGHT-OF-WAY
- CENTER LINE
- EXISTING PARCEL LINE
- PROPOSED PARCEL LINE
- SETBACK LINE
- SANICUT
- EXISTING WATER LINE
- EXISTING STORM SEWER LINE
- EXISTING SANITARY SEWER LINE
- EXISTING OVERHEAD ELECTRICAL LINE
- PROPOSED WATER LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED STORM SEWER LINE
- PROPOSED ELECTRICAL LINE
- PROPOSED GAS LINE
- ACCESSIBLE PATH OF TRAVEL
- EXISTING STREET LIGHT TO REMAIN
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED LANDSCAPED AREA
- PARKING COUNT
- PROPOSED BOLLARD
- PROPOSED SITE LIGHT
- PROPOSED DRAINAGE FLOW DIRECTION
- PROPOSED STORM DRAIN BOX

SITE KEYNOTES

- [illegible]



VICINITY MAP

NOT TO SCALE



MADERA 7-11
SPR XXXX-XX
SITE PLAN

CITY OF MADRID
ENGINEERING
DEPARTMENT
205 WEST 4TH STREET

SHEET 1 OF 1 SHEETS

APPROVED BY: _____ DATE _____
CITY ENGINEER

PLAN REVISION		
INITIAL ISSUE DATE		5/10/2022
CHANGE	DATE	APPROVAL
REV.		
REV.		
REV.		
REV.		
REV.		
WORK ORDER No.		

CITY ENGINEER	
REVIEWED BY	
PUBLIC WORKS:	
FIRE DEPARTMENT:	
PARKS DEPARTMENT:	
DESIGNED BY: GALLOWAY	CHECKED BY: TJM
DRAWN BY: AR	INSPECTED BY:
CONSTRUCTION	
DATES	DATE STARTED
CONTRACTOR: STOCK FIVE HOLDINGS	
PROJECT No. SBD000002	



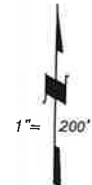
Source:

FIGURE 2
AERIAL MAP

SEC.3 T.11S., R.17E. M.D.B.&M.

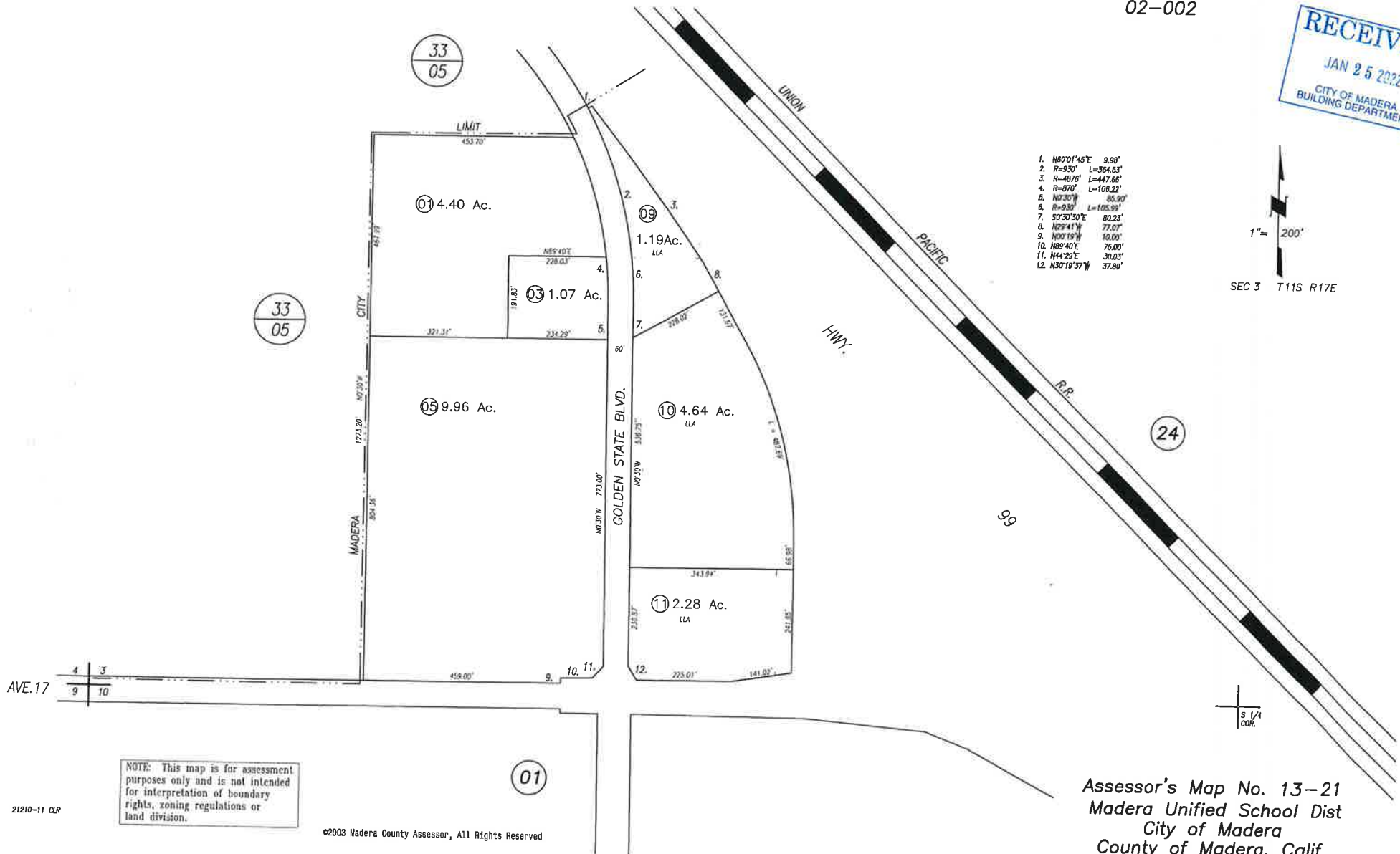
Tax Area Code
02-002

13-21



SEC 3 T11S R17E

1. N80°01'45"E 9.98'
2. R=930' L=364.63'
3. R=4876' L=447.66'
4. R=870' L=106.22'
5. N07°30'W 85.90'
6. R=930' L=105.99'
7. S0°30'30"E 80.23'
8. N29°41'W 77.07'
9. N00°19'W 10.00'
10. N89°40'E 76.00'
11. N44°29'E 30.03'
12. N30°19'57"W 37.80'





PLANNING DEPARTMENT

Gary Conte, AICP, Planning Manager

October 7, 2022

Claudia Gonzales, Chairwoman
Picayune Rancheria of Chukchansi Indians
P.O. Box 2226
Oakhurst, CA 93644

Delivered via Email: cgonzales@chukchanstribes.net

Subject: Consultation Pursuant to Assembly Bill 52 for the 7-11 Travel Center Project in the City of Madera, Madera County, CA

Dear Ms. Gonzales:

The City of Madera is processing an application for the above-referenced project submitted by the applicant Stock Five Holdings, LLC and is requesting your review to determine if formal consultation is appropriate pursuant to California Public Resources Code Section 21080.3.1. The project proposes the following activities at the northwest corner of Golden State Boulevard and Avenue 17 in the City of Madera (Madera County Assessor's Parcel Number 006-182-007:

1. Site Plan Review – Construction of a 7-11 fueling station composed of 12 vehicular pumps, 10 commercial pumps and a 4,889 square foot convenience store with a restaurant tenant.
2. Conditional Use Permit – Sale of tobacco and tobacco related products and the sale of alcohol (beer and wine) for off-site consumption.

A copy of the proposed site plan, an aerial photo of the project site, and a copy of the assessor's map are attached for your reference. Pursuant to Assembly Bill 52, the Tribe has 30 days to request formal consultation. Given the timelines involved in preparing CEQA documents and other materials, the required public review periods, conducting the requisite hearings, and finalizing the applications, we respectfully request that the Tribe consider the items herein as expeditiously as possible.

Please feel free to contact me with any questions by phone at 559.661.5433 or via email at gconte@madera.gov.

Respectfully,

Gary Conte, AICP
Planning Manager

Encls: Site Plan
Aerial Photo
Assessor's Map

cc: Robert Smith, City of Madera Planning Department
File



PARKING SUMMARY TABLE			
TYPE	METHOD	REQUIRED	PROVIDED
VEHICLE	MNC SEC 10-3.102, 1 SPACE PER 250 SF	20	50
ACCESSIBLE	TABLE 109-2082.1 & 109-2082.4, 2019 CDC	2 (1 VAN ACCESSIBLE)	3 (2 VAN ACCESSIBLE)
SHORT TERM BICYCLE	SEC 5.106.1.1.2 2019 CALIFORNIA STANDARDS	3	3
LONG TERM BICYCLE	SEC 5.106.1.1.2 2019 CALIFORNIA STANDARDS	3	2
LONG EMSSION VEHICLE	TABLE 5.056.5.1.2 2019 CALIFORNIA STANDARDS	3	3
FUTURE EV CHARGING	TABLE 5.056.5.1.3 2019 CALIFORNIA STANDARDS	2	2
TRUCK PARKING			10
PAVING RATIO	10.2 SPACES PER 1000 SF		

PROJECT INFORMATION: MADERA 7-11
GENERAL PLAN DESIGNATION: C-2 (HIGHWAY COMMERCIAL)
CURRENT ZONING: C-2 (HEAVY COMMERCIAL)
PROPOSED ZONING: C-2 (HEAVY COMMERCIAL)
ASSESSOR'S PARCEL NUMBERS: 013-210-005
ADDRESS: 9900 OF GOLDEN STATE BLVD & NORTH OF AVENUE 17
DATE OF PREPARATION: 03-16-2022
BUILDING HEIGHT: 21.25 FEET

AREA TABLE

PROJECT SITE NET AREA:	175,752 SF / 4.03 AC 100% OF SITE
EXISTING BUILDING AREA:	0 SF / 0 AC / 0% OF SITE
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NOTES

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2. ALL EXISTING IMPROVEMENTS WITHIN WORK AREA TO BE DEMOLISHED UNLESS OTHERWISE NOTED.

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ARCHITECT
GALLOWAY & COMPANY, INC.
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GENERAL CONTRACTOR

MARK WILSON CONSTRUCTION
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FRESNO, CA 93727
TEL: (559) 348-0421
ATTN: DOUG REITZ

LEGEND

- EXISTING RIGHT-OF-WAY
- CENTER LINE
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- PROPOSED LANDSCAPED AREA
- PARKING COUNT
- PROPOSED BOLLARD
- PROPOSED SITE LIGHT
- PROPOSED DRAINAGE FLOW DIRECTION
- PROPOSED STORM DRAIN BOX

SITE KEYNOTES

- [illegible]



VICINITY MAP

NOT TO SCALE



MADERA 7-11
SPR XXXX-XX
SITE PLAN

CITY OF MADRID
ENGINEERING
DEPARTMENT
205 WEST 4TH STREET

SHEET 1 OF 1 SHEETS

APPROVED BY: _____ DATE _____
CITY ENGINEER

PLAN REVISION		
INITIAL ISSUE DATE		5/10/2022
CHANGE	DATE	APPROV
REV.		
REV.		
REV.		
REV.		
REV.		
WORK ORDER No.		

CITY ENGINEER	
REVIEWED BY	
PUBLIC WORKS:	
FIRE DEPARTMENT:	
PARKS DEPARTMENT:	
DESIGNED BY: GALLOWAY	CHECKED BY: TJM
DRAWN BY: AR	INSPECTED BY:
CONSTRUCTION	
DATES	DATE STARTED
CONTRACTOR: STOCK FIVE HOLDINGS	
PROJECT No. SBD000002	



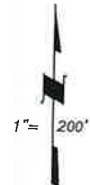
Source:

FIGURE 2
AERIAL MAP

SEC.3 T.11S., R.17E. M.D.B.&M.

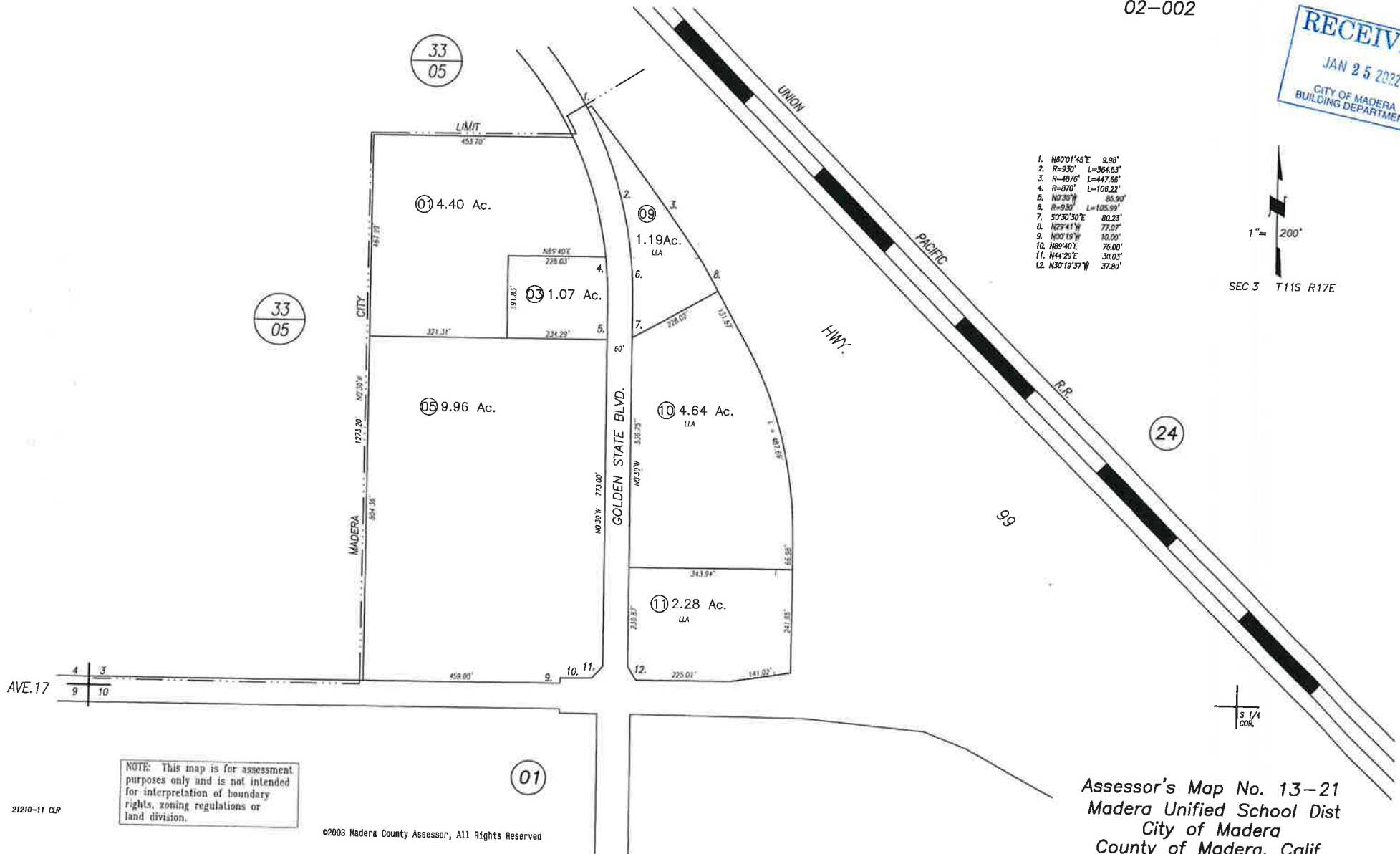
Tax Area Code
02-002

13-21



SEC 3 T11S R17E

1. N80°01'45"E 9.98'
2. R=930' L=364.63'
3. R=4876' L=447.66'
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11. N44°29'E 30.03'
12. N30°19'57"W 37.80'





PLANNING DEPARTMENT

Gary Conte, AICP, Planning Manager

October 7, 2022

Sandra Chapman, Chairperson
Southern Sierra Miwuk Nation
P.O. Box 186
Mariposa, CA 95338

Delivered via Email: sandra47roy@gmail.com

Subject: Consultation Pursuant to Assembly Bill 52 for the 7-11 Travel Center Project in the City of Madera, Madera County, CA

Dear Ms. Chapman:

The City of Madera is processing an application for the above-referenced project submitted by the applicant Stock Five Holdings, LLC and is requesting your review to determine if formal consultation is appropriate pursuant to California Public Resources Code Section 21080.3.1. The project proposes the following activities at the northwest corner of Golden State Boulevard and Avenue 17 in the City of Madera (Madera County Assessor's Parcel Number 006-182-007:

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2. Conditional Use Permit – Sale of tobacco and tobacco related products and the sale of alcohol (beer and wine) for off-site consumption.

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Please feel free to contact me with any questions by phone at 559.661.5433 or via email at gconte@madera.gov.

Respectfully,

Gary Conte, AICP
Planning Manager

Encls: Site Plan
Aerial Photo
Assessor's Map

cc: Robert Smith, City of Madera Planning Department
File



PARKING SUMMARY TABLE			
TYPE	METHOD	REQUIRED	PROVIDED
VEHICLE	MNC SEC 10-3.102, 1 SPACE PER 250 SF	20	50
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TRUCK PARKING			10
PAVING RATIO	10.2 SPACES PER 1000 SF		

PROJECT INFORMATION: MADERA 7-11
GENERAL PLAN DESIGNATION: C-2 (HIGHWAY COMMERCIAL)
CURRENT ZONING: C-2 (HEAVY COMMERCIAL)
PROPOSED ZONING: C-2 (HEAVY COMMERCIAL)
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DATE OF PREPARATION: 03-16-2022
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TEL: (559) 721-5030
ATTN: TERRA J. MORTENSEN, PE

ARCHITECT

GALLOWAY & COMPANY, INC.
9477 N. FORT WASHINGTON, SUITE 105
FRESNO, CA 93730
TEL: (559) 721-5030
ATTN: JIM CHILDS, M.A.

LANDSCAPE ARCHITECT

DAVID BOGLER ASSOCIATES
516 WEST SHAW AVENUE, SUITE
FRESNO, CA 93704
TEL: (559) 276-9495
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CONSTRUCTION MANAGER/
GENERAL CONTRACTOR

MARK WILSON CONSTRUCTION
5799 E. CLINTON AVENUE
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ATTN: DOUG REITZ

LEGEND

	EXISTING RIGHT-OF-WAY
	CENTER LINE
	EXISTING PARCEL LINE
	PROPOSED PARCEL LINE
	SEWERBACK LINE
	SANITARY
	EXISTING WATER LINE
	EXISTING STORM SEWER LINE
	EXISTING SANITARY SEWER LINE
	EXISTING OVERHEAD ELECTRICAL LINE
	PROPOSED WATER LINE
	PROPOSED SANITARY SEWER LINE
	PROPOSED STORM SEWER LINE
	PROPOSED ELECTRICAL LINE
	PROPOSED GAS LINE
	ACCESSIBLE PAIS OF TRAVEL
	EXISTING STREET LIGHT TO HUMAN
	PROPOSED ASPHALT
	PROPOSED CONCRETE
	PROPOSED LANDSCAPED AREA
	PARKING COUNT
	PROPOSED BOLLARD
	PROPOSED SITE LIGHT
	PROPOSED DRAINAGE FLOW DIRECTION
	PROPOSED STORM DRAIN BOX

SITE KEYNOTES

- [illegible]



VICINITY MAP

NOT TO SCALE



MADERA 7-11
SPR XXXX-XX
SITE PLAN

CITY OF MADERA
ENGINEERING
DEPARTMENT
205 WEST 4TH STREET

SHEET 1 OF 1 SHEETS

APPROVED BY: _____ DATE _____
CITY ENGINEER

PLAN REVISION

PLAN REVISION	
INITIAL	ISSUE DATE
	5/10/2022

CHANGE	DATE	APPROV
--------	------	--------

CHANGE	DATE	APPROVAL
REV.		

REV.		
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REV.		
------	--	--

REV.		
REV.		

REV.		
WORK ORDER No.		

REVIEWED BY	
-------------	--

	PUBLIC WORKS:
AL	FIRE DEPARTMENT:

AL	FIRE DEPARTMENT:
	PARKS DEPARTMENT:

DESIGNED BY: GALLOWAY	CHECKED BY: TJM
DRAWN BY: AR	INSPECTED BY:

DRAWN BY: AN	REVIEWED BY:
CONSTRUCTION DATES	

DATES	DATE STARTED	DATE COMPLETE
CONTRACTOR: STOCK FIVE HOLDINGS		

PROJECT No. SBD0000002



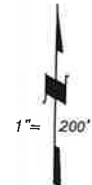
Source:

FIGURE 2
AERIAL MAP

SEC.3 T.11S., R.17E. M.D.B.&M.

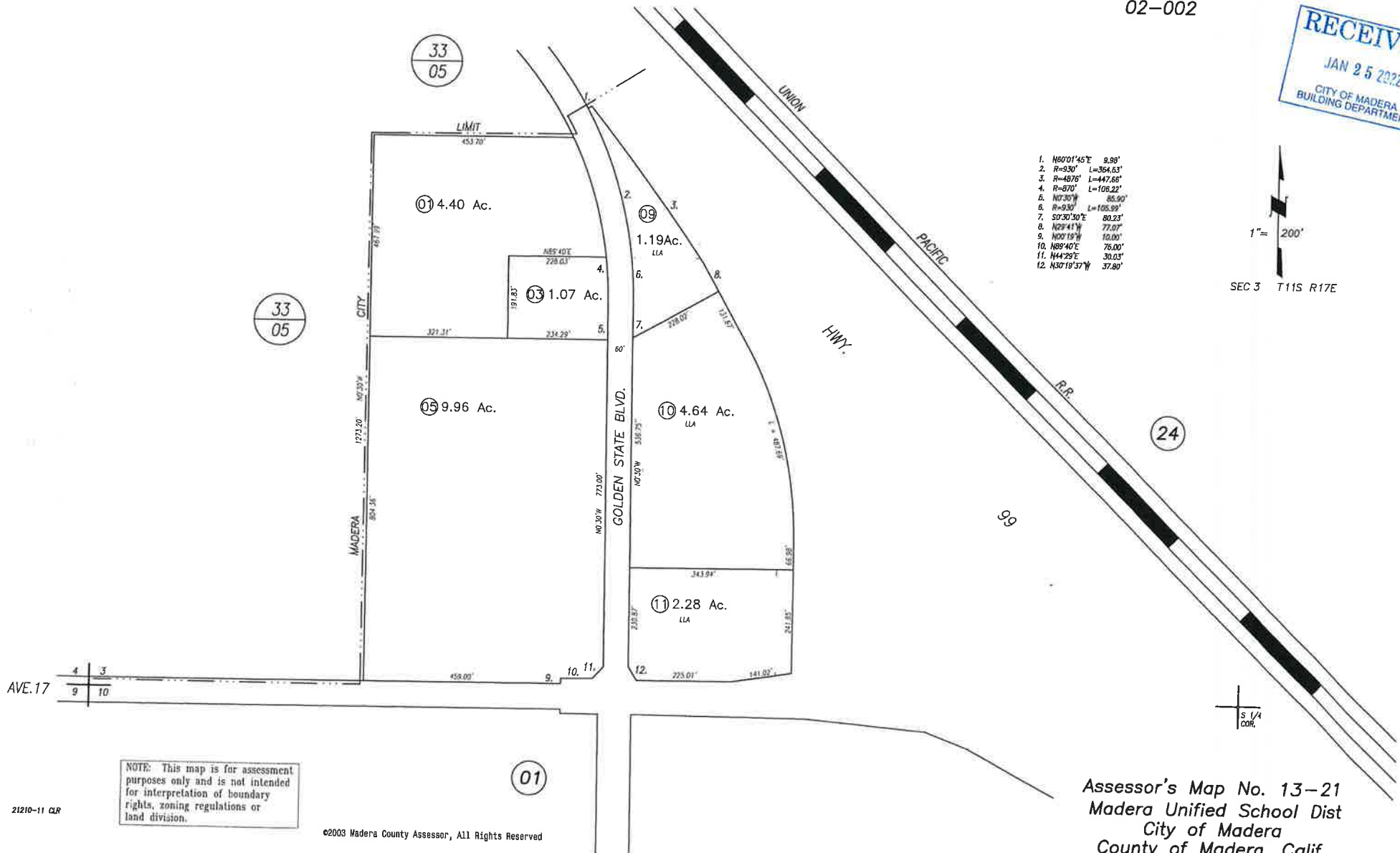
Tax Area Code
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13-21



SEC 3 T11S R17E

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11. N44°29'E 30.03'
12. N30°19'57"W 37.80'





PLANNING DEPARTMENT

Gary Conte, AICP, Planning Manager

October 7, 2022

Neil Peyron, Chairperson
Tule River Indian Tribe
P.O. Box 589
Porterville, CA 93258

Delivered via Email: joey.garfield@tulerivertribe-nsn.gov

Subject: Consultation Pursuant to Assembly Bill 52 for the 7-11 Travel Center Project in the City of Madera, Madera County, CA

Dear Mr. Peyron:

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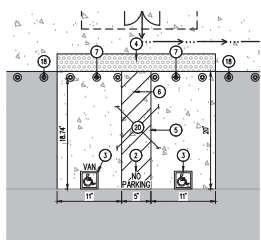
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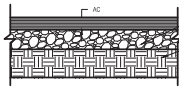
Gary Conte, AICP
Planning Manager

Encls: Site Plan
Aerial Photo
Assessor's Map

cc: Robert Smith, City of Madera Planning Department
File



TYPICAL ACCESSIBLE PARKING STALLS
SCALE: 1" = 10'



ON SITE ASPHALT PAVEMENT SECTION
NOT TO SCALE

PARKING SUMMARY TABLE

TYPE	METHOD	REQUIRED	PROVIDED
VEHICLE	MDC SEC. 10-3.100.2, 1 SPACE PER 250 SF	20	50
ACCESSIBLE	TABLE 10B-200.2.2 & SEC. 10B-200.2.4, 2019 CBC	2 (1 VAN ACCESSIBLE)	3 (2 VAN ACCESSIBLE)
SHORT TERM BICYCLE	SEC. 5.106.4.1.2 2019 CALIFORNIA STANDARDS	3	3
LONG TERM BICYCLE	SEC. 5.106.4.1.2 2019 CALIFORNIA STANDARDS	2	2
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TRUCK PARKING			10
PARKING RATIO	10.2 SPACES PER 1000 SF		

PROJECT INFORMATION: MADERA 7-11

GENERAL PLAN DESIGNATION: C-H (HIGHWAY COMMERCIAL)
CURRENT ZONING: C-2 (HEAVY COMMERCIAL)
PROPOSED ZONING: C-2 (HEAVY COMMERCIAL)
ADDRESS: 10000 N. MADERA AVENUE, SUITE 100
ADJACENT PARCELS: 013-010-005
ADJACENT N.E. OF GOLDEN STATE BLVD. & N. OF AVENUE 17
DATE OF PREPARATION: 03-16-2022
BUILDING HEIGHT: 31.25 FEET

AREA TABLE

PROPOSED SITE NET AREA:
170,750 SF / 4.00 AC / 100% OF SITE
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TEL: (509) 281-1133
ATTN: GUY STODOLSKO

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ATTN: GUY STODOLSKO

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TEL: (303) 721-5000
ATTN: JIM CHAMBERS, PE

ARCHITECT

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PUEBLO, CO 81008
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ATTN: JIM CHAMBERS, PE

LANDSCAPE ARCHITECT

DAVID BUELL ASSOCIATES
500 WEST SHAW AVENUE, SUITE 101
PUEBLO, CO 81004
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CONSTRUCTION MANAGER/ GENERAL CONTRACTOR

MARK WALSH CONSTRUCTION
5700 E. CANTON AVENUE
PUEBLO, CO 81007
TEL: (303) 398-1801
ATTN: DAVID RETZ

LEGEND

---	EXISTING RIGHT-OF-WAY
---	CENTER LINE
---	EXISTING PARCEL LINE
---	PROPOSED PARCEL LINE
---	SEWER LINE
---	SANITARY
---	EXISTING WATER LINE
---	EXISTING SANITARY SEWER LINE
---	EXISTING SANITARY SEWER LINE
---	PROPOSED OVERHEAD ELECTRICAL LINE
---	PROPOSED WATER LINE
---	PROPOSED SANITARY SEWER LINE
---	PROPOSED STORM SEWER LINE
---	PROPOSED ELECTRICAL LINE
---	PROPOSED GAS LINE
---	ACCESSIBLE PATH OF TRAVEL
---	EXISTING STREET LIGHT TO REMAIN
---	PROPOSED ASPHALT
---	PROPOSED CONCRETE
---	PROPOSED LANDSCAPED AREA
---	PARKING COUNT
---	PROPOSED BOLLARD
---	PROPOSED SITE LIGHT
---	PROPOSED DRAINAGE FLOW DIRECTION
---	PROPOSED STORM DRAIN BOX

SITE KEYNOTES

1. CONSTRUCT 4" HIGH CURB PER CITY OF MADERA STD. 10-12.
2. PAINT "NO PARKING" PAVEMENT MARKING IN WHITE PAINT MIN. 12" HIGH LETTERING.
3. PAINT INTERNATIONAL SYMBOL OF ACCESSIBILITY PAVEMENT MARKING 5" x 8" MINIMUM, CENTERED ON CURB AND ALIGNED WITH THE END FOR 2019 CALIFORNIA BUILDING CODE SEC. 11B-502.4.4.
4. INSTALL DETECTABLE WARNING SURFACE PER CALTRANS STANDARD DRAWING AREA.
5. PAINT 4" WIDE PAINTED BLUE BORDER.
6. PAINT 4" WIDE HATCHED LINES IN PAINT COLOR CONTRASTING ACCESSIBLE ASIDE SURFACE. PREPARE WHITE OR WHITE PAINT MINIMUM 5" SPACING (CENTER TO CENTER).
7. INSTALL ACCESSIBLE STALL SIGNAGE. ACCESSIBLE PARKING (VAN/STANDARD) SIGN (RWC (C)3) OR (C)4. VAN ACCESSIBLE STALL SHALL ALSO INCLUDE "VAN ACCESSIBLE" PLACARD (RWC (C)4) AND SIGNAGE WITH THE END FOR 2019 CALIFORNIA BUILDING CODE SEC. 11B-502.4.4.
8. PAINT 4" WIDE WHITE PARKING STRIPE (TYPICAL).
9. CONSTRUCT PARKING LOT PAVEMENT PER ON SITE ASPHALT PAVEMENT DETAIL.
10. PROPOSED TRANSFORMER LOCATION. TRANSFORMER TO BE PAINTED GREY/GREEN TONE.
11. CONSTRUCT 4" AC ONE PER CALTRANS STD. 10-12.
12. CONSTRUCT TYPICAL TRASH ENCLOSURES PER CITY OF MADERA PW STD. 10-12, 1-7-2000. WALLS TO BE COMPOSED OF AN EXTERIOR FINISH OF CONCRETE WITH BUILDING CONCRETE PLASTER FRESH MATERIAL, TEXTURE, AND COLOR.
13. SANITARY EXISTING PAVEMENT TO CLEAN EDGE (PARTS OF PAVING).
14. INSTALL PROPOSED "STOP" SIGN PER CITY OF MADERA STD. 10-12.
15. FUTURE ELECTRIC VEHICLE CHARGING STATION AND STALLS. REF. ELECTRICAL PLAN FOR CONDUIT ROUTING AND REQUIREMENTS.
16. PROPOSED LOW EMISSION VEHICLE PARKING PAINT "CLEAN VAN/VANPOOL/EV" MARKING PER 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE SEC. 5.106.3.3.1.
17. FUTURE CHARGING EQUIPMENT LOCATION
18. PROPOSED BOLLARD (TYPICAL)
19. CURB PAINTED RED WITH "TIRE LINE" PAINTED IN 5" HIGH MINIMUM WHITE LETTERS.
20. CONSTRUCT CONCRETE PAVEMENT PER SECTION DETAIL, THIS SHEET.
21. FUTURE FUEL PUMP WITH BOLLARD PROTECTION UNDER SEPARATE SUBMITTAL PER 800-03002.
22. INSTALL (TYPICAL) SIGN READING "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT COMPLIING WITH CALIFORNIA PLACARD OR SIGNAGE REQUIREMENTS. VIOLATORS WILL BE TOWED AT THE OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT THE CITY OF MADERA POLICE DEPARTMENT, 330 S. C STREET OR BY TELEPHONING 432-4000 PER SEC. 11B-502.4, 2019 CBC MOUNTED A MINIMUM 4' FROM BOTTOM OF SIGN TO GROUND.
23. CONSTRUCT 5" WIDE SIDEWALK
24. PAINT WHITE 4" WIDE BORDER WITH 4" WIDE DIAGONAL HATCH LINES
25. PROPOSED SEWER SERVICE CONNECTION TO BUILDING
26. PROPOSED GREASE WASTE SERVICE CONNECTION TO BUILDING
27. PROPOSED DOMESTIC WATER SERVICE CONNECTION TO BUILDING
28. PROPOSED ELECTRICAL SERVICE CONNECTION TO BUILDING
29. PROPOSED TELECOM CONNECTION TO BUILDING
30. PROPOSED BIRE RACK (3 BIRE CAPACITY). REF. ARCHITECTURAL PLANS FOR COLOR, TYPE, AND INSTALLATION DETAILS.
31. PROPOSED APWA INLET BOX PER APWA DETAIL 310.
32. PROPOSED FIRE HYDRANT PER CITY OF MADERA STD. 10-26
33. PROPOSED BACKFLOW PREVENTER PER CITY OF MADERA STD. 10-14
34. PROPOSED SITE LIGHTS BY OTHERS
35. PROPOSED GAS SERVICE CONNECTION TO BUILDING



VICINITY MAP
NOT TO SCALE



<p>MADERA 7-11 SPR XXXX-XX SITE PLAN</p>	
<p>CITY OF MADERA ENGINEERING DEPARTMENT 200 WEST 4TH STREET MADERA, CA 93601</p>	
<p>SHEET 1 OF 1 SHEETS</p>	
<p>APPROVED BY: CITY ENGINEER DATE</p>	
<p>PLAN REVISION</p>	
<p>INITIAL ISSUE DATE</p>	<p>5/10/2022</p>
<p>CHANGE</p>	<p>DATE</p>
<p>REV.</p>	<p>APPROVAL</p>
<p>REV.</p>	<p>DESIGNED BY: GALLAWAY</p>
<p>REV.</p>	<p>DRAWN BY: JIM</p>
<p>REV.</p>	<p>CONSTRUCTION</p>
<p>REV.</p>	<p>DATES</p>
<p>REV.</p>	<p>CONTRACTOR: STOCK FIVE HOLDINGS</p>
<p>WORK ORDER No.</p>	<p>PROJECT No. SB0000002</p>



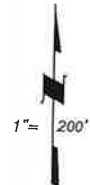
Source:

FIGURE 2
AERIAL MAP

SEC.3 T.11S., R.17E. M.D.B.&M.

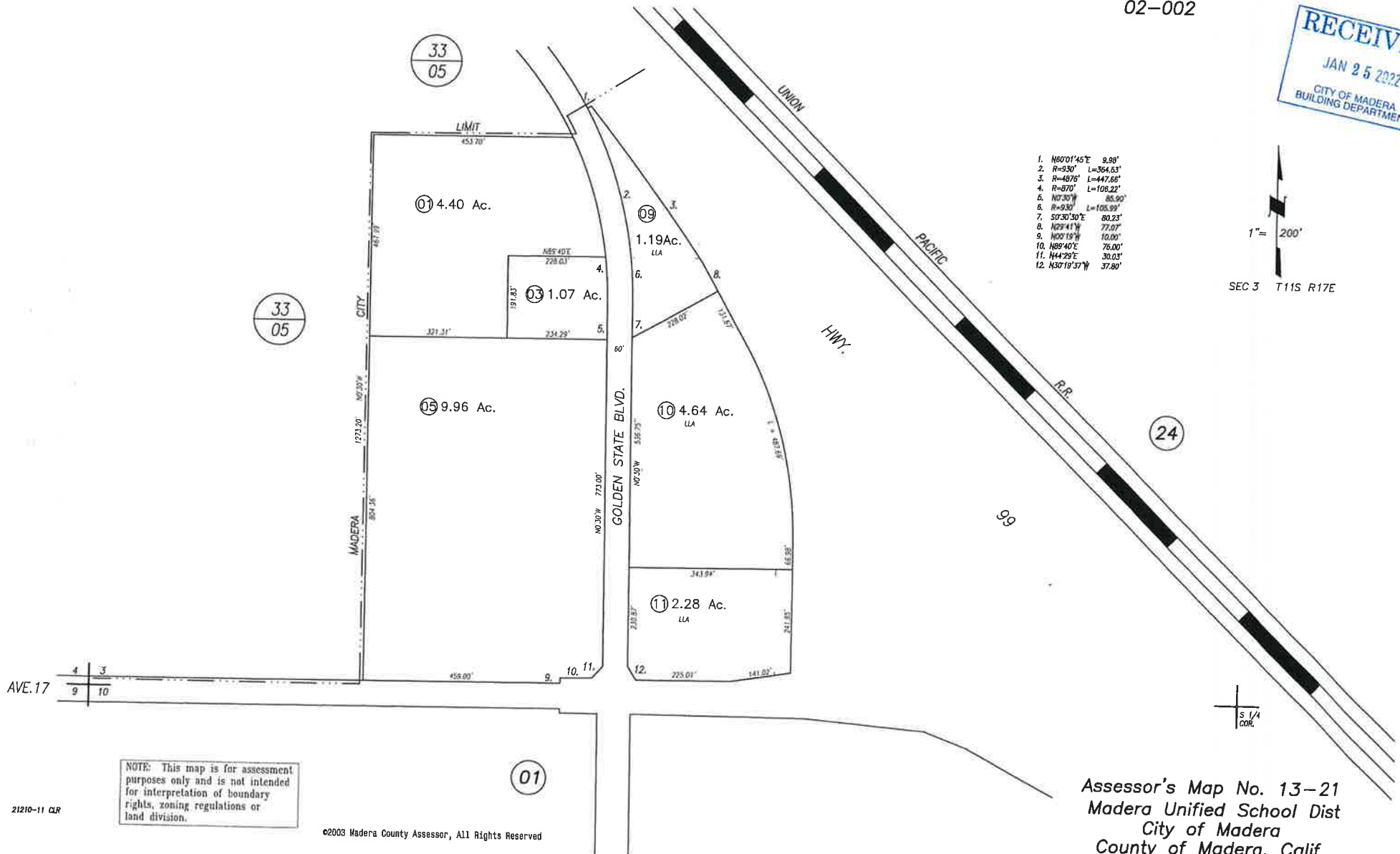
Tax Area Code
02-002

13-21



SEC 3 T11S R17E

1. N80°01'45"E 9.98'
2. R=930' L=364.63'
3. R=4876' L=447.66'
4. R=870' L=106.22'
5. N07°30'W 85.90'
6. R=930' L=105.99'
7. S0°30'30"E 80.23'
8. N29°41'W 77.07'
9. N00°19'W 10.00'
10. N89°40'E 76.00'
11. N44°29'E 30.03'
12. N30°19'57"W 37.80'





PLANNING DEPARTMENT

Gary Conte, AICP, Planning Manager

October 7, 2022

Kerri Vera
Environmental Department
Tule River Indian Tribe
P.O. Box 589
Porterville, CA 93258

Delivered via Email: kerri.vera@tulerivertribe-nsn.gov

Subject: Consultation Pursuant to Assembly Bill 52 for the 7-11 Travel Center Project in the City of Madera, Madera County, CA

Dear Ms. Vera:

The City of Madera is processing an application for the above-referenced project submitted by the applicant Stock Five Holdings, LLC and is requesting your review to determine if formal consultation is appropriate pursuant to California Public Resources Code Section 21080.3.1. The project proposes the following activities at the northwest corner of Golden State Boulevard and Avenue 17 in the City of Madera (Madera County Assessor's Parcel Number 006-182-007:

1. Site Plan Review – Construction of a 7-11 fueling station composed of 12 vehicular pumps, 10 commercial pumps and a 4,889 square foot convenience store with a restaurant tenant.
2. Conditional Use Permit – Sale of tobacco and tobacco related products and the sale of alcohol (beer and wine) for off-site consumption.

A copy of the proposed site plan, an aerial photo of the project site, and a copy of the assessor's map are attached for your reference. Pursuant to Assembly Bill 52, the Tribe has 30 days to request formal consultation. Given the timelines involved in preparing CEQA documents and other materials, the required public review periods, conducting the requisite hearings, and finalizing the applications, we respectfully request that the Tribe consider the items herein as expeditiously as possible.

Please feel free to contact me with any questions by phone at 559.661.5433 or via email at gconte@madera.gov.

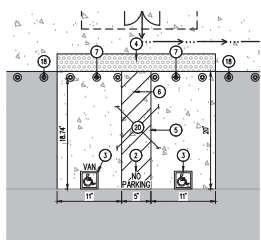
Respectfully,

Gary Conte, AICP

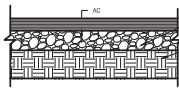
Planning Manager

Encls: Site Plan
Aerial Photo
Assessor's Map

cc: Robert Smith, City of Madera Planning Department
File



TYPICAL ACCESSIBLE PARKING STALLS
SCALE: 1" = 10'



ON SITE ASPHALT PAVEMENT SECTION
NOT TO SCALE

PARKING SUMMARY TABLE

TYPE	METHOD	REQUIRED	PROVIDED
VEHICLE	MDC SEC. 10-3100.2, 1 SPACE PER 250 SF	20	50
ACCESSIBLE	TABLE 10B-200.2.2 & SEC. 10B-200.2.4, 2019 CBC	2 (1 VAN ACCESSIBLE)	3 (2 VAN ACCESSIBLE)
SHORT TERM BICYCLE	SEC. 5.106.4.1.2 2019 CALIFORNIA STANDARDS	3	3
LONG TERM BICYCLE	SEC. 5.106.4.1.2 2019 CALIFORNIA STANDARDS	2	2
LOW EMSSION VEHICLE	TABLE 5.106.3.3.3 2019 CALIFORNIA STANDARDS	3	3
FUTURE EV CHARGING	TABLE 5.106.3.3.3.3 2019 CALIFORNIA STANDARDS	2	2
TRUCK PARKING			10
PARKING RATIO	10.2 SPACES PER 1000 SF		

PROJECT INFORMATION: MADERA 7-11

GENERAL PLAN DESIGNATION: C-H (HIGHWAY COMMERCIAL)
CURRENT ZONING: C-2 (HEAVY COMMERCIAL)
PROPOSED ZONING: C-2 (HEAVY COMMERCIAL)
ADDRESS: 1000 N. GARDEN ST. & N. GARDEN ST. & N. GARDEN ST.
ADDRESS: 1000 N. GARDEN ST. & N. GARDEN ST. & N. GARDEN ST.
DATE OF PREPARATION: 03-16-2022
BUILDING HEIGHT: 31.25 FEET

AREA TABLE

PROPOSED SITE NET AREA:
170,750 SF / 4.00 AC / 100% OF SITE
EXISTING BUILDING AREA:
0 SF / 0 AC / 0% OF SITE
PROPOSED BUILDING AREA:
4,800 SF / 0.11 AC / 3% OF SITE
PAVED AREA:
104,633 SF / 2.40 AC / 59% OF SITE
SIDEWALKS:
4,333 SF / 0.09 AC / 2% OF SITE
LANDSCAPING:
40,387 SF / 0.93 AC / 23% OF SITE

NOTES

1. NO EXISTING BUILDINGS TO BE DEMOLISHED.
2. ALL EXISTING IMPROVEMENTS WITHIN WORK AREA TO BE DEMOLISHED UNLESS OTHERWISE NOTED.

OWNER

STOCK FIVE HOLDINGS, LLC
2077 LINDEN AVE.
CLINE, CA 95022
TEL: (509) 281-1133
ATTN: GUY STODOLSKO

DEVELOPER/APPLICANT

STOCK FIVE HOLDINGS, LLC
2077 LINDEN AVE.
CLINE, CA 95022
TEL: (509) 281-1133
ATTN: GUY STODOLSKO

CIVIL ENGINEER

GALLAWAY & COMPANY, INC.
8477 N. FORT WASHINGTON, SUITE 105
PESING, CA 93720
TEL: (509) 721-5000
ATTN: JIM CHAMBERS, PE

ARCHITECT

GALLAWAY & COMPANY, INC.
8477 N. FORT WASHINGTON, SUITE 105
PESING, CA 93720
TEL: (509) 721-5000
ATTN: JIM CHAMBERS, PE

LANDSCAPE ARCHITECT

DAVID BUELL ASSOCIATES
500 WEST SHAW AVENUE, SUITE 101
PESING, CA 93720
TEL: (509) 276-9495
ATTN: DAVID BUELL

CONSTRUCTION MANAGER/ GENERAL CONTRACTOR

MARK WALSH CONSTRUCTION
5700 E. CANTON AVENUE
PESING, CA 93727
TEL: (509) 346-1801
ATTN: DAVID RETZ

LEGEND

---	EXISTING RIGHT-OF-WAY
---	CENTER LINE
---	EXISTING PARCEL LINE
---	PROPOSED PARCEL LINE
---	SEWER LINE
---	SEWER
---	EXISTING WATER LINE
---	EXISTING SANITARY SEWER LINE
---	EXISTING SANITARY SEWER LINE
---	EXISTING OVERHEAD ELECTRICAL LINE
---	PROPOSED WATER LINE
---	PROPOSED SANITARY SEWER LINE
---	PROPOSED STORM SEWER LINE
---	PROPOSED ELECTRICAL LINE
---	PROPOSED GAS LINE
---	ACCESSIBLE PATH OF TRAVEL
---	EXISTING STREET LIGHT TO REMAIN
---	PROPOSED ASPHALT
---	PROPOSED CONCRETE
---	PROPOSED LANDSCAPED AREA
---	PARKING COUNT
---	PROPOSED BOLLARD
---	PROPOSED SITE LIGHT
---	PROPOSED DRAINAGE FLOW DIRECTION
---	PROPOSED STORM DRAIN BOX

SITE KEYNOTES

1. CONSTRUCT 4" HIGH CURB PER CITY OF MADERA STD. 10-12.
2. PAINT "NO PARKING" PAVEMENT MARKING IN WHITE PAINT MIN. 12" HIGH LETTERING.
3. PAINT INTERNATIONAL SYMBOL OF ACCESSIBILITY PAVEMENT MARKING 5" x 8" MINIMUM. COLORED ON CHALK AND ADHERE WITH THE END FOR 2019 CALIFORNIA BUILDING CODE SEC. 11B-502.4.4.
4. INSTALL DETECTABLE WARNING SURFACE PER CALTRANS STANDARD DRAWING AREA.
5. PAINT 4" WIDE PAINTED BLUE BORDER.
6. PAINT 4" WIDE HATCHED LINES IN PAINT COLOR CONTRASTING ACCESSIBLE ASIDE SURFACE. PREPAREY BLUE OR WHITE PAINT. MINIMUM 3" SPACING (CENTER TO CENTER).
7. INSTALL ACCESSIBLE STALL SIGNAGE. ACCESSIBLE PARKING SIGN/PAVEMENT COMBINATION SIGN (RPM) (C-2) OR SIMILAR. VAN ACCESSIBLE STALL SHALL ALSO INCLUDE "VAN ACCESSIBLE" PLACARD (R-7) AND "NO PARKING" SIGN. BOTTOM OF LATEST SIGN SHALL BE INSTALLED A MINIMUM OF 60" ABOVE FINISHED GRADE.
8. PAINT 4" WIDE WHITE PARKING STRIPE (TYPICAL).
9. CONSTRUCT PARKING LOT PAVEMENT PER ON SITE ASPHALT PAVEMENT DETAIL.
10. PROPOSED TRANSFORMER LOCATION. TRANSFORMER TO BE PAINTED GREY/GREEN TONE.
11. CONSTRUCT 4" AC ONE PER CALTRANS STD. 10-12.
12. CONSTRUCT TYPICAL TRASH ENCLOSURES PER CITY OF MADERA PW STD. 10-12. 1-7/16/2017. WALLS TO BE COMPOSED OF AN EXTERIOR FINISH OF CONSISTENT WITH BUILDING CONSTRUCTION. PLASTER FRESH MATERIAL, TEXTURE, AND COLOR.
13. SANITARY EXISTING PAVEMENT TO CLEAN EDGE (PARTS OF PAVING).
14. INSTALL PROPOSED "STOP" SIGN PER CITY OF MADERA STD. 10-12.
15. FUTURE ELECTRIC VEHICLE CHARGING STATION AND STALLS. REF. ELECTRICAL PLAN FOR CONDUIT ROUTING AND REQUIREMENTS.
16. PROPOSED LOW EMISSION VEHICLE PARKING PAINT "CLEAN VAN/VANPOOL/LEV" MARKING PER 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE SEC. 5.106.3.3.1.
17. FUTURE CHARGING EQUIPMENT LOCATION.
18. PROPOSED BOLLARD (TYPICAL).
19. CURB PAINTED RED WITH "TIRE LINE" PAINTED IN 3" HIGH MINIMUM WHITE LETTERS.
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21. FUTURE FUEL PUMP WITH BOLLARD PROTECTION UNDER SEPARATE SUBMITTAL PER 800-03002.
22. INSTALL HYDROLOCK SIGN READING "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT COMPLIING WITH CALIFORNIA PLACARD OR SIGNAGE. VIOLATORS WILL BE TOWED AT THE OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT THE CITY OF MADERA POLICE DEPARTMENT, 330 S. C STREET OR BY TELEPHONING 422-4000 PER SEC. 11B-502.4, 2019 CBC MOUNTED A MINIMUM 4' FROM BOTTOM OF SIGN TO GROUND.
23. CONSTRUCT 5" WIDE SIDEWALK.
24. PAINT WHITE 4" WIDE BORDER WITH 4" WIDE DIAGONAL HATCH LINES.
25. PROPOSED SEWER SERVICE CONNECTION TO BUILDING.
26. PROPOSED GREASE WASTE SERVICE CONNECTION TO BUILDING.
27. PROPOSED DOMESTIC WATER SERVICE CONNECTION TO BUILDING.
28. PROPOSED ELECTRICAL SERVICE CONNECTION TO BUILDING.
29. PROPOSED TELECOM CONNECTION TO BUILDING.
30. PROPOSED BIRE RACK (3 BIRE CAPACITY). REF. ARCHITECTURAL PLANS FOR COLOR, TYPE, AND INSTALLATION DETAILS.
31. PROPOSED APWA INLET BOX PER APWA DETAIL 310.
32. PROPOSED FIRE HYDRANT PER CITY OF MADERA STD. 10-26.
33. PROPOSED BACKFLOW PREVENTER PER CITY OF MADERA STD. 10-14.
34. PROPOSED SITE LIGHTS BY OTHERS.
35. PROPOSED GAS SERVICE CONNECTION TO BUILDING.



VICINITY MAP
NOT TO SCALE



MADERA 7-11 SPR XXXX-XX SITE PLAN		SHEET 1 OF 1 SHEETS	
CITY OF MADERA ENGINEERING 200 WEST 4TH STREET MADERA, CA 93601		APPROVED BY: CITY ENGINEER DATE	
PLAN REVISION		REVIEWED BY: PUBLIC WORKS	
INITIAL ISSUE DATE	5/10/2022	DESIGNED BY: GALLAWAY	
CHANGE	DATE	APPROVAL	CHECKED BY: J.M.
REV.			DRAWN BY: J.M.
REV.			CONSTRUCTION
REV.			DATES
REV.			CONTRACTOR: STOCK FIVE HOLDINGS
REV.			DATE COMPLETED
WORK ORDER No.		PROJECT No. SB0000002	



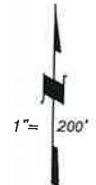
Source:

FIGURE 2
AERIAL MAP

SEC.3 T.11S., R.17E. M.D.B.&M.

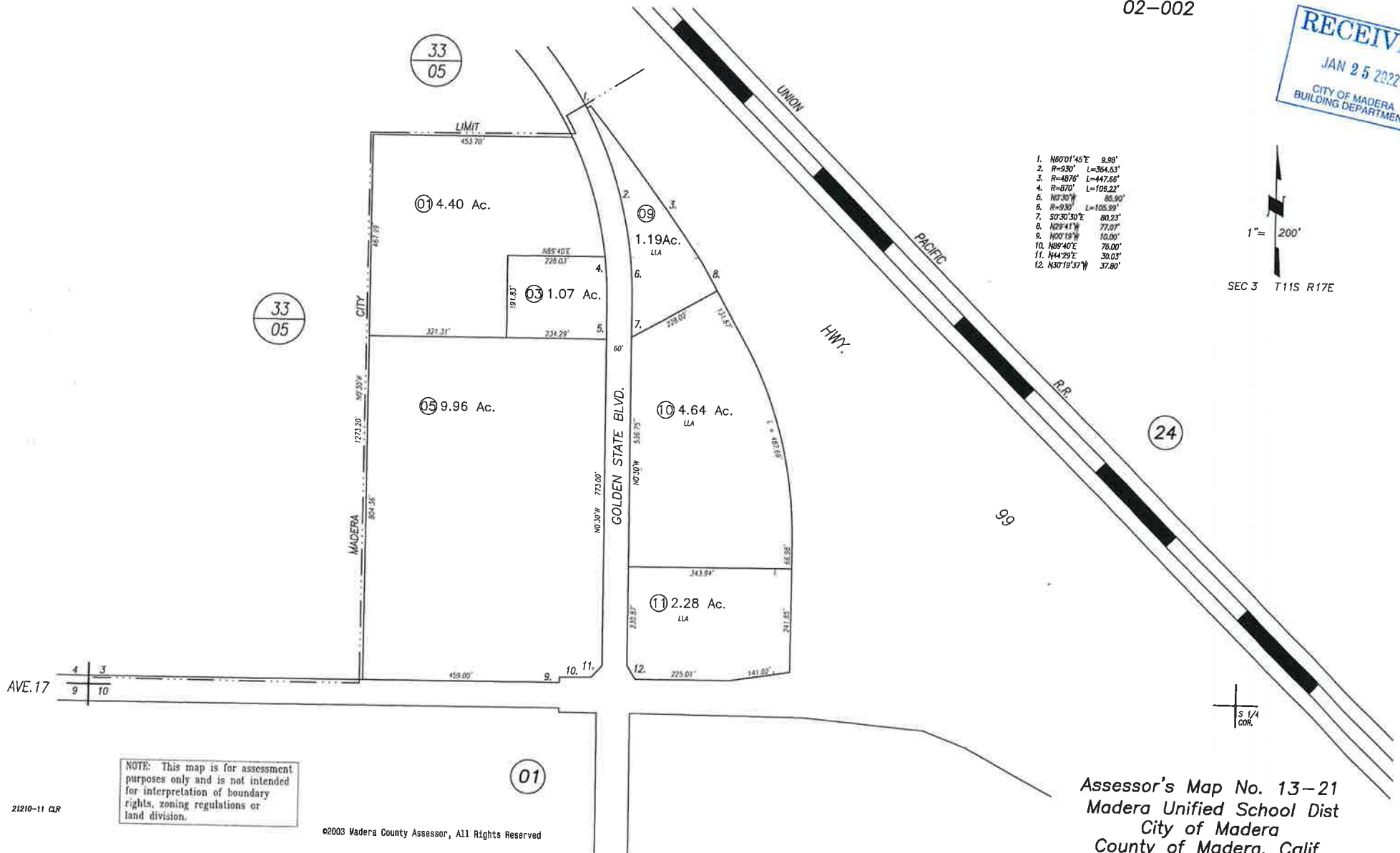
Tax Area Code
02-002

13-21



SEC 3 T11S R17E

1. N80°01'45"E 9.98'
2. R=930' L=364.63'
3. R=4876' L=447.66'
4. R=870' L=106.22'
5. N07°30'W 85.90'
6. R=930' L=105.99'
7. S0°30'30"E 80.23'
8. N29°41'W 77.07'
9. N00°19'W 10.00'
10. N89°40'E 76.00'
11. N44°29'E 30.03'
12. N30°19'57"W 37.80'





PLANNING DEPARTMENT

Gary Conte, AICP, Planning Manager

October 7, 2022

Joey Garfield, Tribal Archaeologist
Tule River Indian Tribe
P.O. Box 589
Porterville, CA 93258

Delivered via Email: joey.garfield@tulerivertribe-nsn.gov

Subject: Consultation Pursuant to Assembly Bill 52 for the 7-11 Travel Center Project in the City of Madera, Madera County, CA

Dear Mr. Garfield:

The City of Madera is processing an application for the above-referenced project submitted by the applicant Stock Five Holdings, LLC and is requesting your review to determine if formal consultation is appropriate pursuant to California Public Resources Code Section 21080.3.1. The project proposes the following activities at the northwest corner of Golden State Boulevard and Avenue 17 in the City of Madera (Madera County Assessor's Parcel Number 006-182-007:

1. Site Plan Review – Construction of a 7-11 fueling station composed of 12 vehicular pumps, 10 commercial pumps and a 4,889 square foot convenience store with a restaurant tenant.
2. Conditional Use Permit – Sale of tobacco and tobacco related products and the sale of alcohol (beer and wine) for off-site consumption.

A copy of the proposed site plan, an aerial photo of the project site, and a copy of the assessor's map are attached for your reference. Pursuant to Assembly Bill 52, the Tribe has 30 days to request formal consultation. Given the timelines involved in preparing CEQA documents and other materials, the required public review periods, conducting the requisite hearings, and finalizing the applications, we respectfully request that the Tribe consider the items herein as expeditiously as possible.

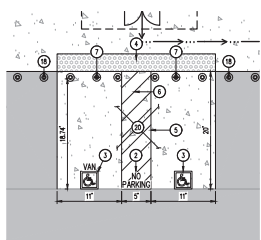
Please feel free to contact me with any questions by phone at 559.661.5433 or via email at gconte@madera.gov.

Respectfully,

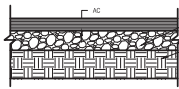
Gary Conte, AICP
Planning Manager

Encls: Site Plan
Aerial Photo
Assessor's Map

cc: Robert Smith, City of Madera Planning Department
File



TYPICAL ACCESSIBLE PARKING STALLS
SCALE: 1" = 10'



ON SITE ASPHALT PAVEMENT SECTION
NOT TO SCALE

PARKING SUMMARY TABLE

TYPE	METHOD	REQUIRED	PROVIDED
VEHICLE	MDC SEC. 10-3.100.2, 1 SPACE PER 250 SF	20	50
ACCESSIBLE	TABLE 10B-200.2.2 & SEC. 10B-200.2.4, 2019 CBC	2 (1 VAN ACCESSIBLE)	3 (2 VAN ACCESSIBLE)
SHORT TERM BICYCLE	SEC. 5.106.4.1.2 2019 CALIFORNIA STANDARDS	3	3
LONG TERM BICYCLE	SEC. 5.106.4.1.2 2019 CALIFORNIA STANDARDS	2	2
LOW EMSSION VEHICLE	TABLE 5.106.3.3.3 2019 CALIFORNIA STANDARDS	3	3
FUTURE EV CHARGING	TABLE 5.106.3.3.3, 2019 CALIFORNIA STANDARDS	2	2
TRUCK PARKING			10
PARKING RATIO	10.2 SPACES PER 1000 SF		

PROJECT INFORMATION: MADERA 7-11

GENERAL PLAN DESIGNATION: C-H (HIGHWAY COMMERCIAL)
CURRENT ZONING: C-2 (HEAVY COMMERCIAL)
PROPOSED ZONING: C-2 (HEAVY COMMERCIAL)
ADDRESS: 1000 N. MADERA AVENUE, SUITE 100
ADJACENT PARCELS: 013-010-005
ADJACENT N.E. OF GOLDEN STATE BLVD. & N. OF AVENUE 17
DATE OF PREPARATION: 03-16-2022
BUILDING HEIGHT: 31.25 FEET

AREA TABLE

PROPOSED SITE NET AREA:
170,750 SF / 4.03 AC / 100% OF SITE
EXISTING BUILDING AREA:
0 SF / 0 AC / 0% OF SITE
PROPOSED BUILDING AREA:
4,800 SF / 0.11 AC / 3% OF SITE
PAVED AREA:
104,633 SF / 2.40 AC / 59% OF SITE
SIDEWALKS:
4,333 SF / 0.09 AC / 2% OF SITE
LANDSCAPING:
40,387 SF / 0.93 AC / 23% OF SITE

NOTES

1. NO EXISTING BUILDINGS TO BE DEMOLISHED
2. ALL EXISTING IMPROVEMENTS WITHIN WORK AREA TO BE DEMOLISHED UNLESS OTHERWISE NOTED.

OWNER

STOCK FIVE HOLDINGS, LLC
2077 LORAIN AVE.
CLINE, CA 95022
TEL: (509) 281-1133
ATTN: GUY STODOLSKO

DEVELOPER/APPLICANT

STOCK FIVE HOLDINGS, LLC
2077 LORAIN AVE.
CLINE, CA 95022
TEL: (509) 281-1133
ATTN: GUY STODOLSKO

CIVIL ENGINEER

GALLAWAY & COMPANY, INC.
8477 N. FORT WASHINGTON, SUITE 105
PESING, CA 93755
TEL: (509) 721-5000
ATTN: JIM CHAMBERS, PE

ARCHITECT

GALLAWAY & COMPANY, INC.
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PESING, CA 93755
TEL: (509) 721-5000
ATTN: JIM CHAMBERS, PE

LANDSCAPE ARCHITECT

DAVID BUELER ASSOCIATES
506 WEST SHAW AVENUE, SUITE 101
PESING, CA 93754
TEL: (509) 276-9495
ATTN: DAVID BUELER

CONSTRUCTION MANAGER/ GENERAL CONTRACTOR

MARK WALSH CONSTRUCTION
5700 E. CANTON AVENUE
PESING, CA 93727
TEL: (509) 346-1801
ATTN: DAVID RETZ

LEGEND

---	EXISTING RIGHT-OF-WAY
---	CENTER LINE
---	EXISTING PARCEL LINE
---	PROPOSED PARCEL LINE
---	SEWER LINE
---	SEWER
---	EXISTING WATER LINE
---	EXISTING WATER SENDER LINE
---	EXISTING SANITARY SENDER LINE
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---	PROPOSED SANITARY SENDER LINE
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---	PROPOSED CONCRETE
---	PROPOSED LANDSCAPED AREA
---	PARKING COUNT
---	PROPOSED BOLLARD
---	PROPOSED SITE LIGHT
---	PROPOSED DRAINAGE FLOW DIRECTION
---	PROPOSED STORM DRAIN BOX

SITE KEYNOTES

1. CONSTRUCT 4" HIGH CURB PER CITY OF MADERA STD. 10-12.
2. PAINT "NO PARKING" PAVEMENT MARKING IN WHITE PAINT MIN. 12" HIGH LETTERING.
3. PAINT INTERNATIONAL SYMBOL OF ACCESSIBILITY PAVEMENT MARKING 3" x 8" MINIMUM, COLORED ON CHALK AND ADHESIVE WITH THE END FOR 2019 CALIFORNIA BUILDING CODE SEC. 11B-502.4.4.
4. INSTALL DETECTABLE WARNING SURFACE PER CALTRANS STANDARD DRAWING AREA.
5. PAINT 4" WIDE PAINTED BLUE BORDER.
6. PAINT 4" WIDE HATCHED LINES IN PAINT COLOR CONTRASTING ACCESSIBLE ASIDE SURFACE. PREPARE WHITE OR WHITE PAINT MINIMUM 3" SPACING (CENTER TO CENTER).
7. INSTALL ACCESSIBLE STALL SIGNAGE. ACCESSIBLE PARKING (VAN/STANDARD) SIGN (RWC (C)3) OR (C)4. VAN ACCESSIBLE STALL SHALL ALSO INCLUDE "VAN ACCESSIBLE" PLACARD (RWC (C)4) AND SIGNAGE WITH THE END FOR 2019 CALIFORNIA BUILDING CODE SEC. 11B-502.4.4.
8. PAINT 4" WIDE WHITE PARKING STRIPE (TYPICAL).
9. CONSTRUCT PARKING LOT PAVEMENT PER ON SITE ASPHALT PAVEMENT DETAIL.
10. PROPOSED TRANSFORMER LOCATION. TRANSFORMER TO BE PAINTED GREY/GREEN TONE.
11. CONSTRUCT 4" AC ONE PER CALTRANS STD. 10-12.
12. CONSTRUCT TYPICAL TRASH ENCLOSURES PER CITY OF MADERA PW STD. 10-12, 1-7-2000. WALLS TO BE COMPOSED OF AN EXTERIOR FINISH OF CONSISTENT WITH BUILDING CONCRETE PLASTER FRESH MATERIAL, TEXTURE, AND COLOR.
13. SANITARY EXISTING PAVEMENT TO CLEAN EDGE (PARTS OF PAVING).
14. INSTALL PROPOSED "STOP" SIGN PER CITY OF MADERA STD. 10-12.
15. FUTURE ELECTRIC VEHICLE CHARGING STATION AND STALLS. REF. ELECTRICAL PLAN FOR CONDUIT ROUTING AND REQUIREMENTS.
16. PROPOSED LOW EMISSION VEHICLE PARKING PAINT "CLEAN VAN/VANPOOL/EV" MARKING PER 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE SEC. 5.106.3.3.1.
17. FUTURE CHARGING EQUIPMENT LOCATION
18. PROPOSED BOLLARD (TYPICAL)
19. CURB PAINTED RED WITH "TIRE LINE" PAINTED IN 3" HIGH MINIMUM WHITE LETTERS.
20. CONSTRUCT CONCRETE PAVEMENT PER SECTION DETAIL, THIS SHEET.
21. FUTURE FUEL PUMP WITH BOLLARD PROTECTION UNDER SEPARATE SUBMITTAL PER 800-03002.
22. INSTALL (TYPICAL) SIGN READING "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT COMPLIING WITH CALIFORNIA PLACARD OR SIGNAGE. VIOLATORS WILL BE TOWED AT THE OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT THE CITY OF MADERA POLICE DEPARTMENT, 330 S. C STREET OR BY TELEPHONING 422-4000 PER SEC. 11B-502.4, 2019 CBC MOUNTED A MINIMUM 4' FROM BOTTOM OF SIGN TO GROUND.
23. CONSTRUCT 5" WIDE SIDEWALK
24. PAINT WHITE 4" WIDE BORDER WITH 4" WIDE DIAGONAL HATCH LINES
25. PROPOSED SEWER SERVICE CONNECTION TO BUILDING
26. PROPOSED GREASE WASTE SERVICE CONNECTION TO BUILDING
27. PROPOSED DOMESTIC WATER SERVICE CONNECTION TO BUILDING
28. PROPOSED ELECTRICAL SERVICE CONNECTION TO BUILDING
29. PROPOSED TELECOM CONNECTION TO BUILDING
30. PROPOSED BIRE RACK (3 BIRE CAPACITY). REF. ARCHITECTURAL PLANS FOR COLOR, TYPE, AND INSTALLATION DETAILS.
31. PROPOSED APWA INLET BOX PER APWA DETAIL 310.
32. PROPOSED FIRE HYDRANT PER CITY OF MADERA STD. 10-26
33. PROPOSED BACKFLOW PREVENTER PER CITY OF MADERA STD. 10-14
34. PROPOSED SITE LIGHTS BY OTHERS
35. PROPOSED GAS SERVICE CONNECTION TO BUILDING



VICINITY MAP
NOT TO SCALE



<p>MADERA 7-11 SPR XXXX-XX SITE PLAN</p>	
<p>CITY OF MADERA ENGINEERING 200 WEST 4TH STREET CLINE, CA 95022</p>	
<p>SHEET 1 OF 1 SHEETS</p>	
<p>APPROVED BY: CITY ENGINEER DATE</p>	
<p>PLAN REVISION</p>	
<p>INITIAL ISSUE DATE</p>	<p>5/10/2022</p>
<p>CHANGE</p>	<p>DATE</p>
<p>REV.</p>	<p>APPROVAL</p>
<p>REV.</p>	<p>DESIGNED BY: GALLAWAY</p>
<p>REV.</p>	<p>DRAWN BY: JIM</p>
<p>REV.</p>	<p>CONSTRUCTION</p>
<p>REV.</p>	<p>DATES</p>
<p>REV.</p>	<p>CONTRACTOR: STOCK FIVE HOLDINGS</p>
<p>WORK ORDER No.</p>	<p>PROJECT No. SB0000002</p>



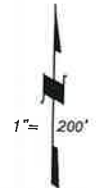
Source:

FIGURE 2
AERIAL MAP

SEC.3 T.11S., R.17E. M.D.B.&M.

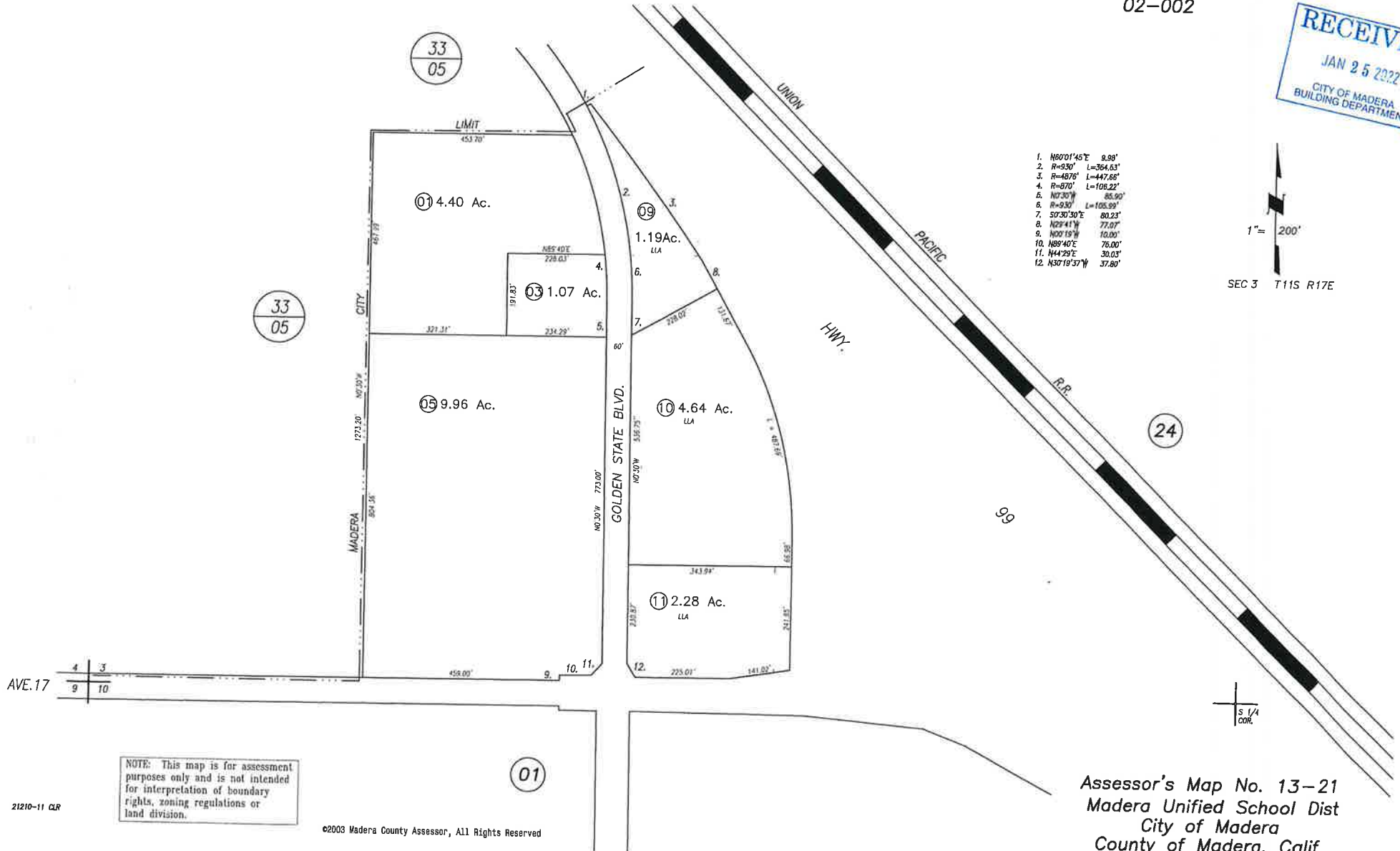
Tax Area Code
02-002

13-21



SEC 3 T11S R17E

1. N80°01'45"E 9.98'
2. R=930' L=364.63'
3. R=4876' L=447.66'
4. R=870' L=106.22'
5. N07°30'W 85.90'
6. R=930' L=105.99'
7. S0°30'30"E 80.23'
8. N29°41'W 77.07'
9. N00°19'W 10.00'
10. N89°40'E 76.00'
11. N44°29'E 30.03'
12. N30°19'57"W 37.80'





PLANNING DEPARTMENT

Gary Conte, AICP, Planning Manager

October 7, 2022

Kenneth Woodrow, Chairperson
Wuksache Indian Tribe/Eshom Valley Band
1179 Rock Haven Court
Salinas, CA 93906

Delivered via Email: kwood8934@aol.com

Subject: Consultation Pursuant to Assembly Bill 52 for the 7-11 Travel Center Project in the City of Madera, Madera County, CA

Dear Mr. Woodrow:

The City of Madera is processing an application for the above-referenced project submitted by the applicant Stock Five Holdings, LLC and is requesting your review to determine if formal consultation is appropriate pursuant to California Public Resources Code Section 21080.3.1. The project proposes the following activities at the northwest corner of Golden State Boulevard and Avenue 17 in the City of Madera (Madera County Assessor's Parcel Number 006-182-007:

1. Site Plan Review – Construction of a 7-11 fueling station composed of 12 vehicular pumps, 10 commercial pumps and a 4,889 square foot convenience store with a restaurant tenant.
2. Conditional Use Permit – Sale of tobacco and tobacco related products and the sale of alcohol (beer and wine) for off-site consumption.

A copy of the proposed site plan, an aerial photo of the project site, and a copy of the assessor's map are attached for your reference. Pursuant to Assembly Bill 52, the Tribe has 30 days to request formal consultation. Given the timelines involved in preparing CEQA documents and other materials, the required public review periods, conducting the requisite hearings, and finalizing the applications, we respectfully request that the Tribe consider the items herein as expeditiously as possible.

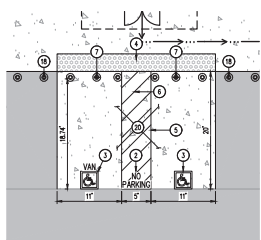
Please feel free to contact me with any questions by phone at 559.661.5433 or via email at gconte@madera.gov.

Respectfully,

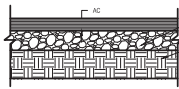
Gary Conte, AICP
Planning Manager

Encls: Site Plan
Aerial Photo
Assessor's Map

cc: Robert Smith, City of Madera Planning Department
File



TYPICAL ACCESSIBLE PARKING STALLS
SCALE: 1" = 10'



ON SITE ASPHALT PAVEMENT SECTION
NOT TO SCALE

PARKING SUMMARY TABLE				
TYPE	METHOD	REQUIRED	PROVIDED	
VEHICLE	MDC SEC. 10-31002, 1 SPACE PER 250 SF	20	50	
ACCESSIBLE	TABLE 10B-200.2 & SEC. 10B-200.2.4, 2019 CBC	2 (1 VAN ACCESSIBLE)	3 (2 VAN ACCESSIBLE)	
SHORT TERM BICYCLE	SEC. 5106.4.1.1 2019 CALIFORNIA STANDARDS	3	3	
LONG TERM BICYCLE	SEC. 5106.4.1.2 2019 CALIFORNIA STANDARDS	2	2	
LOW EMSSION VEHICLE	TABLE 5106.5.3.1 2019 CALIFORNIA STANDARDS	3	3	
FUTURE EV CHARGING	TABLE 5106.5.3.3.1 2019 CALIFORNIA STANDARDS	2	2	
TRUCK PARKING			10	
PARKING RATIO	10.2 SPACES PER 1000 SF			

PROJECT INFORMATION: MADERA 7-11
GENERAL PLAN DESIGNATION: C-H (HIGHWAY COMMERCIAL)
CURRENT ZONING: C-2 (HEAVY COMMERCIAL)
PROPOSED ZONING: C-2 (HEAVY COMMERCIAL)
ADDRESS: 10000 N. MADERA AVENUE, SUITE 100
ADJACENT PARCELS: 013-010-005
ADJACENT N.E. OF GOLDEN STATE BLVD. & N. OF AVENUE 17
DATE OF PREPARATION: 03-16-2022
BUILDING HEIGHT: 31.25 FEET

AREA TABLE
PROPOSED SITE NET AREA:
170,250 SF / 4.00 AC / 100% OF SITE
EXISTING BUILDING AREA:
0 SF / 0 AC / 0% OF SITE
PROPOSED BUILDING AREA:
4,800 SF / 0.11 AC / 3% OF SITE
PAVED AREA:
104,633 SF / 2.40 AC / 59% OF SITE
SIDEWALKS:
4,333 SF / 0.09 AC / 2% OF SITE
LANDSCAPING:
40,387 SF / 0.93 AC / 23% OF SITE

NOTES
1. NO EXISTING BUILDINGS TO BE DEMOLISHED.
2. ALL EXISTING IMPROVEMENTS WITHIN WORK AREA TO BE DEMOLISHED UNLESS OTHERWISE NOTED.

OWNER
STOCK FIVE HOLDINGS, LLC
2077 LORAIN AVE.
CLINE, CA 95022
TEL: (509) 281-1133
ATTN: GUY STODOLSKO

DEVELOPER/APPLICANT
STOCK FIVE HOLDINGS, LLC
2077 LORAIN AVE.
CLINE, CA 95022
TEL: (509) 281-1133
ATTN: GUY STODOLSKO

CIVIL ENGINEER
GALLAWAY & COMPANY, INC.
8477 N. FORT WASHINGTON, SUITE 105
PESING, CA 95725
TEL: (509) 721-5000
ATTN: JIM CHAMBERS, PE

ARCHITECT
GALLAWAY & COMPANY, INC.
8477 N. FORT WASHINGTON, SUITE 105
PESING, CA 95725
TEL: (509) 721-5000
ATTN: JIM CHAMBERS, PE

LANDSCAPE ARCHITECT
DAVID BUELL ASSOCIATES
500 WEST SHAW AVENUE, SUITE 101
PESING, CA 95724
TEL: (509) 276-9495
ATTN: DAVID BUELL

CONSTRUCTION MANAGER / GENERAL CONTRACTOR
MARK WALSH CONSTRUCTION
5700 E. CANTON AVENUE
PESING, CA 95727
TEL: (509) 346-1801
ATTN: DAVID RETZ

LEGEND
--- EXISTING RIGHT-OF-WAY
--- CENTER LINE
--- EXISTING PARCEL LINE
--- PROPOSED PARCEL LINE
--- SEPARATE LINE
--- SANITARY
--- EXISTING WATER LINE
--- EXISTING SANITARY LINE
--- EXISTING SANITARY SEWER LINE
--- EXISTING OVERHEAD ELECTRICAL LINE
--- PROPOSED WATER LINE
--- PROPOSED SANITARY SEWER LINE
--- PROPOSED STORM SEWER LINE
--- PROPOSED ELECTRICAL LINE
--- PROPOSED GAS LINE
--- ACCESSIBLE PATH OF TRAVEL
--- EXISTING STREET LIGHT TO REMAIN
--- PROPOSED ASPHALT
--- PROPOSED CONCRETE
--- PROPOSED LANDSCAPED AREA
--- PARKING COUNT
--- PROPOSED BOLLARD
--- PROPOSED SITE LIGHT
--- PROPOSED DRAINAGE FLOW DIRECTION
--- PROPOSED STORM DRAIN BOX

- SITE KEYNOTES**
- CONSTRUCT 4" HIGH CURB PER CITY OF MADERA STD. 10-12.
 - PART 7" WIDE PAVED PAVEMENT MARKING IN WHITE PAINT MIN. 12" HIGH LETTERING.
 - PART INTERNATIONAL SYMBOL OF ACCESSIBILITY PAVEMENT MARKING 5" x 8" MINIMUM. CENTERED ON TRAIL AND ALIGNED WITH THE END FOR 2019 CALIFORNIA BUILDING CODE SEC. 10B-502.4.
 - INSTALL DETECTABLE WARNING SURFACE PER CALTRANS STANDARD DRAWING AREA.
 - PART 4" WIDE PAVED BLUE BORDER.
 - PART 4" WIDE HATCHED LINES IN PAINT COLOR CONTRASTING ACCESSIBLE ASIDE SURFACE. PREVENTARY BLUE OR WHITE PAINT. MINIMUM 5" SPACING (CENTER TO CENTER).
 - INSTALL ACCESSIBLE STALL SIGNAGE. ACCESSIBLE PARKING (VAN/STANDARD) VAN COMBINATION SIGN (VWP/C2) OR SIMILAR. VAN ACCESSIBLE STALL SHALL ALSO INCLUDE "VAN ACCESSIBLE" PLACARD (V2) AND/OR SIGNAGE. BOTTOM OF LOWEST SIGN SHALL BE INSTALLED A MINIMUM OF 6'0" ABOVE FINISHED GRADE.
 - PART 4" WIDE WHITE PARKING STRIPE (TYPICAL).
 - CONSTRUCT PARKING LOT PAVEMENT PER ON SITE ASPHALT PAVEMENT DETAIL.
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 - SANITARY EXISTING PAVEMENT TO CLEAN EDGE (PARTS OF PAVING).
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 - INSTALL HYDRANT (S) SHOW MARKING "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT COMPLIING WITH CALIFORNIA PLANNING OF SPECIALTY LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES WILL BE TOWED AWAY AT THE OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT THE CITY OF MADERA POLICE DEPARTMENT, 330 S. C STREET OR BY TELEPHONING 424-4007 PER SEC. 10B-502.4, 2019 CBC MOUNTED A MINIMUM 4' FROM BOTTOM OF SIGN TO GROUND.
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 - PROPOSED SITE LIGHTS BY OTHERS.
 - PROPOSED GAS SERVICE CONNECTION TO BUILDING.



VICINITY MAP
NOT TO SCALE



MADERA 7-11
SPR XXXX-XX
SITE PLAN

CITY OF MADERA
ENGINEERING DEPARTMENT
200 WEST 4TH STREET
MADERA, CA 95301

SHEET 1 OF 1 SHEETS

APPROVED BY: CITY ENGINEER DATE: _____

PLAN REVISION

INITIAL	ISSUE DATE	5/10/2022	REVIEWED BY
CHANGE	DATE	APPROVAL	PUBLIC WORKS
REV.			DESIGNED BY: GALLAWAY
REV.			DRAWN BY: JIM
REV.			CONSTRUCTION
REV.			DATES
REV.			CONTRACTOR: STOCK FIVE HOLDINGS
REV.			PROJECT No. SB0000002
REV.			DATE COMPLETED
REV.			WORK ORDER No.



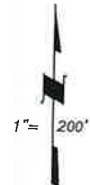
Source:

FIGURE 2
AERIAL MAP

SEC.3 T.11S., R.17E. M.D.B.&M.

Tax Area Code
02-002

13-21



SEC 3 T11S R17E

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3. R=4876' L=447.66'
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