



RESOURCE MANAGEMENT AGENCY

Community and Economic Development
Department of Planning and Building

Norman L. Allinder, AICP
Director

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PLANNING COMMISSION DATE: April 2, 2013 (Continued from March 5, 2013)

AGENDA ITEM: #4

PRJ	#2012-002	A variance and zoning permit to allow an off-premise
VA	#2012-003	100'-0" high sign of 1,200 square feet that is closer
ZP	#2012-015	than 500 feet from an intersection
APN	#048-191-015	Applicant: George Beal
CEQA	ND #2013-03	Negative Declaration

REQUEST:

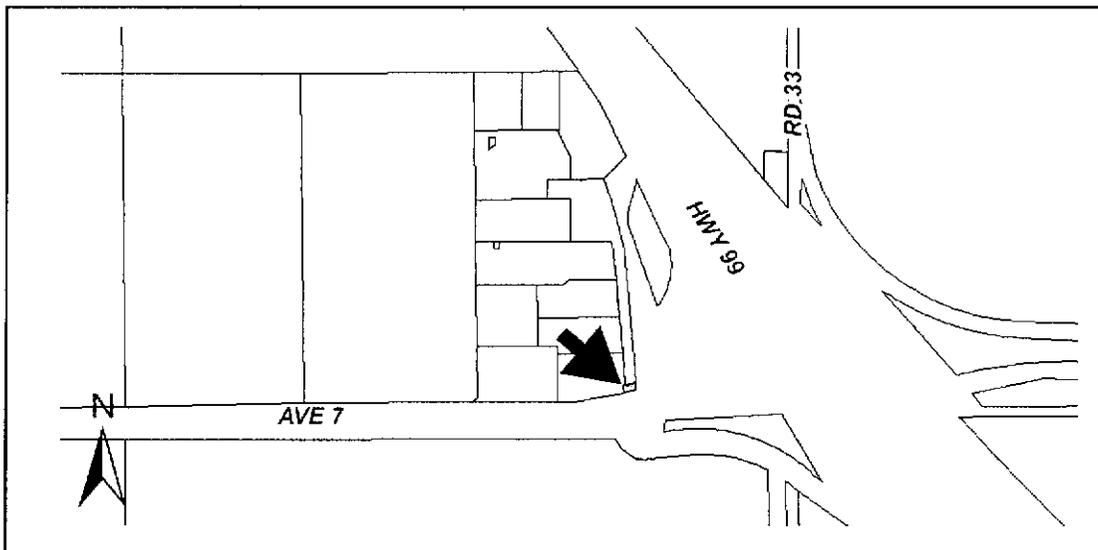
The application is for a variance and zoning permit in order to allow a 100'-0" tall sign where a 35'-0" height is required, 1,200 square feet of signage where 672 square feet is required, at the intersection of Highway 99 and Avenue 7 where 500 feet from an intersection is required, and a zoning permit to allow an off-premise sign for proposed commercial development.

LOCATION:

The project is located on the northwest corner of the Highway 99 and Avenue 7 interchange (32685 Avenue 7), Madera.

ENVIRONMENTAL ASSESSMENT:

A Negative Declaration (ND #2013-03) has been prepared and is subject to the review and approval of the Planning Commission.



RECOMMENDATION: Approval of Variance #2012-002 at an 85'-0" height for the proposed sign and Zoning Permit #2012-015, Negative Declaration #2013-03 subject to conditions and the Conditions Monitoring and Reporting Program..

GENERAL PLAN DESIGNATIONS (Exhibit A):

SITE: HSC (Highway Service Commercial) Designation

SURROUNDING: HSC (Highway Service Commercial) Designation , AE (Agricultural Exclusive) Designation

ZONING (EXHIBIT B)

SITE: PDD (Planned Development) District

SURROUNDING: PDD (Planned Development), OS (Open Space), CRH (Commercial, Rural, Highway), ARE-20 (Agricultural, Rural, Exclusive, 20-Acre), ARE-40 (Agricultural, Rural, Exclusive, 40-Acre) District

LAND USE:

SITE: Commercial

SURROUNDING: Commercial, Agricultural

SIZE OF PROPERTY (EXHIBIT C): 0.03 acres

ACCESS (EXHIBIT C):

The property would be accessed along Avenue 7 or through easements recorded as part of the prior commercial parcel map.

WILLIAMSON ACT:

The property involved in this proposal is not subject to a Williamson Act (Agricultural Preserve) contract.

BACKGROUND AND PRIOR ACTIONS:

The subject parcel was a part (APN 048-191-015) of Parcel Map #4154, Conditional Use Permit #2011-004 and Rezoning #2011-001 that allowed for a commercial parcel map to create the outlot where the proposed sign is located. The parcel map was recorded on June 7, 2012. The commercial center currently has a gas station under construction and also is the site of the wine tasting room, Appellation California, located toward the rear of the commercial center.

PROJECT DESCRIPTION:

The application is for a variance and zoning permit in order to allow a 100'-0" tall sign where a 35'-0" height is required, 1,200 square feet of signage where 672 square feet is required, at the intersection of Highway 99 and Avenue 7 where 500 feet from an intersection is required, and a zoning permit to allow an off-premise sign for proposed commercial development.

ORDINANCES/POLICIES:

Madera County County Code 18.67 governs allowed uses within the PDD (Planned Development) district.

Madera County County Code 18.90 governs the requirements for off-premise signs.

Madera County County Code 18.104 governs the requirements for issuance of a zoning permit.

Madera County County Code 18.106 governs the requirements for processing and findings for variances.

ANALYSIS:

The proposed project consists of the construction of a 100'-0" high commercial sign to serve the commercial center located at Avenue 7 and Highway 99. The commercial center was previously approved as part of Parcel Map #4154 and Rezoning #2011-001 which created a planned commercial development with 11 parcels and 4 outlots. The sign is proposed to be constructed on outlot B which was specifically designated as the site for signage for the center.

Within commercial districts, sign heights are limited to 35'-0". There have been other signs which have received height variances in the similar areas (highway commercial centers) due to the distinctive nature of the highway development. The proximity of the commercial area to the highway requires additional height for signage in order to notify motorists of the businesses and services available at the location in a timely matter. The added height for signs allows for proper preparation to exit the highway safely in order to use the commercial center. Highway oriented services, as designated in the General Plan, are designed to be convenient and provide immediate service needs for motorists. Without added height for a sign, it would be increasingly difficult for businesses of a highway nature to be viable. This unique feature of highway commercial centers meets the requirement for special circumstances for granting a variance. Moreover, the granting of the variance would be consistent and not a granting of special privileges for this property, because other properties in the area have been granted additional height for signage.

The sign would advertise all proposed businesses within the center so additional large signage would not be allowed. Additional signage on site would only include building signs or directional signs. The prior approval of the rezoning and parcel map contemplated signage for the center as well with the creation of Outlot B of Parcel Map #4154. By approving this specific location as Outlot B for the sign, the distance for an off-premise sign was significantly reduced thereby requiring a variance.

At the March 5, 2013 public hearing, the Commission asked for additional analysis regarding the proposed sign. Staff conducted a brief analysis of the proposed sign at 100'-0" using a crane provided by the applicant holding 16'-0" by 16'-0" piece of painted plywood as a marker. Staff then took pictures from various locations in relation to the sign: 1 mile north, east and west, ½ mile north and south, and ¾ mile north (Exhibits M-1 thru M-7). It is evident that the sign is visible at 100'-0" and lower from a mile away if not obstructed by features such as other highway signs, trees, or the Avenue 7 overpass. It is also evident that the sign is visible at lower heights to northbound traffic on Highway 99 as there are no obstructions and the highway is oriented directly towards the proposed sign.

However, for southbound traffic, visibility is variable depending on the distance for a prospective motorist. Depending on the circumstances, the sign could be seen as far away as 0.7 miles from the Avenue 7 exit ramp, giving a motorist about 10 to 13 seconds of visibility at this point. However, it is only seen for this short period before line of sight to the sign is obstructed by trees, mostly Oak, located north of the proposed sign location. The sign becomes briefly obstructed at first and reappears for about 5 additional seconds of visibility. Once the sign disappears behind the trees a second time, it is not completely visible until about 0.12 miles before the Avenue 7 exit ramp, giving a motorist traveling 60 miles per hour about 4 to 5 seconds to make a decision to exit Highway 99.

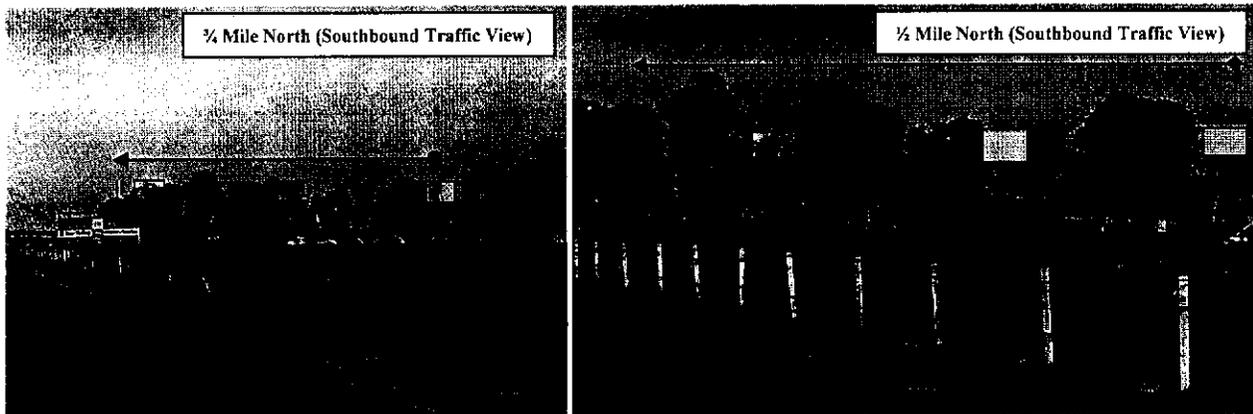


Figure 1 - As southbound traffic gets closer, a sign would move behind the existing trees starting from the far right moving to the left. Within a half mile, the sign will likely be blocked by the existing trees at any height. It is not until approximately 0.12 miles from the Avenue 7 exit that the sign will become visible to motorists after it has been blocked by the existing trees, giving motorists travelling at 60 miles an hour about 4 to 5 seconds to make a decision to exit Highway 99.

Based on this review, 100'-0" high sign would likely be blocked for considerable time to southbound traffic. A sign height of 85'-0" would not be as visible to eastern property owners along Avenue 7 due to a large portion of the sign being blocked by the overpass. Regardless of sign height, it will likely be visible to property owners west of the project along Avenue 7. However, motorist safety for highway oriented uses and signage should also be considered in this case. A height of 85'-0" would meet the needs of the property owner while providing adequate notification to motorists of the proposed commercial center in a timely and safe manner. A height of 85'-0" is similar to existing highway commercial signage in Madera County.

Comments were received from the California Department of Transportation (CalTrans) in regards to the proposal. CalTrans has discussed with Staff and the applicant their desire to preserve areas adjacent to the highway for future interchange construction. The applicant has stated they will try to work with CalTrans for a solution. In addition, CalTrans also requires that if the use to be used for advertising, that it will need to be permitted through the Outdoor Advertising Division.

GENERAL PLAN CONSISTENCY STATEMENT:

The proposed variance would be consistent with the Madera County General Plan and its commercial land use policies. Policies promoting commercial centers for travelers and motorists (1.D.4) would be consistent with the project approval as it allows the existing gas station to promote its services for Highway 99 traffic. Moreover, the HSC (Highway Service Commercial) general plan designation allows for commercial uses oriented to motorists. Approval of a variance for the sign is considered essential for the viability of highway commercial areas in order to signal motorists of upcoming commercial opportunities. Without the signage, the existing commercial use would likely have a more difficult time sustaining its business, which would also be inconsistent with the existing economic development policies within the General Plan.

FINDINGS

The Madera County Zoning Ordinance requires that the following findings of fact must be made by the Planning Commission to grant approval of this permit:

1. *There are exceptional or extraordinary circumstances or conditions applying to the land, building or use referred to in the application, which circumstances or conditions do not apply generally to land, buildings, and/or uses in the same zoning district.*

The property is a highway service commercial designated property located adjacent to Highway 99. The need to safely notify travelers and motorists is unique to areas near the highway. With traffic going at high rates of speed, it is essential to give ample time to motorists so that they may make the decision to enter the commercial area safely.

- 2. The granting of the application is necessary for the preservation and enjoyment of substantial property rights of the petitioner.*

In order to properly utilize the highway commercial property, the variance would be needed in order to ensure that the property keeps its value. The height required to notify motorists is more than that needed for regular commercial areas. Therefore, for the applicant to retain the designated use of the property, the variance for an 80'-0" high sign is needed to preserve the underlying rights of the property.

- 3. The granting of such application will not, under the circumstances of this particular case, materially affect adversely the health or safety of persons residing or working in the neighborhood of the property of the applicant and will not, in the circumstances of this particular case, be materially detrimental to the public welfare or injurious to the property or improvements in that neighborhood.*

The granting of the variance would not be contrary to public health or safety. In fact, the granting of the variance would enhance motorist safety by allowing for ample time to exit the highway to utilize the commercial properties of the area.

- 4. The granting of the variance shall not constitute a grant of special privilege inconsistent with the limitations upon other properties in the vicinity and zone in which subject property is situated.*

The limitations of the zone district would prevent the property owner from exhibiting similar uses allowed by adjacent commercial properties in the area. Existing signs exceed the highway requirement as a necessity within the highway commercial area in order to notify motorists of the existing commercial businesses.

- 5. Because of special circumstances, applicable to subject property, including size, shape, topography, location or surroundings, the strict application of the zoning ordinance would deprive the subject property of privileges enjoyed by other properties in the vicinity and under identical zone classifications.*

The strict application of the height limitation for structures, in this case, a sign advertising the use of the commercial property, would deprive the property owner of the privileges of surrounding commercial properties in the area. The location as a highway oriented commercial requires special considerations that involves sign height in order to properly notify motorists of the uses available.

RECOMMENDATION:

The analysis provided in this report recommends approval of Variance #2012-002 at 85'-0" height for the proposed sign and Zoning Permit #2012-015, Negative Declaration #2013-03 subject to conditions and the Conditions Monitoring and Reporting Program.

CONDITIONS:

Engineering Department

No Comments. Comply with Statutes.

Environmental Health Department

No comments. Comply with Statutes

Fire Department

No Comments. Comply with Statutes

Planning Department:

1. The proposed sign shall comply with the submitted operational statement.
2. Development shall be in accordance with the plan(s) as submitted by the applicant and/or as modified by the Planning Commission.
3. The only signage to be permitted within the commercial center other than the proposed off-premise sign shall be signs approved as part of CZ #2011-001 and CUP #2011-004, building signage or directional signage in compliance with County Code 18.90 - Sign Regulations. Other freestanding signs, with the exception of Menu boards for food establishments, shall not be permitted.

Road Department

No Comments.

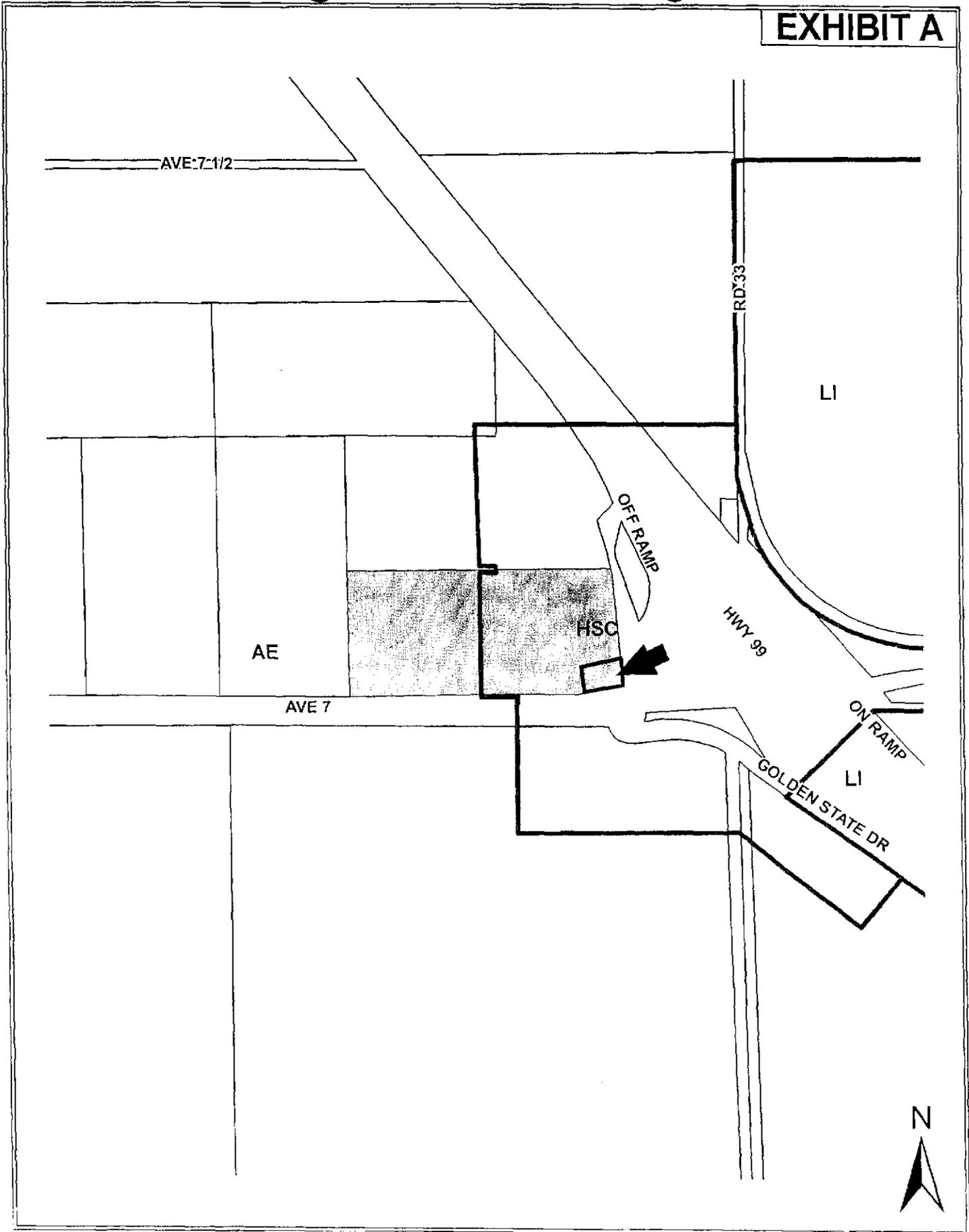
Department of Transportation - Exhibit K

1. If the sign encroaches within the highway right-of-way, the applicant shall obtain an encroachment permit from CalTrans.
2. The applicant shall confer with CalTrans whether the sign requires an outdoor advertising permit and obtain a permit if required. If the sign does not require a permit, the applicant shall obtain in writing from CalTrans that a permit is not needed.

ATTACHMENTS:

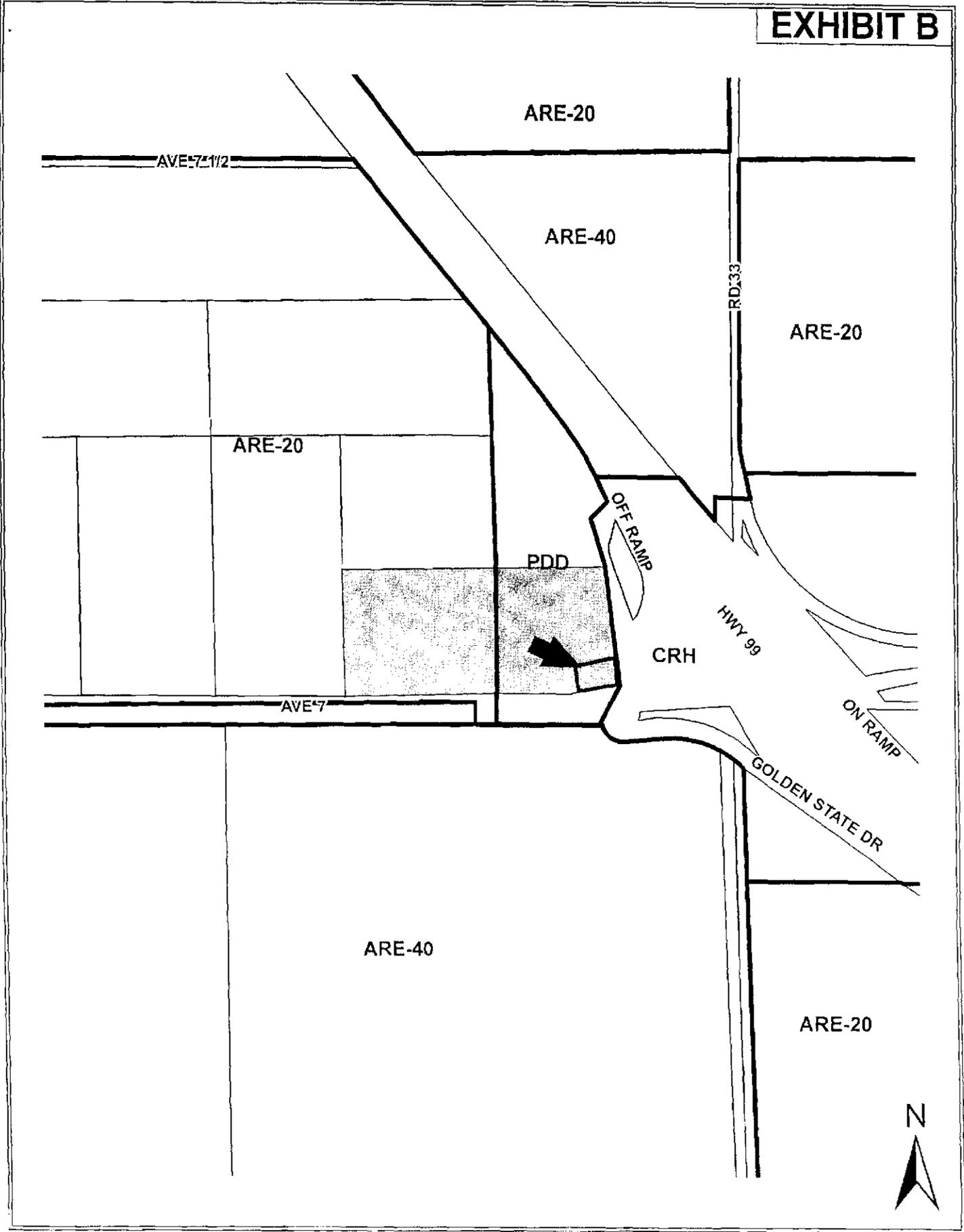
1. Exhibit A, General Plan Map
2. Exhibit B, Zoning Map
3. Exhibit C, Assessor's Map
4. Exhibit D, Site Plan and Elevation
5. Exhibit E, Aerial Map
6. Exhibit F, Topographical Map
7. Exhibit G, Operational Statement
8. Exhibit H, Initial Study
9. Exhibit I, Negative Declaration #2013-03
10. Exhibit J, Monitoring and Reporting Program
11. Exhibit K, Department of Transportation Comments
12. Exhibit L, Photos Taken Map
13. Exhibit M-1, Photo Taken 1 Mile North (Highway 99)
14. Exhibit M-2, Photo Taken 1 Mile North (Avenue 8 Overpass)
15. Exhibit M-3, Photo Taken 3/4 Mile North (Highway 99)
16. Exhibit M-4, Photo Taken 1/2 Mile North (Highway 99)
17. Exhibit M-5, Photo Taken 1 Mile West (Avenue 7)
18. Exhibit M-6, Photo Taken 1 Mile East (Avenue 7)
19. Exhibit M-7, Photo Taken 1/2 Mile South (Highway 99)

EXHIBIT A



GENERAL PLAN MAP

EXHIBIT B



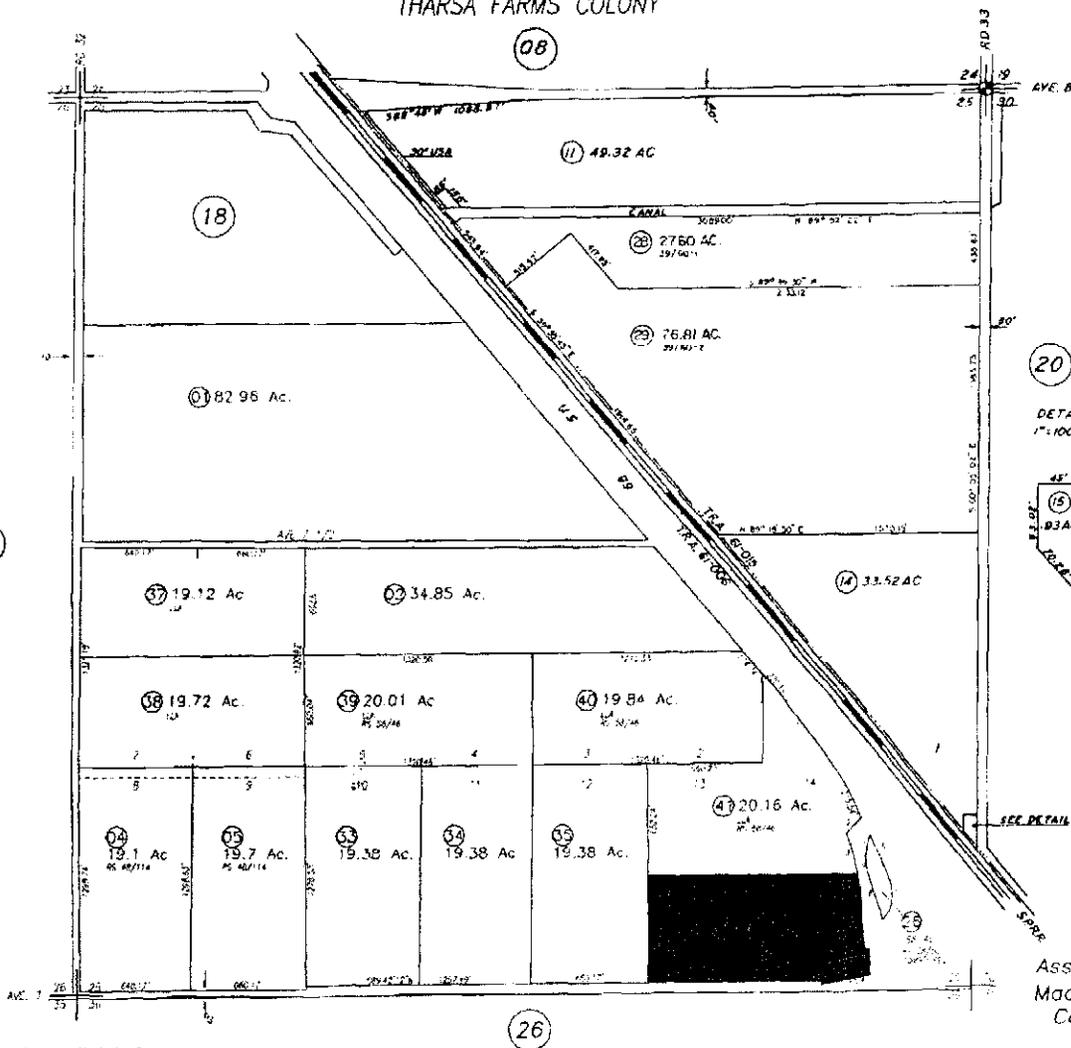
ZONING MAP

EXHIBIT C

ORIGINAL

THARSA FARMS COLONY

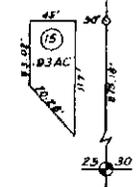
48-19



Tax Area Code
 61-005
 61-015

20

DETAIL A
 1"=100'



SEE DETAIL A

Assessor's Map No. 48-19
 Madera Unified/Eastin Arcola
 County of Madera, Calif.
 1967

NOTE- Assessor's Block Numbers Shown in Ellipses. (17)
 Assessor's Parcel Numbers Shown in Circles. (18)

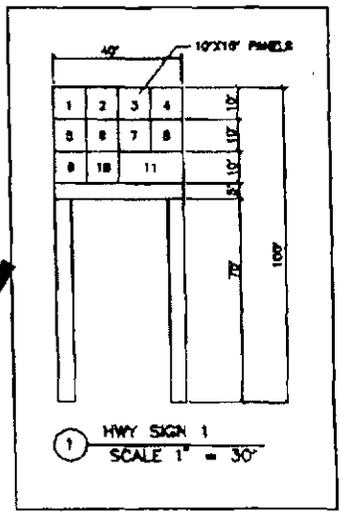
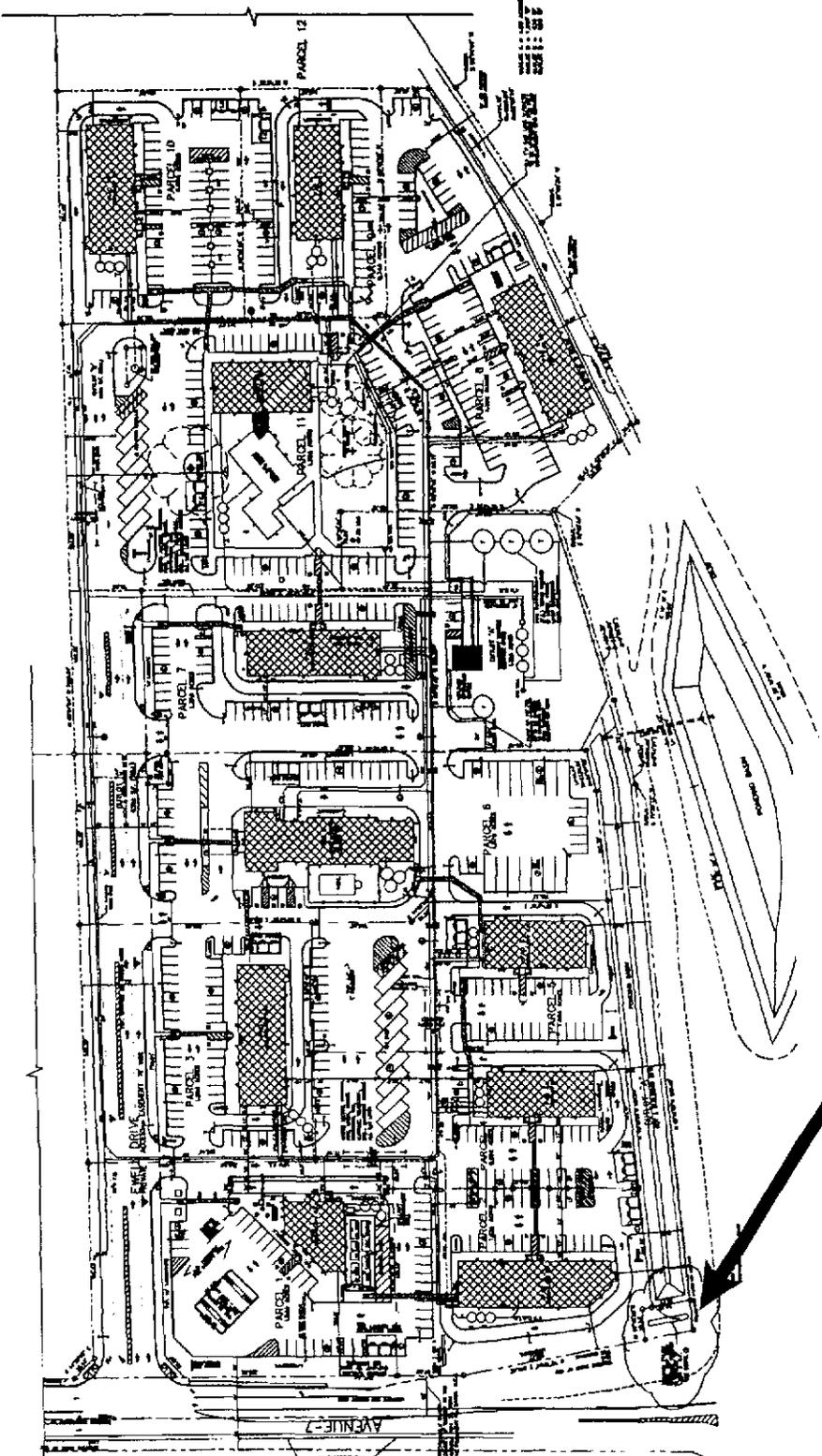
NOTE: This map is for assessment purposes only and is not intended for interpretation of boundary rights, zoning regulations or land division.

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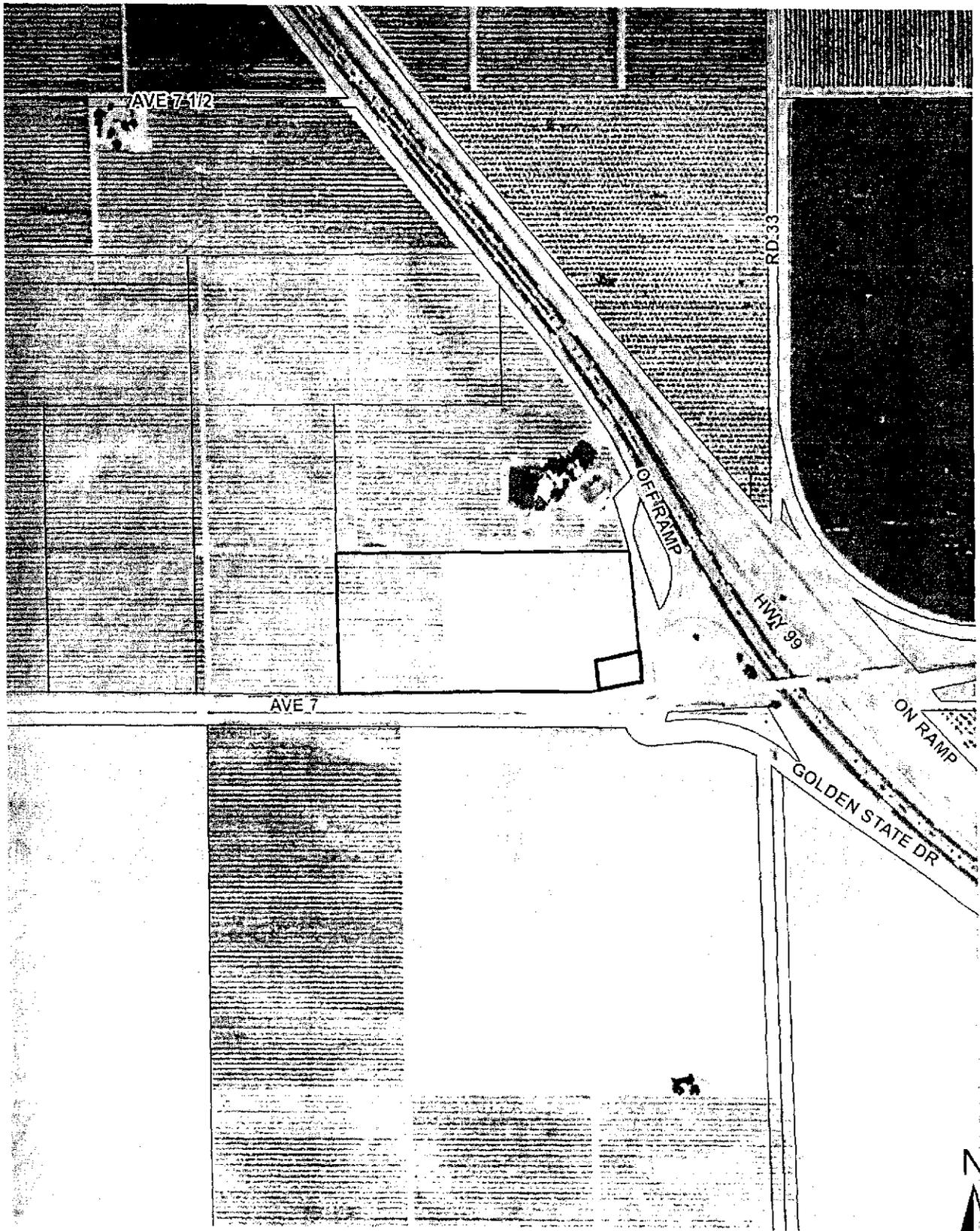
ASSESSOR'S MAP

EXHIBIT D



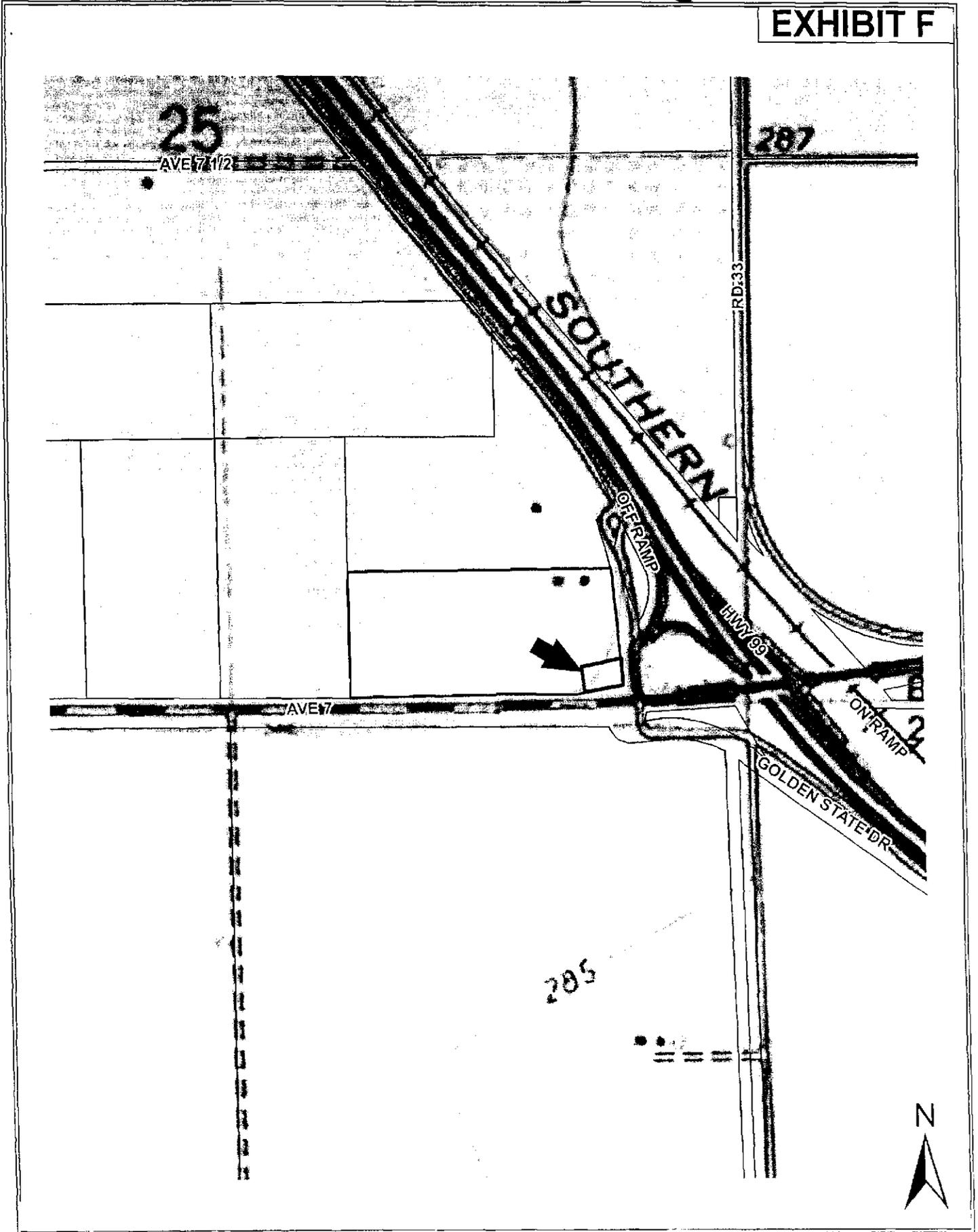
SITE PLAN

EXHIBIT E



AERIAL MAP

EXHIBIT F



TOPOGRAPHICAL MAP

OPERATIONAL/ENVIRONMENTAL STATEMENT CHECKLIST

It is important that the operational/environmental statement provides for a complete understanding of your proposal. Your operational/environmental statement must be typed or written in a legible manner on a separate sheet(s) of paper. DO NOT SUBMIT THIS CHECKLIST AS YOUR STATEMENT.

1. Please provide the following information:
Assessors Parcel Number *048-196-042*
Applicants Name *George Boal*
Address *1175 Sierra Court #104*
Phone Number *415-258-8111* *93612* *372*
NOTE: Your response to this operation statement must include:
1. Each question as it appears on the form.
2. Your complete answer to each question. Incomplete or illegible responses will not be accepted.
2. Describe the nature of your proposal/operation (please be specific).
Inst. in an 100' High Freeway Sign Along Highway at 400'
3. What is the existing use of the property?
vacant
4. What products will be produced by the operation? Will they be produced on-site or at some other location? Are these products to be sold on-site? Explain.
This will be a convenience store selling food stuff, snack mixes, and various other goods including gasoline
5. What are the proposed operational time limits?
Months (if seasonal):
Days per week: *7*
Hours (from *2am* to *11pm*)
Total hours per day: *24*
6. Will there be any special activities or events? *No*
Frequency:
Hours:
Are these activities indoors or outdoors?
7. How many customers or visitors are expected?
Average number per day: *500*
Maximum number per day: *700*
What hours will customers/visitors be there? *24 hrs*
8. How many employees will there be?
Current: *2-3*
Future: *12*
Hours they work: *various during the 24hrs the business is open*
Do any live on-site? If so, in what capacity (i.e., caretaker)?
9. What equipment, materials, or supplies will be used and how will they be stored? If appropriate, provide pictures or brochures.
all equipment, materials, and supplies on site
10. Will there be any service and deliver vehicles?
Number: *1-2*
Type: *supply goods to other stores*
Frequency: *weekly*
11. Number of parking spaces for employees, customers, and service/delivery vehicles. Type of surfacing on parking area.
48 parking spaces, concrete asphalt
12. How will access be provided to the property/project? (Street name)
ACE 7, Woodell Ave.

13. Estimate the number and type (i.e., cars, trucks) of vehicular trips per day that will be generated by the proposed development. *500 PER DAY, THEY WILL COME FROM EXISTING TRAFFIC ON HWY 99 AND AVE 7*
14. Describe any proposed advertising including size, appearance, and placement. *WE WILL SUBMIT A SIGN PLAN (E.G. ON SITE PROPOSED SIGNS*
15. Will existing buildings be used or will new buildings be constructed? Indicate which building(s) or portion(s) of will be utilized and describe the type of construction materials, height, color, etc. Provide floor plan and elevations, if appropriate. *WE WILL BUILD A NEW RETAIL BUILDING WITH A GASOLINE FACILITY*
16. Is there any landscaping or fencing proposed? Describe type and location. *YES, THE PROPOSED SITE WILL HAVE LANDSCAPE AROUND THE PERIMETER OF THE SITE*
17. What are the surrounding land uses to the north, south, east, and west boundaries of the property? *NORTH IS AN EXISTING WINE TASTING FACILITY, SOUTH FARMLAND WEST FARMLAND EAST HWY 99*
18. Will this operation or equipment used generate noise above existing parcels in the area? *YES, FROM THE TRAFFIC VISITING THE SITE*
19. On a daily or annual basis, estimate how much water will be used by the proposed development, and how is water to be supplied to the proposed development (please be specific). *1000 GALLONS PER DAY FOR THE BUSINESS 3000 GALLONS PER DAY FOR LANDSCAPING*
20. On a daily or weekly basis, how much wastewater will be generated by the proposed project and how will it be disposed of? *WASTEWATER WILL BE USED IN LANDSCAPE FROM 900 GALLONS DAY*
21. On a daily or weekly basis, how much solid waste (garbage) will be generated by the proposed project and how will it be disposed of? *10 CUBIC YARDS, IT WILL BE PICKED UP BY A PRIVATE SERVICE*
22. Will there be any grading? Tree removal? (please state the purpose, i.e., for roads, building pads, drainage, etc.) *YES BUILD PAD FOR BUILDING - ROADS & PARKING LOT NOT NECESSARY TO BE REMOVED*
23. Are there any archeological or historically significant sites located on this property? If so, describe and show location on site plan. *NO*
24. Locate and show all bodies of water on application plot plan or attached map. *NO*
25. Show any ravines, gullies, and natural drainage courses on the property on the plot plan. *NO*
26. Will hazardous materials or waste be produced as part of this project? If so, how will they be shipped or disposed of? *NO*
27. Will your proposal require use of any public services or facilities? (i.e., schools, parks, fire and police protection or special districts?) *NO*
28. How do you see this development impacting the surrounding area? *VERY LITTLE SINCE THERE IS ONLY 1 BUILDING*
29. How do you see this development impacting schools, parks, fire and police protection or special districts? *VERY LITTLE SINCE THERE IS ONLY 1 BUILDING*
30. If your proposal is for commercial or industrial development, please complete the following:

Proposed Use(s)	<i>RETAIL STORE</i>
Square Feet of Building Area(s)	<i>10,000</i>
Total Number of Employees	<i>12</i>
Building Height(s)	<i>2.5</i>
31. If your proposal is for a land division(s), show any slopes over 10% on the map or on an attached map.

Environmental Checklist Form

Title of Proposal: PRJ #2012-002 - George Beal

Date Checklist Submitted: 2/6/2013

Agency Requiring Checklist: Madera County Planning Department

Agency Contact: Jerome Keene

Phone: (559) 675-7821

Description of Initial Study/Requirement

The Initial Study is a public document used by the decision-making lead agency to determine whether a project may have significant effects on the environment. In the case of the proposed project, the Madera County Planning Department, acting as lead agency, will use the initial study to determine whether the project has a significant effect on the environment. In accordance with CEQA, Guidelines (Section 15063[a]), an environmental impact report (EIR) must be prepared if there is substantial evidence (such as results of the Initial Study) that a project may have significant effect on the environment. This is true regardless of whether the overall effect of the project would be adverse or beneficial. A negative declaration (ND) or mitigated negative declaration (MND) may be prepared if the lead agency determines that the project would have no potentially significant impacts or that revisions to the project, or measures agreed to by the applicant, mitigate the potentially significant impacts to a less-than-significant level.

The initial study considers and evaluates all aspects of the project which are necessary to support the proposal. The complete project description includes the site plan, operational statement, and other supporting materials which are available in the project file at the office of the Madera County Planning Department.

Description of Project:

The application is for a height variance to allow for a 100'-0" sign, variance from size requirement to allow 1,200 square feet of signage where 672 square feet is allowed, variance from distance requirement from interchange, and a zoning permit to allow an off-premise sign for proposed commercial development

Project Location:

The Project is located on the north side of Avenue 7, on the northwest corner of the Highway 99 and Avenue 7 interchange (32685 Avenue 7), Madera.

Applicant Name and Address:

Beal Development, 1175 Shaw Avenue, #104, Clovis, CA 93612

General Plan Designation:

CC (Community Commercial)

Zoning Designation:

PDD (Planned Development District)

Surrounding Land Uses and Setting:

Commercial and Agriculture

Other Public Agencies whose approval is required:

None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Prior EIR or ND/MND Number

Signature

Date

I. AESTHETICS -- Would the project:

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

Discussion:

(a) No Impact

The project is not within a designated scenic area. The area is rural in nature and has already been zoned for commercial development.

(b) No Impact

There are not any scenic resources identified in this area as it has been historically farmland and more recently been cleared. There have never been any structures on the subject property as its location and size does not lend itself to development.

(c) Less than Significant Impact

The sign will be seen from adjacent properties as well as State Highway 99. However, the sign is not of a visual character that is degrading or abnormal along the highway corridors of State Route 99.

(d) Less than Significant Impact

Light will be used to illuminate the sign at night. However, that light will be directed at or illuminated through the signage. It is not anticipated that any light will be directed at adjacent properties based on the design of the proposed signage.

General Information:

A nighttime sky in which stars are readily visible is often considered a valuable scenic/visual resource. In urban areas, views of the nighttime sky are being diminished by "light pollution." Light pollution, as defined by the International dark-Sky Association, is any adverse effect of artificial light, including sky glow, glare, light trespass, light clutter, decreased visibility at night, and energy waste. Two elements of light pollution may affect city residents: sky glow and light trespass. Sky glow is a result of light fixtures that emit a portion of their light directly upward into the sky where light scatters, creating an orange-yellow glow above a city or town. This light can interfere with views of the nighttime sky and can diminish the number of stars that are visible. Light trespass occurs when poorly shielded or poorly aimed fixtures cast light into unwanted areas, such as neighboring property and homes.

Light pollution is a problem most typically associated with urban areas. Lighting is necessary for nighttime viewing and for security purposes. However, excessive lighting or inappropriately designed lighting fixtures can disturb nearby sensitive land uses through indirect illumination. Land uses which are considered "sensitive" to this unwanted light include residences, hospitals, and care homes.

Daytime sources of glare include reflections off of light-colored surfaces, windows, and metal details on cars traveling on nearby roadways. The amount of glare depends on the intensity and direction of sunlight, which is more acute at sunrise and sunset because the angle of the sun is lower during these times.

III. **AGRICULTURE AND FOREST RESOURCES:** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g)) or timberland (as defined by Public Resources Code section 4526) or timberland zoned Timberland Protection (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest land?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

(a) No Impact

The project is not converting any designated farmland. The site has been designated and zoned for commercial activity for over 30 years.

(b) No Impact

The property is not has never been subject to a Williamson Act contract.

(c) No Impact

The area is not within a timberland zoned or forest land protected area.

(d) No Impact

The land is vacant and not within a forest land area and does not propose any conversion of forest land.

(e) No Impact

The land is vacant and would not result in any conversion of adjacent farmlands or forest lands as they are zoned and planned for agriculture.

General Information

The California Land Conservation Act of 1965--commonly referred to as the Williamson Act--enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value.

The Department of Conservation oversee the Farmland Mapping and Monitoring Program. The Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status, the best quality land is called Prime Farmland. The maps are updated every two years with the use of a computer.

mapping system, aerial imagery, public review, and field reconnaissance. The program's definition of land is below:

PRIME FARMLAND (P): 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.

FARMLAND OF STATEWIDE IMPORTANCE (S): Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

UNIQUE FARMLAND (U): Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include nonirrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

FARMLAND OF LOCAL IMPORTANCE (L): Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

GRAZING LAND (G): Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.

URBAN AND BUILT-UP LAND (D): Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

OTHER LAND (X): Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

III.	AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitiga- tion Incorpor- ation	Less Than Significant Impact	No Impact
	a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

(a) No Impact

The proposed sign would not generate any emissions directly from the sign.

(b) No Impact

The proposed sign would not violate any local air quality standard. The construction of the sign must abide by local Air District regulations.

(c) No Impact

The sign would not increase net criteria pollutants.

(d) No Impact

There are not any sensitive receptors in the immediate area of the sign.

(e) No Impact

No odors will be generated by the proposed sign.

General Information

Global Climate Change

Climate change is a shift in the "average weather" that a given region experiences. This is measured by changes in temperature, wind patterns, precipitation, and storms. Global climate is the change in the climate of the earth as a whole. It can occur naturally, as in the case of an ice age, or occur as a result of anthropogenic activities. The extent to which anthropogenic activities influence climate change has been the subject of extensive scientific inquiry in the past several decades. The Intergovernmental Panel on Climate Change (IPCC), recognized as the leading research body on the subject, issued its Fourth Assessment Report in February 2007, which asserted that there is "very high confidence" (by IPCC definition a 9 in 10 chance of being correct) that human activities have resulted in a net warming of the planet since 1750.

CEQA requires an agency to engage in forecasting "to the extent that an activity could reasonably be expected under the circumstances. An agency cannot be expected to predict the future course of governmental regulation or exactly what information scientific advances may ultimately reveal" (CEQA Guidelines Section 15144, Office of Planning and Research commentary, citing the California Supreme Court decision in Laurel Heights Improvement Association v. Regents of the University of California [1988] 47 Cal. 3d 376).

Recent concerns over global warming have created a greater interest in greenhouse gases (GHG) and their contribution to global climate change (GCC). However at this time there are no generally accepted thresholds of significance for determining the impact of GHG emissions from an individual project on GCC. Thus, permitting agencies are in the position of developing policy and guidance to ascertain and mitigate to the extent feasible the effects of GHG, for CEQA purposes, without the normal degree of accepted guidance by case law.

IV. BIOLOGICAL RESOURCES -- Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Discussion:

(a) No Impact

The area is vacant with not plant cover on site. The property is not suitable for any species and has been zoned commercial since the 1960s. The site has been managed in a fashion as to not perpetuate any forming of habitats of specially listed species on the project site.

(b) No Impact

The subject property is not near any riparian habitat.

(c) No Impact

There are not any wetland delineated on the project site.

(d) No Impact

There are not any fish on site that could be affected.

(e) No Impact

The project is a sign and must comply with the local ordinance for commercial signage. There are not any impacts to biological species for the proposed construction.

(f) No Impact

There are not any Habitat Conservation Plans or other local plans that would be conflicted for the proposed project relating to special species.

General Information

Special Status Species include:

- Plants and animals that are legally protected or proposed for protection under the California Endangered Species Act (CESA) or Federal Endangered Species Act (FESA);
- Plants and animals defined as endangered or rare under the California Environmental Quality Act (CEQA) §15380;
- Animals designated as species of special concern by the U.S. Fish and Wildlife Service (USFWS) or California Department of Fish and Game (CDFG);
- Animals listed as "fully protected" in the Fish and Game Code of California (§3511, §4700, §5050 and §5515); and
- Plants listed in the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Vascular Plants of California.

A review of both the County's and Department of Fish and Game's databases for special status species have identified the following species:

Species	Federal Listing	State Listing	Dept. of Fish and Game Listing	CNPS Listing
San Joaquin pocket mouse	None	None		
San Joaquin kit fox	Endangered	Threatened		
American badger	None	None	SSC	

Valley Elderberry Longhorn Beetle	Threatened	None		
Hairy Orcutt Grass	Endangered	Endangered		1B.1

List 1A: Plants presumed extinct

List 1B: Plants Rare, Threatened, or Endangered in California and elsewhere.

List 2: Plants Rare, Threatened, or Endangered in California, but more numerous elsewhere

List 3: Plants which more information is needed – a review list

List 4: Plants of Limited Distributed - a watch list

Ranking

0.1 – Seriously threatened in California (high degree/immediacy of threat)

0.2 – Fairly threatened in California (moderate degree/immediacy of threat)

0.3 – Not very threatened in California (low degree/immediacy of threats or no current threats known)

Effective January 1, 2007, Senate Bill 1535 took effect that has changed de minimis findings procedures. The Senate Bill takes the de minimis findings capabilities out of the Lead Agency hands and puts the process into the hands of the California Department of Fish and Wildlife (formally the California Department of Fish and Game). A Notice of Determination filing fee is due each time a NOD is filed at the jurisdictions Clerk's Office. The authority comes under Senate Bill 1535 (SB 1535) and Department of Fish and Wildlife Code 711.4. Each year the fee is evaluated and has the potential of increasing. For the most up-to-date fees, please refer to http://www.dfg.ca.gov/habcon/ceqa/ceqa_changes.html.

The Valley elderberry longhorn beetle was listed as a threatened species in 1980. Use of the elderberry bush by the beetle, a wood borer, is rarely apparent. Frequently, the only exterior evidence of the elderberry's use by the beetle is an exit hole created by the larva just prior to the pupal stage. According to the USFWS, the Valley Elderberry Longhorn Beetle habitat is primarily in communities of clustered Elderberry plants located within riparian habitat. The USFWS stated that VELB habitat does not include every Elderberry plant in the Central Valley, such as isolated, individual plants, plants with stems that are less than one inch in basal diameter or plants located in upland habitat.

V. CULTURAL RESOURCES -- Would the project:

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

Discussion:

(a) No Impact

(b) No Impact

(c) No Impact

(d) No Impact

General Information

Public Resource Code 5021.1(b) defines a historic resource as "any object building, structure, site, area or place which is historically significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California." These resources are of such import, that it is codified in CEQA (PRC Section 21000) which prohibits actions that "disrupt, or adversely affect a prehistoric or historic archaeological site or a property of historical or cultural significance to a community or ethnic or social groups; or a paleontological site except as part of a scientific study."

Archaeological importance is generally, although not exclusively, a measure of the archaeological research value of a site which meets one or more of the following criteria:

- Is associated with an event or person of recognized significance in California or American history or of recognized scientific importance in prehistory.
- Can provide information which is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable archaeological research questions.
- Has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind.
- Is at least 100 years old and possesses substantial stratigraphic integrity (i.e. it is essentially undisturbed and intact).
- Involves important research questions that historic research has shown can be answered only with archaeological methods.

Reference CEQA Guidelines §15064.5 for definitions.

Most of the archaeological survey work in the County has taken place in the foothills and mountains. This does not mean, however, that no sites exist in the western part of the County, but rather that this area has not been as thoroughly studied. There are slightly more than 2,000 recorded archaeological sites in the County, most of which are located in the foothills and mountains. Recorded prehistoric artifacts include village sites, camp sites, bedrock milling stations, pictographs, petroglyphs, rock rings, sacred sites, and resource gathering areas. Madera County also contains a significant number of potentially historic sites, including homesteads and ranches, mining and logging sites and associated features (such as small camps, railroad beds, logging chutes, and trash dumps.

VI. GEOLOGY AND SOILS -- Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

(a-i) No Impact

(a-ii) No Impact

(a-iii) No Impact

(a-iv) No Impact

(b) No Impact

(c) No Impact

(d) No Impact

(e) No Impact

General Information

Madera County is divided into two major physiographic and geologic provinces: the Sierra Nevada Range and the Central Valley. The Sierra Nevada physiographic province in the northeastern portion of the county is underlain by metamorphic and igneous rock. It consists mainly of homogenous types of granitic rocks, with several islands of older metamorphic rock. The central and western parts of the county are part of the Central Valley province, underlain by marine and non-marine sedimentary rocks.

The foothill area of the county is essentially a transition zone, containing old alluvial soils that have been dissected by the west-flowing rivers and streams which carry runoff from the Sierra Nevada's.

Seismicity varies greatly between the two major geologic provinces represented in Madera County. The Central valley is an area of relatively low tectonic activity bordered by mountain ranges on either side. The Sierra Nevada's, partly within Madera County, are the result of movement of tectonic plates which resulted in the creation of the mountain range. The Coast Ranges on the west side of the Central Valley are also a result of these forces, and continued movement of the Pacific and North American tectonic plates continues to elevate the ranges. Most of the seismic hazards in Madera County result from movement along faults associated with the creation of these ranges.

There are no active or potentially active faults of major historic significance within Madera County. The County does not lie within any Alquist Priolo Special Studies Zone for surface faulting or fault creep.

However, there are two significant faults within the larger region that have been and will continue to be the principle sources of potential seismic activity within Madera County.

San Andreas Fault: The San Andreas Fault lies approximately 45 miles west of the county line. The fault has a long history of activity and is thus a concern in determining activity in the area

Owens Valley Fault Group: The Owens Valley Fault Group is a complex system containing both active and potentially active faults on the eastern base of the Sierra Nevada Range. This group is located approximately

80 miles east of the County line in Inyo County. This system has historically been the source of seismic activity within the County.

The *Draft Environmental Impact Report* for the state prison project near Fairmead identified faults within a 100 mile radius of the project site. Since Fairmead is centrally located along Highway 99 within the county, this information provides a good indicator of the potential seismic activity which might be felt within the County. Fifteen active faults (including the San Andreas and Owens Valley Fault Group) were identified in the *Preliminary Geotechnical Investigation*. Four of the faults lie along the eastern portion of the Sierra Nevada Range, approximately 75 miles to the northeast of Fairmead. These are the Parker Lake, Hartley Springs, Hilton Creek and Mono Valley Faults. The remaining faults are in the western portion of the San Joaquin Valley, as well as within the Coast Range, approximately 47 miles west of Fairmead. Most of the remaining 11 faults are associated with the San Andreas, Calaveras, Hayward and Rinconada Fault Systems which collectively form the tectonic plate boundary of the Central Valley.

In addition, the Clovis Fault, although not having any historic evidence of activity, is considered to be active within quaternary time (within the past two million years), is considered potentially active. This fault line lies approximately six miles south of the Madera County line in Fresno County. Activity along this fault could potentially generate more seismic activity in Madera County than the San Andreas or Owens Valley fault systems. However, because of the lack of historic activity along the Clovis Fault, there is inadequate evidence for assessing maximum earthquake impacts.

Seismic ground shaking, however, is the primary seismic hazard in Madera County because of the County's seismic setting and its record of historical activity (General Plan Background Element and Program EIR). The project represents no specific threat or hazard from seismic ground shaking, and all new construction will comply with current local and state building codes. Other geologic hazards, such as landslides, lateral spreading, subsidence, and liquefaction have not been known to occur within Madera County.

According to the Madera County General Plan Background Report, groundshaking is the primary seismic hazard in Madera County. The valley portion of Madera County is located on alluvium deposits, which tend to experience greater groundshaking intensities than areas located on hard rock. Therefore, structures located in the valley will tend to suffer greater damage from groundshaking than those located in the foothill and mountain areas.

Liquefaction is a process whereby soil is temporarily transformed to a fluid form during intense and prolonged ground shaking. According to the Madera County General Plan Background Report, although there are areas of Madera County where the water table is at 30 feet or less below the surface, soil types in the area are not conducive to liquefaction because they are either too coarse in texture or too high in clay content; the soil types mitigate against the potential for liquefaction.

VII. GREENHOUSE GAS EMISSIONS - Would the project:

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

Discussion:

(a) Less than Significant Impact

The project will use some electricity thereby generating some greenhouse gases as part of its construction and ongoing operation.

(b) Less than Significant Impact

The project will not conflict with any applicable plan regarding greenhouse gas emissions.

General Information

Greenhouse Gas (GHG) Emissions: The potential effect of greenhouse gas emission on global climate change is an emerging issue that warrants discussion under CEQA. Unlike the pollutants discussed previously that may have regional and local effects, greenhouse gases have the potential to cause global changes in the environment. In addition, greenhouse gas emissions do not directly produce a localized impact, but may cause an indirect impact if the local climate is adversely changed by its cumulative contribution to a change in global climate. Individual development projects contribute relatively small amounts of greenhouse gases that when added to other greenhouse gas producing activities around the world would result in an increase in these emissions that have led many to conclude is changing the global climate. However, no threshold has been established for what would constitute a cumulatively considerable increase in greenhouse gases for individual development projects. The State of California has taken several actions that help to address potential global climate change impacts.

Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006, outlines goals for local agencies to follow in order to bring Greenhouse Gas (GHG) emissions to 1990 levels (a 25% overall reduction) by the year 2020. The California Air Resources Board (CARB) holds the responsibility of monitoring and reducing GHG emissions through regulations, market mechanisms and other actions. A Draft Scoping Plan was adopted by CARB in order to provide guidelines and policy for the State to follow in its steps to reduce GHG. According to CARB, the scoping plan's GHG reduction actions include: direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

Following the adoption of AB 32, the California State Legislature adopted Senate Bill 375, which became the first major bill in the United States that would aim to limit climate change by linking directly to "smart growth" land use principles and transportation. It adds incentives for projects which intend to be in-fill, mixed use, affordable and self-contained developments. SB 375 includes the creation of a Sustainable Communities Strategy (SCS) through the local Metropolitan Planning Organizations (MPO) in order to create land use patterns which reduce overall emissions and vehicle miles traveled. Incentives include California Environmental Quality Act streamlining and possible exemptions for projects which fulfill specific criteria.

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- (a) No Impact
- (b) No Impact
- (c) No Impact
- (d) No Impact
- (e) No Impact
- (f) No Impact
- (g) No Impact
- (h) No Impact

General Information

Any hazardous material because of its quantity, concentration, physical or chemical properties, pose a significant present or potential hazard to human health and safety, or the environment the California legislature adopted Article I, Chapter 6.95 of the Health and Safety Code, Sections 25500 to 25520 that requires any business handling or storing a hazardous material or hazardous waste to establish a Business Plan. The information obtained from the completed Business Plans will be provided to emergency response personnel for a better-prepared emergency response due to a release or threatened release of a hazardous material and/or hazardous waste.

Business owners that handle or store a hazardous material or mixtures containing a hazardous material, which has a quantity at any one time during the year, equal to or greater than:

- 1) A total of 55 gallons,
- 2) A total of 500 pounds,
- 3) 200 cubic feet at standard temperature and pressure of compressed gas,
- 4) any quantity of Acutely Hazardous Material (AHM).

Assembly Bill AB 2286 requires all business and agencies to report their Hazardous Materials Business Plans to the Certified Unified Program Agency (CUPA) information electronically at <http://cers.calepa.ca.gov>

IX. HYDROLOGY AND WATER QUALITY – Would the project:

- | | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- (a) No Impact
- (b) No Impact
- (c) No Impact
- (d) No Impact
- (e) No Impact
- (f) No Impact
- (g) No Impact
- (h) No Impact
- (i) No Impact
- (j) No Impact

General Information

Groundwater quality contaminants of concern in the Valley Floor include high salinity (total dissolved solids), nitrate, uranium, arsenic, methane gas, iron, manganese, slime production, and dibromochloropropane with the maximum contaminant level exceeded in some areas. Despite the water quality issues noted above, most of

the groundwater in the Valley Floor is of suitable quality for irrigation. Groundwater of suitable quality for public consumption has been demonstrated to be present in most of the area at specific depths.

Groundwater quality contaminants of concern in the Foothills and Mountains include manganese, iron, high salinity, hydrogen sulfide gas, uranium, nitrate, arsenic, and methylbutylethylene (MTBE) with the maximum concentration level being exceeded in some areas. Despite these problems, there are substantial amounts of good-quality groundwater in each of the areas evaluated in the Foothills and Mountains. Iron and manganese are commonly removed by treatment. Uranium treatment is being conducted on a well by the Bass Lake Water Company.

A seiche is an occasional and sudden oscillation of the water of a lake, bay or estuary producing fluctuations in the water level and caused by wind, earthquakes or changes in barometric pressure. A tsunami is an unusually large sea wave produced by seaquake or undersea volcanic eruption (from the Japanese language, roughly translated as "harbor wave"). According to the California Division of Mines and Geology, there are no active or potentially active faults of major historic significance within Madera County. As this property is not located near any bodies of water, no impacts are identified.

The flood hazard areas of the County of Madera are subject to periodic inundation which results in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety and general welfare. These flood losses are caused by uses that are inadequately elevated, floodproofed, or protected from flood damage. The cumulative effect of obstruction in areas of special flood hazards which increase flood height and velocities also contribute to flood loss.

X. LAND USE AND PLANNING – Would the project result in:

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

Discussion:

(a) No Impact

The project is consistent with prior approvals for the project site dating back to the 1960s. The recent rezoning analyzed signage for the site and determined that it was consistent with the existing commercial use of the project.

(b) No Impact

(c) No Impact

XI. MINERAL RESOURCES – Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Discussion:

(a) No Impact

There are not any identified resources on site

(b) No Impact

There are not any identified resources on site

XII. NOISE – Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

(a) No Impact

(b) No Impact

(c) No Impact

(d) No Impact

(e) No Impact

(f) No Impact

General Discussion

The Noise Element of the Madera County General Plan (Policy 7.A.5) provides that noise which will be created by new non-transportation noise sources shall be mitigated so as not to exceed the Noise Element noise level standards on lands designated for noise-sensitive uses. However, this policy does not apply to noise levels associated with agricultural operations. All the surrounding properties, while include some residential units, are designated and zoned for agricultural uses. This impact is therefore considered less than significant.

Construction noise typically occurs intermittently and varies depending upon the nature or phase of construc-

tion (e.g. demolition/land clearing, grading and excavation, erection). The United States Environmental Protection Agency has found that the average noise levels associated with construction activities typically range from approximately 76 dBA to 84 dBA Leq, with intermittent individual equipment noise levels ranging from approximately 75 dBA to more than 88 dBA for brief periods.

Short Term Noise

Noise from localized point sources (such as construction sites) typically decreases by approximately 6 dBA with each doubling of distance from source to receptor. Given the noise attenuation rate and assuming no noise shielding from either natural or human-made features (e.g. trees, buildings, fences), outdoor receptors within approximately 400 feet of construction site could experience maximum noise levels of greater than 70 dBA when onsite construction-related noise levels exceed approximately 89 dBA at the project site boundary. Construction activities that occur during the more noise-sensitive eighteen hours could result in increased levels of annoyance and sleep disruption for occupants of nearby existing residential dwellings. As a result, noise-generating construction activities would be considered to have a potentially significant short-term impact. However with implementation of mitigation measures, this impact would be considered less than significant.

Long Term Noise

Mechanical building equipment (e.g. heating, ventilation and air conditioning systems, and boilers), associated with the proposed structures, could generate noise levels of approximately 90 dBA at 3 feet from the source. However, such mechanical equipment systems are typically shielded from direct public exposure and usually housed on rooftops, within equipment rooms, or within exterior enclosures.

Landscape maintenance equipment, such as leaf blowers and gasoline powered mowers, associated with the proposed operations could result in intermittent noise levels that range from approximately 80 to 100 dBA at 3 feet, respectively. Based on an equipment noise level of 100 dBA, landscape maintenance equipment (assuming a noise attenuation rate of 6 dBA per doubling of distance from the source) may result in exterior noise levels of approximately 75 dBA at 50 feet.

MAXIMUM ALLOWABLE NOISE EXPOSURE FOR
NON-TRANSPORTATION NOISE SOURCES*

		Residential	Commercial	Industrial (L)	Industrial (H)	Agricultural
Residential	AM	50	60	55	60	60
	PM	45	55	50	55	55
Commercial	AM	60	60	60	65	60
	PM	55	55	55	60	55
Industrial (L)	AM	55	60	60	65	60
	PM	50	55	55	60	55
Industrial (H)	AM	60	65	65	70	65
	PM	55	60	60	65	60
Agricultural	AM	60	60	60	65	60
	PM	55	55	55	60	55

*As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers at the property line.

AM = 7:00 AM to 10:00 PM
 PM = 10:00 PM to 7:00 AM
 L = Light
 H = Heavy

Note: Each of the noise levels specified above shall be lowered by 5 dB for pure tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g. caretaker dwellings).

Vibration perception threshold: The minimum ground or structure-borne vibrational motion necessary to cause

a normal person to be aware of the vibration by such direct means as, but not limited to, sensation by touch or visual observation of moving objects. The perception threshold shall be presumed to be a motion velocity of one-tenth (0.1) inches per second over the range of one to one hundred Hz.

Reaction of People and Damage to Buildings from Continuous Vibration Levels		
Velocity Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.006 to 0.019	Threshold of perception; possibility of intrusion	Damage of any type unlikely
0.08	Vibration readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10	Continuous vibration begins to annoy people	Virtually no risk of architectural damage to normal buildings
0.20	Vibration annoying to people in buildings	Risk of architectural damage to normal dwellings such as plastered walls or ceilings
0.4 to 0.6	Vibration considered unpleasant by people subjected to continuous vibrations	Architectural damage and possibly minor structural damage

Source: Whiffen and Leonard 1971

XIII. POPULATION AND HOUSING -- Would the project:

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

Discussion:

(a) No Impact

(b) No Impact

(c) No Impact

General Information

According to the California Department of Finance, in January of 2012, the County wide population was 152,074 with a total of 49,334 housing units. This works out to an average of 3.33 persons per housing unit. The vacancy rate was 11.84%.

The proposed project is for construction of a sign only. The sign is allowed within the Planned Development District and was previously envisioned and analyzed as part of Parcel Map #4154. The sign became an off premise sign as a result of the parcel map and its location in relation to the commercial center, which has been zoned for commercial since the 1960s, would serve all the parcels in the area. Its location would be consistent with other highway commercial centers along State Route 99 and would provide more than adequate notice to motorists who wish to exit the highway safely.

XIV. PUBLIC SERVICES

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

Discussion:

(a-i) No Impact

(a-ii) No Impact

(a-iii) No Impact

(a-iv) No Impact

(a-v) No Impact

General Information

The proposed project site is within the jurisdiction of the Madera County Fire Department. Crime and emergency response is provided by the Madera County Sheriff's Department. The proposed project will have no impact on local parks and will not create demand for additional parks.

The Madera County Fire Department exists through a contract between Madera County and the CALFIRE (California Department of Forestry and Fire Prevention) and operates six stations for County responses in addition to the state-funded CALFIRE stations for state responsibility areas. Under an "Amador Plan" contract, the County also funds the wintertime staffing of four fire seasonal CALFIRE stations. In addition, there are ten paid-call (volunteer) fire companies that operate from their own stations. The administrative, training, purchasing, warehouse, and other functions of the Department operate through a single management team with County Fire Administration.

A Federal Bureau of Investigations 2009 study suggests that there is on average of 2.7 law enforcement officials per 1,000 population for all reporting counties. The number for cities had an average of 1.7 law enforcement officials per 1,000 population.

Single Family Residences have the potential for adding to school populations. The average per Single Family Residence is:

Grade	Student Generation per Single Family Residence
K - 6	0.425
7 - 8	0.139
9 - 12	0.214

The Madera County General Plan allocates three acres of park available land per 1,000 residents' population.

XV. RECREATION

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

Discussion:

(a) No Impact

(b) No Impact

General Information

The Madera County General Plan allocates three acres of park available land per 1,000 residents' population.

The proposed project is for construction of a sign only. The sign is allowed within the Planned Development District and was previously envisioned and analyzed as part of Parcel Map #4154. The sign became an off premise sign as a result of the parcel map and its location in relation to the commercial center, which has been zoned for commercial since the 1960s, would serve all the parcels in the area. Its location would be consistent with other highway commercial centers along State Route 99 and would provide more than adequate notice to motorists who wish to exit the highway safely.

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures or other standards, established by the county congestion management agency for	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

designated roads or highways?

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- e) Result in inadequate emergency access?
- f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Discussion:

(a) Less than Significant Impact

The project will aid motorists to locate the commercial center. However, mitigation for traffic for the commercial center was addressed as part of the previous entitlements.

(b) Less than Significant Impact

The project will aid motorists to locate the commercial center. However, mitigation for traffic for the commercial center was addressed as part of the previous entitlements.

(c) Less than Significant Impact

The project will aid motorists to locate the commercial center. However, mitigation for traffic for the commercial center was addressed as part of the previous entitlements.

(d) Less than Significant Impact

The project will aid motorists to locate the commercial center. However, mitigation for traffic for the commercial center was addressed as part of the previous entitlements.

(e) Less than Significant Impact

The project will aid motorists to locate the commercial center. However, mitigation for traffic for the commercial center was addressed as part of the previous entitlements.

(f) Less than Significant Impact

The project will aid motorists to locate the commercial center. However, mitigation for traffic for the commercial center was addressed as part of the previous entitlements.

General Information

According to the Institute of Traffic Engineers (7th Edition, pg. 268-9) the trips per day for one single-family residence are 9.57.

Madera County currently uses Level Of Service "D" as the threshold of significance level for roadway and intersection operations. The following charts show the significance of those levels.

Level of Service	Description	Average Control Delay (sec./car)
A	Little or no delay	0 – 10
B	Short traffic delay	>10 – 15
C	Medium traffic delay	> 15 – 25
D	Long traffic delay	> 25 – 35
E	Very long traffic delay	> 35 – 50
F	Excessive traffic delay	> 50

Unsignalized intersections.

Level of Service	Description	Average Control Delay (sec./car)
A	Uncongested operations, all queues clear in single cycle	< 10
B	Very light congestion, an occasional phase is fully utilized	>10 – 20
C	Light congestion; occasional queues on approach	> 20 – 35

D	Significant congestion on critical approaches, but intersection is functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing queues formed.	> 35 – 55
E	Severe congestion with some long-standing queues on critical approaches. Traffic queues may block nearby intersection(s) upstream of critical approach(es)	> 55-80
F	Total breakdown, significant queuing	> 80

Signalized intersections.

Level of service	Freeways	Two-lane rural highway	Multi-lane rural highway	Expressway	Arterial	Collector
A	700	120	470	720	450	300
B	1,100	240	945	840	525	350
C	1,550	395	1,285	960	600	400
D	1,850	675	1,585	1,080	675	450
E	2,000	1,145	1,800	1,200	750	500

Capacity per hour per lane for various highway facilities

Madera County is predicted to experience significant population growth in the coming years (62.27 percent between 2008 and 2030). Accommodating this amount of growth presents a challenge for attaining and maintain air quality standards and for reducing greenhouse gas emissions. The increase in population is expected to be accompanied by a similar increase in vehicle miles traveled (VMT) (61.36 percent between 2008 and 2030).

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2010	175	49	5.4	2,157
2011	180	53	5.5	NA
2017	210	63	6.7	NA
2020	225	68	7.3	2,264
2030	281	85	8.8	2,277

Source: MCTC 2007 RTP

The above table displays the predicted increase in population and travel. The increase in the lane miles of roads that will serve the increase in VMT is estimated at 120 miles or 0.94 percent by 2030. This indicates that roadways in Madera County can be expected to become much more crowded than is currently experienced.

Emissions of CO (Carbon Monoxide) are the primarily mobile-source criteria pollutant of local concern. Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, speed and delay. Carbon monoxide transport is extremely limited; it disperses rapidly with distance from the source under normal meteorological conditions. Under certain meteorological conditions, however, CO concentrations close to congested roadway or intersection may reach unhealthy levels, affecting local sensitive receptors (residents, school children, hospital patients, the elderly, etc.). As a result, the SJVAPCP recommends analysis of CO emissions of at a local rather than regional level. Local CO concentrations at intersections projected to operate at level of service (LOS) D or better do not typically exceed national or state ambient air quality standards. In addition, non-signalized intersections located within areas having relatively low background concentrations do not typically have sufficient traffic volumes to warrant analysis of local CO concentrations.

XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:

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

Discussion:

(a) No Impact

(b) No Impact

(c) No Impact

(d) No Impact

(e) No Impact

(f) No Impact

(g) No Impact

General Discussion

Madera County has 34 County Service Areas and Maintenance Districts that together operate 30 small water systems and 16 sewer systems. Fourteen of these special districts are located in the Valley Floor, and the remaining 20 special districts are in the Foothills and Mountains. MD-1 Hidden Lakes, Bass Lake (SA-2B and SA-2C) and SA-16 Sumner Hill have surface water treatment plants, with the remaining special districts relying solely on groundwater.

The major wastewater treatment plants in the County are operated in the incorporated cities of Madera and Chowchilla and the community of Oakhurst. These wastewater systems have been recently or are planned to be upgraded, increasing opportunities for use of recycled water. The cities of Madera and Chowchilla have adopted or are in the process of developing Urban Water Management Plans. Most of the irrigation and water districts have individual groundwater management plans. All of these agencies engage in some form of groundwater recharge and management.

Groundwater provides almost the entire urban and rural water use and about 75 percent of the agricultural water use in the Valley Floor. The remaining water demand is met with surface water. Almost all of the water use in the Foothills and Mountains is from groundwater with only three small water treatment plants relying on surface water from the San Joaquin River and its tributaries.

In areas of higher precipitation (Oakhurst, North Fork, and the topographically higher part of the Coarsegold Area), groundwater recharge is adequate for existing uses. However, some problems have been encountered in parts of these areas due to well interference and groundwater quality issues. In areas of lower precipitation (Raymond-Hensley Lake and the lower part of the Coarsegold area), groundwater recharge is more limited, possibly requiring additional water supply from other sources to support future development.

Madera County is served by a solid waste facility (landfill) in Fairmead. There is a transfer station in North Fork. The Fairmead facility also provides for Household Hazardous Materials collections on Saturdays. The unincorporated portion of the County is served by Red Rock Environmental Group. Above the 1000 foot elevation, residents are served by EMADCO services for solid waste pick-up.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

Discussion:

(a) No Impact

The proposed sign will have limited impact to the environment. The sign itself will require little construction and ongoing existence of the sign will not degrade or substantially reduce habitat for any species.

(b) No Impact

The proposed sign does not have any impacts that should be considered cumulatively considerable.

(c) No Impact

The sign will not have any impacts that will significantly effect human beings either indirectly or directly.

General Information

CEQA defines three types of impacts or effects:

- Direct impacts are caused by a project and occur at the same time and place (CEQA §15358(a)(1)).

- Indirect or secondary impacts are reasonably foreseeable and are caused by a project but occur at a different time or place. They may include growth inducing effects and other effects related to changes in the pattern of land use, population density or growth rate and related effects on air, water and other natural systems, including ecosystems (CEQA §15358(a)(2)).
- Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (CEQA §15355(b)). Impacts from individual projects may be considered minor, but considered retroactively with other projects over a period of time, those impacts could be significant, especially where listed or sensitive species are involved.

**Documents/Organizations/Individuals Consulted
In Preparation of this
Initial Study**

Madera County General Plan

California Department of Finance

California Integrated Waste Management Board

California Environmental Quality Act Guidelines

United States Environmental Protection Agency

Caltrans website http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm accessed October 31, 2008

California Department of Fish and Game "California Natural Diversity Database" <http://www.dfg.ca.gov/biogeodata/cnddb/>

Madera County Integrated Regional Water Management Plan.

State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011 and 2012, with 2010 Benchmark*. Sacramento, California, May 2012

ND 2013-03

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February 8, 2013

NEGATIVE DECLARATION

ND

Project Name

PRJ #2012-002 (VA #2012-002 and ZP #2012-015)

Name of Proponents

George Beal

Project Location:

The project is located on the north side of Avenue 7, on the northwest corner of the Highway 99 and Avenue 7 interchange (32685 Avenue 7), Madera.

Project Description:

The applicant has submitted a variance and zoning permit in order to allow a 100'-0" sign, variance from the size requirement to allow 1,200 square feet of signage where 672 square feet is allowed, variance from distance requirement from interchange, and a zoning permit to allow an off-premise sign for proposed commercial development.

PROPOSED FINDINGS

- An Initial Study has been conducted and a findings made that the proposed project will have no significant effect on the environment (CEQA 15070(a)).
- An Initial Study has been conducted and a finding made that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because Mitigation Measures have been added to the project (CEQA 15070(b)).

Madera County Environmental Committee

A copy of the negative declaration and all supporting documentation is available for review at the Madera County Planning Department, 2037 West Cleveland Avenue, Madera, California.

DATED:

FILED:

PROJECT APPROVED:

CONDITIONS OF APPROVAL

PROJECT NAME:

PRJ #2012-002 (VA #2013-003 and ZP #2012-015)

PROJECT LOCATION:

The project is located on the north side of Avenue 7, on the northwest corner of the Highway 99 and Avenue 7 interchange (32685 Avenue 7), Madera.

PROJECT DESCRIPTION:

The application is for a variance and zoning permit in order to allow a 100'-0" sign, variance from the size requirement to allow 1,200 square feet of signage where 672 square feet is allowed, variance from distance requirement from interchange, and a zoning permit to allow an off-premise sign for proposed commercial development.

APPLICANT:

George Beal

CONTACT PERSON/TELEPHONE NUMBER:

George Beal, (559) 288-0211

No.	Condition	Department/Agency	Verification of Compliance		
			Initials	Date	Remarks
Engineering					
	None				
Environmental Health					
	None				
Fire					
	None				
Planning					
1	The proposed business shall comply with the submitted operational statement. Any changes or alteration will require an amendment to the Conditional Use Permit.	Planning			
2	Development shall be in accordance with the plan(s) as submitted by the applicant and/or as modified by the Planning Commission.	Planning			
3	The only signage to be permitted within the commercial center other than the proposed off-premise sign shall be signs approved as part of CZ #2011-001 and CUP #2011-004, building signage or directional signage in compliance with County Code 18.90 - Sign Regulations. Other free standing signs, with the exception of Menu boards for food establishments, shall not be permitted.	Planning			
Road					
	None				
Department of Transportation					
1	If the sign encroaches within the highway right-of-way, the applicant shall obtain an encroachment permit from CalTrans	CalTrans			
2	The applicant shall confer with CalTrans whether the sign requires an outdoor advertising permit and obtain a permit if required. If the sign does not require a permit, the applicant shall obtain in writing from CalTrans that a permit is not needed.	CalTrans			

DEPARTMENT OF TRANSPORTATION

1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 445-5868
FAX (559) 488-4088
TTY (559) 488-4066



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February 1, 2013

2134-IGR/CEQA
6-FRE-99-0.989
PRJ 2012-006
BEAL DEVELOPMENT

Mr. Jerome Keene
County of Madera
Planning Department
2037 W. Cleveland Avenue
Madera, CA 93637

Dear Mr. Keene:

We have completed our review of the proposed variance to allow a 100' high off-premise sign. The site is located adjacent to the State Route (SR) 99/Avenue 7 southbound ramp intersection. Caltrans has the following comments.

Caltrans previously indicated our desire to preserve right-of-way for the SR 99/Avenue 7 interchange footprint that will be needed to accommodate future demand during our review of the Parcel Map application as well as the CUP and Rezone applications. We also met recently (1/7/13) to discuss the idea of a land swap per se to allow the future interchange footprint to be preserved. Our understanding was that there would be a follow up meeting involving the property owner. Thus far are concerns have not been addressed.

Despite these concerns, it would seem that the County is considering placement of an off-premise sign immediately adjacent to the interchange, thus further impacting our future footprint. The nature of this and previous entitlement applications on this property would suggest they are discretionary in nature. Good planning would suggest that the land use be entitled in such a way to accommodate the future transportation needs. Therefore, we would request the opportunity to work towards a resolution acceptable to all parties prior to allowing uses that would negatively impact future transportation needs.

Advertising signs within the immediate area outside the State right-of-way needs to be cleared through the Caltrans Right-of-Way Division, Office of Outdoor Advertising. The project proponent must construct and maintain the advertising signs without access to the State Routes. Contact *Ursula Stuter* at (916) 653-4969 for additional information or to obtain a sign permit application. Additional information on Caltrans Outdoor Advertising Permit requirements may also be found on the Internet at www.dot.ca.gov/hq/oda.

An encroachment permit must be obtained for all proposed activities for placement of encroachments within, under or over the State highway rights-of-way. Activity and work planned in the State right-

Mr. Jerome Keene
February 1, 2013
Page 2

of-way shall be performed to State standards and specifications, at no cost to the State. Engineering plans, calculations, specifications, and reports (documents) shall be stamped and signed by a licensed Engineer or Architect. Engineering documents for encroachment permit activity and work in the State right-of-way may be submitted using English Units. The Permit Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an encroachment permit is issued. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations." Encroachment permits do not run with the land. A change of ownership requires a new permit application. Only the legal property owner or his/her authorized agent can pursue obtaining an encroachment permit.

If you have any questions, please call me at (559) 445-5868.

Sincerely,



MICHAEL NAVARRO
Office of Transportation Planning
District 06

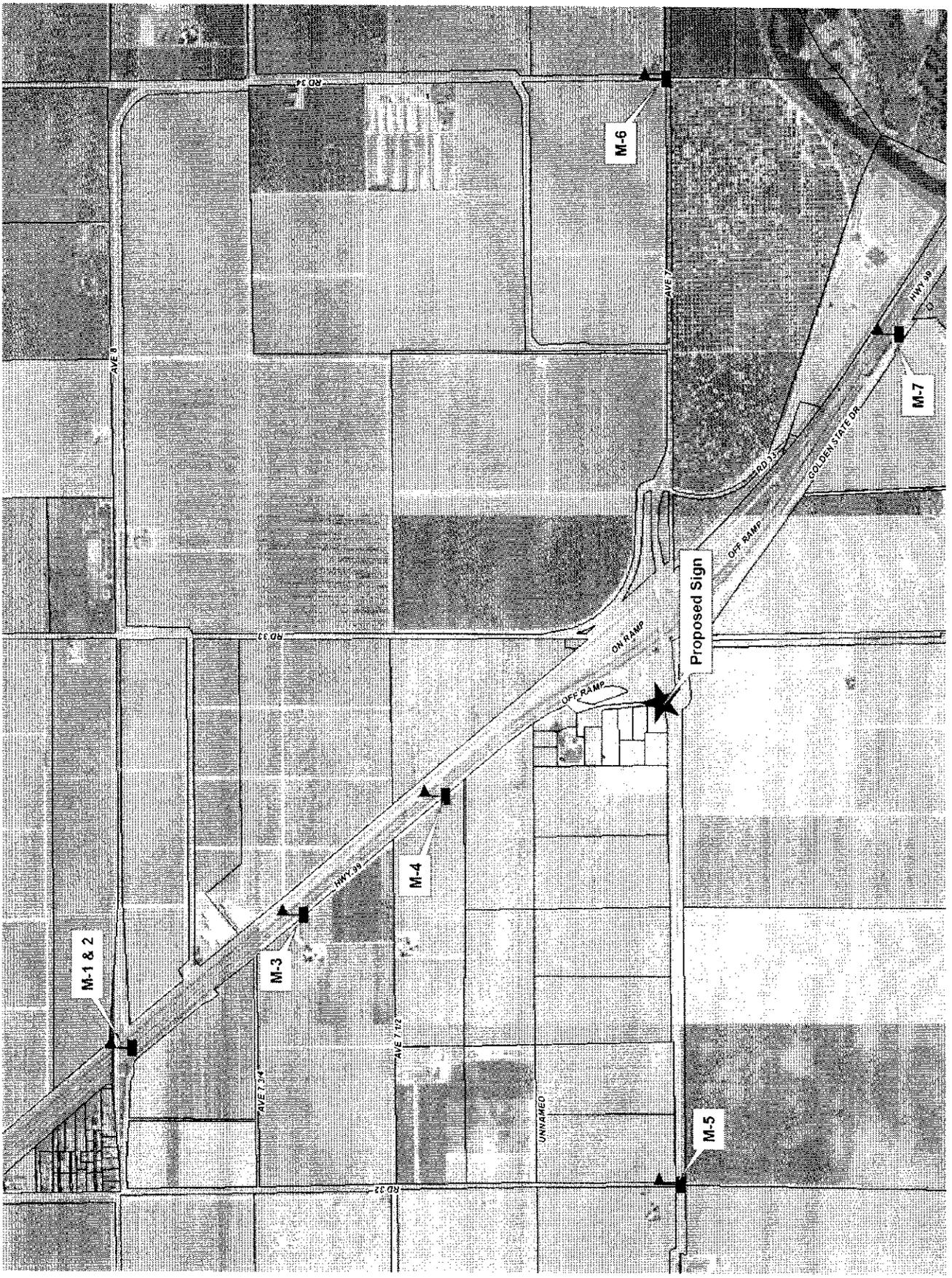


PHOTO SITES



SITE PHOTO - 1 MILE NORTH OF SIGN

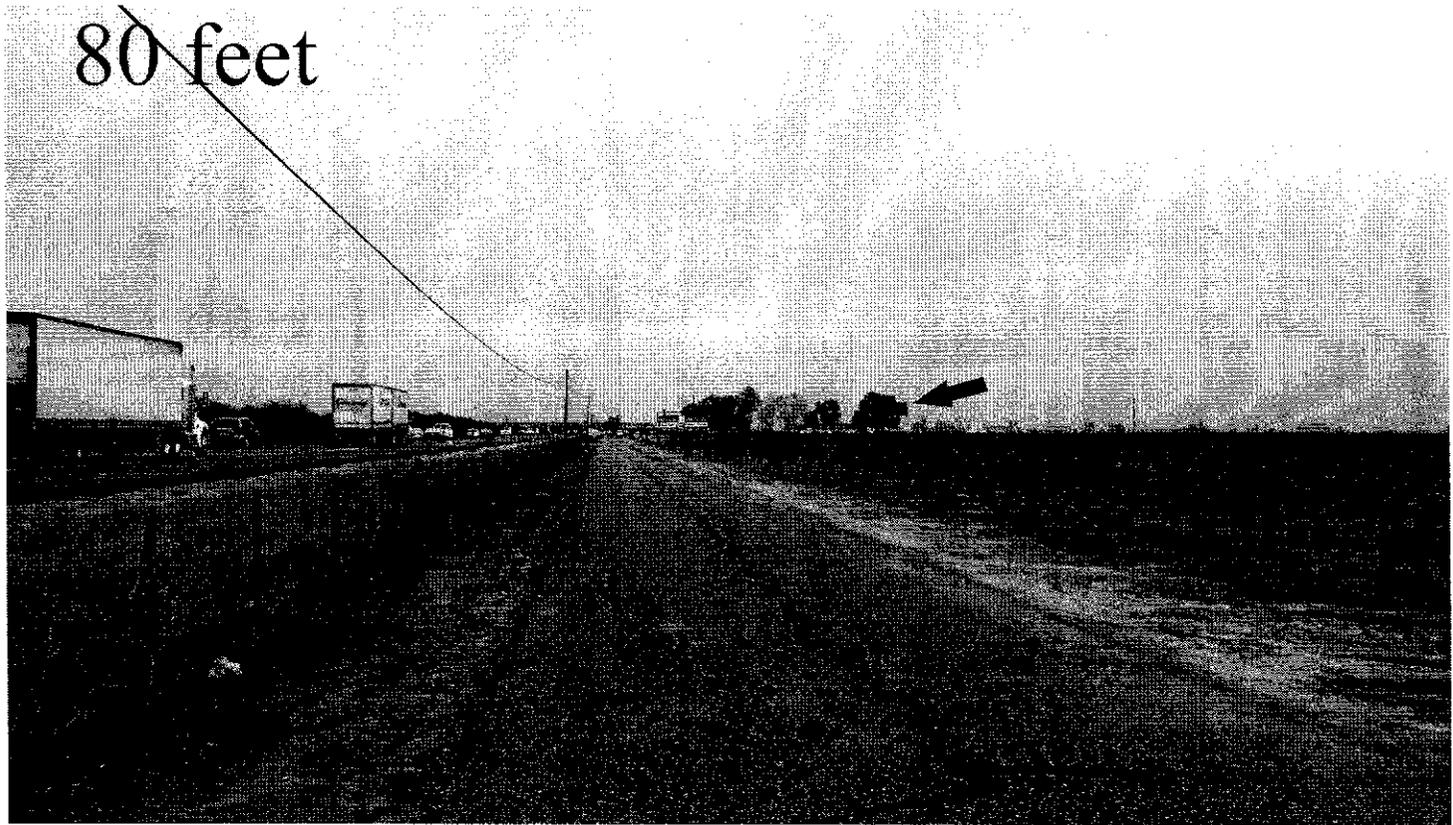
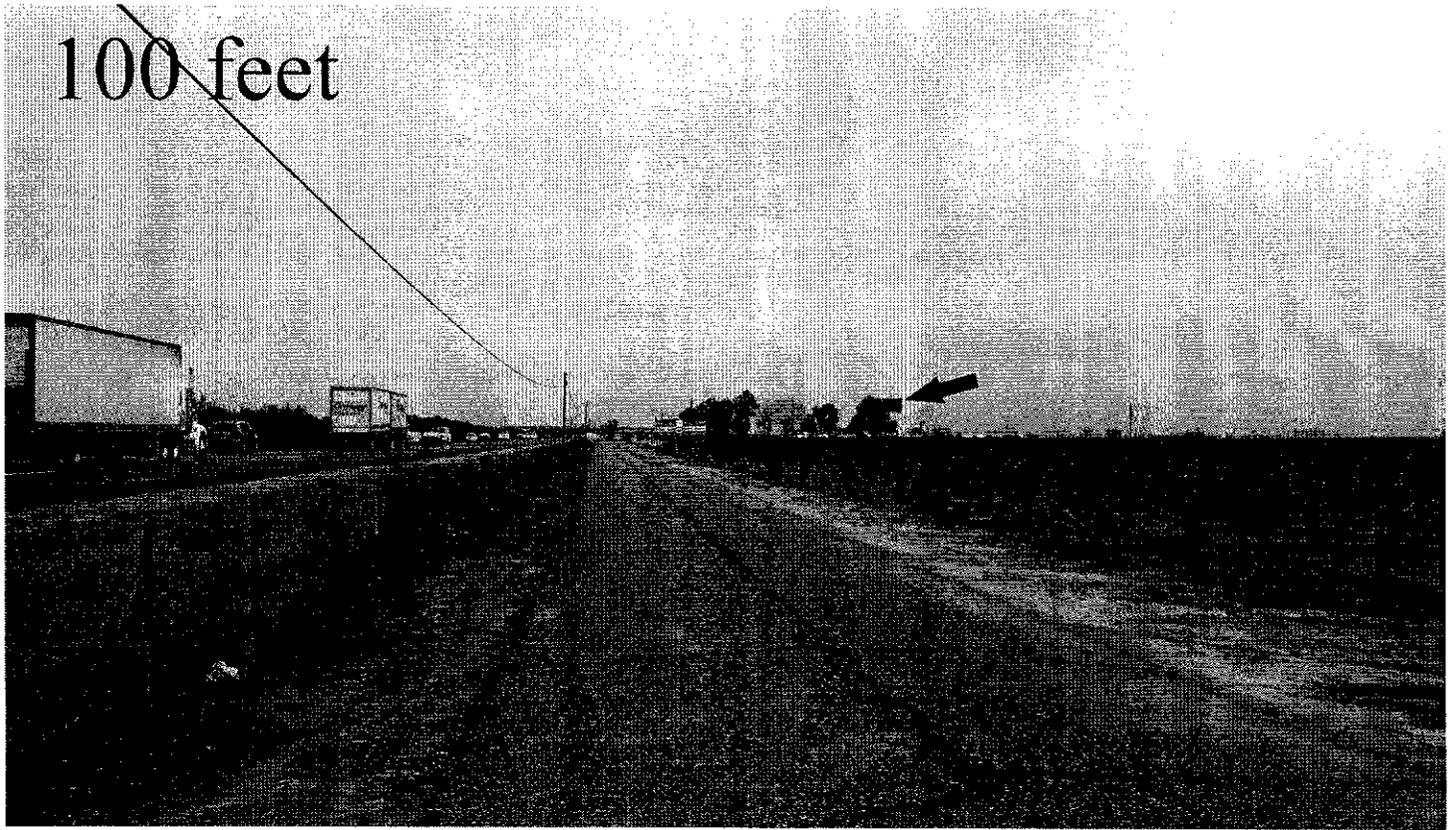
100 feet



80 feet



SITE PHOTO - 1 MILE NORTH OF SIGN

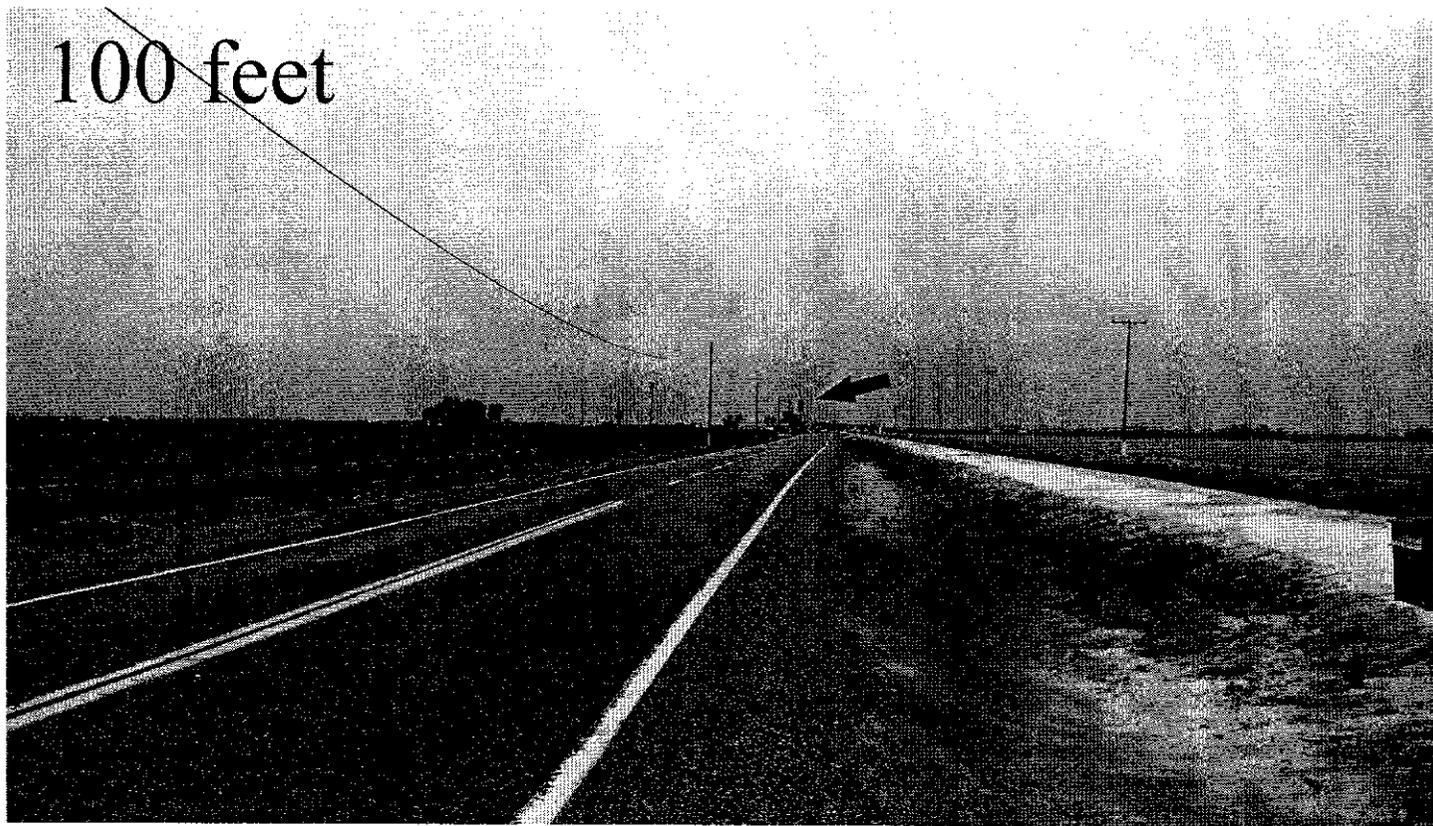


SITE PHOTO - 3/4 MILE NORTH OF SIGN

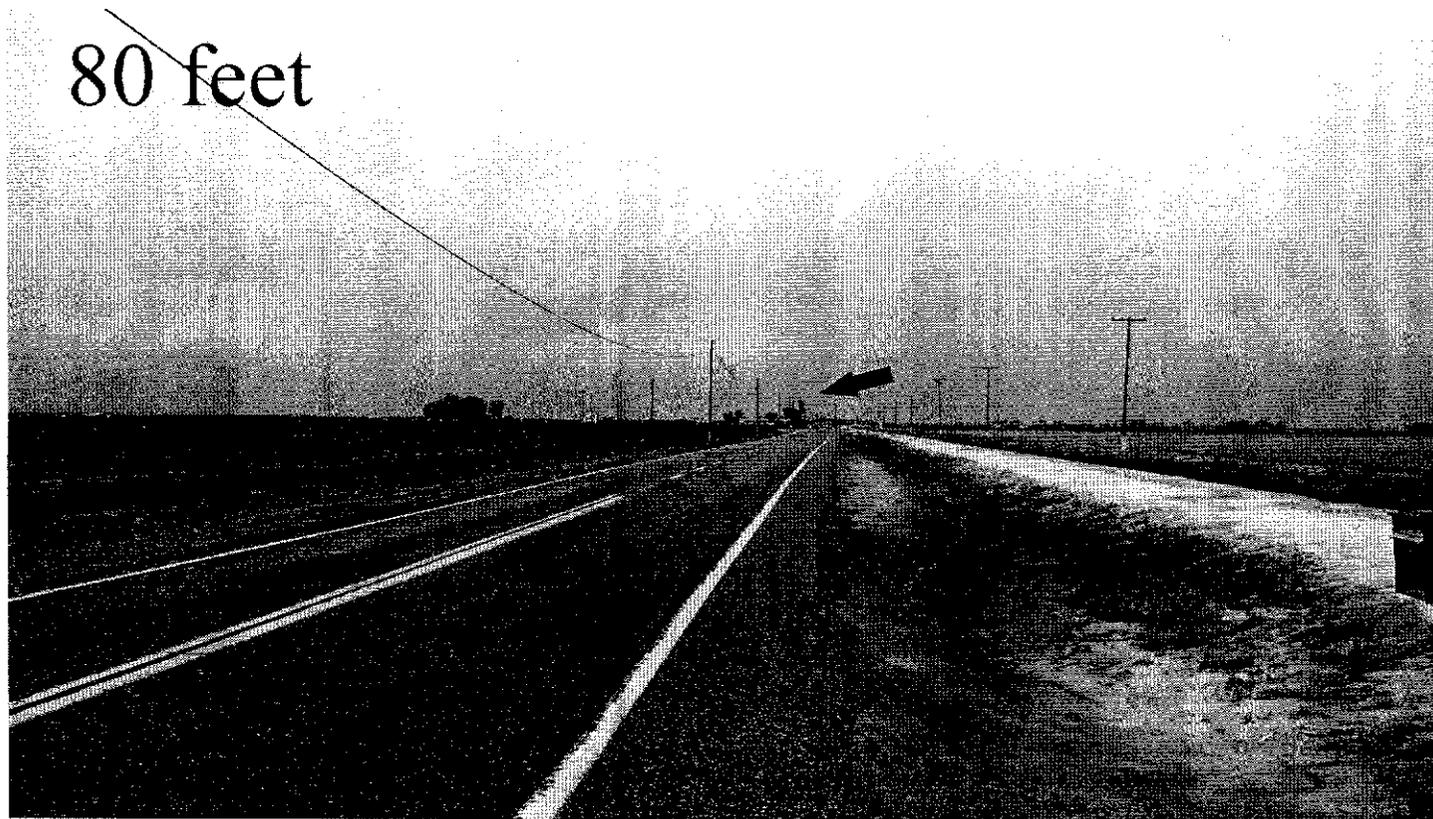


SITE PHOTO - 1/2 MILE NORTH OF SIGN

100 feet



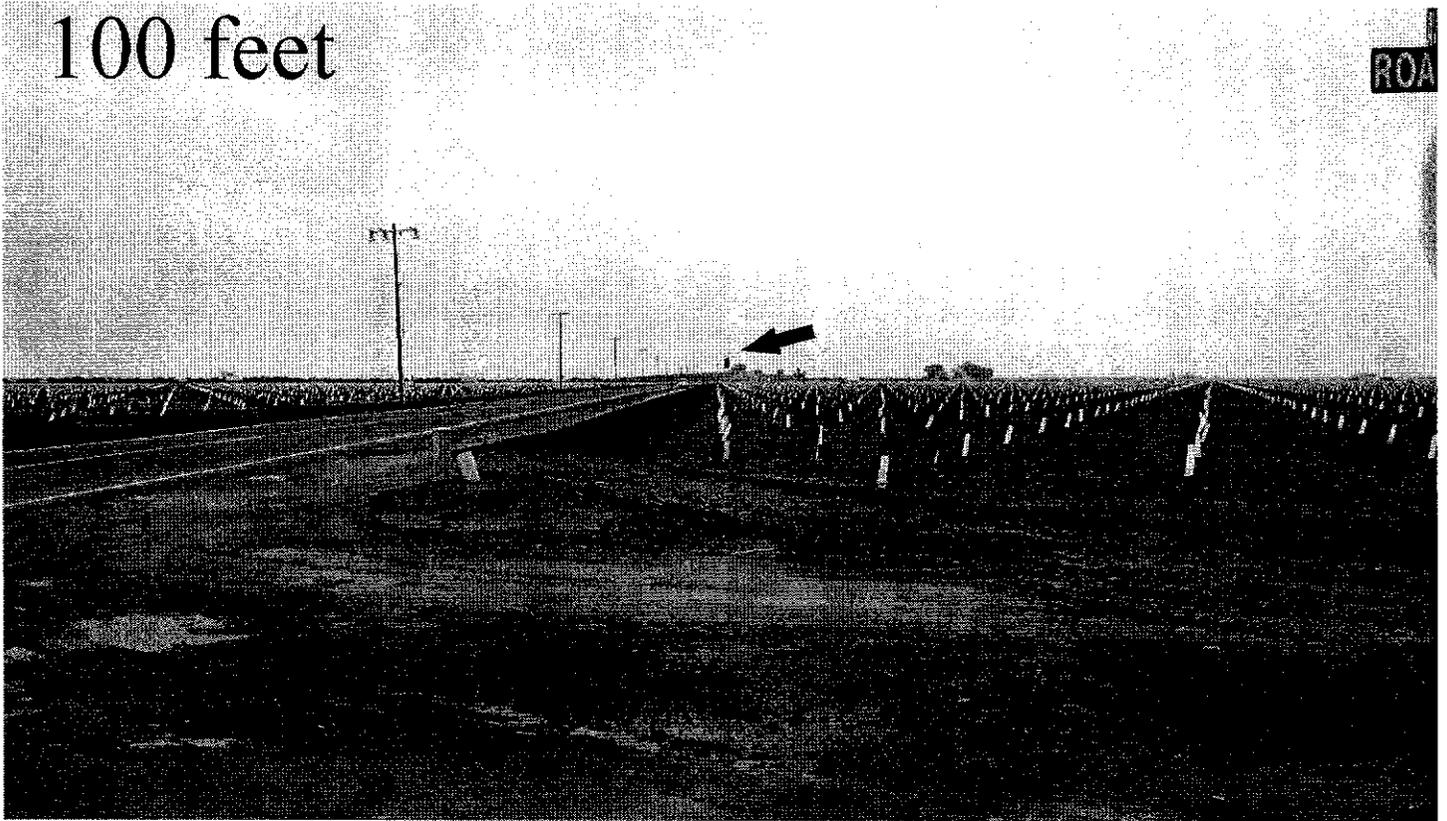
80 feet



SITE PHOTO - 1 MILE WEST OF SIGN (AVE 7)

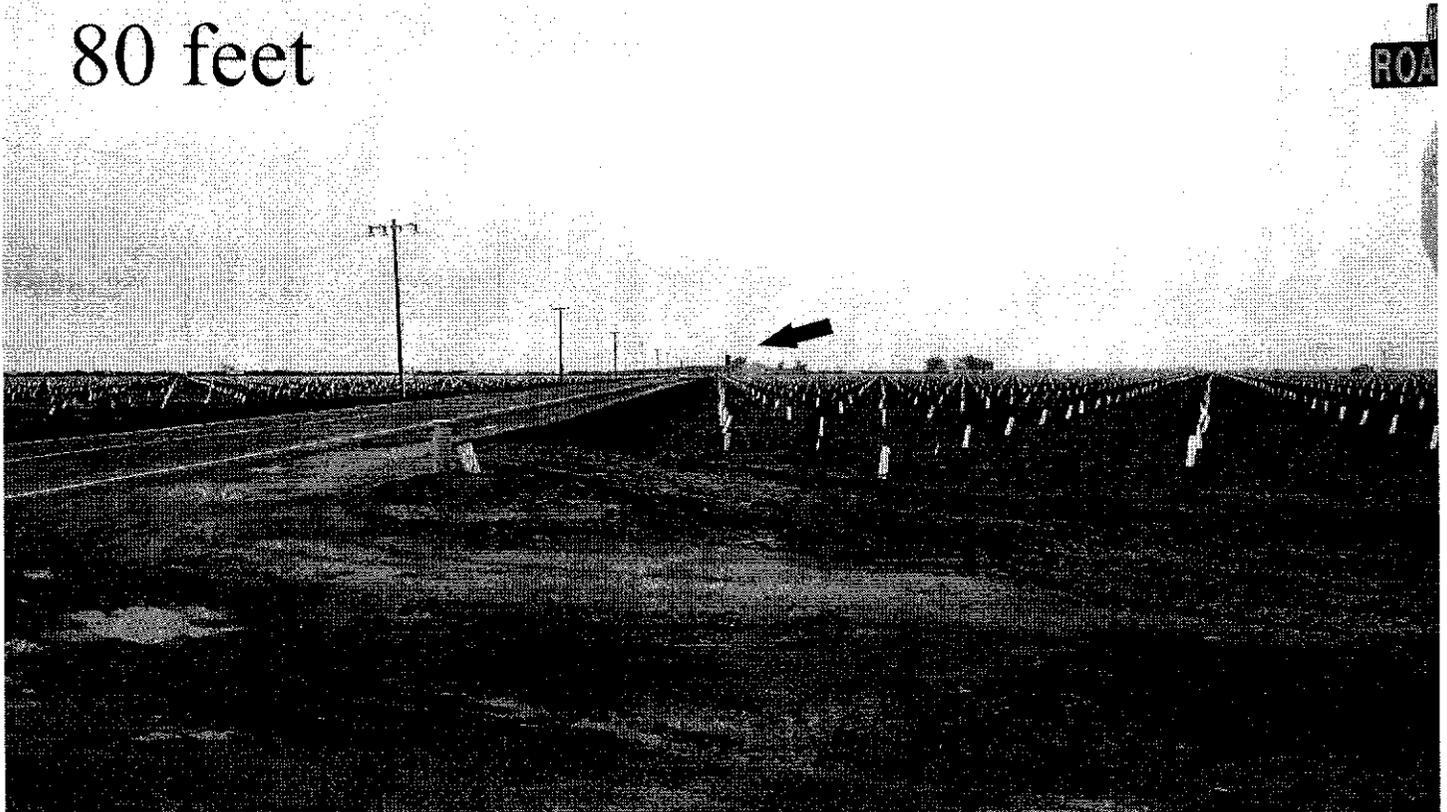
100 feet

ROA



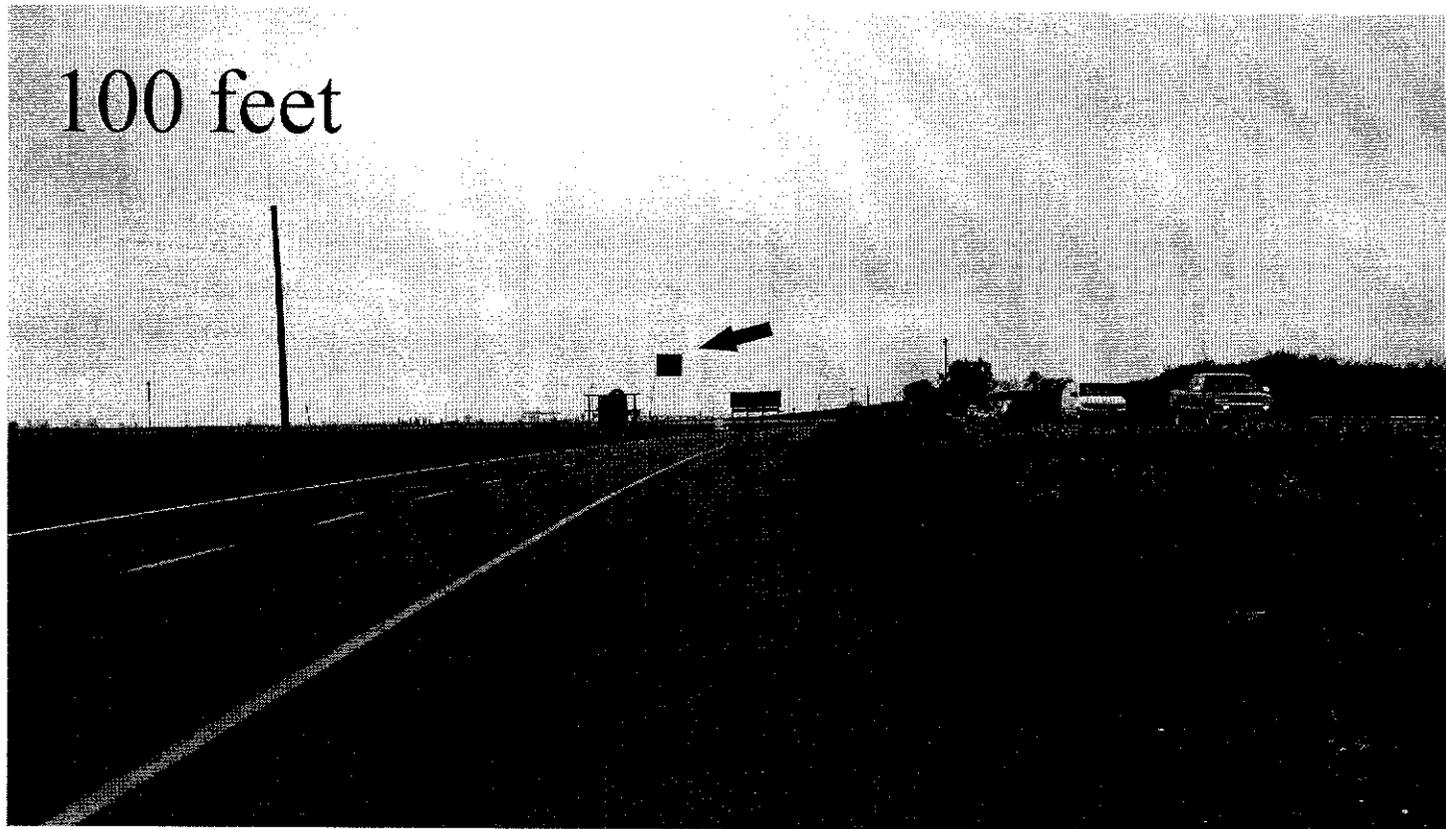
80 feet

ROA

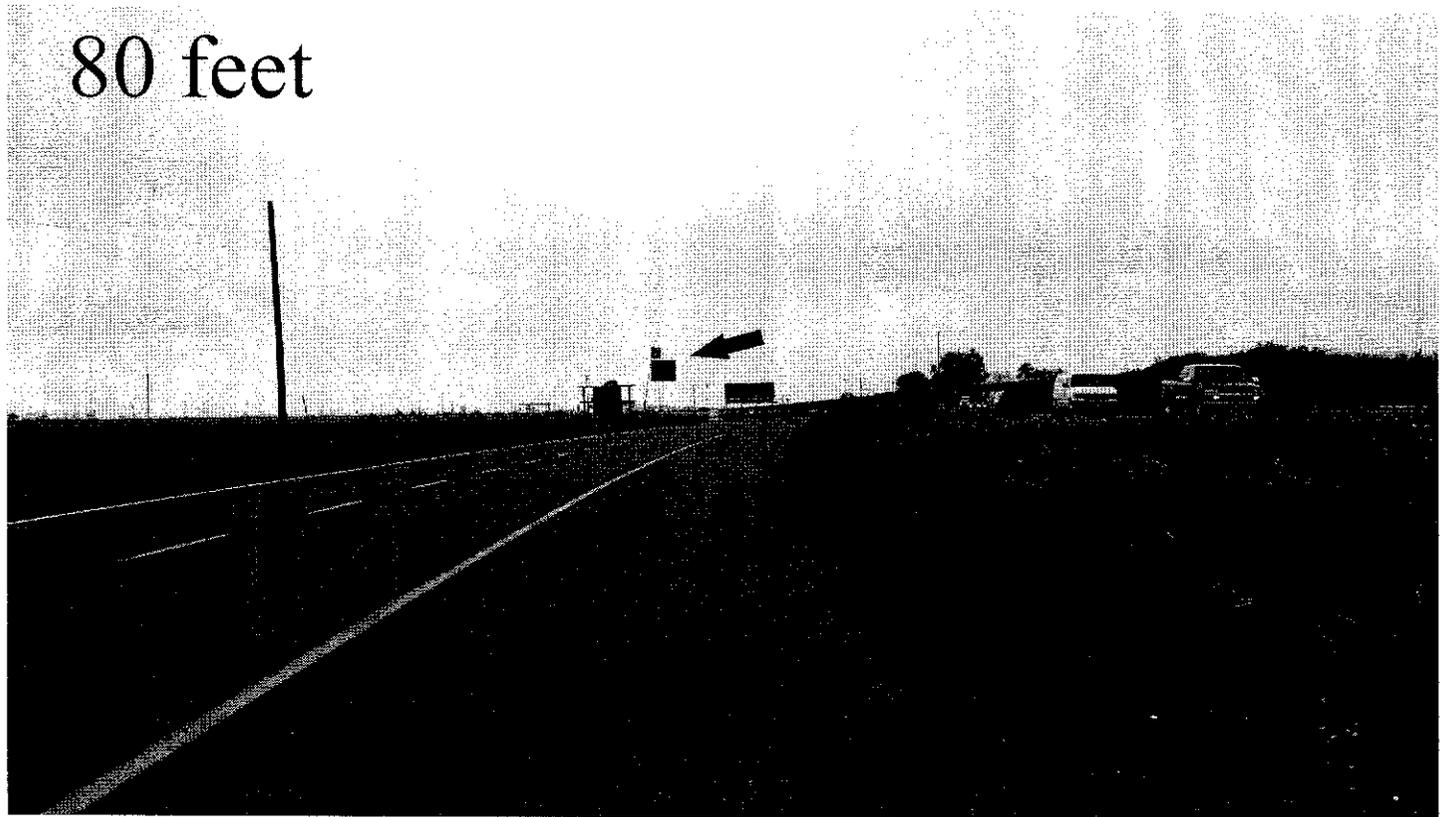


SITE PHOTO - 1 MILE EAST OF SIGN (AVE 7)

100 feet



80 feet



SITE PHOTO - 1/2 MILE SOUTH OF SIGN