

Mid-Valley Pipe & Supply Industrial Subdivision (City of Chowchilla, CA)

INITIAL STUDY – MITIGATED NEGATIVE DECLARATION

TSM 23-0474 and SPR 23-0222

September 2024

Prepared for

City of Chowchilla
Community & Economic Development Department
130 S Second Street
Chowchilla, CA 93610
Phone: 559-665-8615

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
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SCH #

Project Title: _____
 Lead Agency: _____ Contact Person: _____
 Mailing Address: _____ Phone: _____
 City: _____ Zip: _____ County: _____

Project Location: County: _____ City/Nearest Community: _____
 Cross Streets: _____ Zip Code: _____
 Longitude/Latitude (degrees, minutes and seconds): _____° _____' _____" N / _____° _____' _____" W Total Acres: _____
 Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Base: _____
 Within 2 Miles: State Hwy #: _____ Waterways: _____
 Airports: _____ Railways: _____ Schools: _____

Document Type:
 CEQA: NOP Draft EIR NOI Other: Joint Document
 Early Cons Supplement/Subsequent EIR EA Final Document
 Neg Dec (Prior SCH No.) _____ Draft EIS Other: _____
 Mit Neg Dec Other: _____ FONSI _____

Local Action Type:
 General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other: _____

Development Type:
 Residential: Units _____ Acres _____ Transportation: Type _____
 Office: Sq.ft. _____ Acres _____ Employees _____ Mining: Mineral _____
 Commercial: Sq.ft. _____ Acres _____ Employees _____ Power: Type _____ MW _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____ Waste Treatment: Type _____ MGD _____
 Educational: _____ Hazardous Waste: Type _____
 Recreational: _____ Other: _____
 Water Facilities: Type _____ MGD _____

Project Issues Discussed in Document:
 Aesthetic/Visual Fiscal Recreation/Parks Vegetation
 Agricultural Land Flood Plain/Flooding Schools/Universities Water Quality
 Air Quality Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Archeological/Historical Geologic/Seismic Sewer Capacity Wetland/Riparian
 Biological Resources Minerals Soil Erosion/Compaction/Grading Growth Inducement
 Coastal Zone Noise Solid Waste Land Use
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Cumulative Effects
 Economic/Jobs Public Services/Facilities Traffic/Circulation Other: _____

Present Land Use/Zoning/General Plan Designation:

Project Description: (please use a separate page if necessary)

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X". If you have already sent your document to the agency please denote that with an "S".

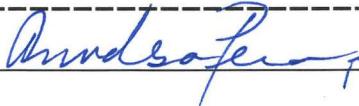
<input checked="" type="checkbox"/> Air Resources Board	<input type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input checked="" type="checkbox"/> Caltrans District # 6	<input type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input checked="" type="checkbox"/> Regional WQCB # 5
<input type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input checked="" type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input checked="" type="checkbox"/> Fish & Game Region # 4	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input checked="" type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input checked="" type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Health Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Housing & Community Development	
<input checked="" type="checkbox"/> Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date September 18, 2024 Ending Date October 17, 2024

Lead Agency (Complete if applicable):

Consulting Firm: _____ Applicant: _____
Address: _____ Address: _____
City/State/Zip: _____ City/State/Zip: _____
Contact: _____ Phone: _____
Phone: _____

Signature of Lead Agency Representative: 

Date: 18 Sept 2024

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

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1 MITIGATED NEGATIVE DECLARATION

As Lead Agency under the California Environmental Quality Act (CEQA), the City of Chowchilla reviewed the Project described below to determine whether it could have a significant effect on the environment because of its development. In accordance with CEQA Guidelines Section 15382, “[s]ignificant effect on the environment” means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

1.1 Project Name

Mid-Valley Pipe & Supply Industrial Subdivision (Tentative Subdivision Map (TSM) 23-0474 and Site Plan Review (SPR) 23-0222)

1.2 Project Location

The Project site is within the jurisdiction of the City of Chowchilla, California (City). The site is located along Chowchilla Boulevard approximately 0.10 of a mile northwest of Avenue 24-1/2. The property is bordered on the southwest side by Chowchilla Boulevard and on the north by State Route (SR) 99, consisting of one (1) parcel that totals approximately 26.28-acres. The site is identified by the Madera County Assessor as Assessor's Parcel Number (APN) 002-250-053. The site is a portion of Section 33, Township 9 South, Range 16 East, Mount Diablo Base and Meridian.

1.3 Project Description

Mid Valley Pipe & Supply Inc. (Applicant) proposes Tentative Subdivision Map (TSM) 23-0474 and Site Plan Review (SPR) 23-0222. TSM 23-0474 would subdivide the subject approximately 26.28-acre parcel into 13 lots, ranging from 0.78-acres to 8.17-acres, and facilitate the installation and construction of underground infrastructure, in-tract roadways with curb, gutter, and sidewalk, and the widening and improvement of Chowchilla Boulevard along the Project frontage with pavement, curb, and gutter. SPR 23-0222 would facilitate the development of Parcel 7, an approximately 8.17-acre site with a 32,645 square foot (sf.) building consisting of a 4,250-sf. office, 28,115 sf. warehouse, 7,500 sf. partially enclosed outdoor space, 39 parking spaces, and onsite improvements including drive aisles, curb, gutter, sidewalk, lighting, trash enclosure, landscaping, and storm basin. The facility will serve as the new location of Mid-Valley's Chowchilla operation. The SPR would also allow for the development of a City 0.78-acre storm drainage basin on Parcel 5 to handle storm runoff from the public streets. The remaining 11 lots would be graded and improved for future development with driveways, underground utilities, and retention basin reserve areas. Future development of the remaining parcels would be proposed by the individual end users.

1.4 Mailing Address and Phone Number of Contact Person

Lead Agency

City of Chowchilla
Annalisa Perea
City Planner
(559) 665-8615
chowchillaplanning@qkinc.com

Applicant

Mid-Valley Pipe & Supply, Inc.
4106 S. K Street
Tulare, CA 93274
559-686-7521

1.5 Findings

As Lead Agency, the City of Chowchilla finds that the Project will not have a significant effect on the environment. The Environmental Checklist (CEQA Guidelines Appendix G) or Initial Study (IS) (see [Section 3 - Environmental Checklist Form](#)) identified one or more potentially significant effects on the environment, but revisions to the Project have been made before the release of this Mitigated Negative Declaration (MND), or mitigation measures would be implemented that reduce all potentially significant impacts to less than significant levels. The Lead Agency further finds that there is no substantial evidence that this Project would have a significant effect on the environment.

1.6 Mitigation Measures included in the Project to Avoid Potentially Significant Effects

Mitigation Measure BIO-1: *If Project activities must occur during the Swainson's hawk nesting season (February 15 to August 31), pre-construction surveys shall be conducted for Swainson's hawk nests in accordance with the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley, Swainson's Hawk Technical Advisory Committee (CDFG, 2000). The surveys shall be conducted on the Project site plus a 0.5-mile buffer. To meet the minimum level of protection for the species, surveys shall be conducted during at least two survey periods.*

1. *If no Swainson's hawk nests are found, no further action is required.*
2. *If an active Swainson's hawk nest is discovered at any time within 0.5 miles of active construction, a qualified biologist shall complete an assessment of the potential for current construction activities to impact the nest. The assessment would consider the type of construction activities, the location of construction relative to the nest, the visibility of construction activities from the nest location, and other existing disturbances in the area that are not related to the construction activities of this Project. Based on this assessment, the biologist will determine if construction activities can proceed, and the level of nest monitoring required. Construction activities shall not occur within 500 feet of an active nest, but this distance may be reduced depending upon conditions at the site. Full-time monitoring to evaluate the effects of construction activities on nesting Swainson's hawks may be required. The qualified biologist shall have the authority to stop work if it is determined that Project construction is disturbing the nest. These buffers may need to increase depending on the sensitivity of the nesting Swainson's hawk to disturbances and at the discretion of the qualified biologist.*

Mitigation Measure BIO-2: *If Project activities must occur during the nesting season (February 1 to September 15), pre-activity nesting bird surveys shall be conducted within seven (7) days prior to the start of construction on the construction site and a 500-foot buffer for raptors (other than Swainson's hawk).*

1. *If no active nests are found, no further action is required. However, existing nests may become active, and new nests may be built at any time prior to and throughout the nesting season, including when construction activities are in progress.*
2. *If active nests are found during the survey or at any time during construction of the Project, an avoidance buffer ranging from 50 feet to 500 feet may be required, with the avoidance buffer from any specific nest being determined by a qualified biologist. The avoidance buffer will remain in place until the biologist has determined that the young are no longer reliant on the adults or the nest. Work may occur within the*

avoidance buffer under the approval and guidance of the biologist, but full-time monitoring may be required. The biologist shall have the ability to stop construction if nesting adults show any sign of distress.

Mitigation Measure CUL-1: *In the event of the accidental discovery and recognition of previously unknown resources before or during grading activities, construction shall stop in the immediate vicinity and a consultation with a qualified historical resources specialist shall be held to determine whether further study is required. Recommendations by the qualified historical resources specialist shall be made to the City on the necessary implementation measures to protect the resources discovered. If the resources meet the definitions under Section 15064.5 of the CEQA Guidelines, then protection measures shall be recommended to the City by the qualified historical resources specialist. The Lead Agency shall approve the protection measures before any further grading shall occur. Historical resources recovered as a result of mitigation shall be provided to an institution approved by the City in order to provide preservation and further study as required.*

Mitigation Measure CUL-2: Discovery of Human Remains. *In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area suspected to overlie adjacent remains until the Madera County Coroner has determined that the remains are not subject to any provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains.*

If the Madera County Coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC).

After notification, the NAHC will follow the procedures outlined in Public Resources Code Section 5097.98, that include notification of most likely descendants (MLDs), and recommendations for treatment of the remains.

Mitigation Measure GEO-1: *Subsequent to a preliminary City review of the project grading plans, if there is evidence that a project will include excavation or construction activities within previously undisturbed soils, a field survey and literature search for unique paleontological/ geological resources shall be conducted. The following procedures shall be followed:*

- *If unique paleontological/geological resources are not found during either the field survey or literature search, excavation and/or construction activities can commence. In the event that unique paleontological/geological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified paleontologist shall be consulted to determine whether the resource requires further study. The qualified paleontologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to, excavation of the finds and evaluation of the finds. If the resources are determined to be significant, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the*

finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any paleontological/geological resources recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

- *If unique paleontological/geological resources are found during the field survey or literature review, the resources shall be inventoried and evaluated for significance. If the resources are found to be significant, mitigation measures shall be identified by the qualified paleontologist. Similar to above, appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. In addition, appropriate mitigation for excavation and construction activities in the vicinity of the resources found during the field survey or literature review shall include a paleontological monitor. The monitoring period shall be determined by the qualified paleontologist. If additional paleontological/geological resources are found during excavation and/or construction activities, the relevant project developer/contractor shall cease ground-disturbing activities within 15 feet of the find. The qualified Paleontologist shall evaluate the significance of the resources and recommend appropriate treatment measures which shall be implemented by the relevant applicant. In addition, all recovered fossils should be deposited in an appropriate repository, such as the University of California Museum of Paleontology, located on the campus of the University of California, Berkeley, where they will be properly curated and made accessible for future study.*

2 INTRODUCTION

Precision Civil Engineering, Inc. (PCE) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) on behalf of the City of Chowchilla (City) to address the environmental effects of the proposed Mid-Valley Pipe & Supply Industrial Subdivision (“Project” or “proposed Project”). This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code *Section 21000 et. seq.* The City of Chowchilla is the Lead Agency for this proposed Project. The site and the proposed Project are described in detail in **SECTION 3 ENVIRONMENTAL CHECKLIST FORM**.

2.1 Regulatory Information

An Initial Study (IS) is a document prepared by a lead agency to determine whether a Project may have a significant effect on the environment. In accordance with California Code of Regulations Title 14 (Chapter 3, Section 15000, et seq.), also known as the CEQA Guidelines, *Section 15064 (a)(1)* states that an environmental impact report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed Project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or Project alternatives that might avoid or reduce Project impacts to less than significant levels.

A negative declaration (ND) may be prepared instead if the lead agency finds that there is no substantial evidence in light of the whole record that the Project may have a significant effect on the environment. An ND is a written statement describing the reasons why a proposed Project, not otherwise exempt from CEQA, would not have a significant effect on the environment and, therefore, why it would not require the preparation of an EIR (CEQA Guidelines *Section 15070*). According to CEQA Guidelines *Section 15070*, a ND or mitigated ND shall be prepared for a Project subject to CEQA when either:

a. The IS shows there is no substantial evidence, in light of the whole record before the agency, that the proposed Project may have a significant effect on the environment, or

b. The IS identified potentially significant effects, but:

1. Revisions in the Project plans or proposals made by or agreed to by the applicant before the proposed Mitigated Negative Declaration and Initial Study 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.

2.2 Document Format

This IS/MND contains six (6) chapters plus appendices. **SECTION 1 MITIGATED NEGATIVE DECLARATION** describes the proposed Project and presents findings related to environmental conditions and the proposed mitigation measures. **SECTION 2 INTRODUCTION** provides the basis of the IS/MND’s regulatory information and an overview of the Project. **SECTION 3 ENVIRONMENTAL CHECKLIST FORM** provides a detailed description of Project components. **SECTION 4 DETERMINATION** concludes that the Initial Study is a mitigated negative declaration, identifies the environmental factors potentially affected based on the analyses contained in this IS, and includes with the Lead Agency’s determination based upon those analyses. **SECTION 5 EVALUATION OF ENVIRONMENTAL IMPACTS** presents the CEQA checklist and environmental analyses for all impact areas and the mandatory findings of significance. A brief discussion of the reasons why the Project impact is anticipated to be potentially significant,

less than significant with mitigation incorporated, less than significant, or why no impacts are expected is included. **SECTION 6 MITIGATION MONITORING AND REPORTING PROGRAM** presents the mitigation measures recommended in the IS/MND for the Project. The CalEEMod Results ([Appendix A](#)), CNDDB Occurrence Report ([Appendix B](#)), CHRIS Record Search Results ([Appendix C](#)), and NAHC Letter ([Appendix D](#)), are provided at the end of this document.

3 ENVIRONMENTAL CHECKLIST FORM

This section describes the components of the proposed Project in more detail, including Project location, Project objectives, and required Project approvals.

3.1 Project Title

Mid-Valley Pipe & Supply Industrial Subdivision (Tentative Subdivision Map (TSM) 23-0474 and Site Plan Review (SPR) 23-0222)

3.2 Lead Agency Name and Address

City of Chowchilla
Community and Economic Development Department
130 S. Second St
Chowchilla, CA, 93610

3.3 Contact Person and Phone Number

Lead Agency

Annalisa Perea
City of Chowchilla
Community & Economic Development
(559) 665-8615

Applicant

Mid-Valley Pipe & Supply, Inc.
4106 S. K Street
Tulare, CA 93274
559-686-7521

3.4 Study Prepared By

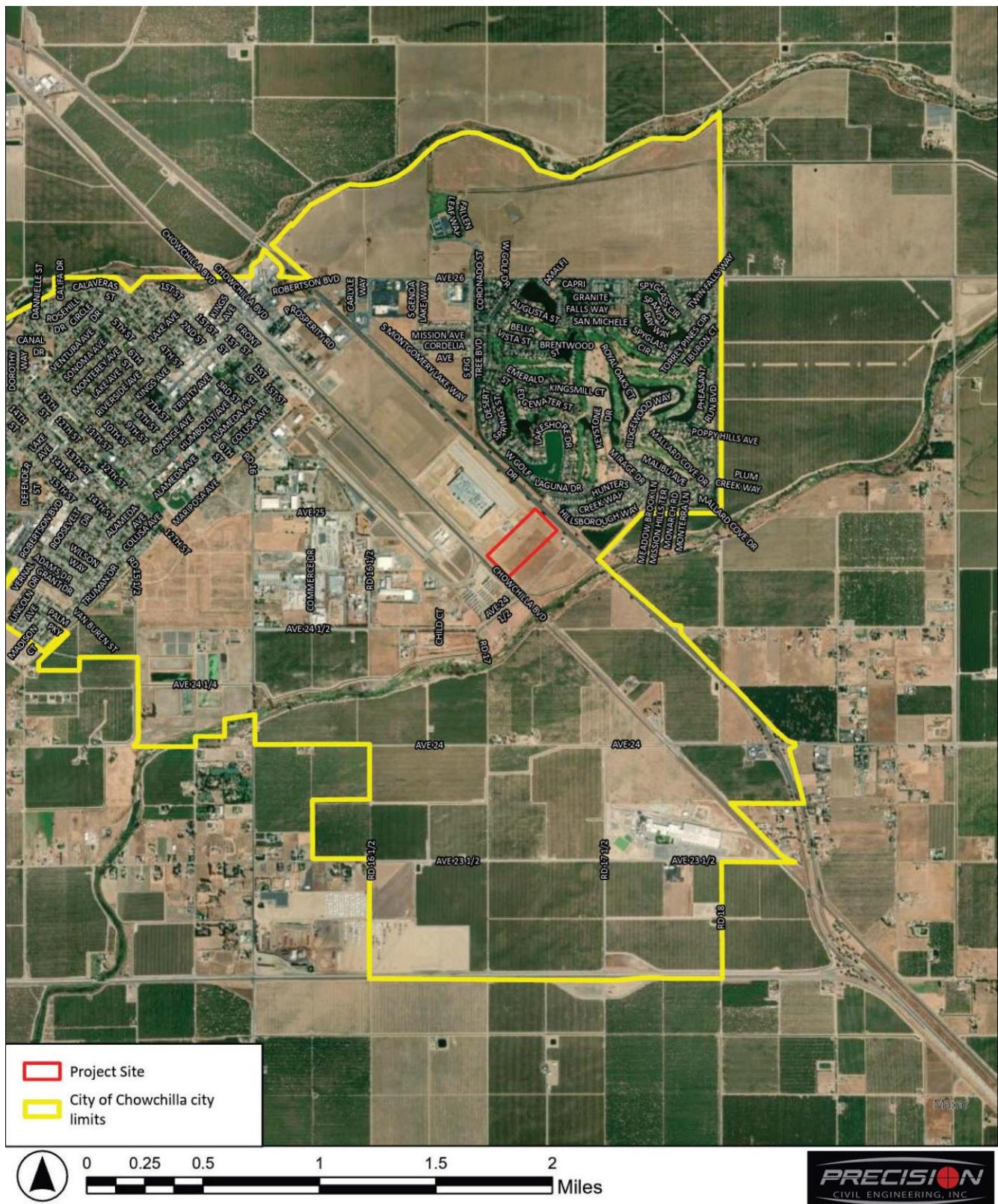
Precision Civil Engineering
1234 O Street
Fresno, CA 93721
(559) 449-4500

3.5 Project Location

The Project site is within the jurisdiction of the City of Chowchilla, California (City). The site is located along Chowchilla Boulevard approximately 0.10 of a mile northwest of Avenue 24-1/2. The property is bordered on the southwest side by Chowchilla Boulevard and on the north by State Route (SR) 99 ([Figure 3-1](#)), consisting of one (1) parcel that totals approximately 26.28-acres ([Figure 3-2](#)). The site is identified by the Madera County Assessor as Assessor's Parcel Number (APN) 002-250-053. The site is a portion of Section 33, Township 9 South, Range 16 East, Mount Diablo Base and Meridian.

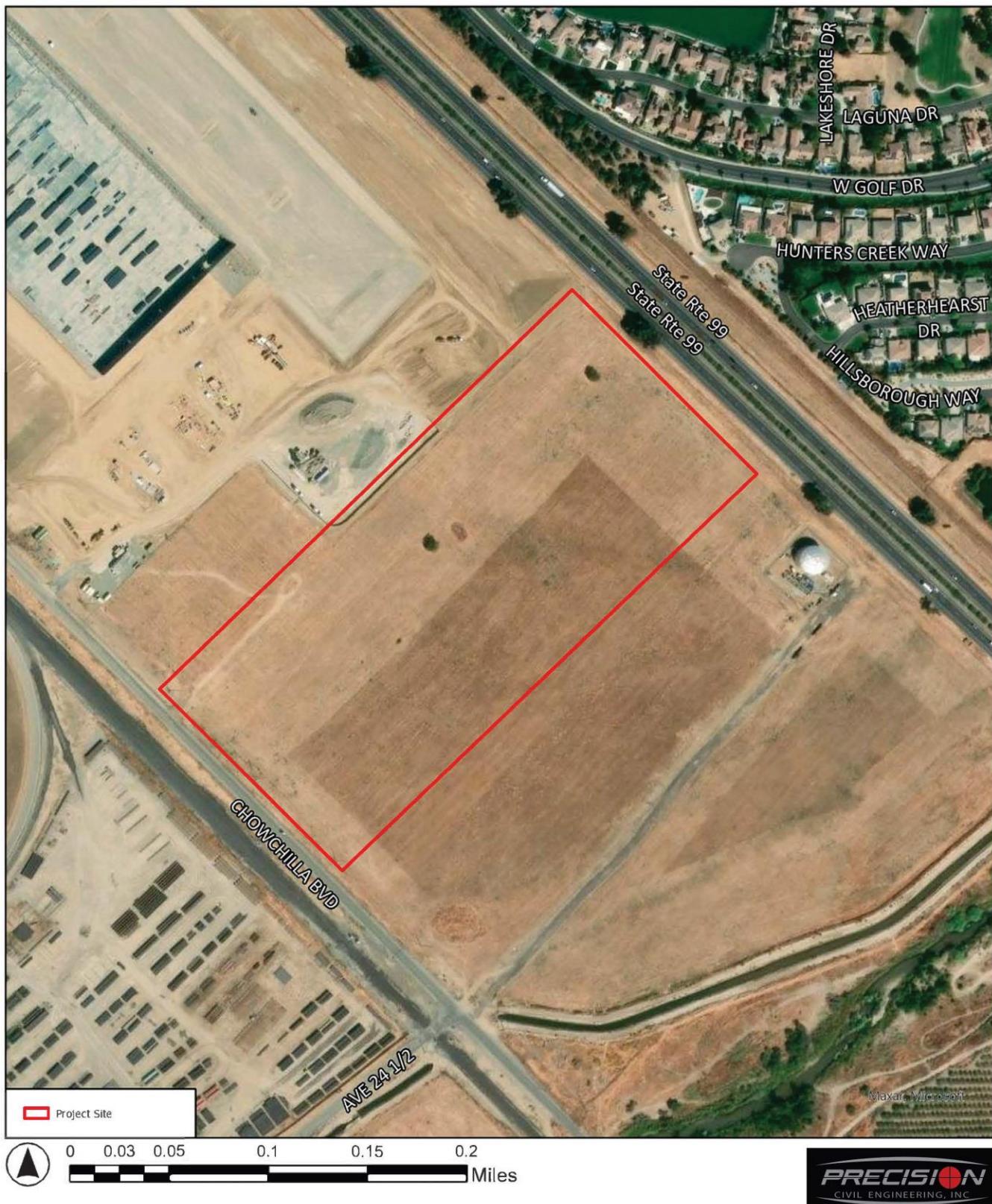
3.6 Latitude and Longitude

The centroid of the Project site is 37.11103627732305, -120.23594831070852.



CITY OF CHOWCHILLA - Mid-Valley Pipe & Supply Industrial Subdivision

Figure 3-1 Project Location



CITY OF CHOWCHILLA - Mid-Valley Pipe & Supply Industrial Subdivision
Figure 3-2 Project Aerial



3.7 General Plan Designation

The Project site has a City of Chowchilla General Plan (General Plan) land use designation of Light Industrial (LI) and Public Facilities (PF). ([Figure 3-3](#)). Approximately 17.9-acres of the site is designated LI and 8.3-acres is designated PF. The proposed PF land use designation includes a stormwater retention basin.

According to the General Plan, the LI land use designation “is intended for light industrial operations and could include large office uses. This land use designation is characterized by high truck traffic, greater employment density and significant on-site material storage needs.” The LI designation is compatible with the I-L, Light Industrial zoning district. Typical uses of this land use designation include light manufacturing, warehousing, public and quasi-public facilities and operations, offices and administration facilities, research and development, and support business and commercial facilities.

According to the General Plan, the PF land use designation “is applied to the City’s major public and private institutional uses,” and is compatible with the PF, Public Facilities (New), and O, Open Space, zoning districts. Typical uses of this land use designation include “community facilities, school facilities, libraries, cemeteries, wastewater treatment facilities, storm drainage basins, water recharge areas, public safety facilities (fire and police), public transportation and public works facilities, the Chowchilla Madera fairgrounds, government buildings, and other similar public uses and facilities on property owned and / or operated by a local, State or federal agency.”

3.8 Zoning

The Project site is within the I-Land PF zoning districts ([Figure 3-4](#)). The zoning district is consistent with the General Plan land use designation.

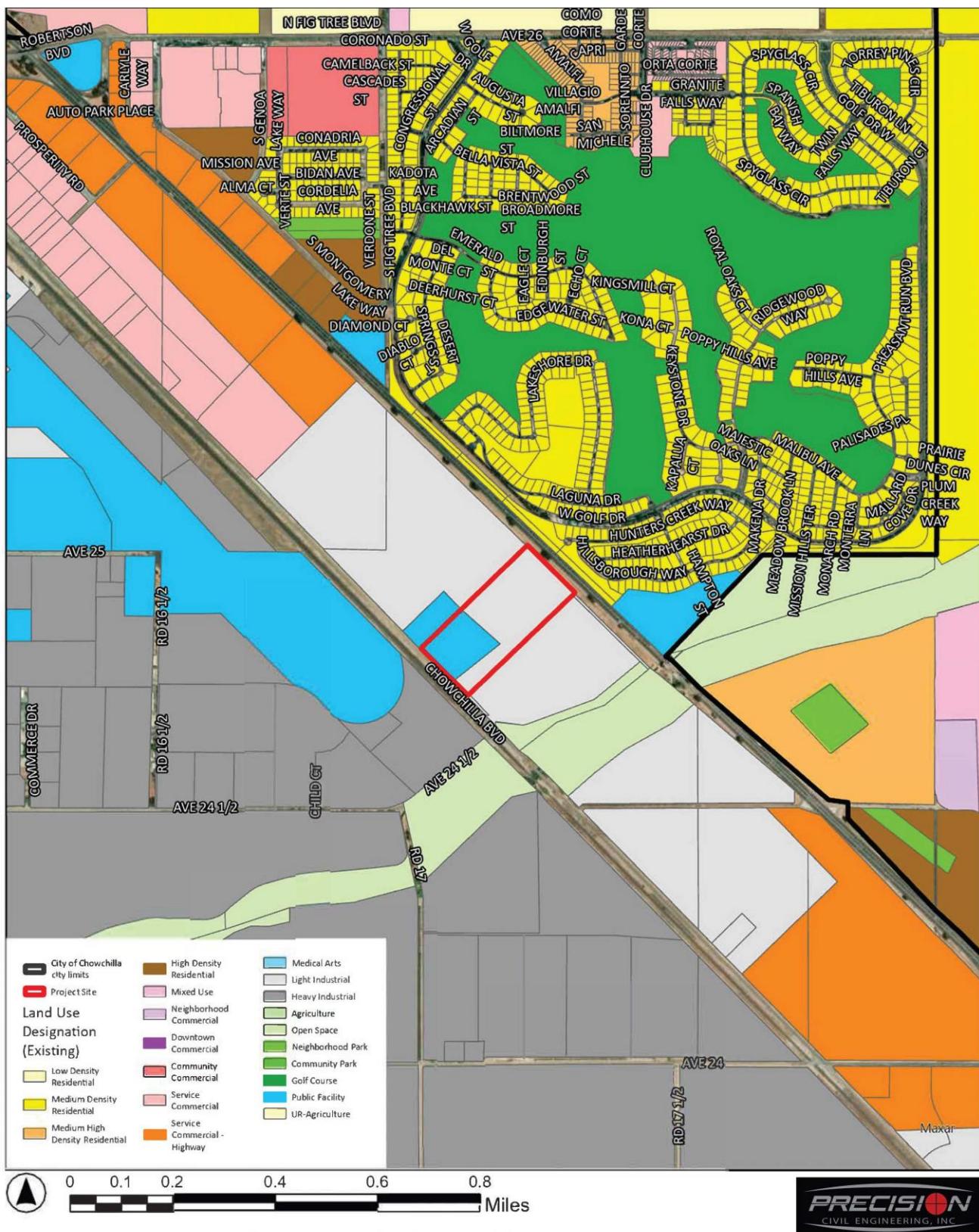
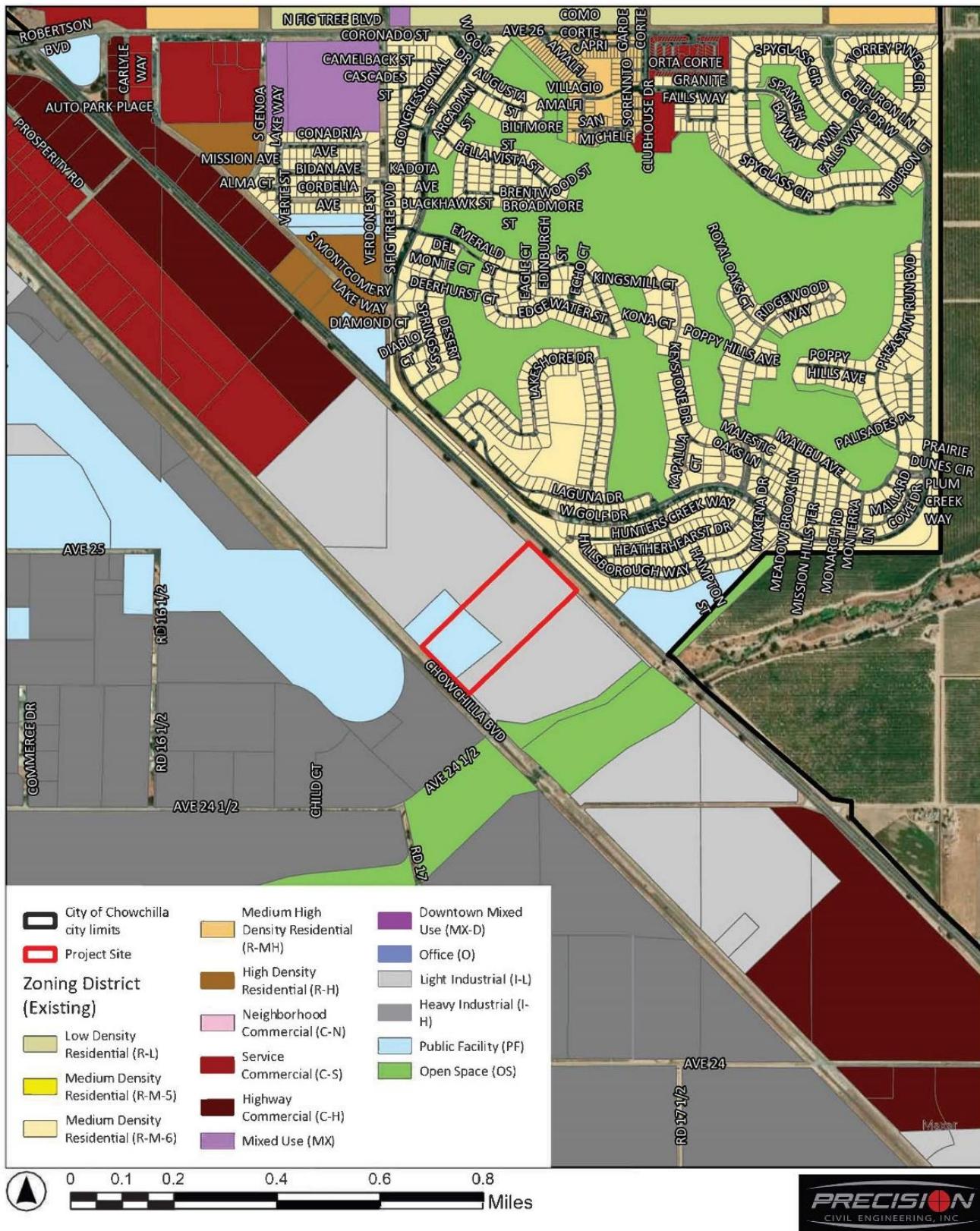


Figure 3-3 General Plan Land Use Designation Map (Existing)



CITY OF CHOWCHILLA - Mid-Valley Pipe & Supply Industrial Subdivision

Figure 3-4 Zoning District Map (Existing)

3.9 Description of Project

Mid Valley Pipe & Supply Inc. (Applicant) proposes Tentative Subdivision Map (TSM) 23-0474 and Site Plan Review (SPR) 23-0222. Mid-Valley Pipe & Supply provides steel building products and pipe material for farms, dairies, and commercial use. TSM 23-0474 would subdivide the subject approximately 26.28-acre parcel into 13 lots, ranging from 0.78-acres to 8.17-acres, and facilitate the installation and construction of underground infrastructure, in-tract roadways with curb, gutter, and sidewalk, and the widening and improvement of Chowchilla Boulevard along the Project frontage with pavement, curb, and gutter. SPR 23-0222 would facilitate the development of Parcel 7, an approximately 8.17-acre site with a 32,645 square foot (sf.) building consisting of a 4,250-sf. office, 28,115 sf. warehouse, 7,500 sf. partially enclosed outdoor space, 39 parking spaces, and onsite improvements including drive aisles, curb, gutter, sidewalk, lighting, trash enclosure, landscaping, and an on-site retention basin. The facility would serve as the new location of Mid-Valley Pipe & Supply's Chowchilla operation. The SPR would also allow for the development of a City 0.78-acre storm drainage basin on Parcel 5. The remaining 11 lots would be graded and improved for future development with driveways, underground utilities, and retention basin reserve areas. Future development of the remaining parcels would be proposed by the individual end users.

Hours of Operations

The Mid-Valley Pipe & Steel facility located on Parcel 7 would operate five days a week, Monday through Friday, from 7 a.m. to 5 p.m.

Employment

The Mid-Valley Pipe & Steel operations would be supported by 14 employees.

Products

Mid-Valley Pipe & Steel is a pipe and metal supplier of agricultural pipe and industrial metal products. The facility would serve mainly as a supply warehouse with some light metal fabrication work also being completed on-site. Steel fabrication services would include services such as hole punching, pipe threading, plate shear, press brake, welding, laser/punch press, and plate rolling.

3.9.1 Project Assumptions

Although no physical development is proposed for the remaining 11 lots at this time, this Initial Study analyzes the potential buildout of the Project site at a programmatic level, using reasonable assumptions so that future development of the site can tier from this Initial Study pursuant to CEQA Guidelines *Section 15168 (C)(1)* and *15168(d)* for evaluations of environmental issues associated with later activities/subsequent Projects. However, depending on the final design of future physical development, additional Project specific CEQA review may be required as determined by the City through the entitlement review and approval process. The following parameters were utilized for the purposes of the analysis contained in this Initial Study.

- **Project Area.** The Project site is approximately 26.28-acres, or 1,132,560 square feet (sf.).
- **Permitted Uses.** Pursuant to Chowchilla Municipal Code (CMC) *Section 18.08.030* Land Use Tables (for I-L zones), it is assumed that the future use of the Project site would be light industrial, as permitted, either by right or conditionally. Permitted uses include, but are not limited to, light industrial or manufacturing

facilities, research and development facilities, warehouses or distribution centers, and cold storage or icehouses. Conditionally permitted uses include, but are not limited to, agricultural product packing, packaging, preparing, or processing facilities; winery or distilleries, mini warehouse or self-storage facilities, and recycling processing or sort facilities.

- **Development Standards.** Pursuant to CMC Section 18.32.030 – Site Area, 10.32.060 -Building setback area, and 10.32.080 – Height of Structures, the minimum lot area for new sites shall be 20,000 square feet; front and street side building setbacks shall be a minimum of 15 feet, rear and interior side building setbacks shall be a minimum of 10 feet; and structures shall not exceed a maximum height of 75 feet, except portions of the structure set back at least 200 feet from any lot line may be up to 100 feet high.
- **Parking.** Pursuant to CMC Section 18.54.040 – Number of parking spaces required, warehouse or distribution centers shall provide one (1) space per employee of the maximum working shift plus the number of additional spaces required by the director based on trip generation, manufacturing or processing uses shall provide one (1) space per 1,000 gross square feet, and office uses shall provide one (1) space per 250 square feet.

It is assumed that the type of development that would be eventually built within the Project site would have the components of typical light industrial development, including warehouses and distribution centers, manufacturing and processing, and accompanying office uses as permitted in the underlying zone district that would operate five (5) to seven (7) days per week with business hours between 8 am and 6 pm. Prospective customers, employees, and truck visits are expected during business hours.

The General Plan assumes a typical Floor Area Ratio (FAR) of 0.30 for Light Industrial uses. Based on these parameters, the full buildup of the remaining buildable parcels (Parcels 1-4,6,8-13, totaling 15.4-acres) within the Project site is 201,247 sf. (calculation: 670,824 sf. multiplied by 0.3 FAR = 201,247 sf.). Therefore, the assumed “Project” to be analyzed in this Initial Study are twelve (12) buildings, one (1) on each buildable parcel, totaling 233,892 sf. (201,247 sf. + 32,645 sf. = 233,892 sf.), containing general light industrial uses with 709 parking spaces (calculation: 201,247 sf. divided by 300 sf. + 39 parking spaces on Parcel 7= 709 parking spaces).

3.10 Project Setting and Surrounding Land Uses

Project Setting

Historically, the Project site has been designated for industrial use. Since 1998, the Project site has been vacant and has been annually disked.

The Project site is currently undeveloped with no existing structures or improvements. The Project site is relatively flat with a sandy loam soil type that is mostly well drained with more than 80-inch water table depth. The existing biotic conditions and resources of the parcel can be defined primarily as ruderal and is highly disturbed due to annual disking. There are two (2) small-to-medium-sized trees present on the Project site that would be removed. There are no shrubs or water features on site.

Surrounding Land Uses

As referenced in **Table 3-1**, the Project site is surrounded by Light Industrial (LI) and Heavy Industrial (HI) uses in all directions. Planned land use and zoning districts surrounding the Project site are I-L, Light Industrial, I-H, Heavy Industrial, and P-F, Public Facilities. There is a large distribution warehouse currently being constructed to the

northwest, directly adjacent to the Project site (APNs 002-280-027, 002-250-054, 002-250-055). The Chowchilla Boulevard right of way runs parallel to the southwest parcel boundary and is not currently improved.

Table 3-1 Existing Uses, General Plan Designations, and Zoning districts of Surrounding Properties

Direction from the Project site	Existing Land Use	Planned Land Use	Zoning District
Northwest	Light Industrial (LI)/Public Facility (PF)	Light Industrial (LI)/Public Facility (PF)	I-L (Light Industrial)/PF DB (Public Facility, Drainage Basin)
Southwest	Heavy Industrial (HI)	Heavy Industrial (HI)	I-H (Heavy Industrial)
Southeast	Light Industrial (LI)	Light Industrial (LI)	I-L (Light Industrial)
Northeast	SR-99	SR-99	SR-99

3.11 Site Preparation

Site preparation would include typical grading activities and minor excavation for installation of utility infrastructure for conveyance of water, sewer, stormwater, and irrigation. Site preparation, building, grading, encroachment, and site utilities permits would be subject to review and approval by the appropriate agency and/or department to ensure compliance with applicable codes and regulations. Compliance would be verified through the building permit and inspection process.

3.12 Project Construction and Phasing

The proposed Project does not anticipate any phasing of construction for the development of Parcel 7 and is expected to start in October 2024 and to conclude in May 2025. For the purposes of this analysis, construction of the remaining parcels within the Project site was assumed to begin in May 2025 with full build out by May 2030.

3.13 Project Components

This section describes the overall components of the Project, such as the proposed buildings, landscaping, vehicle and pedestrian circulation, and utilities.

Site Layout and Elevations

As shown in [Figure 3-5](#), the Project proposes to subdivide the approximately 26.28-acre parcel into 13 lots ranging in size from 0.78-acres to 8.17-acres, and install underground infrastructure, construct and pave in-tract roadways with curb and gutter, Chowchilla Boulevard will be widened and improved along the Project frontage with pavement, curb, and gutter.

As shown in [Figure 3-7](#), the Project would also facilitate the development of Parcel 7, an approximately 8.17-acre site with a 32,645- sf building consisting of office (4,250 square feet) and warehouse (28,125 square feet) uses, in addition to approximately 7,500 sf partially enclosed outdoor space, 39 parking spaces, and site improvements including paved drive aisles, curb, gutter, sidewalk, lighting, trash enclosure, and landscape areas. As noted previously, a City owned, approximately 0.78-acres storm drain basin is proposed for Parcel 5. The remaining 11 lots would be graded for future development but remain undeveloped.

Building and Site Design Features

The proposed development of the Project would include a 32,645-sf metal building. Exterior materials to be used shall include 3-coat cement plaster, metal siding and roofing panels, concrete masonry units, and exposed steel framing.

Metal building products finish shall be selected from Manufacturer's (MFR's) list of standard colors. The exposed metal trellis will be painted to match MFR'S standard exposed frame color (Cool Dark Bronze). Cement plaster colors will be selected to complement the metal building body color and trim (body color, Cool Straw Gold; trim color, Cool Cobalt Blue). Concrete masonry units along the front façade will be split face (Burlap). Concrete masonry units at sides and rear of facility to be common C.M.U. (Burlap). The trash enclosure to be constructed of common C.M.U. (Burlap).

Chain link fencing to be utilized at Project will be galvanized w/ vinyl privacy slats (Redwood).

The Project would be built in accordance with all mandatory indoor water use requirements as outlined in the 2022 California Green Building Standards Code, Title 24, Part 11, Section 5.303 – Indoor Water Use and verified through the building permit process. As a nonresidential development that contains plumbing fixtures and fittings, the Project shall comply with water-conserving measures for water closets, urinals, showerheads, faucets, and fountains. The Project would be required to install low flow plumbing fixtures with flow rates that comply with requirements. In addition, as a nonresidential development, the Project would be required to install submeters (separate submeters are required for buildings more than 50,000 sf.) to measure water usage of individual tenants in accordance with the California Plumbing Code.

The Project would also be built in accordance with all mandatory outdoor water use requirements as outlined in the 2022 California Green Building Standards Code, Title 24, Part 11, Section 5.304 – Outdoor Water Use and verified through the building permit process. As a nonresidential development that contains landscaping including trees, shrubs, ground cover/annual plants, and/or lawn, the Project shall comply with the updated Model Water Efficient Landscape Ordinance (MWELO) (California Code of Regulations, Title 23, Chapter 2.7, Division 2), as implemented and enforced through the building permit process.

Site Circulation and Parking

The Project site would be accessible via Mid-Valley Way, with one (1) point of ingress/egress on Chowchilla Boulevard. Future development of neighboring parcels could see additional points of ingress/egress via Prosperity Boulevard. Parcel 1 and Parcel 13 would also include driveways that load directly onto Chowchilla Boulevard. Parcel 7 would be accessible via two (2) 35-foot (ft.) driveways on Mid-Valley Court. All remaining parcels would be accessible via 24 ft. wide typical driveways on Mid-Valley Way or Prosperity Boulevard.

Parcel 7 proposes 38 total parking stalls including 35 standard stalls, one (1) accessible stall, and two (2) compact stalls. The number of parking spaces for the remaining parcels will be determined when a use is proposed.

Open Space and Landscaping

Proposed landscaping is depicted in **Figure 3-9**. Landscaping is proposed around the parking lot. Ten (10) trees are proposed within the landscaped area of the site. Seven (7) species of shrub are proposed to surround the parking lot with sizes of 1 or 5-gallon(s) and spacing ranging from 3 feet to 9 feet. 3 inches of brown mulch is to be placed in all planting areas. Additionally, landscape cobble is proposed in non-planting areas.

Public Services and Utilities

The Project site is within City limits and thus, would be required to connect to water, wastewater, and stormwater services. Natural gas, electricity, telecommunications, and solid waste services are provided by private companies. In addition, the Project would be subject to fees for the construction, acquisition, and improvements for public

services including but not limited to: Fire Protection Services, Police Protection Services, and Schools. Water, wastewater, and stormwater services are described further below.

Domestic water service would be provided to the site through an 8-inch water main along the Mid-Valley Way right of way. The 8-inch water main would connect to an existing 12-inch water main along Chowchilla Boulevard.

Sanitary sewer service would be provided to the site through an 8" sewer main along Mid-Valley Way which would connect to the existing 18-inch sewer main along Chowchilla Boulevard.

A 15-inch storm drain main will be installed along Mid-Valley Way from Chowchilla Boulevard and will feed a 24-inch storm drain main along Prosperity Boulevard, which will then feed into the storm drain basin on Parcel 5. Various inlets are proposed throughout the Project site.

3.14 Required Project Approvals

The City of Chowchilla requires the following review, permits, and/or approvals for the proposed Project. Other approvals not listed below may be required as identified through the entitlement process.

- *Site Plan Review*
- *Tentative Subdivision Map*
- *Environmental Review*

In addition, other agencies may have the authority to issue permits prior to implementation of the Project including San Joaquin Valley Air Pollution Control District and California Regional Water Quality Control Board.

September 2024

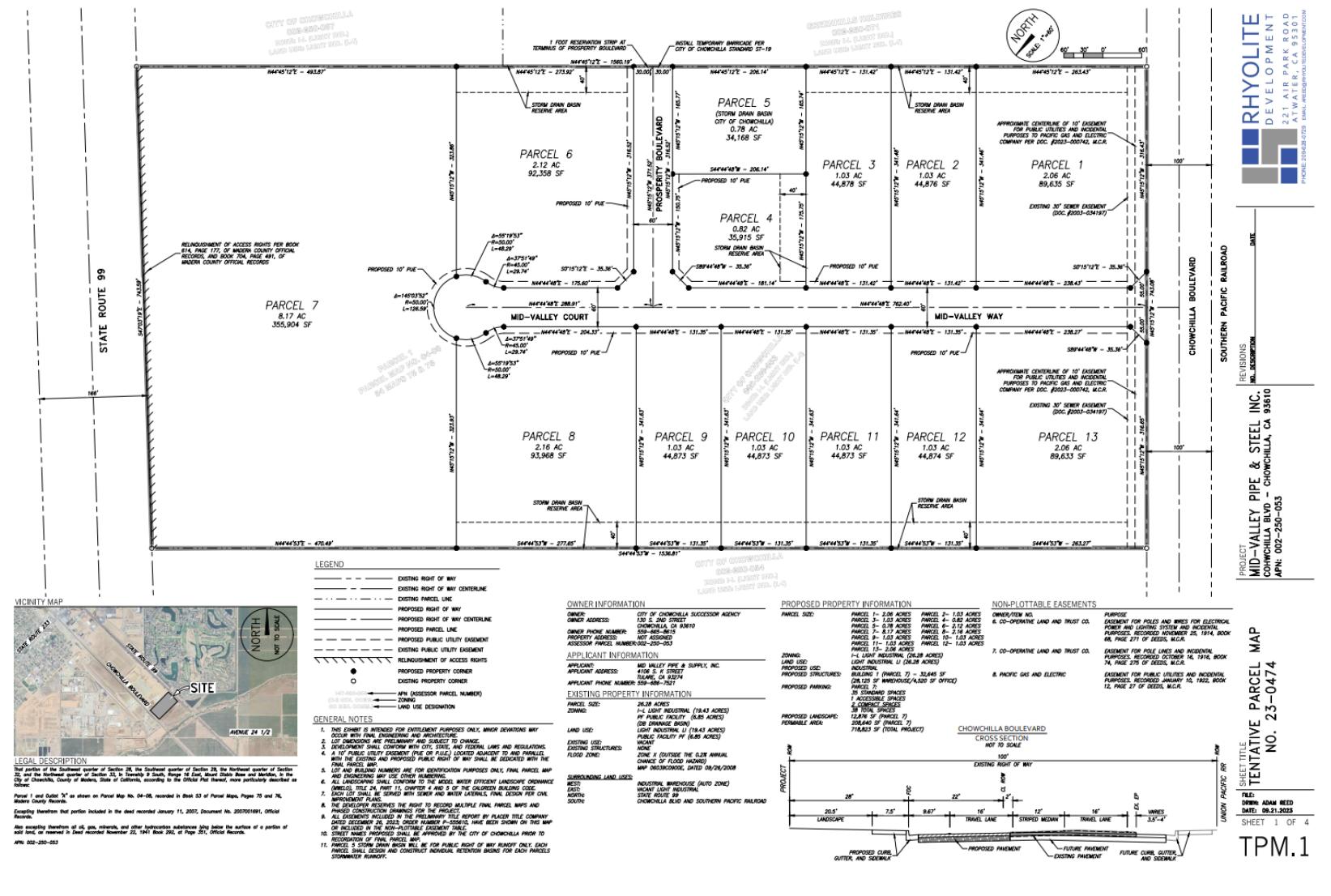


Figure 3-5 Tentative Subdivision Map

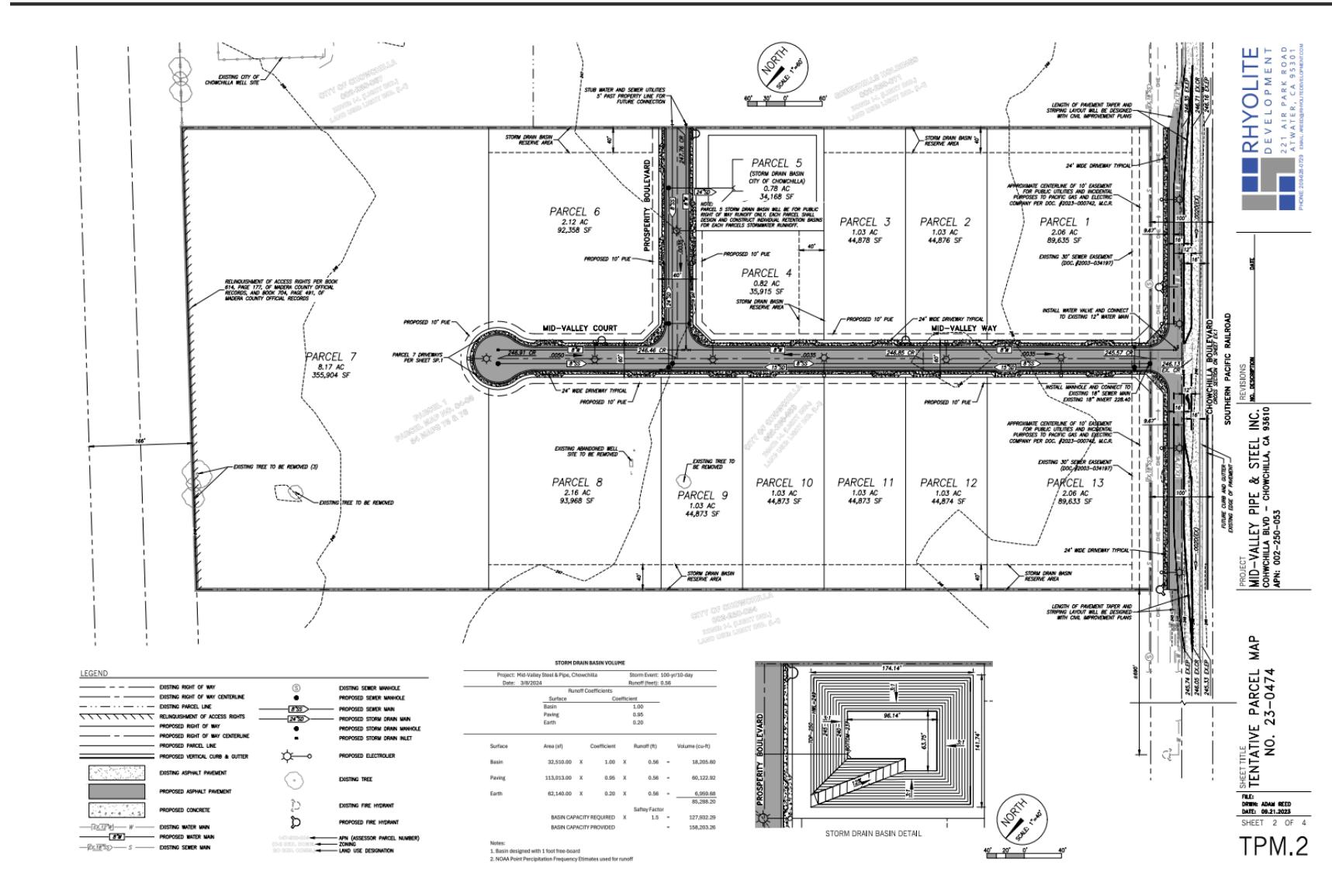


Figure 3-6 Tentative Public Utilities Plan

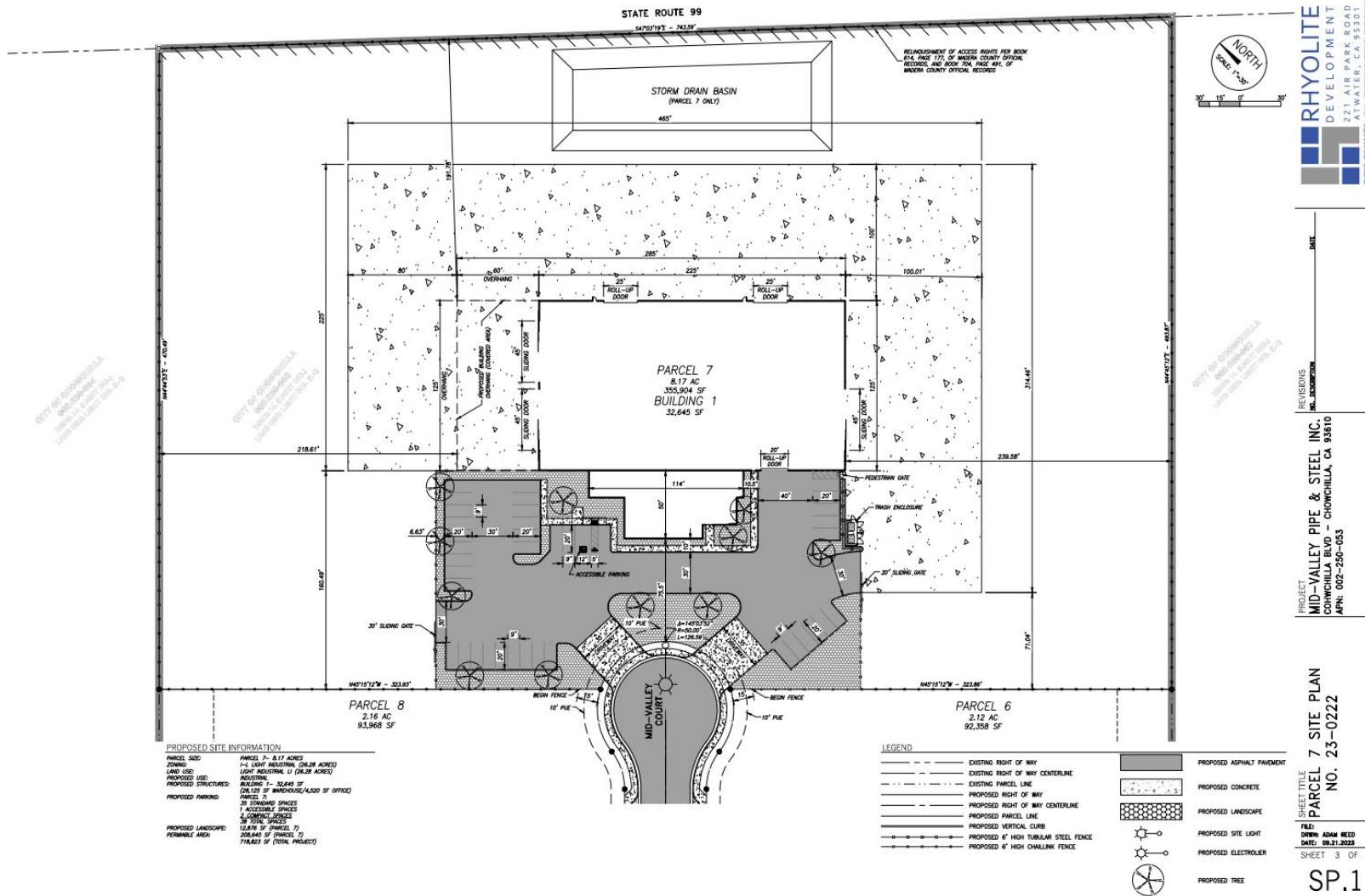


Figure 3-7 Project Site Plan

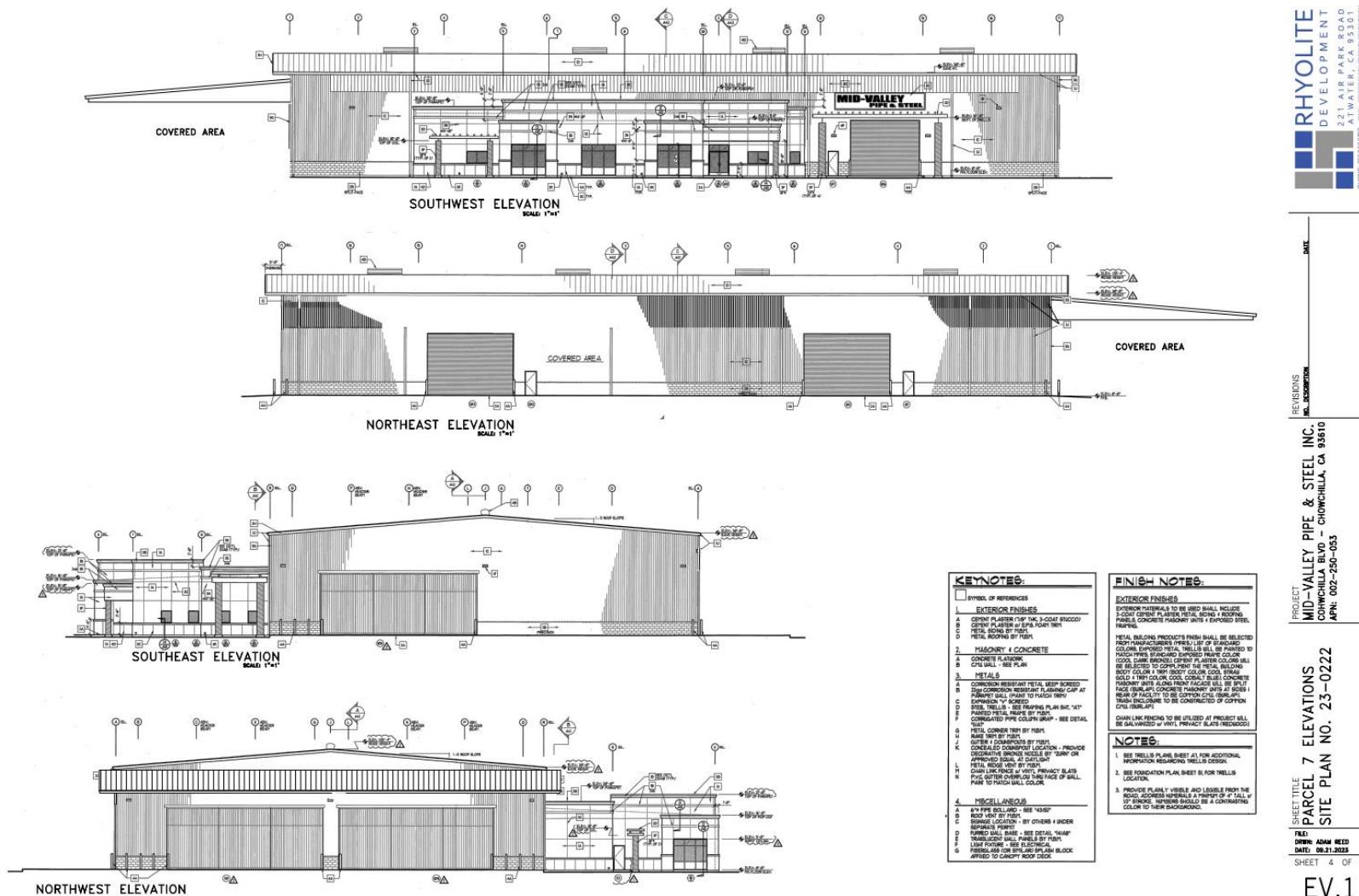


Figure 3-8 Project Site Elevations

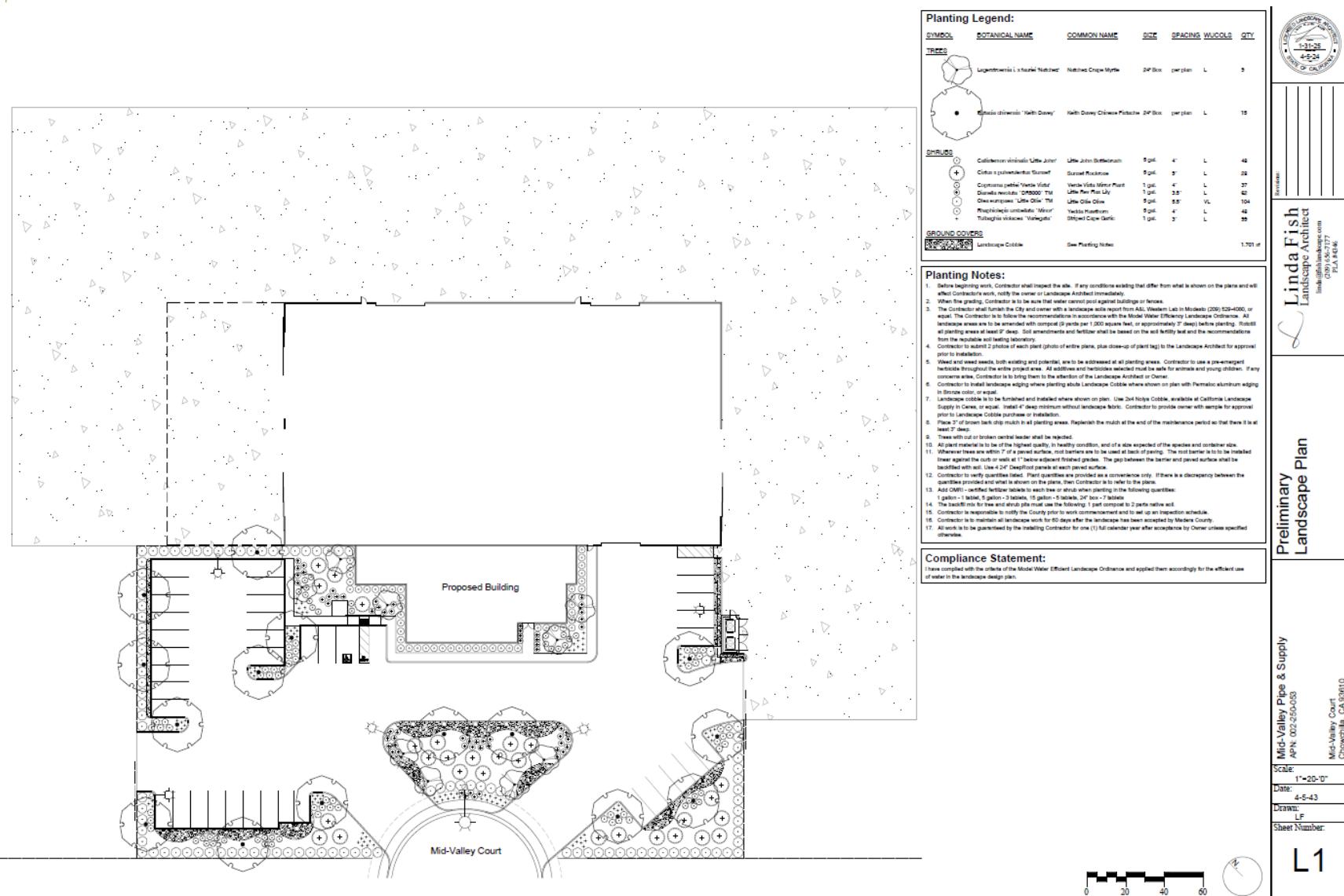


Figure 3-9 Project Site Landscaping Plan

3.15 Consultation with California Native American Tribes

The State requires lead agencies to consider the potential effects of proposed Projects and consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Resources through the CEQA Guidelines. Pursuant to PRC *Section 21080.3.1*, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed Project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC *Section 21074(a)(1-2)*). According to the most recent census data, California is home to 109 currently recognized Indian tribes.

Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and Project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See PRC *Section 21083.3.2*.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per PRC *Section 5097.96* and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC *Section 21082.3(c)* contains provisions specific to confidentiality.

A consultation list of tribes with traditional lands or cultural places located within Madera County was requested and received from the California Native American Heritage Commission (NAHC) on June 6, 2024. The listed tribes include the Amah Mutsun Tribal Band, North Fork Rancheria of Mono Indians, Northern Valley Yokut/Ohlone Tribe, Picayune Rancheria of the Chukchansi Indians, Southern Sierra Miwuk Nation, Tule River Indian Tribe, and Wuksachi Indian Tribe/Eshom Valley Band. The NAHC also conducted a Sacred Lands File (SFL) search, which had negative results.

The City of Chowchilla conducted formal tribal consultation pursuant to AB 52 (Chapter 532, Statutes 2014) on May 23, 2024. Letters were sent to the Dumna Wo-Wah Tribal Government, North Fork Mono Tribe, North Fork Rancheria of Mono Indians, North Valley Yokuts Tribe, Southern Sierra Miwuk Nation, and the Wuksache Indian Tribe/Eshom Valley Band. Consultation for AB 52 ended on June 21, 2024. To date, one (1) response has been received from the North Fork Mono Tribe stating that they had no comment.

4 DETERMINATION

4.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

For purposes of this Initial Study, the following answers have the corresponding meanings:

"No Impact" means the specific impact category does not apply to the Project, or that the record sufficiently demonstrates that Project specific factors or general standards applicable to the Project will result in no impact for the threshold under consideration.

"Less Than Significant Impact" means there is an impact related to the threshold under consideration, but that impact is less than significant.

"Less Than Significant with Mitigation Incorporation" means there is a potentially significant impact related to the threshold under consideration, however, with the mitigation incorporated into the Project, the impact is less than significant. For purposes of this Initial Study "mitigation incorporated into the Project" means mitigation originally described in the GP PEIR and applied to an individual Project, as well as mitigation developed specifically for an individual Project.

"Potentially Significant Impact" means there is substantial evidence that an effect may be significant related to the threshold under consideration.

4.2 Determination

The environmental analysis contained in this Initial Study is tiered from Program Environmental Impact Report (EIR) SCH No. 2009022007 prepared for the 2040 General Plan and the Rancho Calera Specific Plan (formerly Greenhills Lakes Specific Plan) (EIR). A copy of the EIR may be reviewed in the City of Chowchilla, Community and Economic Development Department as noted above (See Lead Agency).

Pursuant to Public Resources Code Section 21094 and California Environmental Quality Act (CEQA) Guidelines Section 15168(d), this Project has been evaluated with respect to each item on the attached environmental checklist to determine whether this project may cause any additional significant effect on the environment which was not previously examined in the EIR.

This completed environmental impact checklist form and its associated narrative reflect applicable comments of responsible and trustee agencies and research and analysis conducted to examine the interrelationship between

the proposed project and the physical environment. The information contained in the Project application and its related environmental assessment application, responses to requests for comment, checklist, initial study narrative, and any attachments thereto, combine to form a record indicating that an initial study has been completed in compliance with the State CEQA Guidelines and the CEQA.

All new development activities and many non-physical projects contribute directly or indirectly toward cumulative impacts on the physical environment. It has been determined that the incremental effect contributed by this Project toward cumulative impacts is not considered substantial or significant in itself, and/or that cumulative impacts accruing from this project may be mitigated to less than significant with application of feasible mitigation measures.

Based upon the evaluation guided by the environmental checklist form, it was determined that there are no foreseeable substantial impacts from the Project that are additional to those identified in the EIR, after the incorporation of project-specific mitigation measures in the Mitigation Monitoring and Reporting Program. The completed environmental checklist form indicates whether an impact is potentially significant, less than significant with mitigation, less than significant, or no impact beyond that which has already been analyzed in the EIR.

For some categories of potential impacts, the checklist may indicate that a specific adverse environmental effect has been identified which is of sufficient magnitude to be of concern. Such an effect may be inherent in the nature and magnitude of the Project or may be related to the design and characteristics of the individual project. Effects so rated are not sufficient in themselves to require the preparation of an EIR and have been mitigated to the extent feasible. With the Project-specific mitigation imposed, there is no substantial evidence in the record that this Project may have additional significant, direct, indirect or cumulative effects on the environment that are significant and that were not identified and analyzed in the EIR. Both the EIR Mitigation Monitoring and Reporting Program and the Project-specific Mitigation Monitoring and Reporting Program will be imposed on this Project.

The Initial Study has concluded that the Project will not result in any adverse effects which fall within the "Mandatory Findings of Significance" contained in *Section 15065* of the CEQA Guidelines. The finding is, therefore made that the Project will not have a significant adverse effect on the environment.

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 (EIR) 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 EIR 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.

Approved By:

Rod Pruitt, City Administrator
City of Chowchilla

Date

5 EVALUATION OF ENVIRONMENTAL IMPACTS

5.1 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?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality 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?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

5.1.1 Environmental Setting

Generally, aesthetics may include scenic vistas and scenic resources (e.g. trees, rock outcroppings, historic buildings, and highways). Chowchilla's visual features predominately include urbanized and agricultural land uses.

California Scenic Highway Program

The California Scenic Highway Program was established in 1963 with the purpose of protecting and enhancing the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. There are no officially designated or eligible State Scenic Highways in Chowchilla or within 10 miles of Chowchilla.¹

¹ Caltrans. California State Scenic Highway System Map. Accessed on May 8, 2024, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa>

City of Chowchilla 2040 General Plan

The General Plan Land Use Element designated West Robertson Boulevard (SR 233) from SR 99 to SR 152 as a “Scenic Corridor”, which ends at SR 99 approximately 1.5 miles northwest of the Project site. The General Plan does not identify or designate scenic resources or scenic vistas.

The General Plan has established objectives and policies related to aesthetics which are identified as follows:

Policy LU 7.2 *Appropriate buffers or other effective measures shall be included in development plans to ensure that conflicts such as noise, odor, light and glare, dust, or other potentially significant adverse environmental conditions are minimized.*

Implementation Measure LU 7.2.A *Project proponents adjacent to existing industrial, agricultural and open space uses or land use designation shall be required to provide the City with a full and complete written discussion that addresses the Project's impact on the viability of the adjacent use. These discussions shall include noise, hazardous materials, City of Chowchilla 2040 General Plan Page LU-57 emergency response and evacuation, air quality, odors, light and glare, traffic, public services and aesthetics.*

Implementation Measure LU 12.1.A *New industrial development proposed near existing or planned residential land uses shall be required to provide the City with a full and complete written discussion that addresses the Project's impact on the viability of the existing or proposed residential land uses. Major regional recreation facilities that may include large buildings, grandstands, out-door venues and associated commercial operations supporting the activities shall prepare master plans. The discussion shall include noise, hazardous materials, emergency response and evacuation, air quality, odors, light and glare, traffic and circulation, and aesthetics.*

Policy OS 7.1 *Arterials and major collector streets, where feasible, should be designed to include landscaping along the edges and medians to enhance these street systems as aesthetic open space corridors.*

Implementation Measure OS 7.1.A *The City shall develop design guidelines and standards for the construction of landscaping and improvement of arterial and major collector streets which are to be landscaped.*

Policy OS 7.2 *Provide open space and landscape improvements along the Highway 99 and Highway 152 right-of-way to present an attractive entry to the City of Chowchilla.*

Implementation Measure OS 7.2.A *Along Highways 99 and 152, buffer areas may be designated as open space or require property owners to landscape buffers along these routes. This land should be either acquired by the City or development conditions attached to the land which requires improvements and maintenance of the open space area.*

Implementation Measure OS 7.2.B *Interchanges between state highways, and interchanges between State highways and City streets or roads shall be appropriately landscaped to standards established by the City.*

5.1.2 Impact Assessment

Except as provided in PRC Section 21099, **would the Project:**

- a) Have a substantial adverse effect on a scenic vista?**

No Impact. The Project site is vacant and surrounded by urban development. The site is not adjacent to scenic corridors identified in the General Plan. In addition, the site is not near State-designated scenic highways and does

not contain any historic buildings or places of contemporary historical significance according to the General Plan. As a result, the Project would not adversely affect scenic vistas and no impact would occur because of the Project.

Mitigation Measures

None required.

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

No Impact. According to the California State Scenic Highway Program, there are no officially designated State Scenic Highways within or in the vicinity of Chowchilla. As such, the proposed Project would not damage scenic resources, including trees, rock out-croppings, and historic buildings within a state scenic highway and no impact would occur.

Mitigation Measures

None required.

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?

Less than Significant Impact. The Project site is in an urbanized area surrounded by industrial uses and the Chowchilla Municipal Airport. Although the site is currently vacant, development of the Project site will not have a significantly different character from the surrounding area, which is similarly developed with industrial uses such as the airport and a large distribution warehouse. Further, the proposed use is subject to compliance with applicable zoning and other regulations governing scenic quality, which will ensure the minimization of any visual impact by upholding the visual character or quality of public views of the site and its surroundings. The Project would be subject to compliance with applicable policies and regulations that govern scenic quality including but not limited to the General Plan, Chowchilla Municipal Code (CMC), and California Building Code (CBC). Compliance would ensure that development of the site would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, a less than significant impact would occur because of the Project.

Mitigation Measures

None required.

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

Less than Significant Impact. Generally, lighting impacts are associated with artificial lighting in evening hours either through interior lighting from windows or exterior lighting (e.g., street lighting, parking lot lighting, landscape lighting, cars, and trucks). Development of the Project site would incrementally increase the amount of light from streetlights, exterior lighting, and vehicular headlights. Such sources could create adverse effects on day or nighttime views in the area.

As mentioned above, the Project would introduce new light sources into the area, including temporary light and glare resulting from construction activities that could adversely affect day or nighttime views. Although construction activities are anticipated to occur primarily during daylight hours, it is possible that some activities could occur during dusk or early evening hours (pursuant to the General Plan Noise Element Policy N 4.6, construction activities are allowed between 7:00 AM and 7:00 PM). Construction during these time periods could result in light and glare

from construction vehicles or equipment. However, construction would be temporary in nature, and once completed, any light and glare from these activities would cease to occur.

Regarding operations, the Project includes lighting fixtures to provide interior lighting, lamps, outdoor lighting for safety purposes, etc. Lighting design would be required to comply with the CMC, which contains specific, enforceable requirements and/or restrictions intended to prevent light and glare impacts. Specifically, *Section 18.50.150* provides standards for the installation and use of outdoor lighting fixtures to prevent flash and glare on neighboring properties as well as roadways to prevent hazards from passing traffic. The lighting design guide covers outdoor spaces including regulations for mounted luminaires (i.e., high efficacy, motion sensor controlled, time clocks, energy management control systems, etc.). As such, conditions imposed on the Project by the City, in addition to Title 24 requirements, would reduce light and glare impacts to a less than significant impact.

Mitigation Measures

None required.

5.2 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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

5.2.1 Environmental Setting

The Project site is located within the City limits and is designated and zoned for industrial and public facility uses. The Project site is generally surrounded by industrial use and vacant land. The Project site is currently vacant with no off-site street improvements. Lastly, the Project site does not contain any agricultural or forestry resources such as agricultural land, forest land, or timberland.

Farmland Monitoring and Mapping Program

The California Department of Conservation manages the Farmland Mapping and Monitoring Program (FMMP) that provides maps and data for analyzing land use impacts to farmland. The FMMP produces the Important Farmland Finder as a resource map that shows quality (soils) and land use information. Agricultural land is rated according to soil quality and irrigation status, in addition to many other physical and chemical characteristics. The highest quality land is called “Prime Farmland” which is defined by the FMMP as *“farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing*

season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.² Maps are updated every two years. According to the FMMP, California Important Farmland Finder, the Project site is classified as “Grazing Land.”

³ Lands directly adjacent to the Project site are not classified as farmlands; however, there is Prime Farmland approximately 1,750 feet southeast of the site beyond the Chowchilla river.

California Land Conservation Act

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

City of Chowchilla 2040 General Plan

The Chowchilla General Plan Land Use Element identified land to be reserved for agricultural uses. These areas are generally beyond the City's Planning Area but within the City's Sphere of Influence (SOI). No forestry uses are designated within the General Plan. The General Plan Open Space and Conservation Element⁴ established policies to encourage the continued use of agricultural resources within the City, as listed below.

Objective OS 8 *Protect agricultural lands and other open spaces used for the managed production of resources from premature urban development by guiding urban development toward vacant or under-used land within the urbanized area and direct new growth toward land adjacent to the urbanized area.*

Policy OS 8.1 *Existing agricultural areas in the Planning Area shall be retained in agricultural use until the time that such areas are needed for logical urban expansion.*

Policy OS 8.2 *Encourage the use of landscaped open space as a buffer between potentially noncompatible land uses.*

Policy OS 8.3 *Land designated Agricultural in the Planning Area may be converted to urban uses if the following findings are made:*

- a. *Conversion to urban use will not be detrimental to the long term agricultural use of neighboring properties.*
- b. *No other land within the Planning Area is readily available for urban development of the quality and intensity proposed by a development proposal.*
- c. *The extension of major infrastructure through the land is necessary for the efficient cost effective implementation of the City's General Plan.*
- d. *That the proposal is consistent with Land Use policies regarding conversion of Agricultural lands.*

² California Department of Conservation. Important Farmland Categories. Accessed on May 8, 2024, <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx>

³ California Department of Conservation. (2018). California Important Farmland Finder. Accessed on May 8, 2024, <https://maps.conservation.ca.gov/DLRP/CIFF/>

⁴ City of Chowchilla. City of Chowchilla 2040 General Plan Open Space and Conservation Element. Accessed on May 8, 2024, <https://www.Cityofchowchilla.org/DocumentCenter/View/3360/Open-Space-and-Conservation-Element>

Objective OS 9 Preserve agricultural lands in recognition of their economic, historic and open space benefits and their importance to the character of the City of Chowchilla and to the Central Valley.

Policy OS 9.1 Identify land for the encouragement and retention of agricultural use outside the City's Sphere of Influence boundary based on the historic use, soil suitability, agricultural significance and prevailing parcel sizes of the land.

Policy OS 9.2 Establish an agriculture conservation program for the preservation of valuable agricultural land outside the City's Sphere of Influence from urban development through the use of appropriate development regulations and /or financial incentives.

Policy OS 9.3 Coordinate programs to preserve agricultural lands with other public, private and nonprofit organizations where feasible.

Additionally, Land Use Element includes the following objective and policies related to agricultural lands.

Objective LU 17 Resist the premature conversion of agricultural lands to urban uses.

Policy LU 17.2 The City supports the Madera County General Plan objectives and policies which protect agricultural lands by:

1. Maintaining large parcel sizes and preventing the development of incompatible urban uses;
2. Specifically maintaining large parcels adjacent to urban areas prior to conversion to urban uses; and
3. Preventing the division of parcels less than ten acres in size within the City's General Plan Planning Area.

Policy LU 17.6 Urban development shall only occur within the City. Any urban development requiring basic City services shall occur within the incorporated City and within the Planning Area, subject to findings that the development is not a premature use of agricultural land.

Policy LU 17.7 Land designated on the Land Use Map as "Urban Reserve" and in agricultural production should not be converted to urban uses until all the following findings are made:

1. The subject land is in the Secondary Planning Area and a master plan has been prepared acceptable to the City and that there is a compelling reason why adequate growth within the Planning Area can not accommodate the planned growth in the City, or the growth is reasonably necessary to serve the needs of the HSR Heavy Maintenance Facility, extension of major road facilities that provide improved access to the State system, or another major jobs producing industry.
2. That the development of the land will contribute to the establishment of a stable urban limit and represents contiguous urban development;
3. The land is needed to fill next ten year's projected growth;
4. More than 50 percent of the land designated in the City for urban uses has been developed or is under a tentative map;
5. The land is necessary to maintain 150% of projected urban need; and
6. Annexation would not otherwise create substantial infrastructure limitations

5.2.2 *Impact Assessment*

Would the Project:

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?*

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

Mitigation Measures

None required.

b) *Conflict with existing zoning for agricultural use or a Williamson Act contract?*

No Impact. The Project site is not zoned for agricultural use and is not subject to a Williamson Act land use contract. Therefore, the Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract and no impact would occur.

Mitigation Measures

None required.

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))?*

No Impact. The Project site and surrounding area does not contain forest land or timberland, pursuant to PRC 4526 or GC 51104(g), respectively. Further, the Project site would not cause the rezoning of forest land, timberland, or timberland zoned Timberland Production. As a result, the Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production and no impact would occur.

d) *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 is not designated or zoned for forest land or forest uses. Development of the Project site would therefore not result in the loss of forest land or conversion of forest land to non-forest use. As a result, no impact would occur.

Mitigation Measures

None required.

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?*

No Impact. The Project site is not under cultivation nor does it contain agricultural or forestry uses or resources. As noted previously, the site is designated and zoned for industrial uses and. The properties in the immediate vicinity of the Project site also do not contain agricultural or forestry uses or resources. According to the FMMP, California

Important Farmland Finder, the Project site and the properties in its immediate vicinity are not classified as farmlands. Therefore, future development of the Project site with industrial development would be generally consistent with the existing environment of the surrounding, urbanized, and non-agricultural or forestry uses. As a result, the Project would not involve other changes in the existing environment that could result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, no impact would occur because of the Project.

Mitigation Measures

None required

5.3 AIR QUALITY

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?			X	
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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

5.3.1 Environmental Setting

Chowchilla lies within the central portion of the San Joaquin Valley Air Basin (SJVAB) that is bounded by the Sierra Nevada Mountain range to the east, Coastal Ranges to the west, and Tehachapi mountains to the south. The San Joaquin Valley Air Pollution Control District (SJVAPCD) regulates air quality in eight counties including: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. The SJVAPCD oversees the SJVAB.

Impacts on air quality result from emissions generated during short-term activities (construction) and long-term activities (operations). Construction-related emissions consist mainly of exhaust emissions (NO_x, PM₁₀ and PM_{2.5}) from construction equipment and other mobile sources, and fugitive dust (PM₁₀ and PM_{2.5}) emissions from earth moving activities. Operational emissions are source specific and consist of permitted equipment and activities and non-permitted equipment and activities.

Air pollution in the SJVAB can be attributed to both human-related (anthropogenic) and natural (non-anthropogenic) activities that produce emissions. Air pollution from significant anthropogenic activities in the SJVAB includes a variety of industrial-based sources as well as on- and off-road mobile sources. Four main sources of air pollutant emissions in the SJVAB are motor vehicles, industrial plants, agricultural activities, and construction activities. All four (4) of the major pollutant sources affect ambient air quality throughout the SJVAB. These sources, coupled with geographical and meteorological conditions unique to the area, stimulate the formation of unhealthy air. Air pollutants can remain in the atmosphere for long periods and can build to unhealthful levels when stagnant conditions that are common in the San Joaquin Valley occur. Pollutants are transported downwind from urban areas with many emission sources which are also recirculated back to the urban areas.

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

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

San Joaquin Valley Air Pollution Control District

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

The SJVAPCD rules and regulations that may apply to projects that will occur during buildup of the Project include but are not limited to the following:

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

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

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

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

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

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

Rule 4102 – Nuisance. *The purpose of this rule is to protect the health and safety of the public and applies to any source operation that emits or may emit air contaminants or other materials.*

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

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

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

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

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

Thresholds of Significance

To assist local jurisdictions in the evaluation of air quality impacts, the SJVAPCD has published the *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI). SJVAPCD recommends a three (3)-tiered approach to air quality analysis based on Project size to allow quick screening for CEQA impacts:

1. **Small Project Analysis Level (SPAL):** based on the District's New Source Review, the District pre-quantified emissions and determined values as thresholds of significance for criteria pollutants. Residential, commercial, retail, industrial, educational, and recreational land uses are eligible to use this for screening. The SPAL was published on November 13, 2020, by the SJVAPCD to determine potential impacts in GAMAQI.⁵ SPAL is based on a CalEEMod version 2016.3.2.
2. **Cursory Analysis Level (CAL):** CAL is used to determine significance on Projects that exceed the SPAL criteria. Analysis includes using CalEEMod to estimate emissions and air pollutants.
3. **Full Analysis Level (FAL):** this level of analysis is usually required for an EIR. It requires a full air quality report that describes impacts on the public.

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

⁵ San Joaquin Valley Air Pollution Control District. (2020). "Small Project Analysis Levels (SPAL)". Accessed on May 31, 2024, <https://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI-SPAL.PDF>

Criteria Air Pollutants

SJVAPCD adopted thresholds of significance for criteria air pollutants, as shown in **Table 5-1**. The thresholds of significance are based on a calendar year basis. For construction emissions, the annual emissions are evaluated on a rolling 12-month period. The following summarizes these thresholds:

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

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

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

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

Table 5-1 SJVAPCD Recommended Air Quality Thresholds of Significance.⁶

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

Conflict with or Obstruct Implementation of Applicable Air Quality Plan

Air Quality Plans (AQPs) are plans for reaching the attainment of air quality standards. The applicable AQP for the SJVAB is the GAMAQI. Due to the region's nonattainment status for ozone, PM_{2.5}, and PM₁₀, if the Project-generated emissions of either of the ozone precursor pollutants (i.e., ROG and NO_x) or PM₁₀ would exceed the SJVAPCD's significance thresholds, then the Project would be considered to be conflicting with the AQP. In addition, if the Project would result in a change in land use and corresponding increases in vehicle miles traveled, the Project may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans. Vehicle Miles Traveled are analyzed in **Section 5.17**.

⁶ SJVAPCD. (2015). Guidance for Assessing and Mitigating Air Quality Impacts. Accessed on May 31, 2024, <https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF>

Local Mobile-Source CO Concentrations

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

Toxic Air Contaminants

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

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

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

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

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

Odor

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

Ambient Air Quality

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

Small Project Analysis Level

The SPAL identifies pre-quantified emissions and determined values related to Project type, size, and number of vehicle trips. According to the SPAL, Projects that fit specified descriptions are deemed to have a less than significant impact on air quality and as such are excluded from quantifying criteria pollutant emissions for CEQA purposes. The SPAL threshold criteria for Industrial Projects (Table 4a of the SPAL) is shown in **Table 5-2**.

Table 5-2 SPAL Thresholds for Industrial Projects

Land Use Type	Size and Unit	Average Daily One-Way Trips for all fleet types (Except HHDT)	Average Daily One-way for HHDT Trips only (50 mile trip length)
General Light Industrial	280,000 square feet	550	70
Heavy Industrial	900,000 square feet	550	70
Industrial Park	295,000 square feet	550	70
Manufacturing	472,000 square feet	550	70

Methodology

SJVACPD's Guidelines recommend using the CalEEMod software program to calculate Project emissions. CalEEMod is a Statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions from land use Projects. The model quantifies direct emissions from construction and operation (including vehicle use), as well as indirect emissions, such as emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The model also identifies mitigation measures to reduce criteria pollutant and GHG emissions. The Project's construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0, which can be found in Appendix A. See also **Section 3.9.1 Project Assumptions** for assumptions used in CalEEMod.

City of Chowchilla 2040 General Plan

The General Plan established objective and policies related to air quality in the Open Space and Conservation Element, as listed below.⁷

Objective OS 22 Implement feasible and reasonable programs to improve air quality in Chowchilla.

Policy OS 22.1 Residential development projects and projects categorized as sensitive receptors shall be located an adequate distance from existing and potential sources of toxic emissions such as freeways, major arterials, industrial sites, and hazardous material locations. "Adequate distance" will be based on site-specific conditions, on the types and amounts of potential toxic emissions, and other factors.

Policy OS 22.2 The City shall require new air pollution point sources (such as, but not limited to, industrial, manufacturing, and processing facilities) to be located an adequate distance from residential areas and other sensitive receptors. "Adequate distance" will be based on site-specific conditions, the type and location of sensitive receptors, on the types and amounts of potential toxic emissions, and other factors.

⁷ City of Chowchilla. City of Chowchilla 2040 General Plan Open Space and Conservation Element. Accessed on August 12, 2024, <https://www.Cityofchowchilla.org/DocumentCenter/View/3360/Open-Space-and-Conservation-Element>

Policy OS 22.3 *The creation of dust during construction/demolition activities should be reduced to the extent feasible.*

Policy OS 22.4 *Where feasible, the City's vehicle fleet should include clean fuel, hybrid, electric, or other fuel-efficient vehicles, so long as their utility, durability, and cost meet the City's needs.*

Policy OS 22.5 *The City shall encourage the development of fueling stations that distribute alternative fuels (such as methanol, ethanol, compressed natural gas, and biodiesel) to support alternative fuel vehicles.*

The Land Use Element also includes policies supporting the reduction of air pollutants, as listed below.

Objective LU 21 *Support the principles of reducing air pollutants through land use, transportation, and energy use planning.*

Policy LU 21.1 *Encourage transportation modes that minimize contaminant emissions from motor vehicle use.*

Objective LU 22 *For new development and redevelopment, ensure the environmental health and safety for everyone living and working in the City of Chowchilla.*

Policy LU 22.2 *Encourage new development to reduce vehicle miles traveled so as to reduce pollutant emissions.*

Policy LU 22.3 *Develop, implement, and periodically update a Climate Action Plan to improve air quality and reduce greenhouse gas emissions.*

Policy LU 24.1 *Ensure that new development with sensitive land uses is buffered from stationary sources and mitigated from non-stationary sources of pollution.*

Policy LU 24.2 *Require that proposals for new sensitive land uses minimize exposure to unhealthy air and other toxins through setbacks, barriers, and other measures.*

Policy LU 24.4 *Educate residential property owners to retrofit their residential properties affected by adverse air quality or other toxins with air filters, ventilation systems, landscaping and/or other measures.*

5.3.2 Impact Assessment

Would the Project:

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

Less than Significant Impact. The Project would not conflict with the applicable air quality plan if the Project does not exceed the adopted quantitative thresholds for criteria pollutant emissions that are established in the GAMAQI, as demonstrated in the **Thresholds of Significance** and Table 4-2, above. The proposed and foreseen development resulting from the Project may not exceed the adopted quantitative thresholds and therefore may not conflict with GAMAQI.

CalEEMod was used to determine the potential criterion pollutants for future development Projects resulting from the assumed reasonable buildup of the Project site, which includes a total of twelve (12) light industrial buildings that totals 233,892 sf according to **Project Assumptions**. **Table 5-3** and **Table 5-4**

Table 5-4 show the potential construction and operational criteria pollutants (tons per year) based on the assumed future development in relation to the GAMAQI thresholds. As shown, the estimated pollutants of the assumed development are below all significant thresholds and can therefore be determined to be consistent with the GAMAQI. CalEEMod Output Files are presented in [Appendix A](#).

Table 5-3 Construction Emissions of Criteria Air Pollutants, Unmitigated

Emission Source (Tons Per Year)	CO	NOx	ROG	PM ₁₀	PM _{2.5}
Construction Year 2024	0.5964	0.7110	0.0718	0.2932	0.1430
Construction Year 2025	2.4362	1.8670	0.2180	0.2059	0.1033
Construction Year 2026	1.1717	0.8690	0.6430	0.0927	0.0478
Maximum Emissions	2.4362	1.8670	0.6430	0.2932	0.1430
Significance Threshold	100	10	10	15	15
Exceed Threshold?	No	No	No	No	No

Source: CalEEMod, Version 2020.4.0, ran on June 5, 2024

Table 5-4 Operational Emissions of Criteria Air Pollutants, Unmitigated

Emission Source (Tons Per Year)	CO	NOx	ROG	PM ₁₀	PM _{2.5}
Area	0.0021	0.0000	0.9679	0.0000	0.0000
Energy	0.1194	0.2373	0.0261	0.0180	0.0180
Mobile	3.9932	0.7272	0.4112	0.1707	0.3187
Waste	-	-	-	0.0000	0.0000
Water	-	-	-	0.0000	0.0000
Total Operational Emissions	4.1947	0.9646	1.4052	1.1887	0.3368
Significance Threshold	100	10	10	15	15
Exceed Threshold?	No	No	No	No	No

Source: CalEEMod, Version 2020.4.0, ran on June 5, 2024

As such, the proposed Project is considered consistent with the air quality plan's air quality standards. In addition, the Project would comply with all applicable General Plan goals and objectives, as well as pertinent SJVAPCD rules and regulations, such as *Rule 2010, Rule 2201, Rule 4001, Rule 4002, Rule 4102, Rule 4601, Rule 4641, Rule 9510*. Therefore, the proposed Project would not conflict with or obstruct implementation of the applicable air quality attainment plan and a less than significant impact would occur.

Mitigation Measures

None required.

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?

Less than Significant Impact. The SJVAB is in non-attainment for ozone, PM₁₀, and PM_{2.5}, which means that certain pollutants' exposure levels are often higher than the normal air quality requirements. The requirements have been set to protect public health, particularly the health of vulnerable populations. Therefore, if the concentration of those contaminants exceeds the norm, some susceptible individuals in the population are likely to experience health effects. Concentration of the pollutant in the air, the length of time exposed and the individual's reaction are factors that affect the extent and nature of the health effects as analyzed in criterion a) above, the Project

would have a less than significant impact on air quality and are excluded from quantifying criteria pollutant emissions for CEQA purposes. Therefore, the Project would not result in significant cumulative health impacts because the emissions are not at a level that would be considered cumulatively significant. As such, the Project would have a less than significant impact.

Mitigation Measures

None required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptors include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units. The nearest sensitive receptors to the Project site are single-family residences located east of SR 99, approximately 400 feet from the Project site.

Changes in the underlying land use designations or zoning classification would not result from implementation of the Project. Therefore, the Project would not introduce new, incompatible, or unpermitted uses that would otherwise exacerbate air pollution or environmental contaminants and negatively impact nearby sensitive receptors. In addition, as stated under criterion a) above, emissions during construction or operation would not exceed the significance thresholds and would not be anticipated to result in concentrations that reach or surpass ambient air quality standards.

Project construction would involve the use of diesel-fueled vehicles and equipment that emit diesel particulate matter (DPM), which is considered a TAC. DPM includes exhaust PM₁₀ and PM_{2.5}. Health risks from TACs are a function of both concentration and duration of exposure. Although DPM would be emitted during construction, emissions would be temporary and last only during construction activities. In addition, construction activities would be required to comply with all rules and regulations administered by the SJVAPCD including but not limited to Rule 9510 (Indirect Source Review), Regulation VIII (Fugitive PM₁₀ Prohibitions), Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 4402 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). Additionally, anticipated development on the Project site would include general light industry, warehouses, and offices, which are not uses that would generate toxic emissions (i.e., Type A uses identified by the CAPCOA guidelines). As a result, impacts would be less than significant.

Mitigation Measures

None required.

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

Less than Significant Impact. Specific uses and operations that are considered sources of undesirable odors include landfills, transfer stations, composting facilities, sewage treatment plants, wastewater pump stations, asphalt batch plants and rendering plants. The Project would not consist of such land uses; rather, the proposed Project would facilitate the development of general light industrial uses, and thus is unlikely to produce odors that would be considered to adversely affect a substantial number of people. Therefore, a less than significant impact would occur.

Mitigation Measures

None required.

5.4 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?		X		
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 US Fish and Wildlife Service?				X
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?				X
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?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.				X

5.4.1 Environmental Setting

The Project site is located within the Chowchilla city limits and is planned and zoned for industrial use. The Project site is currently vacant with no structures. The site contains no on or off-site improvements. The existing biotic conditions and resources of the site can be defined primarily as ruderal and herbaceous vegetation with heavy alternation due to discing and grading. There are two (2) small-to-medium-sized trees present on the Project site that are proposed to be removed. There are no shrubs or water features on site.

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

The U.S. Fish and Wildlife Service (USFWS) operates an “Information for Planning and Consultation” (IPaC) database, which is a Project planning tool for the environmental review process that provides general information on the location of special-status species that are “known” or “expected” to occur (note: the database does not provide occurrences; refer to the California Department of Fish and Wildlife – Natural Diversity Database below).⁸

U.S. Fish and Wildlife – Critical Habitat Report

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

- *Specific areas within the geographical area occupied by the species at the time of listing that contain physical or biological features essential to conservation of the species and that may require special management considerations or protection; and*
- *Specific areas outside the geographical area occupied by the species if the agency determines that the area itself is essential for conservation.*⁹

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

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

The USFWS provides a National Wetlands Inventory (NWI) with detailed information on the abundance, characteristics, and distribution of U.S. wetlands.

Environmental Protection Agency – WATERS Geoviewer

The U.S. Environmental Protection Agency (EPA) WATERS GeoViewer provides a GeoPlatform based web mapping application of water features by location.

⁸ U.S. Fish and Wildlife Service. Information and Planning Consultation Online System. Accessed on June 6, 2024, <https://ecos.fws.gov/ipac/>

⁹ National Oceanic and Atmospheric Administration (NOAA). Critical Habitat. Accessed on May 31, 2024, <https://www.fisheries.noaa.gov/national/endangered-species-conservation/critical-habitat#key-regulations>

California Department of Fish and Wildlife – Natural Diversity Database

The California Department of Fish and Wildlife (CDFW) operates the California Natural Diversity Database (CNDDB), which is an inventory of the status and locations of rare plants and animals in California in addition to the reported occurrences of such species.¹⁰ The CNDDB QuickView Tool provides users with a list of all tracked elements that have been documented by the CNDDB and the Spotted Owl Observations Database (SPOWDB) to occur in a selected USGS 7.5' topographic quad. The CNDDB Rarefind allows for more complex querying of the CNDDB data, including the provision of CNDDB-known occurrences within a set geographic radius.

California Fish and Game Code

Sections 3503, 3503.5, and 3513 of the California Fish and Game Code specifically protect native birds and raptors. Mitigation for avoidance of impacts to nesting birds is typically necessary to comply with these Sections of the Fish and Game Code in CEQA.¹¹

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

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

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

City of Chowchilla General Plan (2040)

The General Plan Open Space and Conservation Element identified 24 special-status species to have the potential to occur and three (3) species has been observed in or near the Chowchilla Planning Area. It maps the location of special-status species in the City's Planning area, and none are located within or in the immediate vicinity of the Project site. The Chowchilla General Plan¹² policies related to the conservation of biological resources are listed below:

Objective OS 13. Encourage the provision of open space areas throughout the Planning Area through the preservation and enhancement of natural features or the joint use of other public facilities and / or rights-of-ways.

Policy OS 13.1. To the extent feasible, maintain sloughs and water courses within the Chowchilla Planning Area as components of a possible recreational trail system. Public access within sensitive habitat areas of the sloughs or waterways shall be considered individually to ensure protection of the habitat resource.

¹⁰ California Department of Fish and Wildlife. California Natural Diversity Database. Accessed June 6, 2024, <https://wildlife.ca.gov/Data/CNDDB>

¹¹ The California Biologist's Handbook. California Fish and Game Code. Accessed on May 31, 2024, <https://biologistshandbook.com/regulations/state-regulations/state-fish-and-game-code/#:~:text=Section%203503,any%20regulation%20made%20pursuant%20thereto.%E2%80%9D>

¹² City of Chowchilla, California. (2040). City of Chowchilla 2040 General Plan Open Space and Conservation Element. Accessed on May 31, 2024, <https://Cityofchowchilla.org/DocumentCenter/View/3360/Open-Space-and-Conservation-Element>

Implementation Measure OS 13.1. *A The City shall pursue the development of a recreation trail system along Ash Slough and Berenda Slough that connects the urban area and Berenda Reservoir (See City of Chowchilla Land Use Map located in pocket at end of document).*

Policy OS 13.2 *Utility easement corridors shall be designated for recreational open space unless an acceptable trail alternative is included in a development plan.*

Policy OS 13.3 *Where appropriate and feasible, establish permanent mechanisms to protect wetlands and riparian corridors.*

Implementation Measure OS 13.3.A *The City shall preserve natural water courses, wetlands and riparian corridors through requirements of land dedication and open space improvement imposed during the land development process.*

Implementation Measure OS 13.3.B *Establish programs in connection with environmental review processes to protect endangered wildlife and their habitats. Programs established to protect wildlife and their habitats may provide for the permanent protection or relocation of wildlife habitat areas.*

Policy OS 13.4 *Avoid the potential adverse impacts of increased human activity on sensitive habitat areas when establishing new recreational facilities or programs.*

Policy OS 13.5 *Promote the preservation of existing mature trees and encourage the planting of appropriate shade trees in new developments.*

Implementation Measure OS 13.5.A *Develop and adopt standards that provide for the planting of shade trees in new residential and commercial developments.*

Policy OS 13.6 *The City of Chowchilla shall support the management of riparian scrub and aquatic environments of Ash Slough, Berenda Slough and of the Chowchilla River for passive recreation, groundwater recharge, and wildlife habitat. The riparian and aquatic environments of Ash and Berenda Sloughs, and the Chowchilla River shall be restored and expanded, where feasible and appropriate.*

Policy OS 13.7 *New and redevelopment Projects adjacent to Ash Slough or Berenda Slough are to be carefully planned and, where possible, designed to avoid existing riparian scrub vegetation and aquatic wildlife habitat.*

Policy OS 13.8 *Lighting associated with new and redevelopment Projects adjacent to Ash Slough or Berenda Slough shall be designed to prevent artificial lighting from illuminating adjacent natural areas at a level greater than one candle foot above ambient conditions.*

Policy OS 13.9 *Prior to approval of a Project (i.e., specific plan, master plan, General Plan Amendment, pre- or re-zone, tentative map, etc.) the City of Chowchilla shall require a biological study to be prepared by a qualified biologist for the Project site. Projects excluded from preparing a biological study prior to approval are Projects within the Chowchilla City Limits that are more than 500 feet away from either Ash or Berenda Sloughs.*

Policy OS 13.10 *On development sites with the potential to contain wetland resources, a wetlands delineation shall be prepared by a qualified biologist using the protocol defined by the U.S. Army Corps of*

Engineers. A report on the findings of the wetland delineation shall be submitted to the City of Chowchilla as part of the Project application process.

Policy OS 13.11 *The City of Chowchilla shall maintain a no net loss of wetlands on a Project-by-Project basis. For the purpose of identifying wetlands, the City will accept a map delineating wetlands which has been accepted by the U.S. Army Corps of Engineers pursuant to Section 404 of the Clean Water Act of 1972. No net loss may include mitigation implementation through participation in an off-site mitigation bank or similar mitigation mechanism acceptable to the City and permitting agencies.*

5.4.2 Impact Assessment

Would the Project:

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 Wildlife or the U.S. Fish and Wildlife Service?*

Less than Significant with Mitigation Incorporated. The IPaC database identifies nine (9) federally listed special-status wildlife species that are potentially affected by activities in the vicinity of the Project site including:

- *Fresno Kangaroo Rat (endangered);*
- *San Joaquin Kit Fox (endangered);*
- *Blunt-nosed Leopard Lizard (endangered);*
- *Northwestern Pond Turtle (proposed threatened);*
- *California Tiger Salamander (threatened);*
- *Western Spadefoot (proposed threatened);*
- *Monarch Butterfly (candidate);*
- *Valley Elderberry Longhorn Beetle (threatened); and*
- *Vernal pool fairy shrimp (threatened), and Fleshy Owl's-clover (threatened).*

Additionally, there are eleven (11) migratory birds protected under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act that are of concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in the Project area.

According to the IPaC, additional site-specific and project-specific information is often required to fully determine any potential effects to the listed species. **Appendix B** lists the federally listed special-status wildlife species from the IPaC Resource List. However, the IPaC database does not provide occurrences. Therefore, to identify occurrences, a nine (9) quad search was performed using the CNDDB QuickView Tool.¹³

Table 5-5 shows the CNDDB species for nine (9) quads, or 441 square miles, including Berenda, Plainsburg, Le Grand, Raynor Creek, Chowchilla, Kismet, Firebaugh NE, Bonita Ranch, and Madera. As shown, there are 29 animal species, three (3) community species, and 22 plant species that have been recorded to occur within the 9 quad area of the

¹³ California Department of Fish and Wildlife. CNDDB QuickView Tool. Accessed July 19, 2024, <https://apps.wildlife.ca.gov/bios6/?tool=cnddbqv>

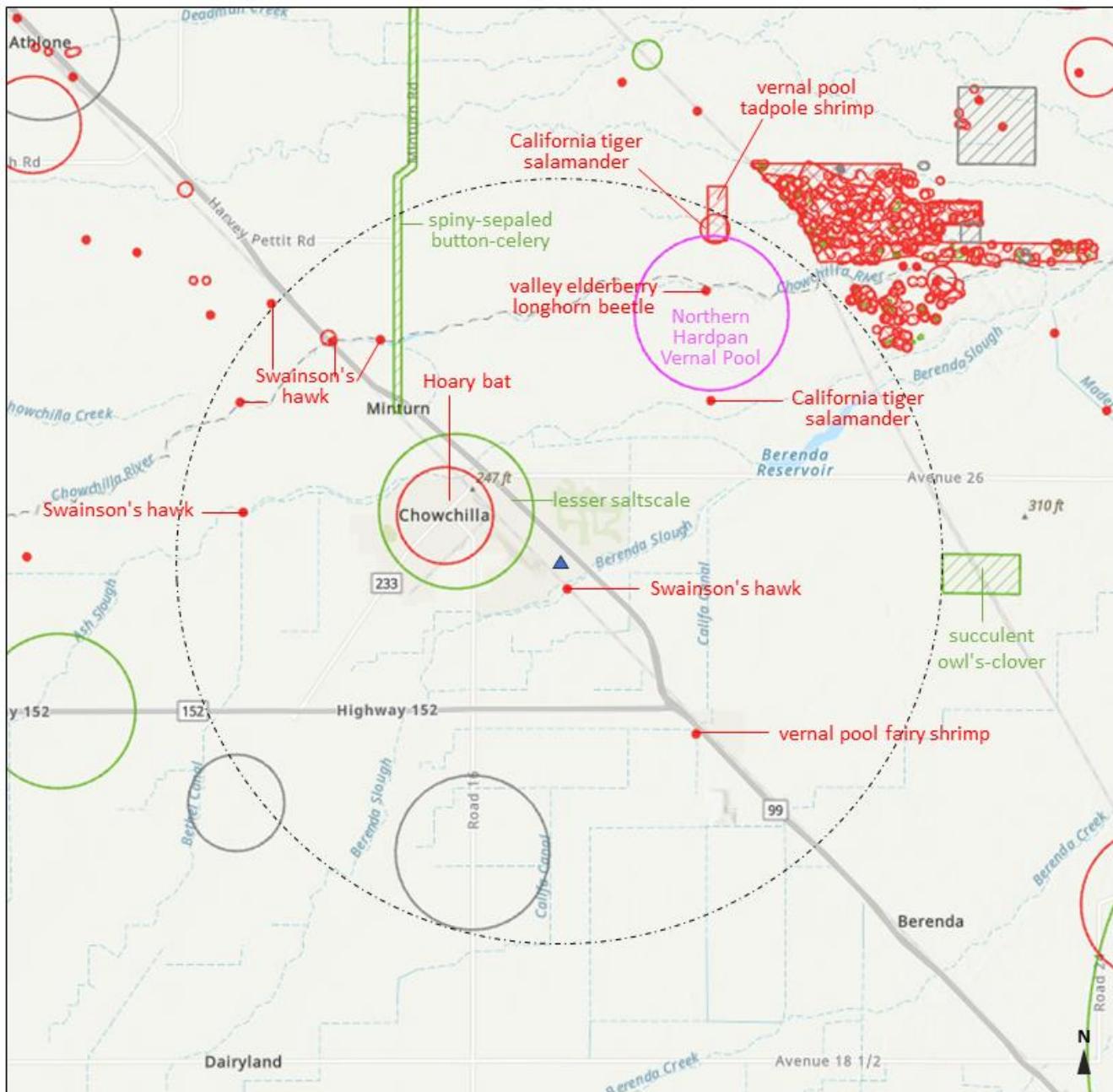
Project site. However, the CNDDB QuickView Tool does not provide specific locations of occurrences. Therefore, a search of CNDDB RareFind 5 was done to identify the spatial features of occurrence records within the Project site.

Table 5-5 CNDDB Species for 9 Quads

Common Name	Federal Status	State Status
Animals		
California tiger salamander - central California DPS	Threatened	Threatened
California red-legged frog	Threatened	None
western spadefoot	Proposed Threatened	None
golden eagle	None	None
Swainsons hawk	None	Threatened
northern harrier	None	None
bald eagle	Delisted	Endangered
great blue heron	None	None
mountain plover	None	None
tricolored blackbird	None	Threatened
yellow-headed blackbird	None	None
burrowing owl	None	None
vernal pool fairy shrimp	Threatened	None
midvalley fairy shrimp	None	None
California linderiella	None	None
vernal pool tadpole shrimp	Endangered	None
American bumble bee	None	None
valley elderberry longhorn beetle	Threatened	None
moestan blister beetle	None	None
San Joaquin kit fox	Endangered	Threatened
Merced kangaroo rat	None	None
Fresno kangaroo rat	Endangered	Endangered
San Joaquin pocket mouse	None	None
American badger	None	None
hoary bat	None	None
Yuma myotis	None	None
Northern California legless lizard	None	None
blunt-nosed leopard lizard	Endangered	Endangered
coast horned lizard	None	None

Community		
Northern Hardpan Vernal Pool	None	None
Valley Sacaton Grassland	None	None
Valley Sink Scrub	None	None
Plants		
spiny-sepaled button-celery	None	None
Hoovers calycadenia	None	None
alkali-sink goldfields	None	None
Munzs tidy-tips	None	None
Hoovers cryptantha	None	None
Heartscale	None	None
lesser saltsscale	None	None
vernal pool smallscale	None	None
subtle orache	None	None
Merced phacelia	None	None
Sierra clarkia	None	None
succulent owls-clover	Threatened	Endangered
palmate-bracted birds-beak	Endangered	Endangered
San Joaquin Valley Orcutt grass	Threatened	Endangered
hairy Orcutt grass	Endangered	Endangered
California alkali grass	None	None
Greenes tectoria	Endangered	Rare
Madera leptosiphon	None	None
shining navarretia	None	None
golden goodmania	None	None
Ewans larkspur	None	None
recurved larkspur	None	None

Figure 5-1 shows the CNDDDB-identified occurrences of animal and plant species within the five (5)-mile radius of the Project site based on the RareFind 5 search. **Table 5-6** lists all federally or State-listed special-status species CNDDDB-known occurrences within the five (5)-mile radius of the Project site. As shown, the nearest occurrence is the Swainson's hawk occurrence 0.3 miles south of the Project site at the Berenda Slough, dated 2012. Other species that are not federally or state-listed that are near the Project site include hoary bat, lesser saltsscale, and spiny-sepaled button-celery. The CNDDDB ranks occurrences by the condition of habitat and ability of the species to persist over time. As shown, the occurrences within the five (5)-mile radius of the Project site are ranked as poor, good, and excellent. **Table 5-7** provides an analysis of essential habitats and the potential for the existence of the special-status species to exist on the Project site.



- Plant (80m)
- Plant (specific)
- Plant (non-specific)
- Plant (circular)
- Animal (80m)
- Animal (specific)
- Animal (non-specific)
- Animal (circular)
- Terrestrial Comm. (circular)
- Multiple (circular)
- Project site
- 5-miles radius from Project site

Note: Data Accuracy

Accuracy represents spatial uncertainty in a relative way on a scale of one to ten (from most accurate to least accurate).

- Specific-specific bounded area. (Level1)
- Non-specific–non-specific bounded area. (Level3)
- 80m – specific bounded area with an 80-meter radius. (Level1)

Source: California Natural Diversity Database (CNDDB) Commercial [ds85]
Accessed Date: June 6, 2024

Figure 5-1 CNDDB Species Occurrences

Table 5-6 Special-Status Species Occurrences within 5-mile radius of Project site

Species	Date	Rank	Distance to site
Swainson's hawk	2012/04/17	Good	0.3 miles south
Vernal pool fairy shrimp	2001/02/14	Unknown	2.8 miles southeast
California tiger salamander	1994/03/30	None	3.0 miles northeast
Swainson's hawk	2012/04/16	Unknown	4.0 miles northwest
Swainson's hawk	2012/04/17	Excellent	3.8 miles northeast
Swainson's hawk	2012/04/17	Good	4.1 miles northeast
Swainson's hawk	2012/04/17	Good	4.6 miles northeast
Valley elderberry longhorn beetle	1993/09/18	Poor	4.0 miles northeast
California tiger salamander	1994/03/30	Unknown	4.7 miles northeast
vernal pool tadpole shrimp	1994/03/30	Unknown	4.7 miles northeast

Only federally or state-listed threatened/endangered/candidate species are listed in the table.

Extirpated or possible extirpated occurrences are not shown in the table.

Table 5-7 Essential Habitats and Potential Existence of Special-Status Wildlife Species on Site

Special-Status Species	General Habitat	Micro Habitat	Assessment
California tiger salamander	Lives in vacant or mammal-occupied burrows throughout most of the year; in grassland, savanna, or open woodland habitats.	Need underground refuges, especially ground squirrel burrows, and vernal pools or other seasonal water sources for breeding.	The Project site does not contain burrows, woodland, or waterbodies. As such, the site does not provide suitable habitat.
Vernal pool fairy shrimp	Endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in astatic rain-filled pools.	Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.	The Project site does not contain waterbodies. As such, the site does not provide suitable habitat.
Swainson's hawk	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees.	Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	The Project site does not contain alfalfa or grain fields. However, though the site is heavily alternated due to discing, ruderal and herbaceous vegetation are present, forming grasslands. As such, the site could provide suitable habitat for foraging. The site also contains two trees, which may be suitable for nesting.
Valley elderberry longhorn beetle	Occurs only in the Central Valley of California, in association with blue elderberry (<i>Sambucus mexicana</i>).	Prefers to lay eggs in elderberries 2-8 inches in diameter; some preference shown for "stressed" elderberries.	The Project site does not contain elderberries. As such, the site does not provide suitable habitat.
Vernal pool tadpole shrimp	Inhabits vernal pools and swales in the Sacramento Valley containing clear to highly turbid water.	Pools commonly found in grass-bottomed swales of unplowed grasslands. Some pools are mud-bottomed and highly turbid.	The Project site does not contain waterbodies. As such, the site does not provide suitable habitat.

As described in **Table 5-7**, the site conditions provide low suitability for habitat for special-status candidate, sensitive, or special-status species that may occur on the Project site or vicinity. However, there is a recorded occurrence of Swainson's hawk located 0.3 miles south of the site along the Berenda Sloughs, dated 2012. Occurrences of Swainson's hawk have been recorded in 2012 along the Chowchilla River, Ash Slough, and Berenda Slough. This provides evidence that Swainson's hawk usually occurs near rivers or waterbodies. While there are no water features on site, the site could be generally categorized as a grassland, due to existing ruderal and herbaceous vegetation, which is a suitable foraging habitat for Swainson's hawk. Given the existing conditions of the Project site and surrounding properties including heavy alteration, lack of/limited cover or water features, and proximity to urbanized uses, it is unlikely that the species would occur on the site. While the potential of Swainson's hawk occurring on site is small, **Mitigation Measure BIO-1** would ensure that the Project would not affect potential existence of Swainson's hawk during Project activities.

Mitigation Measure BIO-1: *If Project activities must occur during the Swainson's hawk nesting season (February 15 to August 31), pre-construction surveys shall be conducted for Swainson's hawk nests in accordance with the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley, Swainson's Hawk Technical Advisory Committee (CDFG, 2000). The surveys shall be conducted on the Project site plus a 0.5-mile buffer. To meet the minimum level of protection for the species, surveys shall be conducted during at least two survey periods. If no Swainson's hawk nests are found, no further action is required.*

- 1. If an active Swainson's hawk nest is discovered at any time within 0.5 miles of active construction, a qualified biologist shall complete an assessment of the potential for current construction activities to impact the nest. The assessment would consider the type of construction activities, the location of construction relative to the nest, the visibility of construction activities from the nest location, and other existing disturbances in the area that are not related to the construction activities of this Project. Based on this assessment, the biologist will determine if construction activities can proceed and the level of nest monitoring required. Construction activities shall not occur within 500 feet of an active nest, but this distance may be reduced depending upon conditions at the site. Full-time monitoring to evaluate the effects of construction activities on nesting Swainson's hawks may be required. The qualified biologist shall have the authority to stop work if it is determined that Project construction is disturbing the nest. These buffers may need to increase depending on the sensitivity of the nesting Swainson's hawk to disturbances and at the discretion of the qualified biologist.*

In addition, there are two (2) small-to-medium-sized trees present on the Project site. These could provide nesting trees for potential tree-nesting raptors or migratory birds, on the Project site. Incorporation of **Mitigation Measure BIO-2** mitigates potential impact on nesting raptors within the Project site. As a result, the Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS, with mitigation incorporated.

Mitigation Measure BIO-2: *If Project activities must occur during the nesting season (February 1 to September 15), pre-activity nesting bird surveys shall be conducted within seven (7) days prior to the start of construction on the construction site and a 500-foot buffer for raptors (other than Swainson's hawk).*

1. *If no active nests are found, no further action is required. However, existing nests may become active, and new nests may be built at any time prior to and throughout the nesting season, including when construction activities are in progress.*
2. *If active nests are found during the survey or at any time during construction of the Project, an avoidance buffer ranging from 50 feet to 500 feet may be required, with the avoidance buffer from any specific nest being determined by a qualified biologist. The avoidance buffer will remain in place until the biologist has determined that the young are no longer reliant on the adults or the nest. Work may occur within the avoidance buffer under the approval and guidance of the biologist, but full-time monitoring may be required. The biologist shall have the ability to stop construction if nesting adults show any sign of distress.*

Mitigation Measures

The Project shall implement and incorporate, as applicable, the Biological Resources related mitigation measures BIO-1 and BIO-2 as identified above and in the **MITIGATION MONITORING AND REPORTING PROGRAM** contained in **SECTION 6**.

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

Less than Significant Impact. According to the Critical Habitat for Threatened & Endangered Species Report updated May 23, 2024, the City, inclusive of the Project site and its immediate vicinity (0.5-mile radius from the site) are not located within a federally designated Critical Habitat.¹⁴ No critical habitats are identified in the City limits. The closest federally designated Critical Habitat is located approximately 3.4 miles north of the Project site designated for the vernal pool tadpole shrimp (*Lepidurus packardi*) and San Joaquin Valley Orcutt grass (*Orcuttia inaequalis*).

The City of Chowchilla General Plan identifies the Berenda Slough, located approximately 0.25 miles from the Project site, as a sensitive habitat area to be protected. As listed in the Environmental Setting, the General Plan established several policies to maintain the slough and water courses to insure protection of the habitat resource. Actions include designating the slough area as Open Space and development of a recreation trail system along the Berenda Slough. *Policy OS 13.7* further regulates new development projects adjacent to the Berenda Slough to be carefully planned and designed to avoid existing riparian scrub vegetation and aquatic wildlife habitat. Since there are no riparian habitat or aquatic wildlife habitat on the Project site, nor does the site provide adequate habitat for riparian vegetation or aquatic wildlife due to the lack of surface water, the Project would not affect the preservation of the Berenda Slough.

There are no known riparian habitats or other sensitive natural communities identified within the Project site. In addition, the site does not contain any water features that would provide habitat for riparian vegetation or aquatic wildlife. While the Berenda Slough is within the vicinity of the site (i.e., within 0.25-miles), compliance with General Plan policies, especially *Policy OS 13.7*, ensures that the Project would not cause a substantial effect on the preservation of riparian habitat of the slough. For these reasons, it can be determined that the Project site

¹⁴ U.S. Fish & Wildlife. (2021). ECOS Environmental Conservation Online System - USFWS Threatened & Endangered Species Active Critical Habitat Report (updated May 23, 2024). Accessed May 31, 2024, <https://ecos.fws.gov/ecp/report/table/critical-habitat.html>

does not provide riparian or sensitive natural community habitat and thus, a less than significant impact would occur because of the Project.

Mitigation Measures

None required.

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?

No Impact. A search of the NWI shows no federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) on the Project site or within the immediate vicinity (0.5-mile radius) of the Project site.¹⁵ The NWI does not identify any water features within the Project site. The closest water feature is an irrigation canal identified as a 29.52-acre R4SBCx riverine habitat, 0.1 miles south of the Project site. R4SBCx indicates Riverine System (R) with flowing water only part of the year (4) that is completely dewatered at low tide (SB) and seasonally flooded (C) and has been excavated by humans (x) (i.e., canal). Additionally, the Project site is not within or adjacent to a riparian area nor does the site contain water features.

Additionally, according to the WATERS GeoViewer, there are no water features within the Project site. An irrigation canal and a stream, the Berenda Slough, is located approximately 0.1 miles south of the Project site. There are no streams, canals, or waterbodies on the Project site.¹⁶

As such, the Project site does not contain any state or federally protected wetlands or water features that could become a wetland. As a result, it can be determined that the Project would not result in any impact on State or federally protected wetlands and no impact would occur because of the Project.

Mitigation Measures

None required.

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

Less than Significant with Mitigation Incorporated. Wildlife movement corridors are linear habitats that function to connect two (2) or more areas of significant wildlife habitat. These corridors may function on a local level as links between small habitat patches (e.g., streams in urban settings) or may provide critical connections between regionally significant habitats (e.g., deer movement corridors). Wildlife corridors typically include vegetation and topography that facilitate the movements of wild animals from one area of suitable habitat to another, in order to fulfill foraging, breeding, and territorial needs. These corridors often provide cover and protection from predators that may be lacking in surrounding habitats. Wildlife corridors generally include riparian zones and similar linear expanses of contiguous habitat.

¹⁵ U.S. Fish & Wildlife Service. National Wetlands Inventory. Accessed May 31, 2024, <https://www.fws.gov/wetlands/data/Mapper.html>

¹⁶ U.S. Environmental Protection Agency. WATERS GeoViewer. Accessed May 31, 2024, <https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=074cfede236341b6a1e03779c2bd0692>

The habitat value of the Project area for wildlife is limited and does not contain suitable habitat that could support wildlife species in nesting, breeding, foraging, or escaping from predators. However, although unlikely, Swainson's hawk or other migratory birds could pass over the site or attempt to forage within the area. To reduce impacts to Swainson's hawk and other migratory birds, ***Mitigation Measure BIO-1*** and ***BIO-2*** are incorporated. As such, it can be determined that the Project would not interfere with wildlife movement and a less than significant impact within mitigation incorporated.

Mitigation Measures

The Project shall implement and incorporate, as applicable, the Biological Resources related mitigation measure BIO-1 and BIO-2 as identified above and in the **MITIGATION MONITORING AND REPORTING PROGRAM** contained in **SECTION 6**.

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

No Impact. CMC Chapter 12.16 —*Trees and Shrubs* establishes standards and regulations related to the planting, maintenance, and removal of trees and shrubs in public space. CMC Chapter 18.48 —*Heritage Preservation* protects any resource that could be designated as a heritage site in the City, including trees and natural objects. There are two (2) existing trees on the Project site. None of the existing trees meet the standards mentioned above. As such, the Project would have no impact.

Mitigation Measures

None required.

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

No Impact. The Project site is within the PG&E San Joaquin Valley Operation and Maintenance Habitat Conservation Plan (HCP). The HCP covers PG&E's routine operations and maintenance activities and minor new construction, on any PG&E gas and electrical transmission and distribution facilities, easements, private access routes, or lands owned by PG&E. The Project would not conflict or interfere with HCP. The City, County, and Regional Planning Agency do not have any other adopted or approved plans for habitat or natural community conservation. For these reasons, the Project would have no impact.

Mitigation Measures

None required.

5.5 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 as defined in <i>Section 15064.5</i> ?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to <i>Section 15064.5</i> ?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

5.5.1 Environmental Setting

Generally, the term ‘cultural resources’ describes property types such as prehistoric and historical archaeological sites, buildings, bridges, roadways, and tribal cultural resources. As defined by CEQA, cultural resources are considered “historical resources” that meet criteria in *Section 15064.5(a)* of the CEQA Guidelines. If a Lead Agency determines that a Project may have a significant effect on a historical resource, then the Project is determined to have a significant impact on the environment. No further environmental review is required if a cultural resource is not found to be a historical resource.

City of Chowchilla 2040 General Plan

The Chowchilla General Plan Open Space and Conservation Element established goals, policies, and implementation measures to preserve the cultural resources of the City, as listed below.

Objective OS 15 Identify, preserve and enhance archaeological, cultural and historical resources.

Policy OS 15.1 Require archaeological studies by a certified archeologist / historian in areas determined by the City or by a state or federal agency to have potential archeological or historical significance prior to approval of development and redevelopment Projects.

Implementation Measure OS 15.1. A Prior to Project approval, the City of Chowchilla shall require the Project applicant to have a qualified professional archeologist / historian conduct the following activities: 1) a record research at the Southern San Joaquin Valley Information Center at California State University, Bakersfield and other appropriate historical repositories to determine the extent of previously recorded sites and surveys within the Project area; 2) a field survey to locate, map and record prehistoric and historic resources; and 3) prepare a cultural resource inventory and evaluation reports meeting California Office of Historic Preservation Standards to document the results of the record search and field survey, and to provide significance evaluations and management recommendations for any identified historical resources with the Project area.

Implementation Measure OS 15.1. B *In the event that archaeological resources are discovered during ground disturbance activities, the City shall require that grading and construction work within 100 feet of the find shall be suspended until significance of the features can be determined by a qualified professional archaeologist. The City will require that qualified archeologist make recommendations for measures necessary to protect the find, or to undertake data recovery, excavation, analysis, and curation of archaeological materials, as appropriate.*

Policy OS 15.2 *Protect sites of archaeological significance and ensure compliance with all applicable state and federal cultural resources protection and management laws in its planning and Project review process.*

California Historical Resource Information System Record Search

The Southern San Joaquin Valley Information Center (SJVIC) conducted a California Historical Resources Information System (CHRIS) Record Search for the Project site and surrounding area (0.50-mile radius) on June 17, 2024 (SJVIC File Number 24-261). Full results are provided in [Appendix C](#).

The CHRIS Record Searches generally review file information based on results of Class III pedestrian reconnaissance surveys of Project sites conducted by qualified individuals or consultant firms which are required to be submitted, along with official state forms properly completed for each identified resource, to the Regional Archaeological Information Center. Guidelines for the format and content of all types of archaeological reports have been developed by the California Office of Historic Preservation, and reports will be reviewed by the regional information centers to determine whether they meet those requirements.

The results of the SSJVIC CHRIS Record Search indicate:

- (1) There have been no previous cultural resource studies completed in the project area. There have been three (3) cultural resource studies completed within the one-half mile radius: MA-00083, 00304, and 01026.
- (2) There are no recorded resources within the project area. There are no recorded resources within the one-half mile radius.
- (3) There are no recorded cultural resources with the project area or radius that are listed in the National Register of Historic Places, the California Register of Historic Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or California State Historic Landmarks.

Further, the SSJVIC provided the following comments and recommendations:

- (1) Because the project area has not been previously studied for cultural resources, it is unknown if any are present. As such, prior to ground disturbance activities, we recommend a qualified, professional consultant conduct a field survey to determine if cultural resources are present. Contact the Native American Heritage Commission in Sacramento for a current list of Native American individuals/organizations that can assist with information regarding cultural resources that may not be included in the CHRIS inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed.

California Native American Heritage Commission (NAHC)

A consultation list of tribes with traditional lands or cultural places located within Madera County was requested and received from the California Native American Heritage Commission (NAHC) on June 6, 2024. The listed tribes include the Amah Mutsun Tribal Band, North Fork Rancheria of Mono Indians, Northern Valley Yokut/Ohlone Tribe, Picayune Rancheria of the Chukchansi Indians, Southern Sierra Miwuk Nation, Tule River Indian Tribe, and Wuksachi Indian Tribe/Eshom Valley Band. The NAHC also conducted a Sacred Lands File (SFL) check which received negative results. NAHC correspondence letters are provided in [Appendix D](#).

AB 52 Tribal Consultation

The City of Chowchilla conducted formal tribal consultation pursuant to AB 52 (Chapter 532, Statutes 2014) on May 23, 2024. Letters were sent to the Dumna Wo-Wah Tribal Government, North Fork Mono Tribe, North Fork Rancheria of Mono Indians, North Valley Yokuts Tribe, Southern Sierra Miwuk Nation, and the Wuksache Indian Tribe/Eshom Valley Band. Consultation for AB 52 ends on June 21, 2024. To date, one (1) response has been received from the North Fork Mono Tribe stating that they had no comment.

5.5.2 Impact Assessment

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Less than Significant With Mitigation Incorporated. There are no known local, state, or federal designated historical resources pursuant to *Section 15064.5* on the Project site. While there is no evidence that historical resources exist on the Project site, there is some possibility that hidden and buried resources may exist with no surface evidence that may be impacted by future physical development. In the event of the accidental discovery and recognition of previously unknown historical resources before or during construction activities, the Project shall also incorporate ***Mitigation Measure CUL-1*** to assure construction activities do not result in significant impacts to any potential historical resources discovered below ground surface. Thus, if such resources were discovered, implementation of the required mitigation measures would reduce the impact to less than significant. As a result, the Project would have a less than significant impact with mitigation incorporated.

Mitigation Measure CUL-1: In the event of the accidental discovery and recognition of previously unknown resources before or during grading activities, construction shall stop in the immediate vicinity and a consultation with a qualified historical resources specialist shall be held to determine whether further study is required. Recommendations by the qualified historical resources specialist shall be made to the City on the necessary implementation measures to protect the resources discovered. If the resources meet the definitions under Section 15064.5 of the CEQA Guidelines, then protection measures shall be recommended to the City by a qualified historical resources specialist. The Lead Agency shall approve the protection measures before any further grading shall occur. Historical resources recovered as a result of mitigation shall be provided to an institution approved by the City in order to provide preservation and further study as required.

Mitigation Measures

The Project shall implement and incorporate, as applicable, Cultural Resources related mitigation measure CUL-1 as identified above and in the ***MITIGATION MONITORING AND REPORTING PROGRAM*** contained in ***SECTION 6***.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant with Mitigation Incorporated. There are no known archeological resources pursuant to *Section 15064.5* on the Project site. While there is no evidence that archeological resources exist, there is some possibility that existing structures qualify as historical resources or hidden and buried resources may exist with no surface evidence that may be impacted by future physical development. In the event of the accidental discovery and recognition of previously unknown historical resources before or during construction activities, the Project shall incorporate ***Mitigation Measure CUL-1*** as described under criterion a) to assure construction activities do not result in significant impacts to any potential archeological resources discovered above or below ground surface. Thus, if such resources were discovered, implementation of the required mitigation measures would reduce the impact to less than significant. As a result, the Project would have a less than significant impact with mitigation incorporated.

Mitigation Measures

The Project shall implement and incorporate, as applicable, Cultural Resources related mitigation measure CUL-1 as identified above and in the **MITIGATION MONITORING AND REPORTING PROGRAM** contained in **SECTION 6**.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant with Mitigation Incorporated. There is no evidence that human remains exist on the Project site. Nevertheless, there is some possibility that a non-visible buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. If any human remains are discovered during construction, then the Project would be subject to CCR *Section 15064.5(e)*, PRC *Section 5097.98*, and California Health and Safety Code *Section 7050.5*. Regulations contained in these sections address and protect human burial remains. The Project shall also incorporate ***Mitigation Measure CUL-2*** to ensure construction activities do not result in significant impacts to any potential human remains. Compliance with these regulations and incorporation of mitigation measures would ensure impacts to human remains, including those interred outside of formal cemeteries, are less than significant.

Mitigation Measure CUL-2: Discovery of Human Remains. *In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area suspected to overlie adjacent remains until the Madera County Coroner has determined that the remains are not subject to any provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains.*

If the Madera County Coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC).

After notification, the NAHC will follow the procedures outlined in Public Resources Code Section 5097.98, that include notification of most likely descendants (MLDs), and recommendations for treatment of the remains.

Mitigation Measures

The Project shall implement and incorporate, as applicable, Cultural Resources related mitigation measure CUL-2 as identified above and in the **MITIGATION MONITORING AND REPORTING PROGRAM** contained in **SECTION 6**.

5.6 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?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

5.6.1 Environmental Setting

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

1. *The Project energy requirements and its energy use efficiencies by amount and fuel type for each stage of the Project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.*
2. *The effects of the Project on local and regional energy supplies and on requirements for additional capacity.*
3. *The effects of the Project on peak and base period demands for electricity and other forms of energy.*
4. *The degree to which the Project complies with existing energy standards.*
5. *The effects of the Project on energy resources.*
6. *The Project's Projected transportation energy use requirements and its overall use of efficient transportation alternatives.*

Building Energy Efficiency Standards – Title 24

California's energy code is designed to reduce wasteful and unnecessary energy consumption in newly constructed and existing buildings. The Building Energy Efficiency Standards (Title 24, Parts 6 and 11 of the California Code of Regulations) are updated by the California Energy Commission every three years. The Standards relate to various energy efficiency measures including but not limited to ventilation, air conditioning, and lighting.¹⁷ The 2022 Building Energy Efficiency Standards became effective in January 2023. The State's "green building code" (i.e.,

¹⁷ California Energy Commission. 2019 Building Energy Efficiency Standards. Accessed on May 30, 2024, <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency>

CALGreen) is contained within the Building Energy Efficiency Standards, Title 24, Part 11. The CALGreen standards address environmental and sustainable practices during building construction including energy efficiency. CALGreen applies to the planning, design, operation, construction, use and occupancy of every newly constructed building or structure and additions and alterations on a statewide basis. Compliance with these energy efficiency regulations and programs reduces wasteful, inefficient, or unnecessary consumption of energy sources.

California Energy Action Plan

The Energy Action Plan (EAP) for California was approved in 2003 and updated in 2008. The California Public Utilities Commission (PUC) approved the Energy Action Plan (EAP) for California in 2003, with an update in 2008. The 2008 EAP established goals and next steps to integrate and coordinate energy efficiency demand and response programs and actions.¹⁸

5.6.2 Impact Assessment

Would the Project:

a) *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?*

Less than Significant Impact. The Project proposes the development of general light industrial uses, such as warehouses and offices. Energy would be consumed through Project construction and operations. Energy outputs for short-term construction and long-term operations were estimated using CalEEMod ([Appendix A](#)). Traffic impacts related to vehicle trips were considered through a Vehicle Miles Traveled (VMT) analysis contained in [Section 4.17](#). Results are summarized in [Table 5-8](#). Based on the data, the energy demand associated with the proposed Project would be less than one percent of Madera County's total demand (*Criterion 1*).

Table 5-8 Project Energy Consumption

Energy Type ¹	Project Annual Energy Consumption	Madera County Annual Energy Consumption	Project Percentage of County Consumption
Electricity ²	1,202,575 GWh	1,808,229,048 GWh	0.0665%
Natural Gas ²	2,892,211 MMBTu	4,854,139.000 MMBTu	0.0596%

Notes:

1. Pacific Gas and Electric Company (PG&E) would serve the site for both electricity and natural gas.
2. Energy consumption data for Madera County is provided by the California Energy Commission, "Electricity Consumption by County" accessed on June 6, 2024, <http://ecdms.energy.ca.gov/elecbycounty.aspx> and "Gas Consumption by County" accessed on June 6, 2024, <https://ecdms.energy.ca.gov/gasbycounty.aspx>

Construction

The primary source of energy for construction activities includes fuel consumption from construction vehicles and equipment. The Project would be constructed in one phase. Construction of Parcel 7 is expected to begin in October 2024 and conclude in May 2025. For the purposes of this analysis, construction of the remaining parcels within the Project site was assumed to begin in May 2025 with full build out by May 2030. Construction vehicles and equipment would be used during construction activities including demolition of existing structures, typical site preparation, grading, paving, architectural coating, and trenching. Fuel energy consumed during construction

¹⁸ State of California. (2008). Energy Action Plan 2008 Update. Accessed on May 30, 2024, https://docs.cpuc.ca.gov/word_pdf/REPORT/28715.pdf

would be temporary and would not represent a significant demand on energy resources. Energy conservation would occur through compliance with current emissions standards and fuel efficiencies including CARB regulations (Airborne Toxic Control Measure) and CCR Title 13, Motor Vehicles. Regulations limit idling and require efficient combustion systems that reduce unnecessary fuel consumption. Compliance with existing regulations would ensure that the short-term, temporary construction activities would not result in wasteful, inefficient, or unnecessary consumption of energy resources consistent with *Criterion 4*.

Operations

Operations would involve heating, cooling, equipment, and vehicle trips. Energy consumption related to operations would be associated with building energy demand and fuel consumption as described further below.

As new construction, the Project would be required to meet all mandatory requirements for non-residential buildings as outlined in the 2022 Energy Code. Mandatory requirements apply to building envelopes, ventilation and indoor air quality, space conditioning systems, water heating systems, outdoor and indoor lighting, electric power distribution, covered process for pools, solar ready buildings, and electric ready buildings. Compliance would be verified through the building permit process. Therefore, the Project would meet mandatory state building energy codes, which are designed to reduce wasteful, inefficient, or unnecessary consumption of energy sources, consistent with *Criterion 4*.

Energy consumption and peak demand for the state are forecasted in *Volume IV – California Energy Demand Forecast* of the CEC's Integrated Energy Policy Report. As shown in Figure 10 and Figure 4 of the Volume IV Report, the CEC forecasts a 1.3 to 2.3 percent annual average growth rate for electricity and a 0.1 to 0.9 percent annual average growth rate for natural gas between 2021 and 2030.¹⁹ The Project's anticipated operational energy consumption for electricity and natural gas are shown in **Table 5-8**. The anticipated consumption of electricity and natural gas would represent 0.665 percent and 0.596 percent, respectively, based on Countywide usage, which would be significantly below CEC's forecast. Therefore, the Project would not require additional energy capacity or supplies in accordance with *Criterion 2*. In addition, as an industrial development, energy consumption can be expected to peak in the day similar to other industrial developments. Through compliance with energy conservation requirements under the 2022 Energy Code, the Project would not result in unique or more intensive peak or base period electricity demand in accordance with *Criterion 3*.

Furthermore, PG&E is subject to the state's Renewable Portfolio Standard (RPS) which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable resources to 33 percent of total procurement by 2020 to 60 percent of total procurement by 2030. The increase in reliance of renewable resources further ensures that the Project would not result in wasteful, inefficient, or unnecessary consumption of energy sources, consistent with *Criterion 5*.

Development of the Project site would also result in fuel consumption through vehicle trips. As summarized in **Table 5-8**, the Project would generate an estimated 3,101,116 annual vehicle miles traveled (VMT) per CalEEMod, which would consume approximately 136,014 gallons of fuel per year (3,101,116 trips divided by 22.9 miles per gallon).

¹⁹ California Energy Commission. (2021). 2021 Integrated Energy Policy Report. Accessed June 24, 2024, <https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2021-integrated-energy-policy-report>

²⁰ This is expected to account for less than one percent of diesel and gasoline consumed from vehicle trips in Madera County. Therefore, energy usage associated with vehicle trips for the proposed Project would be minimal in comparison to the gasoline and diesel fuel consumption for the County. In addition, the Project does not propose any unusual features that would result in excessive long-term operational fuel consumption (*Criterion 2*). Further, annual energy use related to vehicles is expected to decrease over time as a result of vehicle fuel efficiency standards. In addition, the Project site would facilitate the redevelopment of a site within an urbanized area that is surrounded by existing urban uses, which has the potential to further reduce vehicle miles traveled due to the proximity to employment, shopping services, and transportation (See **Section 4.11**) in accordance with *Criterion 6*.

Therefore, the Project would not cause wasteful, inefficient, and unnecessary consumption of building energy during Project operation, or preempt future energy development or future energy conservation. A less than significant impact would occur.

Mitigation Measures

None required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. As discussed above, the construction and operations of the Project would be subject to compliance with applicable energy efficiency regulations. The Project would be subject to compliance with applicable energy efficiency regulations including CALGreen, Title 24, and CARB. Thus, applicable state and local regulations and programs would be implemented to reduce energy waste from construction and operations. Therefore, through compliance, the Project would not conflict with or obstruct any state or local plan for energy efficiency and a less than significant impact would occur.

Mitigation Measures

None required.

²⁰ Fuel consumption accounts for the 22.8 miles per gallon Average Fuel Efficiency of U.S. Light Duty Vehicles as estimated by the U.S. Department of Transportation, Bureau of Transportation Statistics, accessed on June 6, 2024, <https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles>

5.7 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. <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.</i>				X
ii. <i>Strong seismic ground shaking?</i>			X	
iii. <i>Seismic-related ground failure, including liquefaction?</i>			X	
iv. <i>Landslides?</i>				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

5.7.1 *Environmental Setting*

Chowchilla is located within the San Joaquin Valley which is part of the Great Valley Geomorphic Province that is bounded to the east by the Sierra Nevada Mountain range, to the west by the Coastal Range, and to the south by the Tehachapi mountains. Chowchilla has infrequent and low historic seismic activity. In addition, the City has no known active earthquake faults (i.e., faults showing activity within the last 11,000 years) and is not in any Alquist-Priolo Special Studies Zones.^{21 22}

No known geologic active or potentially active faults or instability are found in the City or the General Plan Planning Area. Earthquakes from nearby faults would most likely generate ground motion of shaking, but there is no history of this causing damage in the area. Compliance with the California Building Code (CBC) would be sufficient to prevent significant damage during seismic events.

Faulting

There are no known active faults in the City. No Alquist-Priolo Earthquake Fault zoning has been established for the City. According to the General Plan, there are four (4) fault zones in the surrounding region, including the San Andreas Fault (approximately 75 miles west), Origalita Fault (approximately 42 miles northwest), and Owens Valley Faults (approximately 109 miles east), and White Wolf Fault (approximately 141 miles southeast), delineated under the Alquist-Priolo Earthquake Fault Zoning Act that could potentially pose seismic activity within the General Plan Planning Area.

Ground Shaking

Based on the location of the City and the proximity to nearby active or potentially active faults, the entire City could experience ground shaking during an earthquake of one of several faults. The National Geophysical Data Center (NGDC) lists the results of ground shake events on their database. For Chowchilla, the maximum ground shaking intensities, with Modified Mercalli (MM) intensity range from minor (MM III) to moderate (MM VI) since 1926. MM VI is associated with damage to some heavy furniture moved, and a few instances of fallen plaster with only slight damage.

Liquefaction

Liquefaction occurs when ground shaking causes water-saturated soils to become fluid and lose strength. This can result in loss of foundation support, failures due to lateral spreading, and settlements of affected soils after an earthquake when excess pore water pressures are dissipated. Conditions necessary for liquefaction are saturated, loose, cohesion less, granular fine-grained soils. According to the General Plan, the potential for liquefaction within the City is limited to the areas paralleling the two (2) watercourses traverse the Planning Area – Ash and Berenda Sloughs.

²¹ According to the California Department of Conservation, “*An active fault, for the purposes of the Alquist-Priolo Act, is one that has ruptured in the last 11,000 years.*”

²² California Department of Conservation. “CGS Seismic Hazard Program: Alquist-Priolo Fault Hazard Zones.” Accessed on May 8, 2024, <https://gis.data.ca.gov/maps/ee92a5f9f4ee4ec5aa731d3245ed9f53/explore?location=37.213952%2C-117.946341%2C7.19>

Erosion

Soil erosion and loss of topsoil can be caused by natural factors, such as wind and flowing water, and human activity. Wind and flowing water are the primary agents of erosion in the San Joaquin Valley.

Ground Subsidence

Ground subsidence is the settling or sinking of surface soil deposits with little or no horizontal motion. Soils with high silt or clay content are subject to subsidence. Land subsidence can also occur when the groundwater table is depleted.

Subsurface Soils

A search of the Web Soil Survey by the USDA Natural Resources Conservation Service indicates that the following soils comprise the Project site.²³

HbA: *Hanford fine sandy loam, moderately deep and deep over hardpan, 0 to 1 percent slopes, well drained, very low runoff, with rare frequency of flooding and no potential of ponding. The depth to water table is more than 80 inches. The HbA soils account for 0.5% of the Project site.*

MaA: *Madera fine sandy loam, deep, 0 to 3 percent slopes, moderately well drained, high runoff, with no potential of flooding and ponding. The depth to water table is more than 80 inches. The MaA soils account for 45.6% of the Project site.*

RaA: *Ramona sandy loam, 0 to 3 percent slopes, well drained, medium runoff, with no potential of flooding and ponding. The depth to the water table is more than 80 inches. The RaA soils account for 31.5% of the Project site.*

SaA: *San Joaquin sandy loam, 0 to 3 percent slopes, MLRA 17, moderately well drained, high runoff, and no potential of flooding and ponding. The depth to the water table is about 8 to 9 inches. The SaA soils account for 22.4% of the Project site.*

California Building Code

The California Code of Regulations (CCR) Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. The California Building Code incorporates by reference the International Building Code with necessary California amendments. About one-third of the text within the California Building Standards Code has been tailored for California earthquake conditions. Construction within the City of Chowchilla is governed by the seismic safety standards of *Chapter 15.06.060 – Seismic Zoning Requirements* of the Code. These standards are applicable to all new buildings and are required to provide the necessary safety from earthquake related effects emanating from fault activity.

City of Chowchilla 2040 General Plan

The Chowchilla General Plan Public Safety Element established goals, policies, and implementation measures related to Geology and Soils of the City, as listed below:

²³ United States Department of Agriculture Natural Resources Conservation Service. "Web Soil Survey." Accessed on May 8, 2024, <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

Objective PS 1 Minimize risks of potential property damage and personal injury posed by geologic or seismic activity.

Policy PS 1.2 Geologic and engineering studies are required for all new and redevelopment Projects where known or questionable geological or seismic hazard conditions exist.

Implementation Measure PS 1.2.A Where questionable geological or seismic conditions exist, the City of Chowchilla shall require geologic and soils studies to identify potential hazards and, if applicable, measures to mitigate identified hazards as part of the approval process for all new or redevelopment Projects prior to issuing grading permits.

Policy PS 1.3 Geologic and engineering studies are required for all public and critical facility Projects (e.g., school, hospital, utility substation, water storage reservoir, wastewater treatment facility, public safety building, bridges and overpasses).

Implementation Measure PS 1.3.A All new and redevelopment Projects, utilities, public or critical facility Projects that required geologic and engineering studies shall be designed, sited and constructed in a manner that mitigates the risks of potential property damage and personal injury associated with the specific geologic and / or seismic conditions identified in the Project geologic and engineering studies to minimize shall identify shall be constructed in a manner that mitigates site specific geotechnical challenges and minimizes the risk to the public from seismic hazards.

Policy PS 1.4 Ensure new and redevelopment Projects comply with adopted seismic and geotechnical requirements of the Uniform Building Code.

Implementation Measure PS 1.4.A The City of Chowchilla shall continue to incorporate appropriate earthquake prevention standards, as they become available, into the City uniform building codes and require all new structures be engineered to meet seismic safety code standards.

5.7.2 Impact Assessment

Would the Project:

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.

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

Mitigation Measures

None required.

ii. Strong seismic ground shaking?

Less than Significant Impact. Chowchilla, inclusive of the Project site, is in an area that is traditionally characterized by relatively low seismic activity. Future development would be required to comply with current seismic protection

standards in the CBC which would significantly limit potential damage to structures and thereby reduce potential impacts including the risk of loss, injury, or death. Compliance with the CBC would ensure a less than significant impact.

Mitigation Measures

None required.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. There are no known active earthquake faults in Chowchilla and Chowchilla has historically been subject to low to moderate ground shaking. The Project site is in an area with low susceptibility to liquefaction with no known geologic hazards or unstable soil conditions. Due to the distance from an active fault, there is low potential for ground rupture. Further, the Project site is primarily made up of fine sandy loam soils that are well drained, which are less susceptible to liquefaction than silt or sands. In addition, development would be required to comply with CBC, the City's grading and drainage standards, and specific requirements that address liquefaction. For these reasons, the Project does not have any aspect that could result in seismic-related ground failure including liquefaction and a less than significant impact would occur because of the Project.

Mitigation Measures

None required.

iv. Landslides?

No Impact. The topography of the Project site is relatively flat with stable, native soils, and the site is not in the immediate vicinity of rivers or creeks that would be more susceptible to landslides. According to the California Department of Conservation's Landslide Inventory, the Project site is not within an area susceptible to landslides.²⁴ Therefore, no impact would occur because of the Project.

Mitigation Measures

None required.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Soil erosion and loss of topsoil can be caused by natural factors, such as wind and flowing water, and human activity. Construction of the Project site would require typical site preparation activities such as grading and trenching which may result in the potential for short-term soil disturbance or erosion impacts. Construction would also involve the use of water that may cause further soil disturbance. Such impacts would be addressed through compliance with regulations set by the State Water Resources Control Board (SWRCB). Namely, the SWRCB requires sites larger than one (1) acre to comply with the General Permit for Discharges of Storm Water Associated with Construction Activity. The General Permit Order No. 2022-0057-DWQ requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD) prior to the start of construction activities. The SWPPP estimates the sediment risk associated with construction activities and

²⁴ California Department of Conservation. Landslide Inventory. Accessed June 7, 2024, <https://maps.conservation.ca.gov/cgs/lsl/app/>

includes best management practices (BMP) to control erosion. BMPs specific to erosion control cover erosion, sediment, tracking, and waste management controls. Implementation of the SWPPP minimizes the potential for the Project to result in substantial soil erosion or loss of topsoil. In addition, development of the Project site would comply with CMC Chapter 15.60 *Floodplain Management* and Chapter 18.52 *Landscape Standards* to control soil erosion and erosion potential during Project operations. With these provisions in place, impacts to soil and topsoil by the Project would be considered less than significant.

Mitigation Measures

None required.

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?*

Less than Significant Impact. Ground subsidence is the settling or sinking of surface soil deposits with little or no horizontal motion. Soils with high silt or clay content are subject to subsidence. Subsidence typically occurs in areas with groundwater withdrawal or oil or natural gas extraction. The site is not within an identified CalGEM oil/gas field. The topography of the site is relatively flat with stable, native soils and no apparent unique or significant landforms. Furthermore, the Project is in an area of low significance for seismic activity due to its distance from faults. Such factors minimize the potential for other geologic hazards such as landslides, lateral spreading, subsidence, liquefaction, or collapse. Therefore, any development on the native, stable soils is unlikely to become unstable and result in geologic hazards. In addition, the Project would be required to comply with current seismic protection standards in the CBC which would significantly limit potential seismic-related hazards such as landslides, lateral spreading, subsidence, liquefaction, or collapse. Compliance with the CBC would ensure a less than significant impact.

Mitigation Measures

None required.

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

No Impact. The Project site is relatively flat with native soils of fine sandy loam, which is not expansive. Sandy loam soils are not classified as expansive soil, as defined in Table 18-1-B of the Uniform Building Code and would not create substantial direct or indirect risks to life or property. Thus, no impact would occur because of the Project.

Mitigation Measures

None required.

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

No Impact. The Project site is within City Limits and will connect to the City's wastewater services. Thus, no permanent septic tanks or alternative wastewater disposal systems would be installed, and no impact would occur.

Mitigation Measures

None required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant with Mitigation. There are no known paleontological resources or unique geological features known to the City on the Project site. Nevertheless, there is some possibility that a non-visible, buried resource site, or feature may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. As such, the Project will incorporate ***Mitigation Measure GEO-1*** to mitigate potential paleontological resources or unique geologic features that may be discovered during ground-disturbing activities. Therefore, if any paleontological resources or geologic features were discovered, implementation of ***Mitigation Measure GEO-1*** would reduce the Project's impact to less than significant.

Mitigation Measures

Mitigation Measure GEO-1: *Subsequent to a preliminary City review of the project grading plans, if there is evidence that a project will include excavation or construction activities within previously undisturbed soils, a field survey and literature search for unique paleontological/ geological resources shall be conducted. The following procedures shall be followed:*

1. *If unique paleontological/geological resources are not found during either the field survey or literature search, excavation and/or construction activities can commence. In the event that unique paleontological/geological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified paleontologist shall be consulted to determine whether the resource requires further study. The qualified paleontologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to, excavation of the finds and evaluation of the finds. If the resources are determined to be significant, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any paleontological/geological resources recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.*
2. *If unique paleontological/geological resources are found during the field survey or literature review, the resources shall be inventoried and evaluated for significance. If the resources are found to be significant, mitigation measures shall be identified by a qualified paleontologist. Similar to above, appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. In addition, appropriate mitigation for excavation and construction activities in the vicinity of the resources found during the field survey or literature review shall include a paleontological monitor. The monitoring period shall be determined by the qualified paleontologist.*
3. *If additional paleontological/geological resources are found during excavation and/or construction activities, the relevant project developer/contractor shall cease ground-disturbing activities within 15 feet of the find. The qualified Paleontologist shall evaluate the significance of the resources and recommend appropriate treatment measures which shall be implemented by the relevant applicant. In addition, all recovered fossils should be deposited in an appropriate repository, such as the University*

of California Museum of Paleontology, located on the campus of the University of California, Berkeley, where they will be properly curated and made accessible for future study.

Mitigation Measures

The Project shall implement and incorporate, as applicable, geology and soils related mitigation measure GEO-1 as identified above and in the **MITIGATION MONITORING AND REPORTING PROGRAM** contained in **SECTION 6**.

5.8 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?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

5.8.1 Environmental Setting

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

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

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

2022 Climate Change Scoping Plan

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

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

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

strategies for local governments, including transportation electrification, VMT reduction, and building decarbonization.²⁵

SJVAPCD CEQA Air Quality Guidelines

The SJVAPCD's Guidance for Valley Land Use Agencies in Addressing GHG Impacts for New Projects Under CEQA (2009) provides screening criteria for climate change analyses, as well as draft guidance for the determination of significance.^{26,27} These criteria are used to evaluate whether a Project would result in a significant climate change impact (see below). Projects that meet one of these criteria would have less than significant impact on the global climate.

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

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

The City of Chowchilla does not have an adopted Climate Action Plan or GHG Reduction Plan. Because BPS have not yet been adopted and identified for specific development Projects, and because the City of Chowchilla has not yet adopted a plan for reduction of GHG with which the Project can demonstrate compliance, the California Air Resources Board (CARB) 2022 Climate Change Scoping Plan and guidance from the San Joaquin Valley Air Pollution Control District (SJVAPCD) will be used as the threshold of significance.

San Joaquin Valley Air Pollution Control District

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

²⁵ California Air Resources Board. (2022). 2022 Scoping Plan Appendix D. Accessed on May 30, 2024, <https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf>

²⁶ San Joaquin Valley Air Pollution Control District. (2009). Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. Accessed May 30, 2024, <http://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf>.

²⁷ San Joaquin Valley Air Pollution Control District. (2000). Environmental Review Guidelines: Procedures for Implementing the California Environmental Quality Act. Accessed May 30, 2024, http://www.valleyair.org/transportation/CEQA%20Rules/ERG%20Adopted%20_August%202000_.pdf

The SJVAPCD only requires quantification of GHG emissions for Projects which the lead agency has determined that an EIR is required. Although an EIR is not required for the Project, the GHG emissions are quantified below. Short-term construction and long-term operational GHG emissions for Project buildout were estimated using CalEEMod™ (v.2020.4.0). (See [Appendix A](#)). CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify GHG emissions from land use Projects. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Emissions are expressed in annual metric tons of CO₂ equivalent units of measure (i.e., MTCO₂e), based on the global warming potential of the individual pollutants.

5.8.2 Impact Assessment

Would the Project:

a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less than Significant Impact. The 2024 CEQA Guidelines do not establish a quantitative threshold of significance for GHG impacts, leaving lead agencies the discretion to establish such thresholds for their respective jurisdictions. Since the SJVAPCD does not have established GHG significance emissions thresholds and the City of Chowchilla does not have an adopted CAP for CEQA tiering purposes, the following utilizes qualitative analysis for greenhouse gas emission impacts. Short-term construction and long-term operational GHG emissions for Project buildout were estimated using CalEEMod™ (v.2020.4.0). See [Appendix B](#) for output files.

Construction Emissions

In regard to construction, the SJVAPCD does not recommend assessing pollution associated with construction, as pollution-related construction will be temporary. These construction GHG emissions are a one-time release. As such, it can be anticipated that these construction emissions would not generate a significant contribution to global climate change over the lifetime of the Project.

Operational Emissions

Regarding the long-term operational related GHG emissions, the estimated operational emissions for buildout of the Project incorporates the potential area source and vehicle emissions, and emissions associated with utility and water usage, and wastewater and solid waste generation. The South Coast Air Quality Management District (SCAQMD) adopted the staff proposal for an interim GHG significance threshold of 10,000 MT CO₂e per year for GHG for construction and operational emissions. The BAAQMD also adopted the 10,000 MT CO₂e per year threshold. Utilizing this as the threshold, annual operational emissions below 10,000 MTCO₂e would have a less than significant cumulative impact on GHGs. The annual operational GHG emissions associated with buildout of the Project is 1,697.5 MT CO₂e based on the CalEEMod run. This is less than the 10,000 MTCO₂e threshold of the SCAQMD and BAAQMD.

Further, the Project would not exceed the thresholds of significance for construction or operational emissions as discussed in [Section 4.3](#). Additionally, as discussed in more detail below, the Project would be generally consistent with the applicable goals and policies related to GHG reduction measures, including CARB's 2022 Scoping Plan and SJVAPCD guidelines. Cumulatively, these emissions would not generate a significant contribution to global climate

change over the lifetime of the proposed Project. As such, it can be determined that the Project would not occur at a scale or scope with potential to contribute substantially or cumulatively to the generation of GHG emissions and therefore the impact would be less than significant.

Mitigation Measures

None required.

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

Less than Significant Impact. The compatibility of the Project with the 2022 Climate Change Scoping Plan, Madera County Transportation Commission (CTC) Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), and applicable goals in the Chowchilla General Plan.

Consistency with the 2022 Climate Change Scoping Plan

Based on the evaluation shown in **Table 5-9**, the Project is consistent with the reduction measures identified in the 2022 Scoping Plan. The reduction measures are derived from the 2022 Scoping Plan Table 1 – Priority GHG Reduction Strategies, which provides 3 priority areas to assist jurisdictions with developing local climate action plans.

Table 5-9 Scoping Plan Priority GHG Reduction Strategies Consistency Analysis

Priority Areas	Priority GHG Reduction Strategies	Consistency/Applicability Determination
Transportation Electrification	Convert local government fleets to ZEVs and provide EV charging at public sites.	Not Applicable. The Project proposes industrial uses that are not intended to be accessible to the public. However, the Project is required by CalGreen to provide 10% of the total number of parking spaces to provide electric vehicle (EV) charging spaces.
	Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans).	Not Applicable. This is a City-wide strategy thus is not applicable to the Project.
VMT Reduction	Reduce or eliminate minimum parking standards.	Not Applicable. This is a City-wide strategy thus is not applicable to the Project.
	Implement Complete Streets policies and investments, consistent with general plan circulation element requirements.	Consistent. Internal roads proposed within the industrial subdivision would be subject to the City's complete street policies. The City's Standard Drawings require all public roads to install curb, gutter, and sidewalks.
	Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.	Not Applicable. The Project is not located near transit.
	Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking.	Consistent. The Project proposes pedestrian facilities (i.e., sidewalks) within the site and connecting to adjacent properties. As such, it increases public access to clean mobility options.

	Implement parking pricing or transportation demand management pricing strategies.	Not Applicable. The Project proposes industrial development; parking spaces would be provided at no cost for employees.
	Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood)	Not Applicable. This is a City-wide strategy thus is not applicable to the Project.
	Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert “greenfield” land to urban uses (e.g., green belts, strategic conservation easements)	Consistent. The Project is proposed on a site surrounded by existing urban development. The Project site is not classified as natural or working lands.
Building Decarbonization	Adopt all-electric new construction reach codes for residential and commercial uses.	Not Applicable. This is a City-wide strategy thus is not applicable to the Project.
	Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers).	Not Applicable. This is a City-wide strategy thus is not applicable to the Project. In addition, the Project does not include retrofits for existing buildings.
	Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances	Not Applicable. This is a City-wide strategy thus is not applicable to the Project. In addition, the Project does not include retrofits for existing buildings.
	Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing)	Not Applicable. This is a City-wide strategy thus is not applicable to the Project.
	Deploy renewable energy production and energy storage directly in new public Projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings)	Consistent. The Project will be subject to the installation of solar photovoltaic systems on rooftops pursuant California’s 2022 Energy Code.

Consistency with the MCTC RTP/SCS

The Madera County Transportation Commission (MCTC) 2018 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) includes a series of goals for the region that would reduce GHG emissions based on the land use consistency and the reduction of vehicle trips through promoting intermodal transportation systems. Most goals and policies are implemented at the regional or City level. Since the proposed Project is an infill development (i.e., within City limits and generally surrounded by urban development), encourages active transportation through the installation of sidewalks, and is in an urbanized area and will be subject to local regulations, the Project would be generally consistent with goals and policies identified in the RTP/SCS.

In conclusion, the Project contains features that would reduce GHG emissions in compliance with CARB 2022 Climate Change Scoping Plan, and MCTC ATP/SCS. As such, the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and therefore the impact would be less than significant.

Mitigation Measures

None required.

5.9 HAZARDS AND HAZARDOUS MATERIAL

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?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?				X
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

5.9.1 Environmental Setting

For the purposes of this section, the term "hazardous materials" refers to "injurious substances," which include flammable liquids and gases, poisons, corrosives, explosives, oxidizers, radioactive materials, and medical supplies and waste. These materials are either generated or used in various commercial and industrial activities. Hazardous

wastes are injurious substances that have been or will be disposed of. Potential hazards arise from the transport of hazardous materials, including leakage and accidents involving transporting vehicles. There also are hazards associated with the use and storage of these materials and waste. Hazardous materials are grouped into the following four categories based on their properties:

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

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

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

Regulatory Setting

The California Environmental Protection Agency (CalEPA) was established in 1991 to protect the environment. CalEPA oversees the Unified Program through Certified Unified Program Agencies (CUPAs), which consolidates six (6) environmental programs to ensure the handling of hazardous waste and materials in California. The local CUPA in Madera County, Community & Economic Development Department, Environmental Health Division, is responsible for administering the following six (6) CUPA programs:

- *Aboveground Petroleum Storage Act (APSA) Program*
- *California Accidental Release Prevention (CalARP) Program*
- *Hazardous Material Release Response Plan (Business Plans)*
- *Hazardous Material Management Plan and Hazardous Materials Inventory Statement (HMMP/HMIS)*
- *Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs*
- *Underground Storage Tanks (UST) Program*

The Department of Toxic Substances Control (DTSC) is another agency in California that regulates hazardous waste, conducts inspections, provide emergency response for hazardous materials-related emergencies, protect water resources from contamination, removing wastes, etc. DTSC acts under the authority of Resource Conservation and Recovery Act (RCRA) and California Public Safety Code. The DTSC implements the California Code of Regulations (CCR) Title 22 Division 4.5 to manage hazardous waste. Government Code Section 65962.5 requires that DTSC shall compile and update at least annually a list of:

- (1) *All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Public Safety Code ("HSC").*
- (2) *All land designated as hazardous waste property or border zone property pursuant to Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the Public Safety Code.*
- (3) *All information received by the Department of Toxic Substances Control pursuant to Section 25242 of the Public Safety Code on hazardous waste disposal on public land.*
- (4) *All sites listed pursuant to Section 25356 of the Public Safety Code.*
- (5) *All sites included in the Abandoned Site Assessment Program.*

This list of hazardous waste sites in California, referred to as the Cortese List, is then distributed to each City and county. According to the CCR Title 22, soil excavated from a site containing hazardous materials is considered hazardous waste, and remediation actions should be performed accordingly. Cleanup requirements are determined case-by-case by the jurisdiction.

Record Search

The United States Environmental Protection Agency (EPA) Superfund National Priorities List (NPL)²⁸, California Department of Toxic Substance Control's EnviroStor database²⁹, and the State Water Resources Control Board's GeoTracker database³⁰ include hazardous release and contamination sites. A search of each database was conducted on May 8, 2024. The searches revealed no hazardous material release sites on the Project site or within the Project vicinity.

City of Chowchilla General Plan

The Chowchilla General Plan contains objectives, policies and Implementation measures relevant the reduction of hazards and hazardous material. These objectives, policies and Implementation measures are outlined in the Land Use Element, Open Space and Conservation Element, and Public Safety Element.

Policy OS 22.1 *Residential development Projects and Projects categorized as sensitive receptors shall be located an adequate distance from existing and potential sources of toxic emissions such as freeways, major arterials, industrial*

²⁸ United States Environmental Protection Agency. Superfund National Priorities List. Accessed May 8, 2024, <https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=33cebcdfdd1b4c3a8b51d416956c41f1>

²⁹ California Department of Toxic Substances Control. Envirostor. Accessed May 8, 2024, <https://www.envirostor.dtsc.ca.gov/public/>

³⁰ California State Water Resources Control Board. GeoTracker. Accessed May 8, 2024, <https://geotracker.waterboards.ca.gov/>

sites, and hazardous material locations. "Adequate distance" will be based on site-specific conditions, on the types and amounts of potential toxic emissions, and other factors.

Policy PS 4.1 New and redevelopment Projects in a designated moderate fire hazard severity zone shall comply with the Wildland-Urban Interface Fire Area Building Standards.

Objective PS 10 Protect the City of Chowchilla and its environment from harmful effects of hazardous materials.

Policy PS 10.1 Residual hazardous waste repositories shall be prohibited in the City of Chowchilla.

Policy PS 10.2 The City of Chowchilla shall require, as appropriate and as a component of the environmental review process, a hazardous materials inventory for Project sites, including an assessment of materials and operations for any development applications. Particular attention shall be paid to land that previously contained agricultural uses.

Policy PS 10.3 The City of Chowchilla shall ensure the proponents of new development Project address hazardous materials concerns through the preparation of a Phase I or Phase II hazardous materials studies for each identified site as part of the design and environmental review process. Recommendations required to satisfy local, state or federal cleanup standards outlined in the studies shall be implemented as part of the construction phase for each Project.

Policy PS 10.5 The City of Chowchilla shall use the development review process to ensure compatibility between hazardous material users and surrounding land use.

Policy PS 10.8 The City shall require that hazardous materials are used, stored, transported and disposed of within the City in a safe manner and in compliance with local, state and federal regulations.

Objective PS 13 Protect the community from potential airport and air transportation hazards.

Policy 13.1 Minimize the risk of potential hazards associated with aircraft operations at Chowchilla Municipal Airport.

Policy PS 13.2 When planning for development near the Chowchilla Airport anticipate possible increases in airport activity and expansion of airport facilities and services and the effects these changes may have on public safety.

Policy PS 13.3 Encourage development in the vicinity of the Chowchilla Municipal Airport would not cause land use conflicts, hazards to aviation or hazards to the public and that is in compliance with the Madera County Land Use Compatibility Plan for the Airport.

Policy PS 13.4 Maintain the Protection Overlay Zone for the Chowchilla Municipal Airport, as required for safety for both the present runway configuration.

Policy PS 13.7 Chowchilla shall maintain the Airport Land Use Compatibility Plan for the environs of the Chowchilla Municipal Airport.

Implementation Measure PS 13.7.A The City of Chowchilla shall seek amendment to the ALUC Plan to modernize the requirements and standards for development consistent with recommended guidance from Caltrans.

Implementation Measure PS 13.7.B The Land Use Element of the Chowchilla General Plan and the Chowchilla Zoning Ordinance shall be used to restrict potentially hazardous land uses from being established within Airport Safety Zones A and B1 of the Chowchilla Municipal Airport.

Policy PS 13.8 *Minimize the risk of potential hazards associated with aircraft operations at the Chowchilla Municipal Airport through the adoption and implementation of the Airport Protection Overlay Zone and by implementing the Madera County Airport Land Use Compatibility Plan.*

Policy PS 13.9 *Ensure development within airport influence areas is consistent with the Airport Protection Overlay Zone development standards and the Madera County Airport Land Use Compatibility Plan.*

5.9.2 *Impact Assessment*

Would the Project:

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less than Significant Impact. The Project would consist of the development of light industrial uses and a stormwater basin. Potential impacts related to hazardous materials could arise from either construction or operations, both of which are discussed below. Based on this analysis, the Project would have a less than significant impact.

Construction

Construction activities for the Project site would include typical site preparation, grading, paving, trenching and architectural coating, all of which would require the transportation of building materials and equipment. Demolition would not be required because there are no existing structures. Generally, hazardous materials associated with construction include, motor oil, gasoline, diesel, dust palliative, and solvents, acids, pressure impregnated wood, pesticides, herbicides, fugitive dust and stormwater runoff.

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

Workers would be trained to properly identify and handle all hazardous materials, and hazardous waste would either be recycled or disposed of at a permitted and licensed treatment and/or disposal facility. All hazardous waste shipped off-site for recycling or disposal would be transported by a licensed and permitted hazardous waste hauler and disposed of at an approved location.

During construction, nonhazardous construction debris would be generated and disposed of in local landfills pursuant to applicable laws and regulations. Sanitary waste would be managed using portable toilets located at a reasonably accessible on-site location. Compliance with applicable laws and regulations would ensure that construction of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Overall, the relatively limited use and small quantities of typical hazardous materials, and subsequent transport and disposal of such materials, during construction would be controlled through compliance with applicable laws and regulations pursuant to a comprehensive regulatory framework administered by the DTSC and other relevant public agencies.

Operations

The Project proposes the development of a warehouse on Parcel 7 and future light industrial uses unknown at this time on other portions of the site. It is assumed that the future use of the Project site would be industrial such as warehouses and accompanying office uses, , light manufacturing, and distribution centers as permitted in the I-L district.

The California Environmental Protection Agency (CalEPA) oversees the Statewide implementation of the Hazardous Materials Business Plan (HMBP), which aims to prevent or minimize harm to public health and safety, and the environment from the release or threatened release of hazardous material. The minimum reporting quantities for hazardous materials is 55 gallons for liquids, 500 pounds for solids, or 200 cubic feet for compress gas. If a business handles hazardous materials at or in excess of the minimum thresholds, a HMBP is required to be prepared and approved by the State and local jurisdictions. The project tenants/operator will be required to submit information to the California Environmental Reporting System (CERS), Madera County Department of Public Health, and the City regarding the use and storage of hazardous materials. Both the proposed gas station/mini-mart and future industrial uses would be subject to the HMBP requirements if they handle hazardous materials in excess of minimum reporting quantities

Based on known operations, it is not expected that the Project would involve the routine transport, use, or disposal of hazardous materials. Nevertheless, if future uses would involve transport, use, or disposal of hazardous materials, then the Madera County Department of Public Health would require that the Project and future uses on the site submit an HMBP in order to provide for safe storage and use of chemicals. Therefore, if the facility does handle hazardous materials and/or hazardous waste, compliance with the HMBP as approved by the County would reduce any impacts to less than significant.

Some appliances and electronics used or stored within buildings may contain hazardous components (e.g., refrigerants, oils, etc.); however, these hazardous components are regulated by the EPA under the Toxic Substances Control Act and Clean Air Act and transport of such components are regulated by the U.S. Department of Transportation, Office of Hazardous Materials Safety as implemented in California by CCR Title 13, California Building Code, and Uniform Fire Code, as adopted by the City. Through compliance with regulations, appliances and electronics associated with the Project are not expected to create a significant hazard to the public or the environment.

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

Mitigation Measures

None required.

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?

Less than Significant Impact. As described under criterion a) above, it is not anticipated that the Project itself will involve any construction or operations that would require routine transport, use, or disposal of significant amounts of hazardous materials and therefore is not anticipated to create a significant hazard to the public or the environment through release of hazardous materials. In the case that the Project does involve hazardous materials, the HMBP as approved by the County would ensure safe storage and use of such materials. While potential impacts could occur through construction-related transport and disposal of hazardous materials, such impacts would be short-term and temporary, and would be reduced to less than significant levels through compliance with local, state, and federal regulations in addition to standard equipment operating practices. Therefore, the Project would not be expected to cause the release of hazardous materials into the environment and thus, a less than significant impact would occur.

Mitigation Measures

None required.

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

No Impact. There are no existing or proposed schools within one-quarter mile of the Project site. As described under criteria a) and b), the Project is not anticipated to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and would not create upset and accident conditions involving the release of hazardous materials into the environment. Therefore, no impact would occur.

Mitigation Measures

None required.

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?

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

Mitigation Measures

None required.

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

Less than Significant. The nearest public or public use airport is the Chowchilla Municipal Airport approximately 0.2-miles northwest of the Project site. The Chowchilla Municipal Airport is owned and operated by the City of Chowchilla and has a single 3,253-foot northwest/southeast runway designated Runway 12-30.

The applicable airport land use plan for the Chowchilla Municipal Airport is the Madera Countywide Airport Land Use Compatibility Plan (ALUCP) adopted in 2015.³¹ According to the ALUCP, the Project site is located within the airport influence area (AIA) of the Chowchilla Municipal Airport, within the B2 – Sideline Zone, C1– Outer Approach/Departure Zone, and C2 – Primary Traffic Pattern Zone (see [Figure 5-2](#)). Because the site is within the AIA, it is subject to established airport compatibility measures within the ALUCP to ensure that projects would not result in a safety hazard or excessive noise for people residing or working in the area. Regarding land use and intensity, light industrial, indoor storage, and outdoor storage are normally compatible or conditionally compatible. [Table 5-10](#) shows the compatibility land use and intensity criteria for B2, C1 and C2 zones. Since the Project is expected to be developed with the typical 0.3 FAR, the Project would be generally compatible within B2, C1 and C2 zones.

Table 5-10 ALUCP Basic Compatibility Criteria

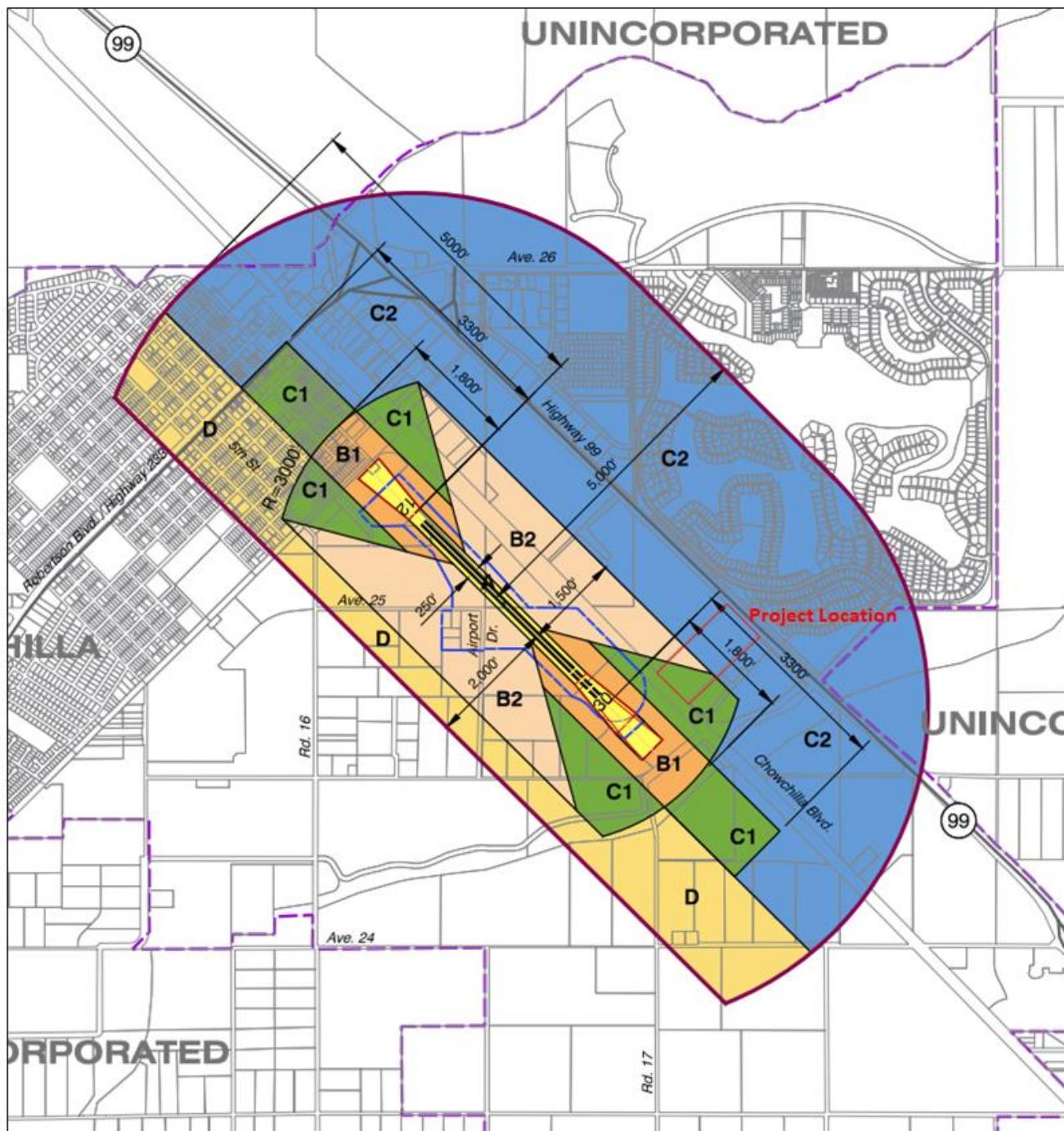
Intensity Criteria	B2 Zone	C1 Zone	C2 Zone
Maximum Statewide Average Intensity (people/acre)	100	100	300
Maximum Single-Acre Intensity (people/acre)	300	300	1,200
Open Land Requirement	25%	20%	15%
Land Use Category		Compatibility	Compatibility
Light Industrial, High Intensity: food products preparation, electronic equipment, bottling plant [approx. 200 s.f./person]	Conditional. Average intensity limit: 0.46 FAR	Conditional. Average intensity limit: 0.46 FAR	Conditional. Average intensity limit: 1.38 FAR
Light Industrial, Low Intensity: machine shops, wood products, auto repair [approx. 350 s.f./person]	Conditional. Average intensity limit: 0.80 FAR	Conditional. Average intensity limit: 0.80 FAR	Normally Compatible.
Research and Development Laboratories [approx. 300 s.f./person]	Conditional. Average intensity limit: 0.69 FAR	Conditional. Average intensity limit: 0.69 FAR	Conditional. Average intensity limit: 2.07 FAR
Indoor Storage: wholesale sales, distribution centers, warehouses, mini/other indoor storage, barns, greenhouses [approx. 1,000 s.f./person]	Conditional. Average intensity limit: 2.30 FAR	Normally Compatible.	Normally Compatible.
Outdoor Storage: public works yards, automobile dismantling	Normally Compatible.	Normally Compatible.	Normally Compatible.

Additionally, Parcel 1 and Parcel 13 of the Project site are within the 60 dB CNEL noise contour. According to the City's exterior noise level standards (see [Table 5-13](#)), noise under 65 dB is normally compatible for office uses and noise under 70 dB are normally compatible for industrial uses. Therefore, the Project would be generally compatible with the ALUCP and thereby would not result in a safety hazard or excessive noise. For these reasons, the Project would not result in a safety hazard for people residing or working in the area and impacts would be less than significant.

Mitigation Measures

None required.

³¹ County of Madera. (2015). Madera Countywide Airport Land Use Compatibility Plan. Accessed June 24, 2024, <https://www.madera.gov/wp-content/uploads/2018/02/2015-ALUCP.pdf>



Legend

Boundary Lines

- Airport Property Line (blue line)
- City Limits (purple dashed line)
- City Sphere of Influence (dotted line)
- Runway (existing 3,253') (solid black line)
- Runway (future 3,825') (dashed black line)

Policy Boundaries

- Airport Influence Area (pink line)

Compatibility Zones¹

A	Runway Protection Zone
B1	Inner Approach/Departure Zone
B2	Sideline Zone
C1	Outer Approach/Departure Zone
C2	Primary Traffic Pattern Zone
D	Other Airport Environ

*Madera Countywide Airport Land Use
Compatibility Plan
(Adopted September 29, 2015)*

Figure 5-2 Chowchilla Municipal Airport Compatibility Policy Map

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant. The City of Chowchilla has established emergency preparedness procedures and adopted an “Emergency Plan”, located in Section 2.28 of the Chowchilla Municipal Code. The Emergency Plan is to provide protection to residences and assist with coordination in the event of a disaster within the City. In addition, the City of Chowchilla and the County of Madera cooperate in the Multi-Hazard Functional Plan to establish a coordinated emergency response plan in case of catastrophic disaster. The Project would not involve any new or altered infrastructure associated with evacuation, emergency response, and emergency access routes within the City of Chowchilla or County of Madera. Construction may require lane closure; however, these activities would be short-term and access through Chowchilla Avenue would be maintained through standard traffic control. Following construction, this roadway would continue to provide access to the site. Furthermore, the Project would be subject to compliance with applicable standards for on-site emergency access including turn radii and fire access. Therefore, through the compliance, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

Mitigation Measures

None required.

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

Less than Significant Impact. The Project site is located in an urbanized area surrounded by mostly urban uses. In addition, the site is not identified by the California Department of Forestry and Fire Protection (Cal Fire) to be in a Moderate, High, or Very High Fire Hazard Severity Zone (FHSZ)³². Additionally, the Project site is not located within a wildland-urban interface area and has not previously experienced wildfire. The area surrounding the Project site is mostly industrial, with some undeveloped land and nearby agricultural land. As such, the Project site is surrounded either by urban development or by managed land that does not contain steep terrain or unmanaged open space areas that could be prone to wildfires. See also Section 3.16, Wildfire, of this Initial Study for additional detail in this regard.

Future development of the site would result in the construction of structures and installation of infrastructure that would be reviewed and conditioned by the City for compliance with all applicable standards, specifications, and codes. In addition, any structure occupied by humans would be required to be constructed in adherence to the Wildland Urban Interface Codes and Standards of the CBC Chapter 7A including but not limited to requirements regarding ignition-resistant construction, defensible space, emergency vehicle access, water supply, and fire sprinklers. Compliance with such regulations would ensure that the Project meets standards to help prevent loss, injury, or death involving wildland fires. For these reasons, the Project would have a less than significant impact.

³² California Department of Forestry and Fire Protection. LRA Fire Hazard Severity Zone Maps. Accessed on May 8, 2024, <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps>

Mitigation Measures

None required.

5.10 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?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?			X	
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: <ul style="list-style-type: none"> i. <i>Result in a substantial erosion or siltation on- or off-site;</i> 			X	
ii. <i>Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site:</i>			X	
iii. <i>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</i>			X	
iv. <i>Impede or redirect flood flows?</i>			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

5.10.1 Environmental Setting

The Project site would be developed within City limits and thus would be connected to the City's water and stormwater services. The City's water and stormwater services are described as follows.

Water

The City's Public Works Department Water Division is responsible for the City's wells, distribution lines, water meters, and back-flow prevention systems. The 2020 Urban Water Management Plan (UWMP), adopted October 2021 analyzes data to ensure adequate urban water supplies for the future, promotes water conservation policies and programs, and provides mechanisms for response during water drought conditions. According to the 2020 UWMP, in 2020 the City had a service population of 19,039. Approximately 832 million gallons (MG) of total water demand was delivered through 4,026 water services connections. Of those connections, 91% (or 3,676) were for residential uses, while the remaining connections were for commercial, industrial, landscape, and agricultural uses. The UWMP Projected a service population of 69,239 residents by 2045 by using the City's 2040 General Plan forecast of 5.3% annual population growth and a Projected 3,027 MG of total water demand to serve this population growth.³³

Pursuant to the 2020 UWMP, the City receives its entire water supply through pumping groundwater facilities using City facilities and does not purchase water from any other source. The Chowchilla Subbasin (Groundwater Basin No. 5-22.05), one of 15 basins within the San Joaquin Valley Basin, has a surface area of 159-acres. There are four public agencies (Chowchilla Water District, Clayton Water District, El Nido Irrigation District, and New Stone Water District) and one private agency (California Water Service Company) that are located within the Chowchilla Subbasin. The Chowchilla Subbasin levels and storage are measured annually by the Department of Water Resources (DWR) and cooperators. According to Bulletin 118, a technical publication on groundwater in California through the Department of Water Resources, the water capacity of the Chowchilla Subbasin is estimated to be 8 million acre-feet.³⁴

The City's water supply provided through groundwater comes through seven wells, which provide 3,532 MG based on 100% of the current well capacity. As mentioned above, 832 MG was delivered through City service connections, indicating the water supply (3,532 MG) far exceeded the water demand (832 MG).

Table 5-11 shows the projected water supply and demand for forecasted population growth. In each year, the water supply exceeds water demands assuming normal year conditions through the year 2045.³⁵

³³ City of Chowchilla Final 2020 Urban Water Management Plan. Accessed May 8, 2024. <https://www.Cityofchowchilla.org/DocumentCenter/View/2543/2020-Final-Chowchilla-2020-UWMP-w-Apps>

³⁴ California's Groundwater Bulletin 118. San Joaquin Valley Groundwater Basin, Chowchilla Subbasin. Accessed February 8, 2024. https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/5_022_05_ChowchillaSubbasin.pdf

³⁵ City of Chowchilla Final 2020 Urban Water Management Plan. Accessed May 8, 2024. <https://www.Cityofchowchilla.org/DocumentCenter/View/2543/2020-Final-Chowchilla-2020-UWMP-w-Apps>

Table 5-11 Normal Year Water Supply and Demand

	2025	2030	2035	2040	2045
Water Supply Totals (in MG)	3,532	3,532	3,532	3,532	3,532
Water Demand Totals (in MG)	1,077	1,395	1,806	2,338	3,027
Difference (in MG)	2,455	2,137	1,726	1,194	505

The City of Chowchilla manages the water system and water use in order to reduce or eliminate over drafting the groundwater supply. The City is within the Chowchilla Water District (CWD) which implements the Groundwater Management Plan for the City. In addition, the City's 2040 General Plan includes the following goals and policies in its Public Facilities and Services Element to promote water conservation as applicable to the Project, as listed below.

Objective PF 2. New development shall pay fees as necessary to meet all identified costs associated with new development, including but not limited to public facilities and services where a nexus can be shown qualitatively and/or quantitatively.

Objective PF 4. *Provide an adequate system of supply and distribution of quality water to support the General Plan level of development.*

Policy PF 4.2. *The City shall condition approval of new development Projects on the availability of adequate water supply and infrastructure to serve the new development.*

Policy PF 4.5. *The City shall extend water service to new areas based on its ability to meet domestic and fire flow needs of the area.*

Policy PF 4.8. *New development of public facilities and services shall include water conservation features and drought resistant landscaping.*

Stormwater

The City's Public Works Department Storm Water Division is responsible for overseeing the maintenance of the City's storm drain system, drainage ditches, reservoirs, pump stations, and related facilities and ensures effective control and proper disposal of stormwater run-off. The City's stormwater system is maintained and operated through a storm run-off plan and program that adheres to State and Federal regulations.

The City's 2040 General Plan includes the following goals and policies in its Public Facilities and Services Element to ensure adequate drainage facilities, as listed below.

Objective PF 6. *Provide a stormwater drainage system that serves the General Plan level of development in a planned and orderly manner.*

Policy PF 6.1. *The City shall condition approval of development Projects on the provision of adequate storm drainage improvements.*

Policy PF 6.2. *The City shall require the extension of storm drains to new areas in accordance with the phasing of a storm drainage master plan.*

Implementation Measure PF 6.2.A. *Prepare an updated Master Storm Drainage Plan to support General Plan and Phasing Area Concept Plan land uses, including proposed drainage facilities and estimated costs.*

Policy PF 6.3. *Detention basins should be considered for multiple use (recreation, parking, etc.), particularly larger basins, providing that the basic detention function is not lost or impaired, and maintenance and liability issues can be satisfactorily resolved.*

Objective PF 7. *Maintain storm drainage facilities to preserve their function and capacity.*

Policy PF 7.2. *Continue to require new development to discharge storm water runoff at volumes no greater than the capacity of any portion of the existing downstream system by utilizing detention or retention or other approved methods, unless the Project is providing drainage pursuant to an adopted drainage plan.*

Implementation Measure PF 7.2.A. *Consolidate policies, programs, and standards for flood control and storm drainage in a Storm Drainage ordinance.*

Policy PF 7.3. *When necessary, require new development to prepare hydrologic studies to assess storm runoff effects on the local drainage system and, if warranted, require new development to provide adequate drainage facilities and to mitigate increases in storm water flows and / or volume to avoid cumulative increases in downstream flows.*

Implementation Measure PF 7.3.A. *Development Projects requiring disposal of stormwater into Ash Slough, Berenda Slough, or Chowchilla River shall provide a hydrological assessment of a Project's potential effects on the local and regional storm drainage systems, so that the City can determine appropriate mitigation to ensure that system capacity and peak flow restrictions are not exceeded.*

Policy PF 7.4. *New and redevelopment Projects shall prepare and provide to the City appropriate drainage studies that assess Project storm runoff affects on the City storm drain system, as well as provide appropriate storm drainage facilities to ensure an increase risk of on- or off-site flooding does not result from Project implementation.*

Policy PF 7.5. *All drainage improvements shall comply with the City of Chowchilla Public Works Construction Standards.*

5.10.2 Impact Assessment

Would the Project:

- a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Less than Significant Impact. Because the Project site is greater than one (1) acre in size, the developer is required to prepare a SWPPP in compliance with the General Permit for Discharges of Storm Water Associated with Construction Activity (i.e., General Permit Order No. 2022-0057-DWQ) (See also [Section 4.7 \(b\)](#)). The SWPPP estimates the sediment risk associated with construction activities and includes best management practices (BMP) to control erosion. BMPs specific to erosion control cover erosion, sediment, tracking, and waste management controls. Implementation of the SWPPP minimizes the potential for the Project to result in substantial soil erosion or loss of topsoil. These provisions minimize the potential for the Project to violate any waste discharge requirements or otherwise substantially degrade surface or ground water quality. Further, runoff resulting from the Project would be managed in compliance with the approved grading and drainage plans. Thus, compliance with

existing regulations including the General Construction Permit, BMPs, and CMC in addition to approved plans would reduce potential impacts related to water quality and waste discharge to less than significant levels.

Mitigation Measures

None required.

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

Less than Significant Impact The City's long-term water resource planning for existing and future demand is addressed in the City's 2020 Urban Water Management Plan (UWMP).³⁶ This plan is intended to serve as a tool for planning and phasing the construction of future domestic water supply infrastructure for the Projected buildout of the City of Chowchilla, in accordance with the General Plan.

According to the UWMP, the City uses groundwater wells as the sole source of supply; the City does not use any other water sources including surface water, storm water, recycled water, or desalinated water. As such, groundwater should be viewed as a sustainable resource. The Chowchilla Subbasin Groundwater Sustainability Plan (GSP), adopted in 2020 and last revised in 2023, has a goal to achieve sustainable groundwater management on a long-term average basis by increasing recharge and/or reducing groundwater pumping, while avoiding undesirable results.³⁷ The implementation of the GSP is expected to improve the long-term water supply reliability for the City. Along with the adoption of the UWMP and GSP, the City adopted its Water Shortage Contingency Plan, which consists of four (4) levels to allow the City to reduce its water demand in addition to several restrictions and prohibitions on end users.

Projected water use for each sector is included in **Table 5-12**. Industrial water uses account for approximately 0.1% of potable water used Citywide.

Table 5-12 Projected Potable Water Demand by Sector, 2025 – 2040

Use Type	Water Use by Volume (MG)			
	2025	2030	2035	2040
Residential	803	1039	1344	1741
Commercial	229	297	384	497
Industrial	1	2	2	3
Other	44	57	76	97
Total	1,077	1,395	1,806	2,338

Source: City of Chowchilla, 2020 Urban Water Management Plan, 2021

According to the UWMP, the Project site is located within the City's current service area. The Project has been reviewed by the City and is required to connect to the available water facilities and install water meter box(es) for service. A Water Connection Fee, including Service Connection Fee, Water Capacity Fees, and Water Meter Fee,

³⁶ City of Chowchilla (2021). 2020 Urban Water Management Plan. Accessed June 6, 2024, <https://Cityofchowchilla.org/DocumentCenter/View/2543/2020-Final-Chowchilla-2020-UWMP-w-Apps>

³⁷ Madera County Water and Natural Resources Department. (2023). Chowchilla Subbasin GSP. Accessed June 6, 2024, <https://www.maderacountywater.com/chowchilla-subbasin/>

would be charged for the installation of new water services and meters to serve the property. Water services would be read and billed monthly on a volume-of use basis.

Potable water demands for the Project were estimated using the City's Land Use Based Water Demand Factors for Office and Industrial uses. No development is currently proposed on Parcels 1-6, 8-13 and a factor of 1,500 gal/day/ac were used for a total of 24,270 gal/day. Water demand for Parcel 7 was estimated at 6,251.4 gal/day based on the landscape estimates and office demand factors. Landscaping was estimated to use 5,709.3 gal/day and the office use was estimated to use 542.4 gal/day (4,520 sf*120gal/1000sf.).

The UWMP addresses the sufficiency of the groundwater supplies for existing and planned future uses. The UWMP uses the General Plan land use designations to analyze future water demand. According to the UWMP, the projected water demand for the City, based on a population of 69,239 and a per capita water demand of 120 gpcd, would be 3,207 MG. The 2020 UWMP anticipates, assuming pumped water remains the same, the total supply of water to be 3,532 MG. Although the projected water supply may change, the water supply projected in the UWMP would be more than the buildout demand. The Project would not result in changes to the General Plan land use designations and future development resulting from Project implementation would be like that included in the General Plan. Therefore, impacts on groundwater supplies would not be beyond those analyzed in the General Plan PEIR. Impacts would be less than significant.

Furthermore, adherence to connection requirements and recommendations pursuant to the City's water conservation efforts (e.g., compliance with California Plumbing Code, efficient appliances, efficient landscaping, etc.) should not negatively impact water supply or impede water management. In particular, the Project would be built accordance with all mandatory outdoor water use requirements as outlined in the applicable California Green Building Standards Code, Title 24, Part 11, Section 5.304 – Outdoor Water Use and verified through the building permit process. As an industrial development that would contain landscaping, the Project shall comply with the updated Model Water Efficient Landscape Ordinance (MWELO) (California Code of Regulations, Title 23, Chapter 2.7, Division 2), as implemented and enforced through the building permit process. Under the revised MWELO irrigation efficiency guidelines, the proposed project's landscaping would require recycled water, or utilize low water demand landscaping, which would minimize the potential impacts of runoff from irrigation. Therefore, through compliance, the potential for the Project to substantially decrease groundwater supplies is limited and impacts would be less than significant.

In addition, development of the Project site would increase impervious surfaces that could increase stormwater runoff and reduce groundwater recharge. However, the Project proposes the construction of one (1) stormwater basin area to collect and retain storm water runoff and aid in groundwater recharge. Therefore, potential for the Project to interfere substantially with groundwater recharge such that the Project would impede sustainable groundwater management of the basin is limited and impacts would be less than significant.

Overall, the proposed Project would not generate significantly greater water demand than planned for within the General Plan. As a result, it can be presumed that the existing and planned water distribution system and supplies should be adequate to serve the Project, and the Project would thereby not decrease groundwater supplies, interfere substantially with groundwater recharge, or impede sustainable groundwater management of the basin. In addition, adherence to connection requirements and recommendations pursuant to the City's water supply planning efforts (i.e., compliance with California Plumbing Code, efficient appliances, efficient landscaping, etc.)

should not negatively impact the City's water provision. For these reasons, a less than significant impact would occur as a result of the Project.

Mitigation Measures

None required.

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?

Less than Significant Impact. Erosion is a natural process in which soil is moved from place to place by wind or from flowing water. The effects of erosion within the Project site can be accelerated by ground-disturbing activities associated with development. Siltation is the settling of sediment to the bed of a stream or lake which increases the turbidity of water. Turbid water can have harmful effects to aquatic life by clogging fish gills, reducing spawning habitat, and suppressing aquatic vegetation growth.

Soil erosion and loss of topsoil can be caused by natural factors, such as wind and flowing water, and human activity. Bare soils, common within agricultural land, are more susceptible to erosion than an already developed urban land, thus it is not expected that erosion could occur on-site. Development of the Project site would require typical site preparation activities such as grading and trenching which may result in the potential for short-term soil disturbance or erosion impacts. Soil disturbance during construction is largely caused by the use of water. Excessive soil erosion could cause damage to existing structures and roadways.

The likelihood of erosion occurring during construction would be reduced through site grading and surfacing, which would be subject to review and approval by the City for compliance with applicable standards. Future development of the Project site would be required to comply with the Project's SWPPP, construction-related erosion controls and BMPs would be implemented to reduce potential impacts related to erosion and siltation. These BMPs would include, but are not limited to, covering and/or binding soil surfaces to prevent soil from being detached and transported by water or wind, and the use of barriers such as straw bales and sandbags to control sediment. Together, the controls and BMPs are intended to limit soil transportation and erosion. As such, the likelihood of erosion would be further reduced through compliance with regulations including the General Construction Permit, BMPs, and approved grading and drainage plans as described under criterion a). With these provisions in place, the impact on soil and topsoil by the Project would be considered less than significant.

Mitigation Measures

None required.

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. Development of the site would result in an increase in the amount of impervious surface, which could increase the volume of runoff. Impervious areas post-construction is estimated to be 113,013 sf. The Project proposes one (1) storm basin area to manage surface runoff to prevent flooding; the basin has been adequately sized to accommodate the level of runoff expected. As previously discussed, development of the site would require compliance with the SWPPP, approved grading and drainage plan, and implementation of BMPs that

would control and direct runoff. Compliance would ensure that construction impacts related to the alteration of the site's natural hydrology and the potential increase in runoff that would result in flooding on- or off-site would be less than significant.

Mitigation Measures

None required.

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?

Less than Significant Impact. Development of the site would disturb the site's vegetation and soil and temporarily alter the natural hydrology of the site. However, compliance with the SWPPP, approved grading and drainage plan, and implementation of BMPs that would control, and direct runoff would reduce construction impacts related to alteration of the site's natural hydrology and the potential increase in runoff or polluted runoff in excess of existing or planned stormwater drainage systems. Therefore, construction would not result in the creation or contribution of additional sources of runoff or polluted runoff in exceedance of the existing or planned stormwater drainage systems and impacts would be less than significant.

Regarding operational impacts, development of the site would result in an increase in the impervious surface area which would increase runoff from the site. However, compliance with the approved grading and drainage plans, as well as the construction of the proposed storm water drains and basin, would reduce the potential for the Project to cause substantial additional polluted runoff or runoff in excess of existing or planned stormwater drainage systems. A less than significant impact would occur.

Mitigation Measures

None required.

iv. Impede or redirect flood flows?

Less than Significant Impact. Although the construction of the proposed Project would increase impervious surfaces, the Project would be required to maintain the site's drainage pattern through Project-specific grading and drainage plans that would be reviewed and approved by the City prior to the issuance of building permits. Through compliance, the potential for the Project to impede or redirect flood flows would be minimized or eliminated and a less than significant impact would occur.

Mitigation Measures

None required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?

Less than Significant Impact. The Project site is designated as Zone X on the most recent Flood Insurance Rate Map (FIRM) No. 06039CO900E, dated September 26, 2008. Zone X is a flood hazard area with a 0.2 percent annual chance of flood hazard and one (1) percent annual chance flood with average depth less than one foot or with drainage areas of less than one (1) square mile. In addition, the City, inclusive of the Project site, has historically been subject to low to moderate ground shaking and has a relatively low probability of shaking. Furthermore, there are no large inland bodies of water near the Project site, a condition that precludes the possibility of seiche inundation. The Project site is more than 100 miles from the Pacific Ocean and therefore is not susceptible to

tsunami inundation According to the Department of Water Resources Dam Breach Inundation Map, the Project is in the vicinity of the Berenda Slough – National Dam ID CA00835, which is located approximately 2.9 miles northeast of the site, and is not in the inundation boundary. Therefore, as a low-risk area, the Project would have a less than significant impact as it relates to the risk release of pollutants due to Project inundations.

Mitigation Measures

None required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. The Project site is located within the jurisdiction of the Chowchilla Water District Groundwater Sustainability Agency and is therefore subject to the Chowchilla Groundwater Subbasin Groundwater Sustainability Plan adopted in 2020 and last revised in 2023. As described under criterion (b) above, the Project would not decrease groundwater supplies or interfere substantially with groundwater recharge. In addition, the GSP anticipates that implementation of the GSP will reinforce the General Plan's goals related to water quality and groundwater management, in addition to the groundwater quality monitoring and remediation described therein. Therefore, based on compliance with such plans, it can be determined that the Project would not conflict with or obstruct implementation of water quality control plans or sustainable groundwater management plans. For these reasons, a less than significant impact would occur because of the Project.

Mitigation Measures

None required.

5.11 LAND USE 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?			X	
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?			X	

5.11.1 Environmental Setting

The Project proposes an industrial subdivision TSM 23-0474 consisting of 13 parcels. The Project includes the development of Parcel 7 to include a 32,645-square foot warehouse and office, and a stormwater basin on Parcel 5. The remaining 11 parcels will be graded and ready for future industrial development. The proposed uses are permitted within the planned land use designation and zoning. The Project proposes an industrial subdivision, with a proposed warehouse/office building, and a City stormwater basin. Both uses would meet the intent of the industrial and public facility land use designations and zoning districts.

5.11.2 Impact Assessment

Would the Project:

a) Physically divide an established community?

Less than Significant Impact. The physical division of an already established community typically refers to construction of a linear feature, such as an interstate highway, railroad tracks, or the removal of a means of access that would impact mobility within an existing community and an outlying area. The proposed Project would consist of an industrial warehouse with parking and related improvements along with future permitted light industrial uses. The Project site is currently undeveloped. The development of the proposed Project would not involve the construction of any type of linear feature that would impair mobility with an existing community, nor would it remove a means of access in a manner that would impede travel or otherwise constitute division of an established community. Rather, the proposed Project would be designed in accordance with relevant General Plan policies and other standards and requirements, which would help ensure a cohesive, integrated site and circulation plan, and compatibility with nearby uses. Therefore, impacts would be less than significant.

Mitigation Measures

None required.

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?

Less than Significant Impact. The Project proposes industrial development and City stormwater basin on a site that is designated and zoned for industrial and public facility uses. As such, the Project is consistent with the City's General Plan and Municipal Code. Through the entitlement process, the Project is reviewed for compliance with

applicable regulations inclusive of those adopted for the purpose of avoiding or mitigating environmental effects. Overall, the entitlement process would ensure that the Project complies with the General Plan, CMC, and any other applicable policies. As such, the Project would have a less than significant impact.

Mitigation Measures

None required.

5.12 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?				X
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?				X

5.12.1 Environmental Setting

For the purposes of CEQA, mineral resources are land areas or deposits deemed significant by the California Department of Conservation (DOC). Mineral resources include oil, natural gas, and metallic and nonmetallic deposits, including aggregate resources. The California Geological Survey (CGS) classifies and designates areas within California that contain or potentially contain significant mineral resources. Lands are classified into Aggregate and Mineral Resource Zones (MRZs), which identify known or inferred significant mineral resources.

The City of Chowchilla, inclusive of the Project site, is classified as MRZ-1, meaning areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence. Additionally, Chowchilla is not located within a State designated production consumption region. The nearest State designated production-consumption region is the Fresno Production-Consumption Region that extends into the southern portion of Madera County along the San Joaquin River. The California Geological Survey's Special Report 158 and Open-File Report 99-02 provide the results of a classification of aggregate resources within the Fresno Production-Consumption Region.

In addition, the City of Chowchilla, inclusive of the Project Site, is not within a CalGEM-recognized oilfield and there are no oil and gas wells on site.³⁸

5.12.2 Impact Assessment

Would the Project:

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?*

No Impact. There are no identified mineral deposits of significance or active mine operations within the Project site. Therefore, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Therefore, no impact would occur.

³⁸ California Department of Conservation. Well Finder. Accessed on July 26, 2024, <https://maps.conservation.ca.gov/doggr/wellfinder/>

Mitigation Measures

None required.

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?

No Impact. There are no identified mineral deposits of significance or active mine operations within the Project site. As a result, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Further, the area is not delineated in the General Plan, a Specific Plan, or other land use plan as a locally important mineral resource recovery site, thus it would not result in the loss of availability of a locally important mineral resource. Therefore, no impact would occur.

Mitigation Measures

None required.

5.13 NOISE

Would the Project:	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?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
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?			X	

5.13.1 Environmental Setting

The Project proposes an industrial subdivision (TSM) 23-0474. The Project site is generally surrounded by other industrial uses. The existing land use general plan designations surrounding the Project site are LI, Light Industrial. Existing zoning designations surrounding the Project site are Light Industrial, I-L. It is assumed that the type of uses proposed would have the components of a typical industrial subdivision.

In general, there are two (2) types of noise sources: 1) mobile sources and 2) stationary sources. Mobile source noises are typically associated with transportation including automobiles, trucks, trains, and aircraft. Stationary sounds are sources that do not move such as machinery or construction sites. Stationary sources can also include events, recreational uses, amplified systems, automotive repair facilities, building mechanical systems, and landscape maintenance. These sources can vary based on factors such as site conditions, equipment operated, and specific activities conducted. Noises generated are also directional but can vary based on site and operational characteristics.

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

City of Chowchilla Noise Level Standards

For transportation noise sources (e.g., traffic and railway noise), the City General Plan Noise Element establishes noise level criteria in terms of the Community Noise Equivalent Level (CNEL) metric. The CNEL is the time-weighted energy average noise level for a 24-hour day, with a 4.77 dB penalty added to noise levels occurring during the evening hours (7:00 p.m.-10:00 p.m.) and a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The CNEL represents cumulative exposure to noise over an extended period of time and is therefore calculated based upon annual average conditions.

The Noise Element also requires that interior noise levels attributable to exterior noise sources not exceed 45 dB CNEL. The intent of the interior noise level standard is to provide an acceptable noise environment for indoor communication and sleep.

Table 5-13 provides the land use compatibility guidelines (noise level standards) for transportation noise sources. **Table 5-14** provides the land use compatibility guidelines for non-transportation (stationary) noise sources.

Table 5-13 Transportation Noise / Land Use Compatibility Guidelines for Exterior Noise Levels

Land Use	Exterior Noise Exposure (dBA CNEL)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Single Family Home, Duplex, Triplex, Mobile Home	< 60	60 – 65	65 – 70	> 70
Fourplex, Apartment, Condominium, Townhome	< 60	60 – 70	70 – 75	> 75
Mixed Use, Infill Residential	< 65	65 – 75	75 – 80	> 80
Commercial – Motel, Hotel, Transient Lodging	< 65	65 – 75	75 – 80	> 80
School, Library, Church, Hospital, Nursing Home	< 60	60 – 70	70 – 80	> 80
Auditorium, Concert Hall, Amphitheater	-	< 65	-	> 65
Sports Arena, Outdoor Spectator Sport	-	< 70	-	> 70
Playgrounds, Park	< 70	70 – 75	-	> 75
Golf Course, Water Recreation, Cemetery	< 70	-	70 – 80	> 80
Office Building, Business, Commercial, Retail	< 65	65 – 75	> 75	-
Freeway Adjacent Commercial, Office and Industrial Uses	< 65	65 – 80	> 80	-
Industrial, Manufacturing, Utility, Agriculture	< 70	70 – 80	> 80	-

Normally Acceptable = Specific land use is satisfactory, based on the assumption that any building is of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable = New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Normally Unacceptable = New construction or development should be generally discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable = New construction or development is not to be undertaken, unless it can be demonstrated that noise reduction requirements can be employed to reduce noise impacts to an acceptable level. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

Table 5-14 Stationary Noise / Land Use Compatibility Guidelines for Exterior Noise Levels

Land Use	Exterior Noise Exposure (dBA L _{eq} / L ₅₀)					
	Normally Acceptable		Conditionally Acceptable		Unacceptable	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
Single Family Home, Duplex, Triplex, Mobile Home	< 55	< 45	55 – 60	45 – 50	> 60	> 50
Fourplex, Apartment, Condominium, Townhome	< 55	< 50	55 – 65	50 – 55	> 65	> 55
Mixed Use, Infill Residential	< 60	< 50	60 – 70	50 – 60	> 70	> 60
Commercial – Motel, Hotel, Transient Lodging	< 65	< 50	65 – 70	50 – 60	> 70	> 60
School, Library, Church, Hospital, Nursing Home	< 60	< 50	60 – 65	50 – 55	> 60	> 55
Auditorium, Concert Hall, Amphitheater	-	-	< 65	< 60	-	-
Sports Arena, Outdoor Spectator Sport	-	-	< 75	< 70	-	-
Playgrounds, Park	< 65	< 50	65 – 70	< 60	-	-
Golf Course, Water Recreation, Cemetery	< 55	< 50	55 – 60	50 – 55	> 60	> 55
Office Building, Business, Commercial, Retail	< 65	< 55	65 – 70	55 – 60	> 70	> 60
Freeway Adjacent Commercial, Office and Industrial Uses	< 65	< 60	65 – 70	60 – 65	> 70	> 65
Industrial, Manufacturing, Utility, Agriculture	< 65	< 60	65 – 70	60 – 65	> 70	> 65

Normally Acceptable = Specific land use is satisfactory, based on the assumption that any building is of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable = New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice. With the exception of industrial, manufacturing, utility and agricultural uses, the analysis shall identify attenuation required to maintain an indoor level of ≤ 45 dBA.

Unacceptable = New construction or development should not be undertaken, unless it can be demonstrated that noise reduction requirements can be employed to reduce noise impacts to an acceptable level. With the exception of industrial, manufacturing, utility and agricultural uses, the Analysis shall identify attenuation required to maintain an indoor level of ≤ 45 dBA.

Construction Noise and Vibration

The General Plan provides guidance regarding noise associated with construction activities and limits allowable hours of construction. The General Plan Noise Element states the following:

Policy N 4.6: *The City of Chowchilla shall limit construction activities to the hours of 7:00 am to 7:00 pm, Monday through Saturday. No construction shall occur on Sundays or national holidays without a permit from the City.*

Implementation Measure N 4.6. A For all temporary construction, demolition or maintenance noise and other necessary short-term noise events, the stationary noise standards in Policy N 4.1, may be exceeded within the receiving land use by:

- 5 dBA for a cumulative period of no more than fifteen (15) minutes in any hour.
- 10 dBA for a cumulative period of no more than five (5) minutes in any hour.
- 15 dBA for a cumulative period of no more than one (1) minute in any given hour.

- *In order to allow for temporary construction, demolition or maintenance noise and other necessary short-term noise events, the stationary noise standards in Policy N 4.1 above, shall not be exceeded within the receiving land use by more than 15 dBA any period of time.*

The City of Chowchilla does not have regulations that define acceptable levels of vibration. One of the most recent references suggesting vibration guidelines is the California Department of Transportation (Caltrans) Transportation and Construction Vibration Guidance Manual. The Manual provides guidance for determining annoyance potential criteria and damage potential threshold criteria. These criteria are provided below in **Table 5-15** and

Table 5-16, and are presented in terms of peak particle velocity (PPV) in inches per second (in/sec).

Table 5-15 Guideline Vibration Annoyance Potential Criteria

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.9	0.1
Severe	2.0	0.4

Source: Caltrans

Table 5-16 Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile, historic buildings, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: Caltrans

5.13.2 Impact Assessment

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 in other applicable local, state, or federal standards?*

Less than Significant Impact. Noise generating activities of the Project would include traffic noise and stationery-source noise, such as construction and operations as described below. It is not anticipated that Project would generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the General Plan or Noise Ordinance, or in other applicable local standards, given the type of development proposed (i.e., light industrial).

Traffic Noise Exposure

Mobile source noises are typically associated with transportation including automobiles, trains, and aircraft. Sensitive land uses include residential, schools, churches, nursing homes, hospitals, and open space-recreation

areas. Commercial, farmland, and industrial areas are not considered noise sensitive and generally have higher tolerances for exterior and interior noise levels. The nearest sensitive receptors to the Project site are single-family residences located east of SR 99, approximately 400 feet from the Project site, which are physically separated from the Project site by the highway.

According to the General Plan Noise Element, the Project site is partially within the 60 dB L_{dn} contour and partially within the 65 dB L_{dn} under noise levels Projected by the year 2040 from vehicles traveling on SR 99. Traffic noise depends primarily on traffic volume, traffic speed, and truck traffic percentage. Additionally, the Project site is partially within the 60 dB L_{dn} contour and partially within the 65 dB L_{dn} under noise levels from the Union Pacific Railroad that is located adjacent to Chowchilla Boulevard, approximately 155 feet from the Project site. Train related noise is intermittent, including sounds of the engine, wheels-on-rail noise, and warning horn blasts and signal sounds near crossings. The Project site is also partially within the 60 dB CNEL noise contour of the Chowchilla Municipal Airport.

The primary source of exterior, on-going noise from full buildout of the Project would be from vehicles traveling to and from the site. Future build-out of the Project site would generate an increase in traffic on roadways in the Project vicinity. However, the new trips associated with full build-out of the Project site is not likely to increase the ambient noise levels by a significant amount as the area is active with vehicles. Additionally, traffic noise levels on SR 99 due to build-out of the Project has already been considered in the General Plan Noise Element since they are projected under full buildout of the City. Such levels (60 and 65 dB L_{dn}) are below the City's applicable 65 dB L_{dn} exterior noise level standard for office uses and 70 dB L_{dn} exterior noise level standard for industrial uses. As such, it is expected that the traffic noise levels will increase minimally and will not cause a significant impact.

Short-Term Noise: Construction

Construction noise would result from construction activities through the use of construction equipment for grading the site and building the proposed structures. Construction phases would include site preparation, grading, building construction, and paving, as well as architectural coating. Of all construction phases, it is anticipated that grading would produce the loudest noise.

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) Version 1.0.³⁹ For the purpose of this noise assessment, general construction equipment, including air compressors, mixers, cranes, generator sets, graders, pavers, paving equipment, rollers, dozers, tractors, and welders, are included in the construction noise modeling. According to existing and anticipated land use within and around the Project site, the baseline and receptors that are analyzed in the RCNM are shown in **Table 5-17**.

Table 5-17 Receptors and Baseline Analyzed in the RCNM

Location	Land Use	Total dB L_{eq} *
400 feet to the east	Residential	71.4

* This number estimates noise when all equipment is used at the same time.

Short-term construction noises include traffic noise generated from transporting construction equipment and materials and construction worker commuting. These activities would raise noise levels near the site. According to

³⁹ U.S. Department of Transportation. (2017). Federal Highway Administration Roadway Construction Noise Model Version 1.0. Accessed June 24, 2024, https://www.fhwa.dot.gov/ENVIRonment/noise/construction_noise/rchnm/rchnmcover.cfm

modeling of the FHWA RCNM Version 1.0, construction noise generated from the offroad equipment is estimated to be 76.7 and 81.0 dB L_{eq} if all equipment was used at the same time. Ambient noise from construction activities would cease upon completion of construction. According to General Plan *Implementation Measure N 4.6*, for all temporary construction, demolition, or maintenance noise and other necessary short-term noise events, the stationary noise standards in General Plan *Noise Element Policy N 4.1* may be exceeded within the receiving land use, for a maximum exceedance of 15 dBA any period of time.

Although the nearby residential uses would experience elevated noise levels during construction, these activities would be temporary and would generally take place in accordance with the General Plan *Noise Element Policy N 4.6*, construction activities are allowed between 7:00 AM and 7:00 PM.

Overall, Project construction is not expected to result in a significant impact because the noise would be regulated by the General Plan. Noise would thereby be generated during daylight hours and not during evening or more noise-sensitive time periods; and the increase in noise would cease upon completion of the Project. For these reasons, a less than significant impact would occur.

Long-Term Noise: Operations

As indicated by General Plan *Policy N-4.6*, a 5 db increase in CNEL or Ldn noise levels shall be normally considered to be a significant increase in noise. The proposed industrial use is expected to generate typical noise including mechanical equipment, talking, car doors shutting, etc. These noises are expected to be minimal due to the type of industrial business proposed (i.e., light industrial), and will not introduce a new significant source of noise that isn't already occurring in the area. The General Plan Noise Element only identified primary stationary industrial noise sources in areas planned for Heavy Industrial. In addition, mechanical equipment sounds (e.g., HVAC systems, generators, etc.) will be confined within the interior of the buildings. Noise exposures within industrial facilities are controlled by California Division of Occupational Safety and Health (Cal / OSHA) and United States Occupational Safety and Health Administration (OSHA), respectively. As such, it is expected that the operational noise generated by the Project will be minimal and most likely not cause significant impact to existing uses.

Although the Project would result in increased ambient noise level at the Project site, compliance with the General Plan policies and CMC requirements would result in the Project's compliance with applicable standards. Overall, the Project would result in a less than significant impact in regard to noise.

Mitigation Measures

None required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Ground borne vibration may result from operations and/or construction, depending on the use of equipment (e.g., pile drivers, bulldozers, jackhammers, etc.), distance to affected structures, and soil type. Depending on the method, equipment-generated vibrations could spread through the ground and affect nearby buildings. The dominant sources of man-made vibration are sonic booms, blasting, pile driving, pavement breaking, demolition, diesel locomotives, and rail-car coupling. None of these activities are anticipated to occur with construction or operation of the proposed Project. Typical vibration levels at distances of 100 feet and 300 feet are summarized by **Table 5-18**. These levels would not be expected to exceed any significant threshold levels for annoyance or damage, as provided above in **Table 5-15** and **Table 5-16**.

Table 5-18 Typical Vibration Levels During Construction

Equipment	PPV (in/sec)	
	At 100 feet	At 300 feet
Bulldozer (Large)	0.011	0.006
Bulldozer (Small)	0.0004	0.00019
Loaded Truck	0.01	0.005
Jackhammer	0.005	0.002
Vibratory Roller	0.03	0.013
Caisson Drilling	0.01	0.006

Source: Caltrans

After full Project build out, it is not expected that ongoing operational activities would result in any vibration impacts at nearby sensitive uses. As such, the Project would have a less than significant impact.

Mitigation Measures

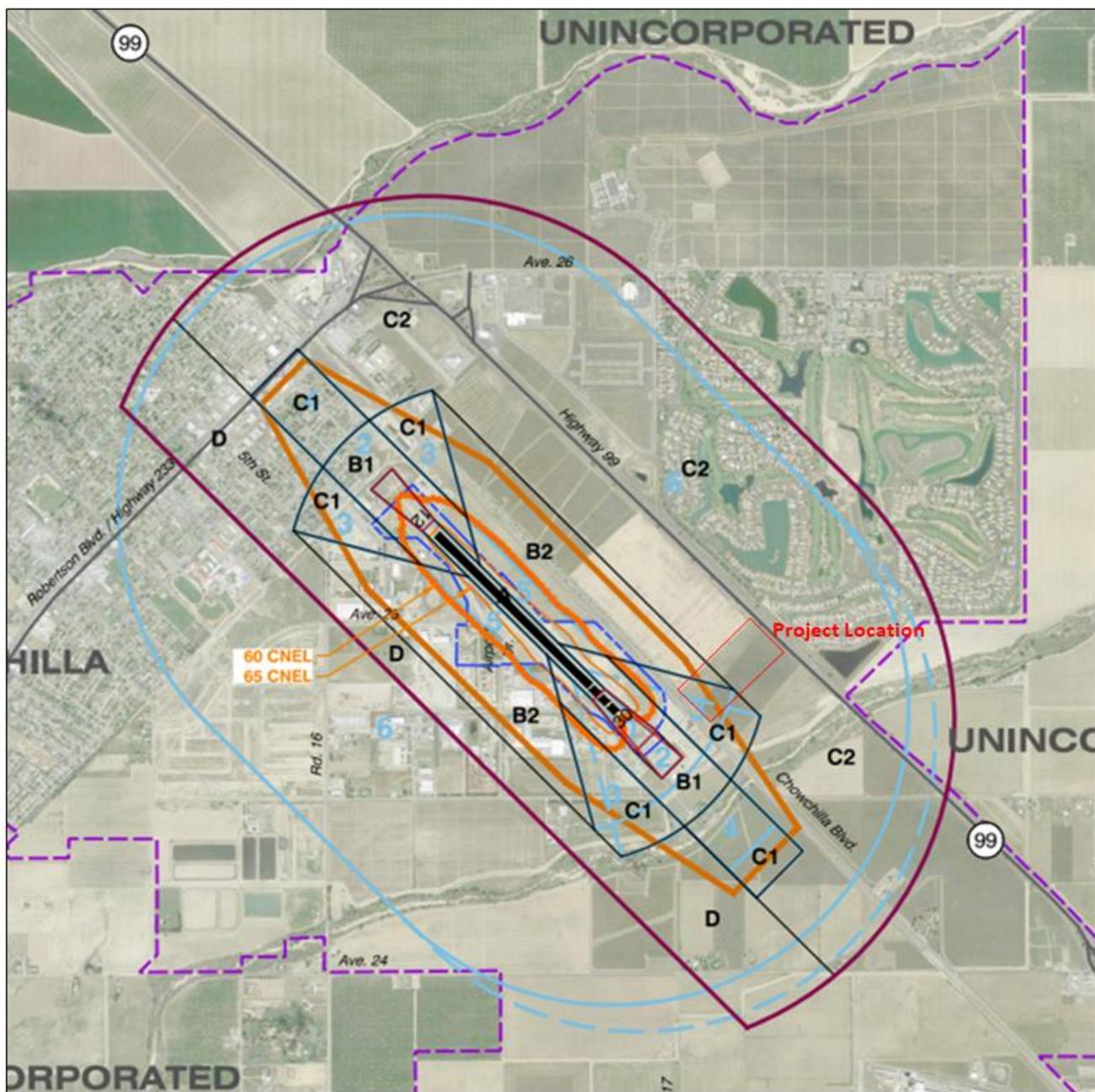
None required.

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

Less than Significant Impact. See Section 4.8 (e). The Project site is located within two (2) miles of the Chowchilla Municipal Airport. According to the Madera Countywide ALUCP, the Project site is not within the 65 dB CNEL or 60 dB CNEL noise contour. **Figure 5-3** shows the noise contour of the Chowchilla Municipal Airport. According to the City's exterior noise level standards (see **Table 5-13**), noise under 65 dB is normally compatible for office uses and noise under 70 dB are normally compatible for industrial uses. Therefore, the Project would not expose people working in the Project area to excessive noise levels and the Project would have a less than significant impact.

Mitigation Measures

None required.



Legend

Boundary Lines

- Airport Property Line
- City Limits
- City Sphere of Influence
- Runway (existing 3,253')
- Runway (future 3,825')
- Airport Influence Area
- Compatibility Zones

- A** Runway Protection Zone
- B1** Inner Approach/Departure Zone
- B2** Sideline Zone
- C1** Outer Approach/Departure Zone
- C2** Primary Traffic Pattern Zone
- D** Other Airport Environ

Noise Contours¹
 65 dB CNEL
 60 dB CNEL } 21,000
 Annual Operations

Generic Safety Zones²

- Short General Aviation Runway
- Future Short General Aviation Runway

- 1 Runway Protection Zone
- 2 Inner Approach/Departure Zone
- 3 Inner Turning Zone
- 4 Outer Approach/Departure Zone
- 5 Sideline Zone
- 6 Traffic Pattern Zone

*Madera Countywide Airport Land Use
Compatibility Plan
(Adopted September 29, 2015)*

Figure 5-3 Chowchilla Municipal Airport Noise Contour Map

5.14 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)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

5.14.1 Environmental Setting

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

City of Chowchilla General Plan

The City of Chowchilla General Plan targets the development of 23,425 additional dwelling units within the 2040 Growth Area. With an average household size of 3.36, the planned residential uses are expected to hold a total of 78,708 people at full buildout of the City’s Planning Area.

U.S. Census Bureau

According to the U.S. Census Bureau, the population of Chowchilla is 19,328 with an average household size of 3.36 in 2023.⁴⁰ Additionally, according to the US Census Bureau’s 2022 American Community Survey 5-Year Estimates, Chowchilla has an unemployment rate of 10.1%.⁴¹

⁴⁰ U.S. Census Bureau. 2023. QuickFacts: Chowchilla City, California. Accessed on June 7, 2024, <https://www.census.gov/quickfacts/fact/table/chowchillaCitycalifornia,US/PST045222>

⁴¹ U.S. Census Bureau. 2022. *American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP03*. Accessed on July 26, 2024, <https://data.census.gov/table/ACSDP5Y2022.DP03?q=unemployment&g=160XX00US0613294>

5.14.2 Impact Assessment

Would the Project:

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)?

Less than Significant Impact. The Project site is planned for growth in development of industrial uses. The proposed Project is consistent with the existing LI land use designation and zoning district and would not require extension of roads or utilities beyond the site, except for improvements to Chowchilla Boulevard along the site's frontage including curb, gutter, and sidewalk. In addition, the Project does not represent a significant change in the surrounding area as it will develop a vacant and undeveloped property with a use that is compatible with the planned and existing land uses within the area. The full buildout of the site could generate approximately 218 employees, increasing the number of employees citywide from 5,675 to 5,893. Therefore, while the Project would generate new employment opportunities, it would not be at a level that could induce population growth and would instead assist the City with alleviating its unemployment rate. For these reasons, the Project would not induce substantial unplanned population growth directly or indirectly and would therefore have a less than significant impact.

Mitigation Measures

None required.

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

No Impact. The Project site is currently vacant with no structures. The site does not contain any existing housing or residential uses. Since the site does not currently provide housing, development of the Project site would not result in the physical displacement of people or housing. No impact would occur because of the Project.

Mitigation Measures

None required.

5.15 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?			X	
ii. Police protection?			X	
iii. Schools?				X
iv. Parks?				X
v. Other public facilities?				X

5.15.1 Environmental Setting

Public Services provided within Chowchilla City limits are described as follows.

Fire Protection Services

Fire protection services in the City are provided by the City of Chowchilla Volunteer Fire Department (CVFD). CVFD is a volunteer unit with a paid full-time Fire Chief. CVFD operates from one fire station located at 240 North 1st Street, Chowchilla, CA 93610. Fire dispatch for CVFD is handled through the City of Chowchilla Police Department (CPD). CVFD aims to maintain a ratio of 2.8 firefighters per 1,000 population. The City's acceptable standard for responding to an emergency service call is five (5) minutes. Most of the City's present development lies within a five-minute emergency response time service area from the CVFD fire station.

CVFD and Madera County have mutual aid agreement to provide joint response to provide for fire prevention and suppression services within the City and the County's unincorporated areas. Madera County Fire Department Station 2 is located at 122 Trinity Avenue, Chowchilla, CA 93610 within Chowchilla. Other County Fire Department stations may also respond to a fire depending on the location and ability to commit equipment. Fire dispatch for Madera County Fire Department is handled by Cal Fire.

Police Protection Services

Law enforcement services within the City are provided by the Chowchilla Police Department (CPD). The Police Department currently operates from the headquarters located at 122 Trinity Ave, Chowchilla, CA 93610. The City's desired ratio of sworn officers per 1,000 population is 1.5 and to maintain an emergency response time of five (5)

minutes or less for all priority calls. According to the General Plan, CPD facilities are undersized for the number of police officers, dispatch employees, prisoner holding, and records retention requirements. The City is evaluating alternatives for the expansion or relocation of police facilities for additional space and improved response times. The Police Department reviews all Projects to ensure that building and site designs consider utilization of crime prevention features and techniques.

Schools

Educational services within the Project area are primarily served by the Chowchilla Elementary School District (CESD) and the Chowchilla Union High School District (CUHSD). Public school facilities included permanent and interim school facilities, land for permanent and interim school facilities, and District-wide support facilities (i.e. administration offices, food service, transportation services, warehousing and storage, etc.). Funding for schools and school facilities impacts is outlined in Education Code *Section 17620* and Government Code *Section 65995 et seq.*, which governs the amount of fees that can be levied against new development. These fees are used to construct new or expanded school facilities. Payment of fees authorized by the statute is deemed “full and complete mitigation.”

Parks and Recreation

Park and Recreational facilities are overseen by the Chowchilla Recreation Division. The City of Chowchilla presently operates and maintains 4 parks, including 2 neighborhood and 2 community parks, totaling 30.6-acres. According to the Chowchilla General Plan, the City’s park standard is a minimum of 5 parkland acres per 1,000 population, broken down to 3-acres of neighborhood parkland per 1,000 residents and 2-acres of community parkland per 1,000 residents. **Table 5-19** lists the City’s parkland standards. To mitigate any impacts to park and recreational facilities, the Chowchilla Municipal Code established parkland dedication requirements and in-lieu fees for development Projects.

Table 5-19: Parkland Standards

Park Type	Acres Per 1,000 Persons	Acres Per Park	Service Area
Neighborhood Park	3.0	3 to 9-acres	½ mile radius
Community Park	2.0	10 to 50-acres	2 miles radius

City of Chowchilla General Plan

The Chowchilla General Plan Public Safety Element established goals, policies, and implementation measures related to fire prevention and law enforcement, as listed below.

Objective PS 4 Minimize risks of potential property damage and personal injury from wildland fires.

Policy PS 4.1 New and redevelopment Projects in a designated moderate fire hazard severity zone shall comply with the Wildland-Urban Interface Fire Area Building Standards.

Policy PS 4.2 New and redevelopment Projects in which the elimination of a wildland fire hazard would require the significant removal of, or damage to, established trees and other riparian vegetation associated with Ash Slough or Berenda Slough shall not be permitted.

Objective PS 5 Protect property in urbanized areas from fire hazards.

Policy PS 5.1 Ensure that new fire stations, personnel and equipment are provided to sufficiently meet the needs of the City as it grows in size and population.

Implementation Measure PS 5.1.A The City of Chowchilla shall endeavor to meet / maintain a response time of five (5) minutes for all areas within the City Limits.

Implementation Measure PS 5.1.B The City of Chowchilla shall endeavor to meet and maintain a ratio of 2.8 fire personnel per 1,000 population.

Implementation Measure PS 5.1.C The City of Chowchilla shall integrate fire safety considerations in the planning review and approval process.

Implementation Measure PS 5.1.D The City of Chowchilla shall acquire land and construct additional fire stations to maintain acceptable response times throughout the 2040 General Plan Planning Area.

Implementation Measure PS 5.1.D Fire stations and facilities shall be considered consistent with all land use designations in the General Plan and all zoning districts. The station's architectural design and landscape of new fire stations shall be complementary with surrounding land uses.

Policy PS 5.2 New and redevelopment Projects shall mitigate fire hazards related to urban development or patterns of urban development as they are identified.

Implementation Measure PS 5.2.A The City of Chowchilla shall analyze the additional service demands for fire services and, as necessary, require new development to provide funding to meet the cost of expanding the service.

Implementation Measure PS 5.2.B The City of Chowchilla shall require property owners to remove fire hazards, structures, materials and debris as directed by the Fire Department.

Policy PS 5.3 Ensure that potential fire impacts are adequately addressed through the environmental review process and appropriate mitigation is imposed.

Implementation Measure PS 5.3.A The City of Chowchilla development review and approval process shall continue to involve the Chowchilla Volunteer Fire Department.

Implementation Measure PS 5.3.B The City of Chowchilla's development review process shall ensure no residential, commercial or industrial land use Project is constructed without adequate fire services, personnel, equipment available.

Policy PS 5.6 The City of Chowchilla shall require that new development provide adequate access for emergency vehicles, particularly firefighting equipment, as well as provide evacuation routes, where applicable.

Policy PS 5.7 The City of Chowchilla shall ensure adequate fire flow requirements are maintained throughout the City.

Objective PS 6 Provide high quality emergency services to protect life and property in the City of Chowchilla.

Policy PS 6.1 Provide for efficient and cost effective fire and emergency medical service to minimize potential injury, loss or destruction to persons or property.

Implementation Measure PS 6.1.B Potential fire hazards shall be identified in Project review and shall be mitigated to an acceptable level.

Implementation Measure PS 6.1.C To the extent feasible, the City of Chowchilla shall maintain Fire Marshall inspection services to ensure that new and remodel construction complies with Uniform Fire Code requirements, and that commercial and industrial buildings are meeting minimum fire prevention and safety requirements.

Objective PS 7 Provide high-quality police services to all residents and businesses in the City of Chowchilla.

Policy PS 7.1 Provide staff and financial resources to ensure adequate and equitable distribution of police services

Policy PS 7.2 Promote community order by preventing criminal activity, enforcing laws, and meeting community police service demands.

Policy PS 7.4 Endeavor to provide minimum response time of five minutes on all priority calls.

Objective PS 8 To provide protection to the public through adequate police staffing and related resources, effective law enforcement and the incorporation of crime prevention features in new development.

Policy PS 8.1 The City of Chowchilla shall maintain an average response time of five minutes or less for priority calls.

Policy PS 8.2 The City of Chowchilla shall maintain a minimum ratio of 1.5 sworn officers per 1,000 population.

Policy PS 8.3 The City of Chowchilla shall promote public safety programs, including neighborhood watch, child identification and fingerprinting and other public education efforts.

Policy PS 8.4 The City of Chowchilla shall promote the use of building and site design features as a means for crime prevention and reduction.

Implementation Measure PS 8.4.A The City of Chowchilla development review and approval process shall continue to involve the Chowchilla Police Department.

5.15.2 Impact Assessment

Would the Project:

a) *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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?*

Less than Significant Impact. The Project site is within City limits and would be served by the Chowchilla Volunteer Fire Department, as well as the Madera County Fire Department Station No. 2. The CVFD station is approximately 1.9 miles northwest of the Project site. Madera County Fire Department Station 2 is approximately 1.5 miles

northwest of the Project site. The Project's proximity to existing stations would allow for adequate service ratios, response times, and other performance objectives for fire protection services.

The Project would be required to comply with standard requirements including the CMC, CBC, and Uniform Fire Code, including provision of onsite fire hydrants and extinguishers. In addition, the proposed buildings would be required to be fully sprinkled and adequate fire access shall be provided. Proposed interior streets are required to provide appropriate widths and turning radii to safely accommodate emergency response and the transport of emergency/public safety vehicles. The Project would also be designed to meet requirements regarding water flow, water storage requirements, hydrant spacing, infrastructure sizing, and emergency access. Future industrial uses would also be required to comply with the CBC and Uniform Fire Code to ensure fire safety elements are incorporated into Project design through the building permit process. Further, the Project would be subject to the Fire Facilities Fee for construction and acquisition costs for improvements to fire department facilities. For these reasons, it can be determined that the Project can be served by existing facilities and would not result in the need for new or altered facilities and as a result, a less than significant impact would occur.

Mitigation Measures

None required.

ii. Police protection?

Less than Significant Impact. The Project would be served by the Chowchilla Police Department. The Project site is approximately 1.5 miles southeast of the City Police Department. The Project is subject to the Police Facilities Fee for construction and acquisition costs for improvements to police protection services and facilities. For these reasons, it can be determined that the Project can be served by existing facilities and would not result in the need for new or altered facilities and as a result, a less than significant impact would occur.

Mitigation Measures

None required.

iii. Schools?

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

Mitigation Measures

None required.

iv. Parks?

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

Mitigation Measures

None required.

v. Other public facilities?

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

Mitigation Measures

None required.

5.16 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?				X
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?				X

5.16.1 Environmental Setting

See Section 4.15.

5.16.2 Impact Assessment

Would the Project:

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?*

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

Mitigation Measures

None required.

b) *Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*

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

Mitigation Measures

None required.

5.17 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?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

5.17.1 Environmental Setting

The Project site is currently vacant and undeveloped, with no existing structures or improvements. Street frontage includes Chowchilla Boulevard, a two-lane, southeast-northwest arterial.

City of Chowchilla General Plan

The Chowchilla General Plan establishes a street classification system to categorize roadways and transportation facilities.⁴² The classification system is used for engineering design and traffic operation standards. The following roadway classifications are applicable to the Project site, as defined by the General Plan:

Freeway/Highway: Mobility with no direct land access and access limited to interchanges.

Expressway: Mobility with more frequent access to “arterial” but no direct land access.

Arterial: Mobility with access to “collectors”, some “local” streets and major traffic generators.

Collector: Connects “local” streets to “arterials”, also provides access to adjacent land uses; balances mobility and access. May be “major” or “minor” collector streets.

Local: Access to adjacent land uses only; no mobility function.

Alley: Access to adjacent land use only, no mobility function.

The General Plan identifies the following objective and policy related to analyzing transportation impacts.

Objective CI 1 Establish a circulation system that is consistent with the land use patterns of the City.

Policy CI 1.1 Establish a hierarchy of streets and improvement standards to support existing and future transportation needs.

⁴² City of Chowchilla. (2000). General Plan. Circulation. Accessed May 8, 2024, <https://www.Cityofchowchilla.org/DocumentCenter/View/3359/Circulation-Element->

Policy CI 1.4: Provide timely and effective means of programming and constructing street and highway improvements to maintain an overall Level of Service of "C" as referred in Table CI - 5, with an A.M. and P.M. peak hour Level of Service of "D" as defined in the Highway Capacity Manual (published by the Transportation Research Board of the National Research Council) and / or better unless other public health, safety, or welfare factors determine otherwise.

Policy CI 1.8: The overall Level of Service for the City of Chowchilla is LOS standard of "C" with peak hour LOS standard of "D" acceptable in some instances such as at peak hour or where right-of-way limitations exist and removal of those limitations is an economic hardship or environmentally damaging. Due to the nature of the roadway system, improvements to existing developed areas are occasionally extremely difficult. As a result, there may be instances where a lower LOS than "D" is acceptable such as in the Downtown District.

Policy CI 2.1 The City shall promote an active policy of consolidating driveways, access points and curb cuts along existing and developed Arterial streets when a zone change to a greater density or intensity, division of property, or new development, or a major remodeling occurs.

Policy CI 3.1 The City shall promote an active policy of consolidating driveways, access points and curb cuts along existing developed Collector streets when a zone change to a greater density or intensity, division of property, or new development or a major remodeling occurs.

Policy CI 4.1 Discourage through-traffic on Local streets in residential areas.

Objective CI 5 Acquire the ultimate right-of-way for streets during the earliest stage of development possible. Where existing right-of-way is substandard, acquire additional right-of-way to satisfy ultimate needs.

Policy CI 5.1 Work with new development to ensure that the fair share of street improvement costs are clearly identified early in the development process and that street development is consistent with the City's Capital Improvement Plan.

The General Plan identifies the following objectives and policies related to SB 743 and the LOS to VMT transition. According to the General Plan, SB 743 is a performance measure that discourages suburban sprawl, reduces greenhouse gas emissions, and encourages smart growth development, complete streets, and multimodal transportation. California's new rules ask developers to project VMT, Vehicle Miles Traveled, created by their projects and, if they reach a certain level, provide for mitigations by taking steps that can include: improving access to transit and local amenities, incorporating affordable housing, and/or providing incentives to increase transit use. VMT Analysis for Land Development Projects shall utilize the Madera County Transportation Commission VMT resources screening process.

Objective CI 16.1 Foster a comprehensive network of safe, accessible roads, trails, sidewalks, and pathways that emphasize a Complete Streets approach, while reducing vehicle miles traveled (VMT) and dependence on single-occupancy vehicles.

Policy CI 16.2 Maintain a roadway network that serves not just automobile operations, but also multimodal movement and adjacent land uses.

Policy CI 16.3 Foster a more connected system of streets, pedestrian facilities, and bicycle facilities as new development and redevelopment is undertaken, or as opportunities are presented.

Policy CI 16.4 Update policies to reflect VMT by Improving intersections operating at less than an A.M. and P.M. peak hour Level of Service "D" conditions by adding appropriate turning lanes to congested approaches,

widening intersection approaches, or modifying signal timing at intersections and coordinating with other signals, as appropriate, unless other public health, safety, or welfare factors determine otherwise.

Policy CI 16.5 Evaluate new development and redevelopment projects for compliance with adopted Vehicle Miles Traveled (VMT) significance thresholds.

Policy CI 16.6 Continue efforts to reduce VMT—such as through pedestrian and bikeway improvements, streetscape design to promote non-vehicle transportation, mixed-use developments, flexibility in parking standards, and transportation demand management—to reduce automobile traffic and GHG emissions, while recognizing that the City has limited control over regional economic and travel patterns that influence VMT.

Policy CI 16.7 Identify projects for VMT noting that many projects may be too small to meet the threshold for VMT mitigation such as local serving projects, certain mixed-use projects, affordable and farmworker housing, and some redevelopment projects; and are thus excluded from VMT mitigation.

Policy CI 16.8 For proposed large-scale development projects with significant transportation impacts, a survey shall be conducted within one-half mile of the project site to determine any gaps in facilities for walking, bicycling or transit.

Policy CI 16.9 Seek to reduce mobile sources of air pollution by creating denser and walkable neighborhoods, and improving bicycle infrastructure, with the goals to reduce the number of miles traveled in cars and improve regional air quality.

Policy CI 16.10 The Chowchilla Specific Plan shall be reevaluated for VMT Mitigation to provide for transportation improvements.

City of Chowchilla CEQA Transportation Impact Study Guidelines

The City adopted CEQA Transportation Impact Study (TIS) Guidelines in 2022. The CEQA TIS Guidelines provide direction regarding the methodologies and thresholds to be used for VMT analysis within the City. Basic principles for conducting VMT analysis are obtained from OPR's Technical Advisory revisions have been made to reflect local characteristics.

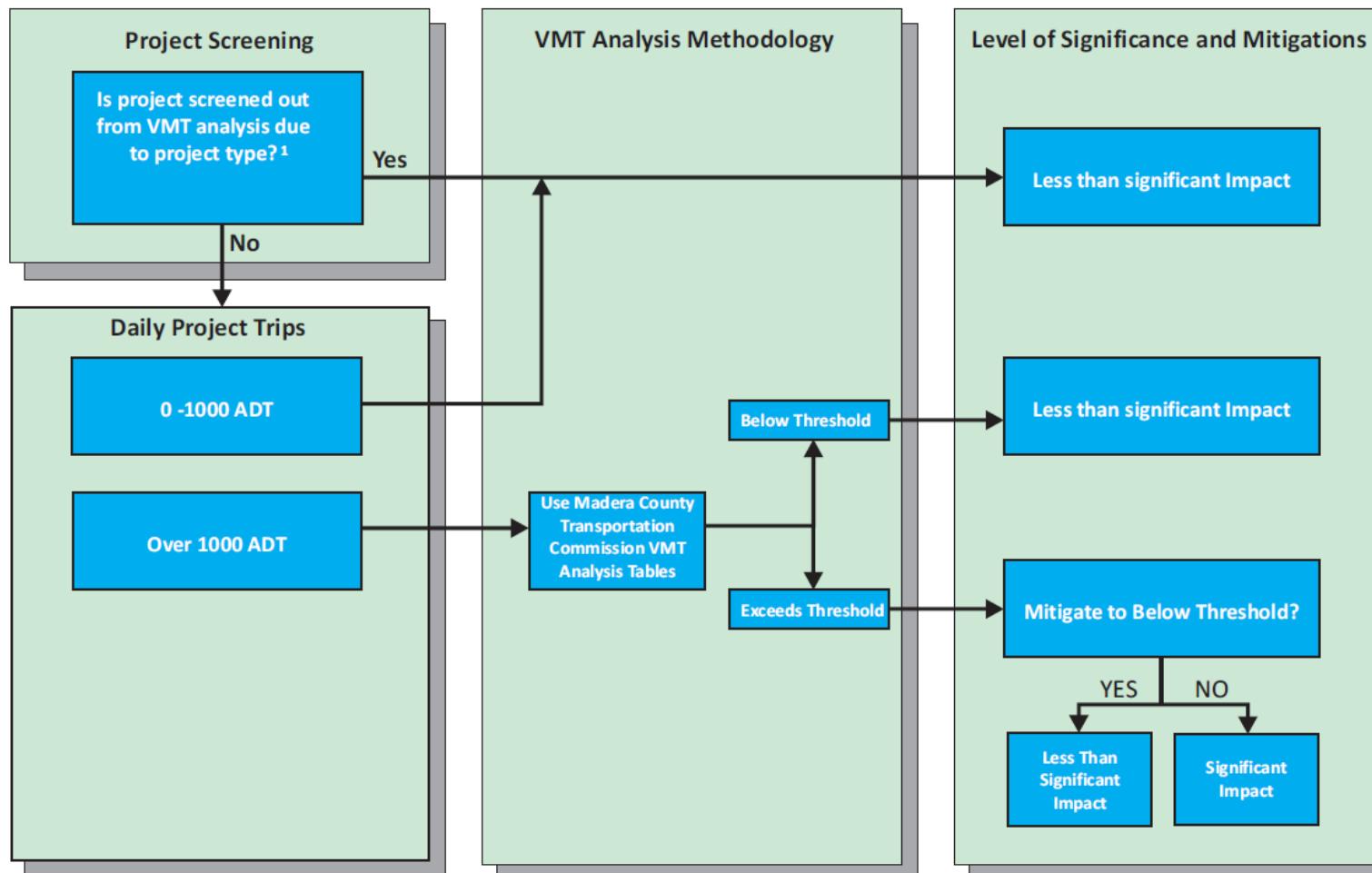
The TIS Guidelines contain screening criteria whereby projects that meet at least one of the criteria would not require a detailed VMT analysis. These criteria are summarized as follows.

- *Small Projects: Projects that generate less than 1,166 trips per day can be presumed to have a less than significant impact without doing any additional analysis.*
- *Local-Serving Retail and Similar Land Uses: local-serving retail uses are presumed to have a less than significant impact on VMT since they tend to attract vehicle trips from adjacent areas that would have otherwise been made to more distant retail locations.*

Lastly, the TIS Guidelines include a VMT Analysis for Land Development Projects in Chowchilla as shown in **Figure 5-4**.

Figure 5-4 VMT Analysis for Land Development Projects in Chowchilla

Figure 3-1
VMT Analysis for Land Development Projects



1. VMT impacts presumed to be less than significant for certain projects, including local-serving retail projects, other local-serving projects, and affordable housing projects. See section 3.2

5.17.2 Impact Assessment

Would the Project:

a) *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Less than Significant Impact. The 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. Compliance is further discussed below. Overall, the Project would not conflict with a program plan, ordinance, or policy addressing the circulation system and a less than significant impact would occur.

Roadway Facilities

The estimated trip generation for the proposed Project is shown in [Figure 5-5](#). Trip generation was estimated using the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, land use code 130 (ITE 130) for Industrial Park uses. Per ITE, an industrial park has multiple industrial uses in a single area. As shown in [Figure 5-5](#), the development of Parcel 7 is estimated to generate approximately 110 average daily trips (ADT), with 11 AM peak hour and 11 PM peak hour trips. At full buildout of the Project site (except for future basin on Parcel 5), the Project is estimated to generate approximately 788 ADT, with 79 AM peak hour and 79 PM peak hour trips.

Access to the site would be provided by one (1) point of ingress/egress on Chowchilla Boulevard (arterial) and one (1) point of ingress/egress that would in the future connect to the parcel to the north of the site, which is currently vacant and undeveloped. All roadways within the proposed subdivision, including Mid-Valley Way and Prosperity Boulevard, and the Chowchilla Boulevard entrance would be designed in accordance with City Standards and would have curb, gutter, and sidewalk. The rights-of-way would be improved in accordance with City standards. Turning radii are also proposed within the subdivision per City standards for emergency access and solid waste vehicle access.

The Project would be required to submit public improvement plans for off-site improvements through the building permit process, for review and approval by the City to ensure improvements would be consistent with adopted standards, specifications, and approved street plans. Through compliance, the Project would result in improvements to the roadway network consistent with the goals, objectives, and policies of the General Plan as shown on the Circulation Diagram and described in the Circulation Element.

Pedestrian and Bicycle Facilities

There are no existing pedestrian facilities (i.e., sidewalks) or bicycle facilities on Chowchilla Boulevard within or in the vicinity of the Project site. According to the MCTC Active Transportation Plan (ATP), there is an existing Class 1 bike path along Chowchilla Boulevard.⁴³ A Class 1 bike path is a separate paved path that is designated for the exclusive use of people riding bicycles and walking. The Project would not result in changes to the existing Class 1 facility. Therefore, the Project would be consistent with the General Plan and ATP and thereby would not conflict with a program, plan, ordinance, or policy addressing bicycle and pedestrian facilities.

⁴³ Madera County Transportation Commission. (2018). MCTC Active Transportation Plan and Complete Streets Policy Guide. Accessed June 7, 2024, https://www.maderactc.org/sites/default/files/fileattachments/transportation/page/2171/mctc_active_transportation_plan_and_complete_streets_policy_guide_r.pdf

Mitigation Measures

None required.

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

Senate Bill (SB) 743 requires that relevant CEQA analysis of transportation impacts be conducted using a metric known as vehicle miles traveled (VMT). VMT measures how much actual automobile travel (additional miles driven) a proposed Project would create on California roads. If the Project adds excessive automobile travel onto roads, then the Project may cause a significant transportation impact. To implement SB 743, the CEQA Guidelines were amended by adding *Section 15064.3*. According to *Section 15064.3*, VMT measures the automobile travel generated from a proposed Project (i.e., the additional miles driven). Here, ‘automobile’ refers to on-road passenger vehicles such as cars and light-duty trucks. If a proposed Project adds excessive automobile travel on California roads thereby exceeding an applicable threshold of significance, then the Project may cause a significant transportation impact in the case that quantitative models or methods are not available to the lead agency to estimate the VMT for the Project being considered, provisions of CEQA Guidelines *Section 15064.3(b)(3)* permits the lead agency to conduct a qualitative analysis. The qualitative analysis may evaluate factors including but not limited to the availability of transit, proximity to other destinations, and construction traffic.

Lastly, *Section 15064.3(b)(4)* of the CEQA Guidelines states that “[a] lead agency has discretion to evaluate a Project’s vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a Project’s vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revision to model outputs should be documented and explained in the environmental document prepared for the Project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.” Below is a discussion of the threshold and analysis used to analyze VMT impacts from the proposed Project. Neither the City nor the County’s Regional Transportation Planning Agency (Madera County Transportation Commission (MCTC)), have established VMT thresholds or guidelines. Since the MCTC and the City do not have established thresholds or guidelines, the State guidelines, including the Technical Advisory document mentioned above, have been utilized as the default methodology used to analyze VMT impacts.

Under SB743, traffic impacts are related to Vehicle Miles Traveled (VMT). As described in the [Environmental Setting](#), the City adopted CEQA TIS Guidelines in 2022 that contain screening criteria that can be used to screen out qualified projects that meet the adopted criteria from needing to prepare a detailed VMT analysis. The TIS Guidelines state that if a project generates less than 1,166 trips per day can be presumed to have a less than significant impact without doing any additional analysis (i.e., Small Project).

The estimated trip generation for the proposed Project is shown in [Figure 5-5](#). As shown in [Figure 5-5](#), buildup of the Project site (except for future basin on Parcel 5) is estimated to generate approximately 788 ADT, with 79 AM peak hour and 79 PM peak hour trips. The Project would therefore meet the adopted criteria and impacts can be presumed to be less than significant. Therefore, the Project would not conflict with CEQA Guidelines Section 15064.3(b) and impacts would be less than significant.

Mitigation Measures

None required.

Figure 5-5 Estimated Trip Generation for the Proposed Project

Industrial Park (ITE 130)												
Site Information			Est. Building Area		Estimated Trip Generation							
Parcel #	Acreage	Sq. Ft.	Assumed FAR*	Sq. Ft.	Unit	Size	Daily		AM Peak Hour		PM Peak Hour	
							Avg. Rate	Total	Avg. Rate	Total	Avg. Rate	Total
1	2.06	89,635	0.30	26,891	1,000 sf. per GFA	26.89	3.37	90.62	0.34	9.14	0.34	9.14
2	1.03	44,876	0.30	13,463	1,000 sf. per GFA	13.46	3.37	45.37	0.34	4.58	0.34	4.58
3	1.03	44,878	0.30	13,463	1,000 sf. per GFA	13.46	3.37	45.37	0.34	4.58	0.34	4.58
4	0.82	35,915	0.30	10,775	1,000 sf. per GFA	10.77	3.37	36.31	0.34	3.66	0.34	3.66
6	2.12	92,358	0.30	27,707	1,000 sf. per GFA	27.71	3.37	93.37	0.34	9.42	0.34	9.42
7	8.17	355,904	0.09	32,645	1,000 sf. per GFA	32.65	3.37	110.01	0.34	11.10	0.34	11.10
8	2.16	93,968	0.30	28,190	1,000 sf. per GFA	28.19	3.37	95.00	0.34	9.58	0.34	9.58
9	1.03	44,873	0.30	13,462	1,000 sf. per GFA	13.46	3.37	45.37	0.34	4.58	0.34	4.58
10	1.03	44,873	0.30	13,462	1,000 sf. per GFA	13.46	3.37	45.37	0.34	4.58	0.34	4.58
11	1.03	44,873	0.30	13,462	1,000 sf. per GFA	13.46	3.37	45.37	0.34	4.58	0.34	4.58
12	1.03	44,874	0.30	13,462	1,000 sf. per GFA	13.46	3.37	45.37	0.34	4.58	0.34	4.58
13	2.06	89,633	0.30	26,890	1,000 sf. per GFA	26.89	3.37	90.62	0.34	9.14	0.34	9.14
--	23.57	1,026,660	--	233,872		233.87	3.37	788.15	0.34	79.52	0.34	79.52

*Parcel 7 is actual FAR proposed.

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

Less than Significant Impact. The Project design does not contain any geometric design features that would create hazards. Implementation of the Project would require the improvement and expansion of the roadway network serving the Project site. The site would be accessible via one (1) point of ingress/egress on Chowchilla Boulevard and one (1) point of ingress/egress connecting to the parcel to the north of the site, which is currently vacant and undeveloped. An internal turning radius is also proposed per City standards for fire and solid waste vehicle access. In addition, the Project would be required to submit Improvement Plans through the Building Permit process for review and approval by the City to ensure offsite improvements (i.e., Chowchilla Boulevard, driveway approaches) would be consistent with adopted City standards. Compliance with such standards, specifications, and plans would ensure that any traffic hazards are minimized. Lastly, the Project proposes an industrial development of a site that is planned for such use within an area comprising existing and planned industrial uses. Therefore, the Project does not propose an incompatible use because it is consistent with the existing development in the area and is similar in nature to the surrounding uses. As a result, implementation of the Project would result in a less than significant impact related to hazards due to roadway design features or incompatible uses.

Mitigation Measures

None required.

d) Result in inadequate emergency access?

Less than Significant Impact. The Project does not involve a change to any emergency response plan. In addition, the Project site is subject to review by the City to ensure adequate site access including emergency access. In the case that Project construction requires lane closures, access through existing roadways would be maintained through standard traffic control and therefore, potential lane closures would not affect emergency evacuation plans. Thus, a less than significant impact would occur because of the Project.

Mitigation Measures

None required.

5.18 TRIBAL CULTURAL RESOURCES

Would the Project: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or,		X		
b) 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 PRC section 5024.1. In applying the criteria set forth in subdivision (c) of PRC section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

5.18.1 Environmental Setting

See [Section 4.5](#).

5.18.2 Impact Assessment

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

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

Mitigation Measures

Implementation of Mitigation Measures CUL-1.

b) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant with Mitigation Incorporated. The Project site and its resources have not been determined by the City to be significant pursuant to *Section 5024.1*. However, as discussed in [Section 4.5](#), there is some possibility that a non-visible, buried site may exist and may be uncovered during ground disturbing construction activities that could constitute a significant impact. Therefore, the Project shall incorporate ***Mitigation Measure CUL-1*** to assure construction activities do not result in significant impacts to any potential resources of significance to a California Native American tribe discovered above or below ground surface. Thus, if such resources were discovered, implementation of the required mitigation measures would reduce the impact to less than significant. As a result, the Project would have a less than significant impact with mitigation incorporated.

Mitigation Measures

Implementation of Mitigation Measures CUL-2.

5.19 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 effect?			X	
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
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?			X	
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

5.19.1 Environmental Setting

The Project is within the city jurisdictional limits and thus, will be connected to water, sewer, stormwater, and wastewater systems provided by the City, and may be subject to service fees. The Project would be served by a private company for the provision of solid waste collection and disposal, and electricity and natural gas, as needed. Each utility system is described below.

Water

Water supply, usage, and services are described in [Section 4.10](#).

Wastewater

The City provides sewage disposal and treatment using a pipeline system made up 37 miles of sewer pipeline, four sewage lift pump stations, and a wastewater treatment plant (WWTP) facility. The WWTP is located at 15750

Avenue 24 ½ and handles an average flow of one (1) million gallons per day (MGD). The wastewater treatment plant (WWTP) is operated by the City's Public Works Department Wastewater Division. Wastewater is disposed into percolation ponds located at the WWTP and does not get discharged into surface bodies of water.

Solid Waste

Solid waste in the City is managed by the Public Works Department Solid Waste division. Solid waste in the City is collected by a private contractor, Mid Valley Disposal, and then transported and disposed of at the Fairmead Landfill located at 21739 Road 19 in Chowchilla, CA. This landfill is contracted and permitted to serve Madera County, which includes the cities of Chowchilla and Madera, through the year 2033 with a maximum permitted daily disposal of 1,100 tons per day or 401,500 tons annually.⁴⁴

Stormwater

Stormwater services are described in [Section 4.10](#).

Natural Gas and Electricity

Major electrical transmission lines run through the northern and southern portions of the City. Electrical and natural gas service is largely provided by PG&E, primarily from fossil fuel and hydroelectric sources. A major natural gas main and crude oil pipeline runs along SR 99. There are 3 offshoots from the mainline in and around Chowchilla that provide gas and electrical service to the local distribution system. Additionally, 2022 Building Energy Efficiency Standards mandates the installation of photovoltaic (solar PV) systems for all new constructed non-residential buildings, where at least 80% of the total floor area is made up of these types of buildings: office, unleased tenant space, warehouse (note: only uses permitted on the site is listed). As such, a portion of electricity would be provided through the solar PV systems that are installed with new construction.

Chowchilla General Plan

The Chowchilla General Plan Public Facilities and Services Element established goals, policies, and implementation measures related to utilities and service systems, as listed below.

Objective PF 2 *New development shall pay fees as necessary to meet all identified costs associated with new development, including but not limited to public facilities and services where a nexus can be shown qualitatively and/or quantitatively.*

Policy PF 2.1 *New development shall be responsible for the public facilities and service costs attached to each development Project which include, but are not limited to, the acquisition of permanent open space, the provision of adequate school facilities, and the provision of streets, street lighting, sidewalks, landscaping, storm drains, and other infrastructure needs, including the preparation of master plans and financing strategies for these systems.*

Policy PF 2.2 *New development shall be responsible for paying a financial contribution to mitigate the effect of the development on the provision of such public services as solid waste disposal, public education, water, drainage, sewer systems, and school facilities.*

⁴⁴ CalRecycle. Solid Waste Information System. Accessed on July 26, 2024.
<https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/1701>

Implementation Measure PF 2.2.A During deliberation on proposed Projects, the Planning Department shall recommend a finding to the Planning Commission and City Council in their staff report which addresses the adequacy of public facilities and services and the method by which the proposed development is to provide for these public facilities and services as part of the development.

Implementation Measure PF 2.2.B As a material part of approving annexation of any property for residential development into the City and in consideration of the City entering into any annexation and/or development agreement and as a public benefit to the Community, the City shall refer developers to the local school districts in order for the school districts to ensure the availability of adequate school facilities (including permanent schools facilities, interim school facilities, and District-wide support facilities) to house students generated by proposed Projects.

Objective PF 5 Ensure provision of sufficient wastewater collection and treatment facilities to support the existing and future development at General Plan build-out.

Policy PF 5.2 Require new development to be responsible for construction of all sewer lines serving such development (including oversizing of sewers); the costs of oversizing shall be borne by the beneficiary of the oversizing.

Policy PF 5.4 The City shall condition the approval of new development Projects on the availability of adequate wastewater treatment capacity and infrastructure to serve the new development.

Objective PF 10 Provide adequate public utilities.

Policy PF 10.1 The City shall designate adequate, appropriately located land for utility uses.

Policy PF 10.2 The City shall continue to circulate development proposals to local utility providers, including Pacific Gas and Electric, SBC, local cable television providers, and water districts, for their review and comment and to ensure that they can and will provide service to development.

Policy PF 10.3 The City shall continue to work with local utility providers to allow them adequate time to prepare plans for servicing new planned growth.

Objective PF 11 Provide for adequate recycling programs and solid waste disposal capacity.

Policy PF 11.1 Promote the reduction of the amount of waste disposed of in landfills by: reducing the amount of solid waste generated (waste reduction); reusing as much of the solid waste as possible (recycling); utilizing the energy and nutrient value of the solid waste (waste to energy and composting); and properly disposing of the remaining solid waste (landfill disposal).

Implementation Measure PF 11.1.A The City of Chowchilla shall continue to investigate alternatives and implement source reduction at the household level, and methods of community-wide recycling and composting as ways of reducing waste and increasing the longevity of the Fairmead Sanitary Landfill.

5.19.2 Impact Assessment

Would the Project:

- 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?*

Less than Significant Impact. The Project site would be developed within City limits and thus, the Project would be required to connect to water and wastewater services and utilize solid waste collection services. The City has reviewed the Project to determine adequate capacity in these systems and ensure compliance with applicable connection requirements. In addition to connections to water, solid waste, and wastewater services, the Project would be served by PG&E for natural gas and electricity and by the appropriate telecommunications provider for the Project site. Regarding stormwater, the Project includes an on-site retention basin to capture stormwater runoff from the site; this basin is analyzed herein and has been reviewed by the City Engineer to ensure proper drainage and compliance with all applicable policies and regulations. In addition, the City has reviewed the Project to ensure compliance with applicable requirements and regulations in addition to determining adequate capacity in these systems to accommodate development within the Project area. Further, while the Project would introduce new uses to an undeveloped site, the type and intensity of industrial development is consistent with the land use designation for which it was previously planned. For these reasons, the Project would not cause significant environmental effects and therefore would have a less than significant impact.

Mitigation Measures

None required.

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

Less than Significant Impact. As discussed in detail in [Section 4.10](#), the City's long-term water resource planning is addressed in the City's 2020 UWMP. According to these plans, the City uses groundwater wells as the sole source of supply; the City does not use any other water sources including surface water, storm water, recycled water, or desalinated water. As such, groundwater should be viewed as a sustainable resource. As concluded in [Section 4.10](#), it can be presumed that existing groundwater water supplies should be adequate to serve the Project's anticipated demand.

The UWMP Projects normal water year, single dry water year, and five-year consecutive drought period supplies based on historic water allocations, sustainable yields, and utilization of recycled water. Based on these Projections, the UWMP found that groundwater supplies remain reliable in all hydrologic conditions. In a single dry year and five-year consecutive drought periods, groundwater supplies will be reduced but the City would still be able to meet all potable demands. Based on these Projections, it can be inferred that future development, such as the proposed Project, will not negatively impact the City's ability to provide water assuming adherence to requirements and recommendations from the City's water resources planning efforts.

As further discussed in [Section 4.10](#), adherence to connection requirements and recommendations pursuant to the City's conservation efforts (e.g., compliance with California Plumbing Code, Section 13.04.210 of the Chowchilla Municipal Code, efficient appliances, efficient landscaping, etc.) should not negatively impact water supply or impede water management. In particular, the proposed Project would be required to be built accordance with all mandatory outdoor water use requirements as outlined in the applicable California Green Building Standards Code, Title 24, Part 11, Section 5.304 – Outdoor Water Use and verified through the building permit process. As an industrial development that would contain landscaping pursuant to Chowchilla Municipal Code regulations, future development shall comply with the updated MWELO (California Code of Regulations, Title 23, Chapter 2.7, Division 2), as implemented and enforced through the building permit process. Therefore, through compliance, the

potential for the Project to substantially decrease groundwater supplies is limited and impacts would be less than significant.

Mitigation Measures

None required.

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?

Less than Significant Impact. According to the 2020 UWMP, the City owns and operates a citywide wastewater collection, treatment, and disposal system. This system is made up of 37 miles of sewer pipeline, four sewage lift pump stations, and a wastewater treatment plant (WWTP). The WWTP, which provides secondary treatment of municipal wastewater is permitted to treat 1.8 million gallons per day (MGD), but the average amount of water treated daily at the WWTP is about 0.8 MGD during dry weather conditions and 1.1 MGD during wet weather conditions. Wastewater is disposed of via percolation ponds located at the WWTP and does not get discharged into a surface body of water. Therefore, the wastewater treatment plan would have the capacity to meet the wastewater generated from full buildout of the site and the Project's impact on wastewater facilities would be less than significant.

Mitigation Measures

None required.

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?

Less than Significant Impact. Development of the Project would generate solid waste and recycling. Pursuant to the Chowchilla 2040 General Plan, solid waste is generated at a rate of 13,800 tons annually. A large majority (99%) of solid waste generated was sent to the Fairmead Sanitary Landfill with the remaining 1% being disposed outside of Madera County. Non-residential uses, such as retail, services, medical, and construction attribute for approximately 75% of waste generation; conversely, residential uses contributed to 25% of waste generation.

Solid waste services are subject to the California Integrated Waste Management Act of 1989 (AB 939), which requires each jurisdiction in California to divert at least 50% of its waste stream away from landfills either through waste reduction, recycling, or other means. The Chowchilla General Plan Public Facilities and Services Element contains *Policy PF 11.1* identified above, which requires the City to promote the reduction of waste disposed to increase the longevity of the Fairmead Sanitary Landfill.

In addition, through the entitlement review process, future development would be required to comply with requirements outlined in Chowchilla Municipal Code *Chapter. 8.04. - Garbage and Refuse*. Compliance with these requirements would ensure regular collection and recycling of materials based on the capacity of local infrastructure. Through compliance, future development would not 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. For these reasons, the Project would have a less than significant impact.

Mitigation Measures

None required.

e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Less than Significant Impact. As described under criterion d), future development would be required to comply with state and local law which include management and reduction statutes and regulations to ensure that solid waste is handled, transported, and disposed accordingly. Through compliance with local and state law, it can be determined that future development would also comply with federal, state, and local management and reduction statutes and regulations related to solid waste. As a result, a less than significant impact would occur because of the Project.

Mitigation Measures

None required.

5.20 WILDFIRE

If located in or near state responsibility 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?			X	
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?				X
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?			X	
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?				X

5.20.1 Environmental Setting

According to the General Plan Public Safety Element, the risk of a wildfire fire is related to a combination of factors. Factors which may influence the potential of a wildfire include the extent and type of vegetation, temperature, humidity, wind, and fuel moisture content. The Central Valley experiences long, dry summers. The major urban / wildland interface areas of moderate fire risk in the City include the Ash Slough and Berenda Slough corridors. The vegetative habitat associated with Ash or Berenda Sloughs can be highly flammable during the warm, dry summer months. Urban development (e.g., residential, commercial land uses) adjacent to these corridors will increase the potential risk of personal injury or property damage from a wildland fire.

The Cal Fire Fire Hazard Sensitivity Scale utilizes three criteria in order to evaluate and designate potential wildland fire hazard zones in the State. The criteria are fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture content) and topography (degree of slope). Cal Fire, pursuant to California Public Resources Code Section 4201 – 4204, has mapped fire hazard severity zones in California for both State and local fire agency responsibility areas. According to the fire hazard map applicable to the 2040 General Plan Planning Area, the majority of the General Plan Planning Areas are not zoned by Cal Fire and is free from major wildland fire hazards. However, there are small, confined areas within the Planning Area mapped by Cal Fire as moderate fire hazard

severity zones. In general, areas designated as moderate fire hazard severity zones are limited to vegetative habitat associated with the Ash or Berenda Sloughs.

Chowchilla General Plan

The General Plan Public Safety Element established goals, policies, and implementation measures related to wildfires, as listed below:

Objective PS 4 Minimize risks of potential property damage and personal injury from wildland fires.

Policy PS 4.1 New and redevelopment Projects in a designated moderate fire hazard severity zone shall comply with the Wildland-Urban Interface Fire Area Building Standards.

Implementation Measure PS 4.1.A The City of Chowchilla shall evaluate all new and redevelopment Projects located adjacent to Ash or Berenda Sloughs to assess their vulnerability to fire and its potential as source of fire.

Policy PS 4.2 New and redevelopment Projects in which the elimination of a wildland fire hazard would require the significant removal of, or damage to, established trees and other riparian vegetation associated with Ash Slough or Berenda Slough shall not be permitted.

Objective PS 5 Protect property in urbanized areas from fire hazards.

Policy PS 5.2 New and redevelopment Projects shall mitigate fire hazards related to urban development or patterns of urban development as they are identified.

Policy PS 5.3 Ensure that potential fire impacts are adequately addressed through the environmental review process and appropriate mitigation is imposed.

Policy PS 5.10 The City of Chowchilla shall maintain a weed abatement program to ensure clearing of dry vegetation. Weed abatement activities shall be conducted in a manner consistent with all applicable environmental regulations.

Implementation Measure PS 5.10.A Continue with an intensive weed abatement program to minimize fire hazards near urban uses.

5.20.2 Impact Assessment

If located in or near state responsibility or lands classified as very high fire hazard severity zones, Would the Project:

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

Less than Significant. The Project would not impair access to the existing roadway network. Construction may require lane closure on Chowchilla Boulevard; however, these activities would be short-term and access would be maintained through standard traffic control. Following construction, this roadway would continue to provide access to the site. Safe and convenient vehicular and pedestrian circulation would be provided in addition to adequate access for emergency vehicles. To determine and ensure adequate vehicular and pedestrian circulation and emergency vehicle access, the Project has been reviewed and conditioned by the City for compliance with applicable code and regulations including applicable emergency response and evacuation plans. Therefore, the Project would not substantially impair any emergency response plan or emergency evacuation plan and a less than significant impact would occur.

Mitigation Measures

None required.

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

No Impact. The Project site is not located in or near State responsibility or lands classified as moderate, high, or very high fire hazard severity zones as identified by Cal Fire. Rather, the Project site is within an “area of local responsibility” that is an area of low fire risk.⁴⁵ As an area of local responsibility, the Chowchilla Volunteer Fire Department is responsible for providing fire protection services (See [Section 4.15](#)).

The Project site is located on a relatively flat property with minimal slope and is not in an area that is subject to strong prevailing winds or other factors that would exacerbate wildfire risks. The site is highly disturbed and is not located within a wildland (i.e., wild, uncultivated, and uninhabited land), which precludes the risk of wildfire. Further, the Project site is within an “area of local responsibility” and is not identified by Cal Fire to be in a Very High Fire Hazard Severity Zone (VHFHSZ). For these reasons, no impact would occur as a result of this Project.

Mitigation Measures

None required.

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

Less than Significant Impact. The Project site would be located within City limits. Therefore, all existing and proposed infrastructure such as roads and utilities would be required to be maintained accordingly. As previously discussed, all proposed Project components (including utilities, roadway, buildings, walls, and landscaping) would be located within the boundaries of the Project site and have been reviewed and/or conditioned by the City for compliance with applicable codes and regulations. Through compliance, such infrastructure would not exacerbate fire risk or result in temporary or ongoing impacts to the environment and a less than significant impact would occur.

Mitigation Measures

None required.

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. In general, areas in the City that are designated as moderate fire hazard severity zones are limited to vegetative habitat associated with the Ash or Berenda Sloughs. These areas also have potential for flooding or landslides. Land adjacent to Ash Slough and Berenda Slough is designated by the General Plan as Open Space to minimize public exposure and property damage. No rezoning or land use changes for land adjacent to the sloughs

⁴⁵ California Department of Forestry and Fire Protection. LRA Fire Hazard Severity Zone Maps. Accessed on May 8, 2024, <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps>

are proposed by the Project, nor would the Project result in the physical development of these areas; therefore, no impact would occur.

Mitigation Measures

None required.

5.21 MANDATORY FINDINGS OF SIGNIFICANCE

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
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)?		X		
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

5.21.1 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 an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?*

Less than Significant Impact with Mitigation Incorporated. The analyses of environmental issues contained in this Initial Study indicate that the Project is not expected to have substantial impact on the environment or on any resources identified in the Initial Study. Standard requirements that will be implemented through the entitlement process and the attached Mitigation Monitoring and Reporting Program have been incorporated in the Project to

reduce all potentially significant impacts to less than significant, including *Mitigation Measures BIO-1, BIO-2, CUL-1, CUL-2, and GEO-1*. Therefore, the Project would have a less than significant impact with mitigation incorporated.

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

Less than Significant Impact with Mitigation Incorporated. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a Project is significant and whether the effects of the Project are cumulatively considerable. The assessment of the significance of the cumulative effects of a Project must, therefore, be conducted in connection with the effects of past Projects, other current Projects, and probable future Projects. Due to the nature of the Project and consistency with environmental policies, incremental contributions to impacts are considered less than cumulatively considerable. Standard requirements that will be implemented through the entitlement process and the attached Mitigation Monitoring and Reporting Program have been incorporated in the Project to reduce all potentially significant impacts to less than significant, including *Mitigation Measures BIO-1, BIO-2, CUL-1, CUL-2, and GEO-1*. The Project would not contribute substantially to adverse cumulative conditions, or create any substantial indirect impacts (i.e., increase in population could lead to an increased need for housing, substantial increase in traffic, air pollutants, etc.). As such, Project impacts are not considered to be cumulatively considerable given the insignificance of Project induced impacts. The impact is therefore less than significant with mitigation incorporated.

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

Less than Significant Impact with Mitigation Incorporated. The analyses of environmental issues contained in this Initial Study indicate that the Project is not expected to have substantial impact on human beings, either directly or indirectly. Standard requirements that will be implemented through the entitlement process and the attached Mitigation Monitoring and Reporting Program have been incorporated in the Project to reduce all potentially significant impacts to less than significant, including *Mitigation Measures BIO-1, BIO-2, CUL-1, CUL-2, and GEO-1*. Therefore, the Project would have a less than significant impact with mitigation incorporated.

6 MITIGATION MONITORING AND REPORTING PROGRAM

This mitigation measure monitoring and reporting checklist was prepared pursuant to California Environmental Quality Act (CEQA) Guidelines *Section 15097* and *Section 21081.6* of the PRC (PRC). The timing of implementing each mitigation measure is identified in the checklist, as well as the entity responsible for verifying that the mitigation measures applied to a Project are performed. Project applicants are responsible for providing evidence that mitigation measures are implemented. As lead agency, the City of Chowchilla is responsible for verifying that mitigation is performed/completed.

Mitigation Measures	Party Responsible for Implementing Mitigation	Timing of Verification	Responsible for Monitoring Verification	Verification of Completion	
				Date	Initials
Biological Resources					
<p>Mitigation Measure BIO-1: If Project activities must occur during the Swainson's hawk nesting season (February 15 to August 31), pre-construction surveys shall be conducted for Swainson's hawk nests in accordance with the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley, Swainson's Hawk Technical Advisory Committee (CDFG, 2000). The surveys shall be conducted on the Project site plus a 0.5-mile buffer. To meet the minimum level of protection for the species, surveys shall be conducted during at least two survey periods.</p> <ol style="list-style-type: none">1. If no Swainson's hawk nests are found, no further action is required.2. If an active Swainson's hawk nest is discovered at any time within 0.5 miles of active construction, a qualified biologist shall complete an assessment of the potential for current construction activities to impact the nest. The assessment would consider the type of construction activities, the location of construction relative to the nest, the visibility of construction activities from the nest location, and other existing disturbances in the area that are not related to the construction activities of this Project. Based on this assessment, the biologist will determine if construction activities can proceed, and the level of nest monitoring required.	Project Applicant	Prior to Issuance of Construction Permit	City of Chowchilla		

<p>Construction activities shall not occur within 500 feet of an active nest, but this distance may be reduced depending upon conditions at the site. Full-time monitoring to evaluate the effects of construction activities on nesting Swainson's hawks may be required. The qualified biologist shall have the authority to stop work if it is determined that Project construction is disturbing the nest. These buffers may need to increase depending on the sensitivity of the nesting Swainson's hawk to disturbances and at the discretion of the qualified biologist.</p>					
<p>Mitigation Measure BIO-2: If Project activities must occur during the nesting season (February 1 to September 15), pre-activity nesting bird surveys shall be conducted within seven (7) days prior to the start of construction on the construction site and a 500-foot buffer for raptors (other than Swainson's hawk).</p> <p>1.If no active nests are found, no further action is required. However, existing nests may become active, and new nests may be built at any time prior to and throughout the nesting season, including when construction activities are in progress.</p> <p>2.If active nests are found during the survey or at any time during construction of the Project, an avoidance buffer ranging from 50 feet to 500 feet may be required, with the avoidance buffer from any specific nest being determined by a qualified biologist. The avoidance buffer will remain in place until the biologist has determined that the young are no longer reliant on the adults or the nest. Work may occur within the avoidance buffer under the approval and guidance of the biologist, but full-time monitoring may be required. The biologist shall have the ability to stop construction if nesting adults show any sign of distress.</p>	Project Applicant	Prior to Issuance of Construction Permit	City of Chowchilla		
Cultural Resources					
<p>Mitigation Measure CUL-1: In the event of the accidental discovery and recognition of previously unknown resources before or during grading activities, construction shall stop in the immediate vicinity and a consultation with a qualified historical resources specialist shall be held to determine whether further study is required. Recommendations by the</p>	Project Applicant	During Project Construction	City of Chowchilla		

qualified historical resources specialist shall be made to the City on the necessary implementation measures to protect the resources discovered. If the resources meet the definitions under Section 15064.5 of the CEQA Guidelines, then protection measures shall be recommended to the City by the qualified historical resources specialist. The Lead Agency shall approve the protection measures before any further grading shall occur. Historical resources recovered as a result of mitigation shall be provided to an institution approved by the City in order to provide preservation and further study as required.					
Mitigation Measure CUL-2: Discovery of Human Remains. In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area suspected to overlie adjacent remains until the Madera County Coroner has determined that the remains are not subject to any provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the Madera County Coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC). After notification, the NAHC will follow the procedures outlined in Public Resources Code Section 5097.98, that include notification of most likely descendants (MLDs), and recommendations for treatment of the remains.	Project Applicant	During Project Construction	City of Chowchilla		
Geology and Soils					

<p>Mitigation Measure GEO-1: Subsequent to a preliminary City review of the project grading plans, if there is evidence that a project will include excavation or construction activities within previously undisturbed soils, a field survey and literature search for unique paleontological/ geological resources shall be conducted. The following procedures shall be followed:</p> <ul style="list-style-type: none">• If unique paleontological/geological resources are not found during either the field survey or literature search, excavation and/or construction activities can commence. In the event that unique paleontological/geological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified paleontologist shall be consulted to determine whether the resource requires further study. The qualified paleontologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to, excavation of the finds and evaluation of the finds. If the resources are determined to be significant, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any paleontological/geological resources recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.• If unique paleontological/geological resources are found during the field survey or literature review, the resources shall be inventoried and evaluated for significance. If the resources are found to be significant, mitigation measures shall be identified by	Project Applicant	Prior to Issuance Construction Permit	City of Chowchilla		
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the qualified paleontologist. Similar to above, appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. In addition, appropriate mitigation for excavation and construction activities in the vicinity of the resources found during the field survey or literature review shall include a paleontological monitor. The monitoring period shall be determined by the qualified paleontologist. If additional paleontological/geological resources are found during excavation and/or construction activities, the relevant project developer/contractor shall cease ground-disturbing activities within 15 feet of the find. The qualified Paleontologist shall evaluate the significance of the resources and recommend appropriate treatment measures which shall be implemented by the relevant applicant. In addition, all recovered fossils should be deposited in an appropriate repository, such as the University of California Museum of Paleontology, located on the campus of the University of California, Berkeley, where they will be properly curated and made accessible for future study.					
Tribal Cultural Resources					
See Cultural Resources					

7 REPORT PREPARATION

Names of Persons Who Prepared or Participated in the Initial Study:

Lead Agency		
Lead Agency	City of Chowchilla (559) 665-8615	Rod Pruett, City Administrator Annalisa Perea, City Planner Jaymie Brauer, QK
Initial Study Consultant		
Initial Study	Precision Civil Engineering 1234 O Street Fresno, CA 93721 (559) 449-4500	Bonique Emerson, AICP, VP of Planning Jenna Chilingerian, AICP, Senior Planner Shin Tu, AICP, Associate Planner Isaiah Medina, Assistant Planner

8 APPENDICES

8.1 Appendix A: CalEEMod Results

Prepared by Precision Civil Engineering, Inc., dated June 5, 2024.

Mid-Valley Pipe & Supply Industrial Subdivision - San Joaquin Valley Air Basin, Annual

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

Mid-Valley Pipe & Supply Industrial Subdivision

San Joaquin Valley Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	10.72	1000sqft	0.82	10,716.00	0
General Light Industry	13.46	1000sqft	1.03	13,460.00	0
General Light Industry	13.46	1000sqft	1.03	13,460.00	0
General Light Industry	13.46	1000sqft	1.03	13,460.00	0
General Light Industry	13.46	1000sqft	1.03	13,460.00	0
General Light Industry	13.46	1000sqft	1.03	13,460.00	0
General Light Industry	13.46	1000sqft	1.03	13,460.00	0
General Light Industry	27.70	1000sqft	2.12	27,704.00	0
General Light Industry	28.23	1000sqft	2.16	28,227.00	0
General Light Industry	26.92	1000sqft	2.60	26,920.00	0
General Light Industry	26.92	1000sqft	2.60	26,920.00	0
General Light Industry	32.65	1000sqft	8.17	32,645.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2030
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 -

Mid-Valley Pipe & Supply Industrial Subdivision - San Joaquin Valley Air Basin, Annual

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

Land Use - Each parcel is entered separately.

Construction Phase - The site is vacant.

Architectural Coating - Effective January 1, 2022, nonflat gloss and semigloss paints are required to meet the 50 g/l standard, providing lower VOC emissions for buildings constructed after that date.

Area Coating - Effective January 1, 2022, nonflat gloss and semigloss paints are required to meet the 50 g/l standard, providing lower VOC emissions for buildings constructed after that date.

Area Mitigation - Effective January 1, 2022, nonflat gloss and semigloss paints are required to meet the 50 g/l standard, providing lower VOC emissions for buildings constructed after that date.

Mid-Valley Pipe & Supply Industrial Subdivision - San Joaquin Valley Air Basin, Annual

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

tblLandUse	LotAcreage	0.65	2.16
tblLandUse	LotAcreage	0.62	2.60
tblLandUse	LotAcreage	0.62	2.60
tblLandUse	LotAcreage	0.75	8.17

2.0 Emissions Summary

Mid-Valley Pipe & Supply Industrial Subdivision - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0718	0.7110	0.5964	1.3300e-003	0.2634	0.0299	0.2932	0.1155	0.0275	0.1430	0.0000	116.7448	116.7448	0.0366	1.4000e-004	117.7021
2025	0.2180	1.8670	2.4362	5.3200e-003	0.1351	0.0708	0.2059	0.0367	0.0666	0.1033	0.0000	474.0353	474.0353	0.0736	0.0159	480.6151
2026	0.6430	0.8690	1.1717	2.4600e-003	0.0587	0.0340	0.0927	0.0159	0.0319	0.0478	0.0000	219.3717	219.3717	0.0370	6.4700e-003	222.2251
Maximum	0.6430	1.8670	2.4362	5.3200e-003	0.2634	0.0708	0.2932	0.1155	0.0666	0.1430	0.0000	474.0353	474.0353	0.0736	0.0159	480.6151

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0718	0.7110	0.5964	1.3300e-003	0.2634	0.0299	0.2932	0.1155	0.0275	0.1430	0.0000	116.7447	116.7447	0.0366	1.4000e-004	117.7019
2025	0.2180	1.8670	2.4362	5.3200e-003	0.1351	0.0708	0.2059	0.0367	0.0666	0.1033	0.0000	474.0350	474.0350	0.0736	0.0159	480.6147
2026	0.6430	0.8690	1.1717	2.4600e-003	0.0587	0.0340	0.0927	0.0159	0.0319	0.0478	0.0000	219.3715	219.3715	0.0370	6.4700e-003	222.2249
Maximum	0.6430	1.8670	2.4362	5.3200e-003	0.2634	0.0708	0.2932	0.1155	0.0666	0.1430	0.0000	474.0350	474.0350	0.0736	0.0159	480.6147

Mid-Valley Pipe & Supply Industrial Subdivision - San Joaquin Valley Air Basin, 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-1-2024	12-31-2024	0.7804	0.7804
2	1-1-2025	3-31-2025	0.5156	0.5156
3	4-1-2025	6-30-2025	0.5178	0.5178
4	7-1-2025	9-30-2025	0.5235	0.5235
5	10-1-2025	12-31-2025	0.5270	0.5270
6	1-1-2026	3-31-2026	0.5141	0.5141
7	4-1-2026	6-30-2026	0.4673	0.4673
8	7-1-2026	9-30-2026	0.5362	0.5362
		Highest	0.7804	0.7804

Mid-Valley Pipe & Supply Industrial Subdivision - San Joaquin Valley Air Basin, Annual

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	tons/yr											MT/yr					
Area	0.9679	2.0000e-005	2.1400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1800e-003	4.1800e-003	1.0000e-005	0.0000	4.4500e-003	
Energy	0.0261	0.2373	0.1994	1.4200e-003		0.0180	0.0180		0.0180	0.0180	0.0000	444.6896	444.6896	0.0351	8.3900e-003	448.0674	
Mobile	0.4112	0.7272	3.9932	0.0101	1.1623	8.3600e-003	1.1707	0.3109	7.8500e-003	0.3187	0.0000	986.1223	986.1223	0.0455	0.0515	1,002.6093	
Waste						0.0000	0.0000		0.0000	0.0000	58.8714	0.0000	58.8714	3.4792	0.0000	145.8515	
Water						0.0000	0.0000		0.0000	0.0000	17.1593	27.0785	44.2378	1.7668	0.0422	100.9675	
Total	1.4052	0.9646	4.1947	0.0116	1.1623	0.0264	1.1887	0.3109	0.0259	0.3368	76.0308	1,457.8946	1,533.9254	5.3266	0.1021	1,697.5001	

Mid-Valley Pipe & Supply Industrial Subdivision - San Joaquin Valley Air Basin, 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	0.9679	2.0000e-005	2.1400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1800e-003	4.1800e-003	1.0000e-005	0.0000	4.4500e-003	
Energy	0.0261	0.2373	0.1994	1.4200e-003		0.0180	0.0180		0.0180	0.0180	0.0000	444.6896	444.6896	0.0351	8.3900e-003	448.0674	
Mobile	0.4112	0.7272	3.9932	0.0101	1.1623	8.3600e-003	1.1707	0.3109	7.8500e-003	0.3187	0.0000	986.1223	986.1223	0.0455	0.0515	1,002.6093	
Waste						0.0000	0.0000		0.0000	0.0000	58.8714	0.0000	58.8714	3.4792	0.0000	145.8515	
Water						0.0000	0.0000		0.0000	0.0000	17.1593	27.0785	44.2378	1.7668	0.0422	100.9675	
Total	1.4052	0.9646	4.1947	0.0116	1.1623	0.0264	1.1887	0.3109	0.0259	0.3368	76.0308	1,457.8946	1,533.9254	5.3266	0.1021	1,697.5001	

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

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2024	9/30/2024	5	0	
2	Site Preparation	Site Preparation	10/29/2024	11/11/2024	5	10	
3	Grading	Grading	11/12/2024	12/30/2024	5	35	

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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	12/31/2024	6/1/2026	5	370
5	Paving	Paving	6/2/2026	6/29/2026	5	20
6	Architectural Coating	Architectural Coating	6/30/2026	7/27/2026	5	20

Acres of Grading (Site Preparation Phase): 15**Acres of Grading (Grading Phase): 105****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 350,838; Non-Residential Outdoor: 116,946; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
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	2	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	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	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

Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.31
Building Construction	Welders	1	8.00	46	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	98.00	38.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction On-Site

Mid-Valley Pipe & Supply Industrial Subdivision - San Joaquin Valley Air Basin, Annual

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

3.2 Demolition - 2024

Unmitigated Construction Off-Site

Mitigated Construction On-Site

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Demolition - 2024****Mitigated Construction Off-Site**

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

3.3 Site Preparation - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1359	0.0917	1.9000e-004		6.1500e-003	6.1500e-003		5.6600e-003	5.6600e-003	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638
Total	0.0133	0.1359	0.0917	1.9000e-004	0.0983	6.1500e-003	0.1044	0.0505	5.6600e-003	0.0562	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638

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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 - 2024****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	2.6000e-004	1.7000e-004	2.0700e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5681	0.5681	2.0000e-005	2.0000e-005	0.5731	
Total	2.6000e-004	1.7000e-004	2.0700e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5681	0.5681	2.0000e-005	2.0000e-005	0.5731	

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					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1359	0.0917	1.9000e-004		6.1500e-003	6.1500e-003		5.6500e-003	5.6500e-003	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638
Total	0.0133	0.1359	0.0917	1.9000e-004	0.0983	6.1500e-003	0.1044	0.0505	5.6500e-003	0.0562	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638

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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 - 2024****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	2.6000e-004	1.7000e-004	2.0700e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5681	0.5681	2.0000e-005	2.0000e-005	0.5731	
Total	2.6000e-004	1.7000e-004	2.0700e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5681	0.5681	2.0000e-005	2.0000e-005	0.5731	

3.4 Grading - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1611	0.0000	0.1611	0.0639	0.0000	0.0639	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0563	0.5666	0.4852	1.0900e-003		0.0234	0.0234		0.0215	0.0215	0.0000	95.4092	95.4092	0.0309	0.0000	96.1806
Total	0.0563	0.5666	0.4852	1.0900e-003	0.1611	0.0234	0.1844	0.0639	0.0215	0.0854	0.0000	95.4092	95.4092	0.0309	0.0000	96.1806

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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 - 2024****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	1.0100e-003	6.5000e-004	8.0500e-003	2.0000e-005	2.8000e-003	1.0000e-005	2.8100e-003	7.4000e-004	1.0000e-005	7.6000e-004	0.0000	2.2091	2.2091	6.0000e-005	6.0000e-005	2.2288	
Total	1.0100e-003	6.5000e-004	8.0500e-003	2.0000e-005	2.8000e-003	1.0000e-005	2.8100e-003	7.4000e-004	1.0000e-005	7.6000e-004	0.0000	2.2091	2.2091	6.0000e-005	6.0000e-005	2.2288	

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					0.1611	0.0000	0.1611	0.0639	0.0000	0.0639	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0563	0.5666	0.4852	1.0900e-003		0.0234	0.0234		0.0215	0.0215	0.0000	95.4091	95.4091	0.0309	0.0000	96.1805
Total	0.0563	0.5666	0.4852	1.0900e-003	0.1611	0.0234	0.1844	0.0639	0.0215	0.0854	0.0000	95.4091	95.4091	0.0309	0.0000	96.1805

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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 - 2024****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	1.0100e-003	6.5000e-004	8.0500e-003	2.0000e-005	2.8000e-003	1.0000e-005	2.8100e-003	7.4000e-004	1.0000e-005	7.6000e-004	0.0000	2.2091	2.2091	6.0000e-005	6.0000e-005	2.2288	
Total	1.0100e-003	6.5000e-004	8.0500e-003	2.0000e-005	2.8000e-003	1.0000e-005	2.8100e-003	7.4000e-004	1.0000e-005	7.6000e-004	0.0000	2.2091	2.2091	6.0000e-005	6.0000e-005	2.2288	

3.5 Building Construction - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.4000e-004	6.7200e-003	8.0800e-003	1.0000e-005	3.1000e-004	3.1000e-004	3.1000e-004	2.9000e-004	2.9000e-004	0.0000	1.1593	1.1593	2.7000e-004	0.0000	1.1661	
Total	7.4000e-004	6.7200e-003	8.0800e-003	1.0000e-005	3.1000e-004	3.1000e-004	3.1000e-004	2.9000e-004	2.9000e-004	0.0000	1.1593	1.1593	2.7000e-004	0.0000	1.1661	

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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 - 2024****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	2.0000e-005	8.4000e-004	2.5000e-004	0.0000	1.3000e-004	1.0000e-005	1.3000e-004	4.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3614	0.3614	0.0000	5.0000e-005	0.3776	
Worker	1.4000e-004	9.0000e-005	1.1300e-003	0.0000	3.9000e-004	0.0000	3.9000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3093	0.3093	1.0000e-005	1.0000e-005	0.3120	
Total	1.6000e-004	9.3000e-004	1.3800e-003	0.0000	5.2000e-004	1.0000e-005	5.2000e-004	1.4000e-004	1.0000e-005	1.5000e-004	0.0000	0.6707	0.6707	1.0000e-005	6.0000e-005	0.6896	

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	7.4000e-004	6.7200e-003	8.0800e-003	1.0000e-005		3.1000e-004	3.1000e-004		2.9000e-004	2.9000e-004	0.0000	1.1592	1.1592	2.7000e-004	0.0000	1.1661
Total	7.4000e-004	6.7200e-003	8.0800e-003	1.0000e-005		3.1000e-004	3.1000e-004		2.9000e-004	2.9000e-004	0.0000	1.1592	1.1592	2.7000e-004	0.0000	1.1661

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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 - 2024****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	2.0000e-005	8.4000e-004	2.5000e-004	0.0000	1.3000e-004	1.0000e-005	1.3000e-004	4.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3614	0.3614	0.0000	5.0000e-005	0.3776	
Worker	1.4000e-004	9.0000e-005	1.1300e-003	0.0000	3.9000e-004	0.0000	3.9000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3093	0.3093	1.0000e-005	1.0000e-005	0.3120	
Total	1.6000e-004	9.3000e-004	1.3800e-003	0.0000	5.2000e-004	1.0000e-005	5.2000e-004	1.4000e-004	1.0000e-005	1.5000e-004	0.0000	0.6707	0.6707	1.0000e-005	6.0000e-005	0.6896	

3.5 Building Construction - 2025**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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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 - 2025****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	5.2000e-003	0.2186	0.0641	9.7000e-004	0.0329	1.4300e-003	0.0343	9.5000e-003	1.3700e-003	0.0109	0.0000	92.6166	92.6166	3.7000e-004	0.0138	96.7498	
Worker	0.0343	0.0211	0.2731	8.3000e-004	0.1022	4.9000e-004	0.1027	0.0272	4.5000e-004	0.0276	0.0000	78.7639	78.7639	2.0900e-003	2.0700e-003	79.4318	
Total	0.0395	0.2397	0.3372	1.8000e-003	0.1351	1.9200e-003	0.1370	0.0367	1.8200e-003	0.0385	0.0000	171.3805	171.3805	2.4600e-003	0.0159	176.1816	

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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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 - 2025****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	5.2000e-003	0.2186	0.0641	9.7000e-004	0.0329	1.4300e-003	0.0343	9.5000e-003	1.3700e-003	0.0109	0.0000	92.6166	92.6166	3.7000e-004	0.0138	96.7498	
Worker	0.0343	0.0211	0.2731	8.3000e-004	0.1022	4.9000e-004	0.1027	0.0272	4.5000e-004	0.0276	0.0000	78.7639	78.7639	2.0900e-003	2.0700e-003	79.4318	
Total	0.0395	0.2397	0.3372	1.8000e-003	0.1351	1.9200e-003	0.1370	0.0367	1.8200e-003	0.0385	0.0000	171.3805	171.3805	2.4600e-003	0.0159	176.1816	

3.5 Building Construction - 2026**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	0.0738	0.6734	0.8686	1.4600e-003		0.0285	0.0285		0.0268	0.0268	0.0000	125.2365	125.2365	0.0294	0.0000	125.9725
Total	0.0738	0.6734	0.8686	1.4600e-003		0.0285	0.0285		0.0268	0.0268	0.0000	125.2365	125.2365	0.0294	0.0000	125.9725

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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 - 2026****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	2.1100e-003	0.0900	0.0261	3.9000e-004	0.0136	5.9000e-004	0.0142	3.9300e-003	5.6000e-004	4.4900e-003	0.0000	37.6037	37.6037	1.5000e-004	5.6100e-003	39.2802	
Worker	0.0132	7.8300e-003	0.1062	3.3000e-004	0.0423	1.9000e-004	0.0425	0.0113	1.8000e-004	0.0114	0.0000	31.8523	31.8523	7.8000e-004	8.0000e-004	32.1108	
Total	0.0153	0.0978	0.1323	7.2000e-004	0.0559	7.8000e-004	0.0567	0.0152	7.4000e-004	0.0159	0.0000	69.4560	69.4560	9.3000e-004	6.4100e-003	71.3910	

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	0.0738	0.6734	0.8686	1.4600e-003		0.0285	0.0285		0.0268	0.0268	0.0000	125.2364	125.2364	0.0294	0.0000	125.9723	
Total	0.0738	0.6734	0.8686	1.4600e-003		0.0285	0.0285		0.0268	0.0268	0.0000	125.2364	125.2364	0.0294	0.0000	125.9723	

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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 - 2026****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1100e-003	0.0900	0.0261	3.9000e-004	0.0136	5.9000e-004	0.0142	3.9300e-003	5.6000e-004	4.4900e-003	0.0000	37.6037	37.6037	1.5000e-004	5.6100e-003	39.2802
Worker	0.0132	7.8300e-003	0.1062	3.3000e-004	0.0423	1.9000e-004	0.0425	0.0113	1.8000e-004	0.0114	0.0000	31.8523	31.8523	7.8000e-004	8.0000e-004	32.1108
Total	0.0153	0.0978	0.1323	7.2000e-004	0.0559	7.8000e-004	0.0567	0.0152	7.4000e-004	0.0159	0.0000	69.4560	69.4560	9.3000e-004	6.4100e-003	71.3910

3.6 Paving - 2026**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	9.1500e-003	0.0858	0.1458	2.3000e-004		4.1900e-003	4.1900e-003		3.8500e-003	3.8500e-003	0.0000	20.0193	20.0193	6.4700e-003	0.0000	20.1811
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	9.1500e-003	0.0858	0.1458	2.3000e-004		4.1900e-003	4.1900e-003		3.8500e-003	3.8500e-003	0.0000	20.0193	20.0193	6.4700e-003	0.0000	20.1811

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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 - 2026****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	3.8000e-004	2.2000e-004	3.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9028	0.9028	2.0000e-005	2.0000e-005	0.9102	
Total	3.8000e-004	2.2000e-004	3.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9028	0.9028	2.0000e-005	2.0000e-005	0.9102	

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	9.1500e-003	0.0858	0.1458	2.3000e-004		4.1900e-003	4.1900e-003		3.8500e-003	3.8500e-003	0.0000	20.0192	20.0192	6.4700e-003	0.0000	20.1811
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	9.1500e-003	0.0858	0.1458	2.3000e-004		4.1900e-003	4.1900e-003		3.8500e-003	3.8500e-003	0.0000	20.0192	20.0192	6.4700e-003	0.0000	20.1811

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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 - 2026****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	3.8000e-004	2.2000e-004	3.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9028	0.9028	2.0000e-005	2.0000e-005	0.9102	
Total	3.8000e-004	2.2000e-004	3.0100e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9028	0.9028	2.0000e-005	2.0000e-005	0.9102	

3.7 Architectural Coating - 2026**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	0.5420					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7100e-003	0.0115	0.0181	3.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5567
Total	0.5438	0.0115	0.0181	3.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5567

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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 - 2026****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	5.0000e-004	3.0000e-004	4.0100e-003	1.0000e-005	1.6000e-003	1.0000e-005	1.6100e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.2038	1.2038	3.0000e-005	3.0000e-005	1.2136	
Total	5.0000e-004	3.0000e-004	4.0100e-003	1.0000e-005	1.6000e-003	1.0000e-005	1.6100e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.2038	1.2038	3.0000e-005	3.0000e-005	1.2136	

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	0.5420					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Off-Road	1.7100e-003	0.0115	0.0181	3.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5567	
Total	0.5438	0.0115	0.0181	3.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5567	

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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 - 2026****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	5.0000e-004	3.0000e-004	4.0100e-003	1.0000e-005	1.6000e-003	1.0000e-005	1.6100e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.2038	1.2038	3.0000e-005	3.0000e-005	1.2136	
Total	5.0000e-004	3.0000e-004	4.0100e-003	1.0000e-005	1.6000e-003	1.0000e-005	1.6100e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.2038	1.2038	3.0000e-005	3.0000e-005	1.2136	

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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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	0.4112	0.7272	3.9932	0.0101	1.1623	8.3600e-003	1.1707	0.3109	7.8500e-003	0.3187	0.0000	986.1223	986.1223	0.0455	0.0515	1,002.6093	
Unmitigated	0.4112	0.7272	3.9932	0.0101	1.1623	8.3600e-003	1.1707	0.3109	7.8500e-003	0.3187	0.0000	986.1223	986.1223	0.0455	0.0515	1,002.6093	

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	53.15	21.32	53.58	142,081	142,081
General Light Industry	66.76	26.79	67.30	178,463	178,463
General Light Industry	66.76	26.79	67.30	178,463	178,463
General Light Industry	66.76	26.79	67.30	178,463	178,463
General Light Industry	66.76	26.79	67.30	178,463	178,463
General Light Industry	66.76	26.79	67.30	178,463	178,463
General Light Industry	66.76	26.79	67.30	178,463	178,463
General Light Industry	137.41	55.13	138.52	367,320	367,320
General Light Industry	140.01	56.17	141.14	374,255	374,255
General Light Industry	133.52	53.57	134.60	356,926	356,926
General Light Industry	133.52	53.57	134.60	356,926	356,926
General Light Industry	161.92	64.96	163.23	432,832	432,832
Total	1,160.10	465.45	1,169.46	3,101,116	3,101,116

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
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3

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

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
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.539927	0.053807	0.173545	0.136624	0.023267	0.006448	0.013553	0.025992	0.000624	0.000304	0.021845	0.001297	0.002766

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	186.3253	186.3253	0.0301	3.6500e-003	188.1677
Electricity Unmitigated							0.0000	0.0000	0.0000	0.0000	0.0000	186.3253	186.3253	0.0301	3.6500e-003	188.1677
NaturalGas Mitigated	0.0261	0.2373	0.1994	1.4200e-003			0.0180	0.0180	0.0180	0.0180	0.0000	258.3643	258.3643	4.9500e-003	4.7400e-003	259.8996
NaturalGas Unmitigated	0.0261	0.2373	0.1994	1.4200e-003			0.0180	0.0180	0.0180	0.0180	0.0000	258.3643	258.3643	4.9500e-003	4.7400e-003	259.8996

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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						
General Light Industry	221821	1.2000e-003	0.0109	9.1300e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004	0.0000	11.8372	11.8372	2.3000e-004	2.2000e-004	11.9076	
General Light Industry	278622	9.0100e-003	0.0820	0.0688	4.9000e-004		6.2300e-003	6.2300e-003		6.2300e-003	6.2300e-003	0.0000	89.2100	89.2100	1.7100e-003	1.6400e-003	89.7401	
General Light Industry	557244	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003	0.0000	59.4733	59.4733	1.1400e-003	1.0900e-003	59.8267	
General Light Industry	573473	3.0900e-003	0.0281	0.0236	1.7000e-004		2.1400e-003	2.1400e-003		2.1400e-003	2.1400e-003	0.0000	30.6027	30.6027	5.9000e-004	5.6000e-004	30.7846	
General Light Industry	584299	3.1500e-003	0.0286	0.0241	1.7000e-004		2.1800e-003	2.1800e-003		2.1800e-003	2.1800e-003	0.0000	31.1804	31.1804	6.0000e-004	5.7000e-004	31.3657	
General Light Industry	675752	3.6400e-003	0.0331	0.0278	2.0000e-004		2.5200e-003	2.5200e-003		2.5200e-003	2.5200e-003	0.0000	36.0607	36.0607	6.9000e-004	6.6000e-004	36.2750	
Total		0.0261	0.2373	0.1994	1.4300e-003		0.0181	0.0181		0.0181	0.0181	0.0000	258.3643	258.3643	4.9600e-003	4.7400e-003	259.8996	

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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						
General Light Industry	221821	1.2000e-003	0.0109	9.1300e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004	0.0000	11.8372	11.8372	2.3000e-004	2.2000e-004	11.9076	
General Light Industry	278622	9.0100e-003	0.0820	0.0688	4.9000e-004		6.2300e-003	6.2300e-003		6.2300e-003	6.2300e-003	0.0000	89.2100	89.2100	1.7100e-003	1.6400e-003	89.7401	
General Light Industry	557244	6.0100e-003	0.0546	0.0459	3.3000e-004		4.1500e-003	4.1500e-003		4.1500e-003	4.1500e-003	0.0000	59.4733	59.4733	1.1400e-003	1.0900e-003	59.8267	
General Light Industry	573473	3.0900e-003	0.0281	0.0236	1.7000e-004		2.1400e-003	2.1400e-003		2.1400e-003	2.1400e-003	0.0000	30.6027	30.6027	5.9000e-004	5.6000e-004	30.7846	
General Light Industry	584299	3.1500e-003	0.0286	0.0241	1.7000e-004		2.1800e-003	2.1800e-003		2.1800e-003	2.1800e-003	0.0000	31.1804	31.1804	6.0000e-004	5.7000e-004	31.3657	
General Light Industry	675752	3.6400e-003	0.0331	0.0278	2.0000e-004		2.5200e-003	2.5200e-003		2.5200e-003	2.5200e-003	0.0000	36.0607	36.0607	6.9000e-004	6.6000e-004	36.2750	
Total		0.0261	0.2373	0.1994	1.4300e-003		0.0181	0.0181		0.0181	0.0181	0.0000	258.3643	258.3643	4.9600e-003	4.7400e-003	259.8996	

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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			
General Light Industry	115891	64.3358	0.0104	1.2600e-003	64.9720
General Light Industry	231781	42.8905	6.9400e-003	8.4000e-004	43.3147
General Light Industry	238531	22.0698	3.5700e-003	4.3000e-004	22.2881
General Light Industry	243034	22.4865	3.6400e-003	4.4000e-004	22.7088
General Light Industry	281073	26.0060	4.2100e-003	5.1000e-004	26.2631
General Light Industry	92264.8	8.5367	1.3800e-003	1.7000e-004	8.6211
Total		186.3253	0.0302	3.6500e-003	188.1677

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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****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	115891	64.3358	0.0104	1.2600e-003	64.9720
General Light Industry	231781	42.8905	6.9400e-003	8.4000e-004	43.3147
General Light Industry	238531	22.0698	3.5700e-003	4.3000e-004	22.2881
General Light Industry	243034	22.4865	3.6400e-003	4.4000e-004	22.7088
General Light Industry	281073	26.0060	4.2100e-003	5.1000e-004	26.2631
General Light Industry	92264.8	8.5367	1.3800e-003	1.7000e-004	8.6211
Total		186.3253	0.0302	3.6500e-003	188.1677

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

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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	0.9679	2.0000e-005	2.1400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1800e-003	4.1800e-003	1.0000e-005	0.0000	4.4500e-003	
Unmitigated	0.9679	2.0000e-005	2.1400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1800e-003	4.1800e-003	1.0000e-005	0.0000	4.4500e-003	

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	tons/yr															MT/yr	
Architectural Coating	0.0542					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9135					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-004	2.0000e-005	2.1400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1800e-003	4.1800e-003	1.0000e-005	0.0000	4.4500e-003	
Total	0.9679	2.0000e-005	2.1400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1800e-003	4.1800e-003	1.0000e-005	0.0000	4.4500e-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	0.0542					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9135					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-004	2.0000e-005	2.1400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1800e-003	4.1800e-003	1.0000e-005	0.0000	4.4500e-003	
Total	0.9679	2.0000e-005	2.1400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1800e-003	4.1800e-003	1.0000e-005	0.0000	4.4500e-003	

7.0 Water Detail**7.1 Mitigation Measures Water**

Mid-Valley Pipe & Supply Industrial Subdivision - San Joaquin Valley Air Basin, 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	44.2378	1.7668	0.0422	100.9675
Unmitigated	44.2378	1.7668	0.0422	100.9675

7.2 Water by Land Use**Unmitigated**

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	54.0871 / 0	44.2378	1.7668	0.0422	100.9675
Total		44.2378	1.7668	0.0422	100.9675

Mid-Valley Pipe & Supply Industrial Subdivision - San Joaquin Valley Air Basin, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	54.0871 / 0	44.2378	1.7668	0.0422	100.9675
Total		44.2378	1.7668	0.0422	100.9675

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	58.8714	3.4792	0.0000	145.8515
Unmitigated	58.8714	3.4792	0.0000	145.8515

Equipment Type	Number	Hours/Year	Days/Day	Load Factor	Fuel Type
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9.0 Operational Offroad

Total	58.8714	3.4792	0.0000	145.8515
General Light Industry	290.02	58.8714	3.4792	0.0000
Land Use	tons	Mt/yr		
Waste Disposed	Total CO2	CH4	N2O	CO2e

Mitigated

Total	58.8714	3.4792	0.0000	145.8515
General Light Industry	290.02	58.8714	3.4792	0.0000
Land Use	tons	Mt/yr		
Waste Disposed	Total CO2	CH4	N2O	CO2e

Unmitigated

8.2 Waste by Land Use

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

Mid-Valley Pipe & Supply Industrial Subdivision - San Joaquin Valley Air Basin, Annual

Mid-Valley Pipe & Supply Industrial Subdivision - San Joaquin Valley Air Basin, Annual

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

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

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

8.2 Appendix B: IPac Resource List and CNDB Occurrence Report

Prepared by Precision Civil Engineering, Inc., dated July 19, 2024 and June 6, 2024.



Occurrence Report
California Department of Fish and Wildlife
California Natural Diversity Database



Query Criteria: Quad> IS (Berenda (3712012))

Map Index Number:	90136	EO Index:	91148
Key Quad:	Berenda (3712012)	Element Code:	ABNKC19070
Occurrence Number:	2485	Occurrence Last Updated:	2013-09-06

Scientific Name:	<i>Buteo swainsoni</i>	Common Name:	Swainson's hawk
Listing Status:	Federal: None	Rare Plant Rank:	
	State: Threatened	Other Lists:	BLM_S-Sensitive IUCN_LC-Least Concern
CNDDB Element Ranks:	Global: G5		
	State: S4		

General Habitat: BREEDS IN GRASSLANDS WITH SCATTERED TREES, JUNIPER-SAGE FLATS, RIPARIAN AREAS, SAVANNAHS, AND AGRICULTURAL OR RANCH LANDS WITH GROVES OR LINES OF TREES.	Micro Habitat: REQUIRES ADJACENT SUITABLE FORAGING AREAS SUCH AS GRASSLANDS, OR ALFALFA OR GRAIN FIELDS SUPPORTING RODENT POPULATIONS.
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Last Date Observed: 2012-04-17	Occurrence Type: Natural/Native occurrence
Last Survey Date: 2012-04-17	Occurrence Rank: Good
Owner/Manager: PVT	Trend: Unknown
Presence: Presumed Extant	

Location:
ALONG BERENDA SLOUGH, JUST W OF THE SOUTHERN PACIFIC RR CROSSING, ON THE SW SIDE OF CHOWCHILLA BLVD, SE OF CHOWCHILLA.

Detailed Location:

MAPPED TO GIVEN COORDINATES.

Ecological:

NEST IN COTTONWOOD TREE IN COTTONWOOD-DOMINATED RIPARIAN. NEST TREE ADJACENT TO RAILROAD TRESTLE, SURROUNDED BY FALLOW FIELDS. FARMING, RURAL RESIDENTIAL, AND LIGHT INDUSTRIAL LAND USE IN VICINITY.

Threats:

General:

PAIR OBSERVED NEST-BUILDING, MALE BROUGHT FOOD TO FEMALE ON 17 APR 2012.

PLSS: T09S, R16E, Sec. 33, NW (M)	Accuracy: 80 meters	Area (acres): 0
UTM: Zone-10 N4110223 E745730	Latitude/Longitude: 37.10611 / -120.23469	Elevation (feet): 245

County Summary: Madera	Quad Summary: Berenda (3712012)
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Sources:
SAN12F0007 SANTOLO, G. & L. KARREN (CH2M HILL) - FIELD SURVEY FORM FOR BUTEO SWAINSONI 2012-04-17



Occurrence Report

California Department of Fish and Wildlife

California Natural Diversity Database



Map Index Number:	46111	EO Index:	46111
Key Quad:	Berenda (3712012)	Element Code:	ICBRA03030
Occurrence Number:	310	Occurrence Last Updated:	2014-10-15

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

Last Date Observed: 2001-02-14 **Occurrence Type:** Natural/Native occurrence
Last Survey Date: 2001-02-14 **Occurrence Rank:** Poor
Owner/Manager: UNKNOWN **Trend:** Unknown
Presence: Presumed Extant

Location: [REDACTED]

NW OF FAIRMEAD

SUPERIOR OBSERVED WITHIN TIRE TRACKS

Ecological

TIRE TRACKS LOCATED BETWEEN A CANAL BANK ON THE WEST AND A PUSHLAND FILLED WETLAND.

Threats:

IRRIGATION CANAL MAINTENANCE AND FARM VEHICLE TRAFFIC (2001)

General:

25 ADULTS AND 25 JUVENILES OBSERVED: 3 COLLECTED. IN CAS (CASIZ #154904).

PLSS: T10S, R16E, Sec. 10, NE (M) **Accuracy:** 80 meters **Area (acres):** 0
UTM: Zone-10 N4107303 E748491 **Latitude/Longitude:** 37.07910 / -120.20461 **Elevation (feet):** 240

County Summary: Madera
Quad Summary: Berenda (3712012)

Sources:	
GRA01F0007	GRAY, G. - FIELD SURVEY FORM FOR BRANCHINECTA LYNCHI 2001-02-14
GRA01S0015	GRAY, G. - CASIZ #154904, COLLECTED FROM "WEST SHOULDER OF STATE ROUTE 99 (SR-99), 1900FT BEARING 307 FROM INTERSECTION OF HIGHWAY 99 & AVENUE 22.5 NEAR FAIRMEAD." 2001-02-14



Occurrence Report
California Department of Fish and Wildlife
California Natural Diversity Database



Map Index Number: 24476 **EO Index:** 5757
Key Quad: Chowchilla (3712013) **Element Code:** PDCHE040B0
Occurrence Number: 18 **Occurrence Last Updated:** 2013-08-06

Scientific Name: *Atriplex cordulata* var. *cordulata* **Common Name:** heartscale
Listing Status: **Federal:** None **Rare Plant Rank:** 1B.2
 State: None **Other Lists:** BLM_S-Sensitive
CNDDB Element Ranks: **Global:** G3T2
 State: S2

General Habitat: CHENOPOD SCRUB, VALLEY AND FOOTHILL GRASSLAND, MEADOWS AND SEEPS **Micro Habitat:** ALKALINE FLATS AND SCALDS IN THE CENTRAL VALLEY, SANDY SOILS. 3-275 M.

Last Date Observed: 1921-10-16 **Occurrence Type:** Natural/Native occurrence
Last Survey Date: 2000-06-27 **Occurrence Rank:** None
Owner/Manager: UNKNOWN **Trend:** Unknown
Presence: Extirpated

Location:
4.2 MILES SOUTH OF CHOWCHILLA.

Detailed Location:

EXACT LOCATION UNKNOWN. MAPPED BY CNDDB 4.2 MILES SOUTH OF CHOWCHILLA ON ROAD 16. OTHER ROADS ALSO RUN SOUTH FROM CHOWCHILLA.

Ecological:

ALWAYS IN PURE SMALL COLONIES IN DEPRESSIONS OF FALLOW FIELDS WHICH FORMERLY SUPPORTED DISTICHLIS SOD.

Threats:

General:

SITE BASED ON 1921 HALL COLLECTIONS. NO SUITABLE HABITAT REMAINS ALONG ROAD 16 BETWEEN AVENUE 12 AND CHOWCHILLA. MOST OF THE LAND ALONG ROAD 16 HAS BEEN CONVERTED TO ORCHARDS, VINEYARDS, OR ROW CROPS PER PRESTON IN 2000.

PLSS: T10S, R16E, Sec. 17 (M) **Accuracy:** 1 mile **Area (acres):** 0
UTM: Zone-10 N4104715 E743918 **Latitude/Longitude:** 37.05699 / -120.25684 **Elevation (feet):**

County Summary: **Quad Summary:**

Madera Berenda (3712012), Chowchilla (3712013)

Sources:

HAL21S0004 HALL, H. - HALL #11790 UC #217286, DAV #97334 1921-10-16
HAL21S0011 HALL, H. - HALL #11787 CAS #85329 1921-10-16
PRE00F0006 PRESTON, R. - FIELD SURVEY FORM FOR ATRIPLEX CORDULATA 2000-06-27



Occurrence Report
California Department of Fish and Wildlife
California Natural Diversity Database



Map Index Number:	24476	EO Index:	56445
Key Quad:	Chowchilla (3712013)	Element Code:	PDCHE042M0
Occurrence Number:	26	Occurrence Last Updated:	2011-06-30
Scientific Name: <i>Atriplex minuscula</i>		Common Name:	lesser salt scale
Listing Status:		Rare Plant Rank:	1B.1
CNDDB Element Ranks:		Other Lists:	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden
Federal: None		Global:	G2
State: None		State:	S2
General Habitat: CHENOPOD SCRUB, PLAYAS, VALLEY AND FOOTHILL GRASSLAND.		Micro Habitat: IN ALKALI SINK AND GRASSLAND IN SANDY, ALKALINE SOILS. 0-225 M.	
Last Date Observed:	1921-10-16	Occurrence Type:	Natural/Native occurrence
Last Survey Date:	1921-10-16	Occurrence Rank:	Unknown
Owner/Manager:	UNKNOWN	Trend:	Unknown
Presence:	Presumed Extant		
Location: 4.2 MILES S OF CHOWCHILLA.			
Detailed Location: EXACT LOCATION UNKNOWN. MAPPED BY CNDDB 4.2 MILES S OF CHOWCHILLA ON ROAD 16. OTHER ROADS ALSO RUN S FROM CHOWCHILLA.			
Ecological: DEPRESSIONS OF PLOWED FIELD, FORMERLY OF DISTICHLIS SOD.			
Threats: AGRICULTURE.			
General: ORIGINALLY COLLECTED AS A. DEPRESSA BY HALL. IDENTIFIED AS A. MINUSCULA BY PRESTON IN 2003 AND ANNOTATED TO A. MINUSCULA BY ZACHARIAS IN 2010. FORMER A. DEPRESSA OCCURRENCE #23.			
PLSS: T10S, R16E, Sec. 17 (M)	Accuracy: 1 mile	Area (acres):	0
UTM: Zone-10 N4104715 E743918	Latitude/Longitude: 37.05699 / -120.25684	Elevation (feet):	
County Summary:		Quad Summary:	
Madera		Berenda (3712012), Chowchilla (3712013)	

Sources:
HAL21S0003 HALL, H. - HALL #11789 UC #217020 1921-10-16
PRE03U0001 PRESTON, R. - STATUS OF ATRIPLEX DEPRESSA, ATRIPLEX MINUSCULA, AND ATRIPLEX SUBTILIS 2003-11-06



Occurrence Report
California Department of Fish and Wildlife
California Natural Diversity Database



Map Index Number:	82556	EO Index:	56450		
Key Quad:	Chowchilla (3712013)	Element Code:	PDCHE042M0		
Occurrence Number:	27	Occurrence Last Updated:	2011-05-16		
Scientific Name:	<i>Atriplex minuscula</i>		Common Name: lesser salt scale		
Listing Status:	Federal: None	Rare Plant Rank:	1B.1		
	State: None	Other Lists:	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden		
CNDDB Element Ranks:	Global: G2				
	State: S2				
General Habitat:	Micro Habitat: IN ALKALI SINK AND GRASSLAND IN SANDY, ALKALINE SOILS. 0-225 M.				
General Habitat: CHENOPOD SCRUB, PLAYAS, VALLEY AND FOOTHILL GRASSLAND.					
Last Date Observed: 1921-10-11	Occurrence Type:	Natural/Native occurrence			
Last Survey Date: 1921-10-11	Occurrence Rank:	Unknown			
Owner/Manager: UNKNOWN	Trend:	Unknown			
Presence: Presumed Extant					
Location: CHOWCHILLA.					
Detailed Location: EXACT LOCATION UNKNOWN. MAPPED BY CNDDB AS BEST GUESS CENTERED ON TOWN OF CHOWCHILLA.					
Ecological: ON PLOWED LAND. OPEN SPACES BY ITSELF SURROUNDED BY DISTICHLIS SP., ATRIPLEX PHYLLOSTEGIA, AND A. CORONATA.					
Threats:					
General: ONLY SOURCE OF INFORMATION IS 1921 HALL COLLECTION. NEEDS FIELDWORK. ORIGINALLY COLLECTED AS A. DEPRESSA. IDENTIFIED AS A. MINUSCULA BY PRESTON IN 2003 AND ANNOTATED TO A. MINUSCULA BY ZACHARIAS IN 2010. FORMER A. DEPRESSA OCCURRENCE #24.					
PLSS: T09S, R16E, Sec. 30 (M)	Accuracy:	1 mile	Area (acres): 0		
UTM: Zone-10 N4111760 E743378	Latitude/Longitude:	37.12057 / -120.26062	Elevation (feet):		
County Summary:	Quad Summary: Berenda (3712012), Chowchilla (3712013), Le Grand (3712022), Plainsburg (3712023)				
Sources:					
HAL21S0008	HALL, H. - HALL #11759 UC #217022, GH #257694 1921-10-11				
PRE03U0001	PRESTON, R. - STATUS OF ATRIPLEX DEPRESSA, ATRIPLEX MINUSCULA, AND ATRIPLEX SUBTILIS 2003-11-06				



Occurrence Report

California Department of Fish and Wildlife

California Natural Diversity Database



Map Index Number:	45556	EO Index:	45556
Key Quad:	Berenda (3712012)	Element Code:	PDSCR0D3Z1
Occurrence Number:	62	Occurrence Last Updated:	2001-08-09

Scientific Name:	<i>Castilleja campestris</i> var. <i>succulenta</i>		Common Name:	succulent owl's-clover
Listing Status:	Federal:	Threatened	Rare Plant Rank:	1B.2
	State:	Endangered	Other Lists:	
CNDDB Element Ranks:	Global:	G4?T2T3		
	State:	S2S3		

General Habitat:	Micro Habitat:
VERNAL POOLS.	MOIST PLACES, OFTEN IN ACIDIC SOILS. 20-705 M.

Last Date Observed: 2001-02-05 **Occurrence Type:** Natural/Native occurrence
Last Survey Date: 2001-02-05 **Occurrence Rank:** Good
Owner/Manager: PVT **Trend:** Unknown

Presence: Presumed Extant

Location:

NORTH OF SHARC

Detailed Location: [REDACTED]

MAPPED BA

MARGIN OF NORTHERN HARDPAN VERNAL POOL. ASSOCIATED SPECIES: *HORDEUM MARINUM* SSP. *GUSSONIANUM*, *ERODIUM MOSCHATUM*,

PLAGIOE

Threats.

CATTLE

General.

PLANTS OBSERVED IN 2008. SITE IS AT PROPOSED MITIGATION BANK FOR ENDANGERED SPECIES AND WETLANDS.

PLSS: T09S, R17E, Sec. 32, N (M)	Accuracy:	non-specific area	Area (acres):	322
UTM: Zone 10 N4110782 E754291	Latitude/Longitude:	37.10886 / -120.13827	Elevation (feet):	325

County Summary: **Quad Summary:**

Medore

Sources: www.oxforddictionaries.com/definition/english/decimate

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Madera County, California



Local office

Sacramento Fish And Wildlife Office

📞 (916) 414-6600

📠 (916) 414-6713

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

NOT FOR CONSULTATION

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).

2. [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.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Fresno Kangaroo Rat <i>Dipodomys nitratoides exilis</i> Wherever found There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/5150	Endangered
San Joaquin Kit Fox <i>Vulpes macrotis mutica</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2873	Endangered

Reptiles

NAME	STATUS
Blunt-nosed Leopard Lizard <i>Gambelia silus</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/625	Endangered
Northwestern Pond Turtle <i>Actinemys marmorata</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

Amphibians

NAME	STATUS
California Tiger Salamander <i>Ambystoma californiense</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/2076	Threatened

Western Spadefoot *Spea hammondii*

Proposed Threatened

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/5425>

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i>	Candidate
Wherever found	
No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9743	

Valley Elderberry Longhorn Beetle <i>Desmocerus californicus dimorphus</i>	Threatened
Wherever found	
There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/7850	

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i>	Threatened
Wherever found	
There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/498	

Flowering Plants

NAME	STATUS
Fleshy Owl's-clover <i>Castilleja campestris</i> ssp. <i>succulenta</i>	Threatened
Wherever found	
There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8095	

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

There are no documented cases of eagles being present at this location. However, if you believe eagles may be using your site, please reach out to the local Fish and Wildlife Service office.

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds
<https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds
<https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC
<https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply). To see a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs of bald and golden eagles in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the [Eagle Act](#) should such impacts occur. Please contact your local Fish and Wildlife Service Field Office if you have questions.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats³ should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the ["Supplemental Information on Migratory Birds and Eagles"](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds
<https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC
<https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Belding's Savannah Sparrow <i>Passerculus sandwichensis beldingi</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8	Breeds Apr 1 to Aug 15
Bullock's Oriole <i>Icterus bullockii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 21 to Jul 25
California Gull <i>Larus californicus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 1 to Jul 31
Common Yellowthroat <i>Geothlypis trichas sinuosa</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Lawrence's Goldfinch <i>Spinus lawrencei</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9464	Breeds Mar 20 to Sep 20

Northern Harrier *Circus hudsonius*

Breeds Apr 1 to Sep 15

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
<https://ecos.fws.gov/ecp/species/8350>

Nuttall's Woodpecker *Dryobates nuttallii*

Breeds Apr 1 to Jul 20

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
<https://ecos.fws.gov/ecp/species/9410>

Santa Barbara Song Sparrow *Melospiza melodia graminea*

Breeds Mar 1 to Sep 5

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
<https://ecos.fws.gov/ecp/species/5513>

Tricolored Blackbird *Agelaius tricolor*

Breeds Mar 15 to Aug 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
<https://ecos.fws.gov/ecp/species/3910>

Western Grebe *aechmophorus occidentalis*

Breeds Jun 1 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
<https://ecos.fws.gov/ecp/species/6743>

Yellow-billed Magpie *Pica nuttalli*

Breeds Apr 1 to Jul 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
<https://ecos.fws.gov/ecp/species/9726>

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read ["Supplemental Information on Migratory Birds and Eagles"](#), specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey

effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

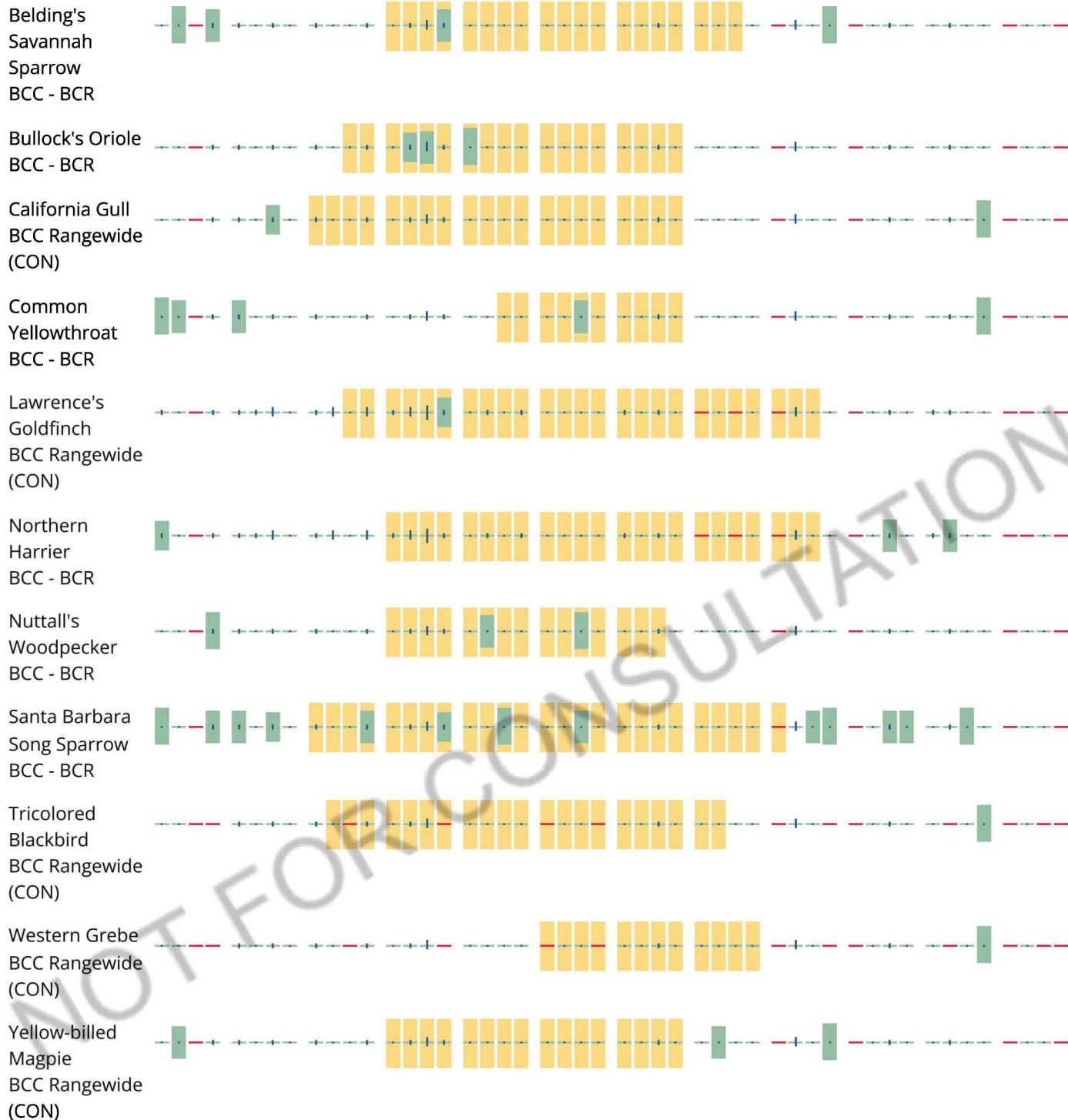
No Data (-)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

SPECIES	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	■ probability of presence	■ breeding season	survey effort	- no data								



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

This location did not intersect any wetlands mapped by NWI.

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

8.3 Appendix C: CHRIS Record Search Results

Prepared by Southern San Joaquin Valley Information Center, dated June 17, 2024.



To: Isaiah Medina
Precision Civil Engineering, Inc.
1234 O Street
Fresno, CA 93721

Record Search 24-261

Date: June 17, 2024

Re: Mid-Valley Pipe & Steel Industrial Subdivision

County: Madera

Map(s): Berenda 7.5'

CULTURAL RESOURCES RECORDS SEARCH

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

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

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

According to the information in our files, there have been no previous cultural resource studies completed within the project area. There have been three cultural resource studies completed within the one-half mile radius: MA-00083, 00304, 01026.

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

According to the information in our files, there are no recorded resources within the project area. There are no recorded resources within the one-half mile radius.

There are no recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, for the California State Historic Landmarks.

COMMENTS AND RECOMMENDATIONS

We understand this project proposes a Tentative Subdivision Map to subdivide the parcel into 13 lots, install underground infrastructure, construct and pave roadways, construct a 32,645-square foot building, construct a City storm drain basin, and the remaining lots would be graded for future development. Further, we understand this project site is currently vacant. Because this project area has not been previously studied for cultural resources, it is unknown if any are present. As such, prior to ground disturbance activities, we recommend a qualified, professional consultant conduct a field survey to determine if cultural resources are present. A list of qualified consultants can be found at www.chrisinfo.org.

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

By:



Jeremy E David, Assistant Coordinator

Date: June 17, 2024

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

8.4 Appendix D: NAHC Letter

Prepared by Native American Heritage Commission, dated June 6, 2024.



NATIVE AMERICAN HERITAGE COMMISSION

June 6, 2024

Isaiah Medina
Precision Civil Engineering

Via Email to: lmedina@precisioneng.net

CHAIRPERSON
Reginald Pagaling
Chumash

VICE CHAIRPERSON
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COMMISSIONER
Bennae Calac
Pauma-Yuima Band of
Luiseño Indians

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok/Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 273-2710

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Mid-Valley Pipe & Steel Inc. Industrial Subdivision Project, Madera County

Dear Mr. Medina:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Pricilla.Torres-Fuentes@nahc.ca.gov.

Sincerely,

Pricilla Torres-Fuentes

Pricilla Torres-Fuentes
Cultural Resources Analyst

Attachment