

# RESOURCE MANAGEMENT AGENCY

Community and Economic Development  
Department of Planning and Building

Norman L. Allinder, AICP  
Director *NLS*

- 2037 W. Cleveland Avenue
- Mail Stop G
- Madera, CA 93637
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- mc\_planning@madera-county.com

**PLANNING COMMISSION DATE:**

**October 1, 2013**

**AGENDA ITEM: #2**

<b>PRJ</b>	<b>#2013-001</b>	<b>General Plan Amendment and Conditional Use Permit to allow an expansion of a Recycling Facility</b>
<b>APN</b>	<b>#029-210-010, 029-210-050, &amp; 029-210-011</b>	<b>Applicant: Velocity Iron Metal Incorporated Owner: Jose Alejandro Hernandez Jr.</b>
<b>CEQA</b>	<b>ND #2013-23</b>	<b>Mitigated Negative Declaration</b>

**REQUEST:**

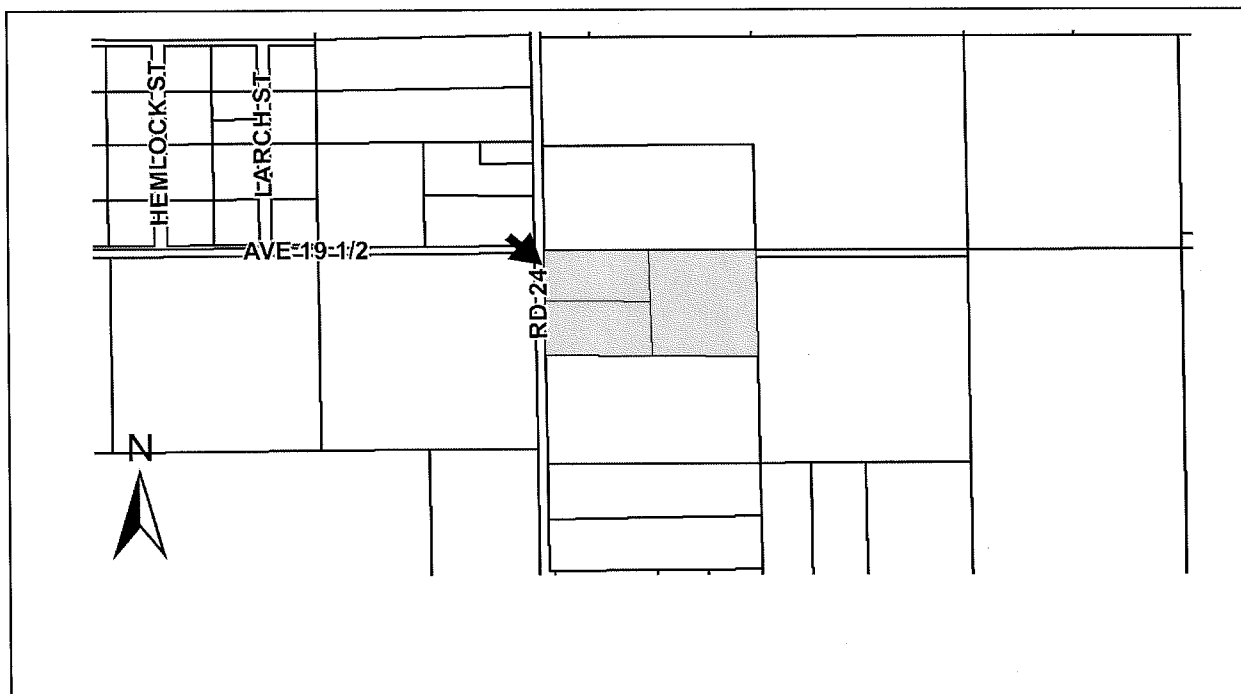
The applicant is requesting a General Plan Amendment and Conditional Use Permit to allow the scrapping and recycling of heavy equipment and metal.

**LOCATION:**

The property is located at the intersection of Road 24 and Avenue 19 1/2 (19427 Road 24) Madera.

**ENVIRONMENTAL ASSESSMENT:**

A Mitigated Negative Declaration (ND #2013-23) and mitigation monitoring program has been prepared and is subject to approval by the Planning Commission.



**RECOMMENDATION:**

Approval of the project (PRJ 2013-001), Mitigated Negative Declaration (ND 2013-23), and the mitigation monitoring program (Exhibit S).

**GENERAL PLAN DESIGNATION (Exhibit A):**

**SITE:** A (Agricultural) Designation  
**SURROUNDING:** A (Agricultural) Designation  
**PROPOSED:** LI (Light Industrial) Designation

**ZONING (Exhibit B):**

**SITE:** IL (Industrial Light) District  
**SURROUNDING:** IL (Industrial Light), and ARE-20 (Agricultural, Rural, Exclusive – 20 Acre) Districts

**LAND USE:**

**SITE:** Recycling Facility  
**SURROUNDING:** Agricultural production, and industrial businesses.

**SIZE OF PROPERTY:** 19.62 Acres

**ACCESS (Exhibit A):** Access is via Road 24.

**BACKGROUND AND PRIOR ACTIONS:**

The subject properties received an approved Parking and Development Review (PDR #2010-004) which permitted a recycling facility consisting of scrap metal, and household materials on January 24, 2011.

**PROJECT DESCRIPTION:**

The request is for a General Plan Amendment and Conditional Use Permit to allow the expansion of an approved recycling facility for the scrapping of heavy equipment and material. This would include items such as tractors, construction equipment, and vehicles.

**ORDINANCES/POLICIES:**

Section 18.42.010 of the Madera County Zoning Ordinance outlines the permitted uses within the IL (Industrial Light) zone.

Chapter 18.92 of the Madera County Zoning Ordinance outlines the procedures for the processing and approval of conditional use permits.

**ANALYSIS:**

The project site is currently located on the parcels fronting Road 24. This project will allow the expansion of the existing recycling facility to include, the on-site scrapping of agricultural equipment, construction equipment, and automobiles for recycling purposes. The subject properties in the vicinity of the project site range in size from one acre to 133.67 acres.

The facility would operate year round, seven days a week. The applicant has requested within their application to operate 24 hours a day; however, in order to mitigate for the project impacts, the project will be limited to operate 7am-8pm daily. An average of 100 customers is expected per day. There are currently 15 employees and possibly 30 in the future. A total of 40 vehicle parking spaces and 10 truck parking spaces will be provided. The plan includes two free standing signs along the road approximately 5 ft. by 5 ft. It will

be a stone piece engraved with the company's name and logo. Ordinance allows two hundred forty square feet in sign area, no taller than ten feet above ground level.

The Planning Department received a complaint from the public on October 5, 2012 regarding the noise and general operation of the recycling facility. A Notice of Violation was received by Velocity Iron Metal Incorporated on December 12, 2012, for operating outside of their approved Parking and Development Review. This application is a request to correct those previous violations of operating outside of their approved hours of operations, and the scrapping and recycling of heavy equipment on-site.

There is an existing office which will remain and house all staff associated with the business. There will be no additional building construction as a part of this operation.

Between 100 and 150 trips a day are anticipated, according to the submitted Operational Statement (Exhibit G). There are no trip generation rates specific for recycling facilities. The closest category the Institute of Traffic Engineers uses that is similar to this establishment is a "General Light Industrial". The generation rate for that type of use based on the maximum 30 employees would be 15 peak hour trips.

The proposed General Plan would designate the parcels LI (Light Industrial). This designation would provide for industrial parks, research and development, warehouses, light manufacturing, general commercial uses, professional offices, airports and airstrips, outdoor theaters, public and quasi public uses, and similar and compatible uses. This property is zoned IL (Industrial Light) zone district. With an approved conditional use permit, this zone district would allow a high intensity scrap yard and recycling center.

The operational statement for the project states that no new construction would occur as a result of the operation. The site is currently in operation as a recycling facility, this would permit the expansion of the facility to include the on-site scrapping of agricultural equipment, construction equipment, and automobiles on the properties. The applicant conducted a noise study (Exhibit P) which found several potential impacts from the operation, however the applicant has agreed to the mitigation measures within that report, thereby mitigating the potential impacts of the operation. The project would employ a maximum of 30 persons, and provide a needed service to the citizens of Madera County by recycling heavy equipment which otherwise would have to be transported to neighboring jurisdictions at significant costs.

The project was circulated to outside agencies thought to be impacted or regulating the development of the proposed project. This included the California Department of Transportation, Department of Fish and Wildlife, California Highway Patrol, Madera Irrigation District, Department of Water Resources, and the San Joaquin Air Pollution Control District. The San Joaquin Air Pollution Control District submitted comments and conditions which have been incorporated into the mitigation measures for the project. The California Highway Patrol submitted a comment letter which stated that minimal impact may occur and requested no conditions. The Madera Irrigation District submitted comments regarding an easement and facility they have on the subject property, the project has been conditioned to prohibit construction within the easement. No comments were received from the Department of Water Resources, Department of Fish and Wildlife, and the California Department of Transportation.

General comments were received from the Engineering Department, Road Department, Environmental Health Department and Fire Department.

**FINDINGS OF FACT:**

The following findings of fact must be made by the Planning Commission to approve this conditional use permit application. Should the Planning Commission vote to approve the project, Staff recommends that the Planning Commission concur with the following in light of the proposed conditions of approval.

1. *The proposed project does not violate the spirit or intent of the zoning ordinance* in that the Zoning Administrator has determined that IL (Industrial Light) District allows for the scrapping and recycling of heavy agricultural, automobile, and construction equipment subject to an approved conditional use permit.
2. *The proposed project is not contrary to the public health, safety, or general welfare* in that the request is consistent with the industrial area in which it is located. The project proposes the use of an existing permanent office building, and must operate in accordance with the conditions of approval and the mitigated negative declaration.
3. *The proposed project is not hazardous, harmful, noxious, offensive, or a nuisance because of noise, dust, smoke, odor, glare, or similar factors* in that the applicant must operate according to the operational statement and plans. Paved surface is recommended in the parking area to eliminate the possibility of dust blowing off site. The site is well-removed from surrounding residences and is easily accessible to individuals.
4. *The proposed project will not, for any reason, cause a substantial, adverse effect upon the property values and general desirability.* The project site is in a sparsely populated industrial and agricultural area of Madera County.

**WILLIAMSON ACT:**

The property is not subject to a Williamson Act contract.

**GENERAL PLAN CONSISTENCY:**

The project proposes a General Plan Amendment to LI (Light Industrial) which is consistent with the proposed land use of the properties and the existing zoning designation. If approved the Planning Commission would be creating consistency between the General Plan, Zoning, and current and proposed use of the property as a recycling facility.

**RECOMMENDATION:**

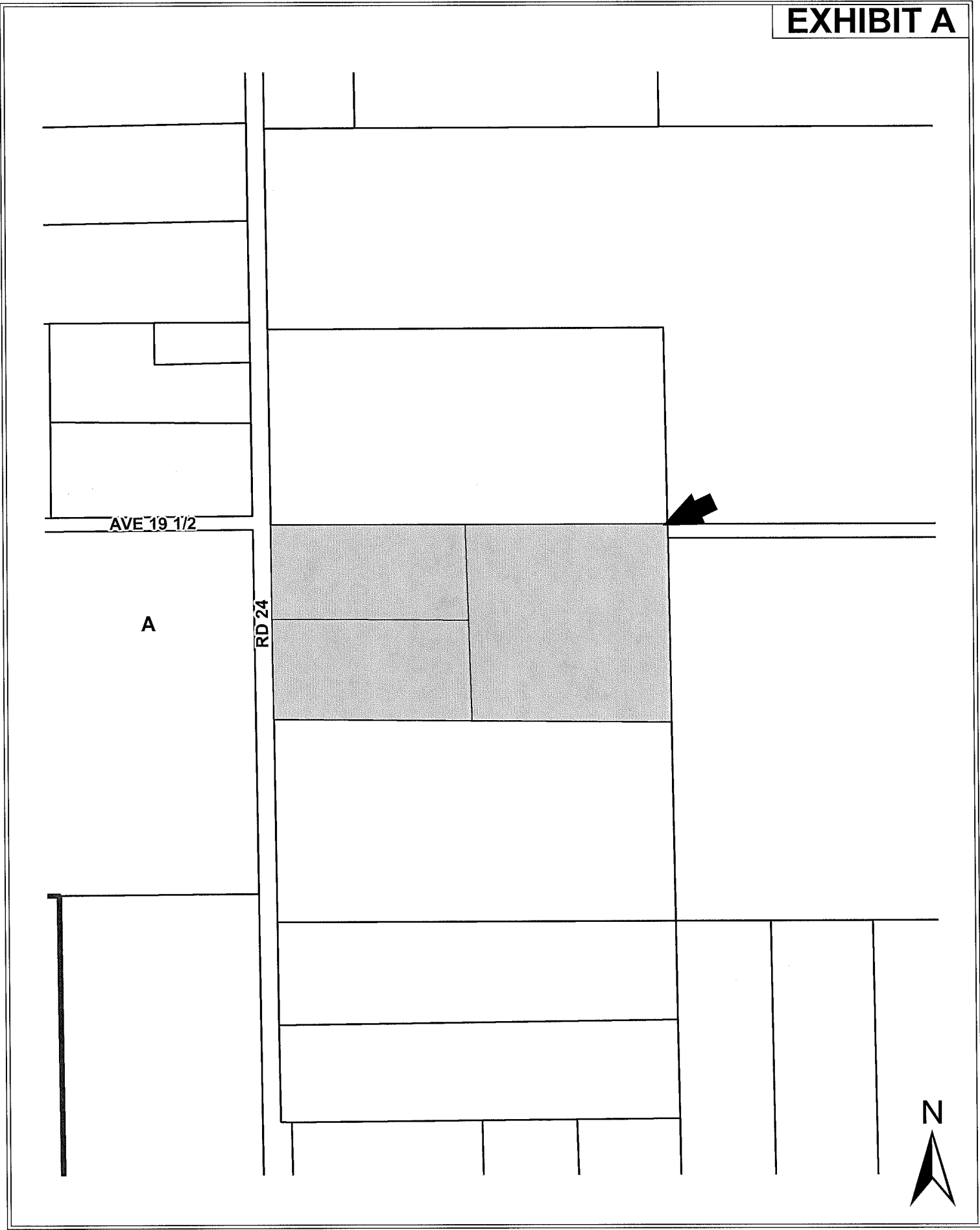
The analysis provided in this report supports approval of Mitigated Negative Declaration ND #2013-23 and Project #2013-001 as presented subject to the following conditions and Mitigation Monitoring and Reporting Program.

**CONDITIONS:**

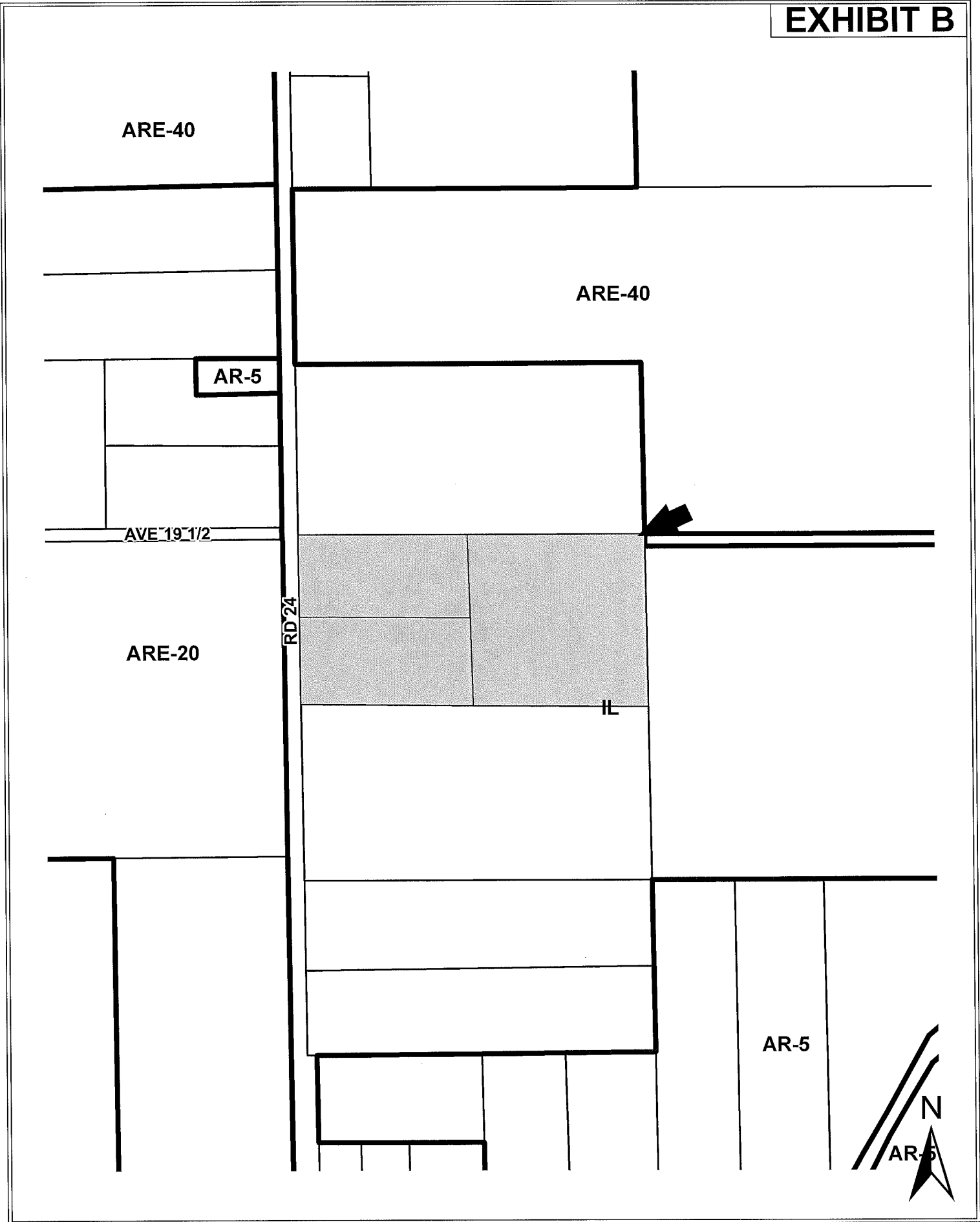
See attached conditions of approval (Exhibit T).

**ATTACHMENTS:**

1. Exhibit A, General Plan Map
2. Exhibit B, Zoning Map
3. Exhibit C, Assessor's Map
4. Exhibit D, Site Plan Map
5. Exhibit E, Aerial Map
6. Exhibit F, Topographical Map
7. Exhibit G, Operational Statement
8. Exhibit H, Engineering and General Services Comments
9. Exhibit I, Environmental Health Department Comments
10. Exhibit J, Fire Department Comments
11. Exhibit K, Road Department Comments
12. Exhibit L, Madera Irrigation District
13. Exhibit M, California Highway Patrol
14. Exhibit N, San Joaquin Valley Air Pollution Control District
15. Exhibit O, California Valley Miwok Tribe
16. Exhibit P, Applicant submitted Noise Study
14. Exhibit Q, CEQA Initial Study
15. Exhibit R, Mitigated Negative Declaration ND #2013-21
16. Exhibit S, Mitigation Monitoring Reporting Program
17. Exhibit T, Conditions of Approval



**GENERAL PLAN MAP**



ZONING MAP

# EXHIBIT C

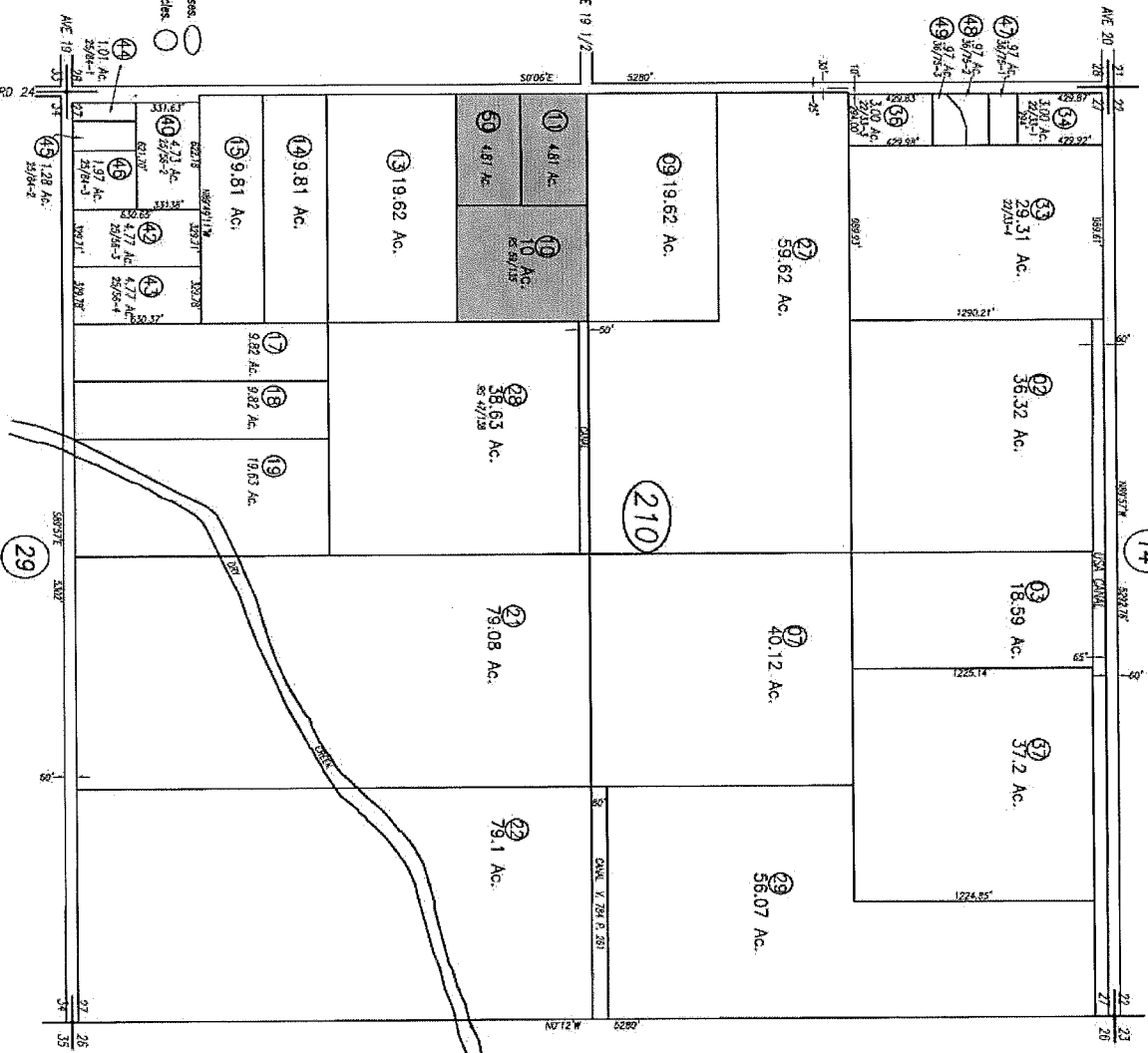
## ORIGINAL

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

NOTE - Assessor's Block Numbers Shown in Ellipse  
Assessor's Parcel Numbers Shown in Circles

11023 6-30-84

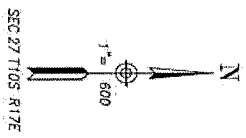
©2004 Madera County Assessor, All Rights Reserved



SEC. 27 T.10S. R17E. M.D.B.&M.

Tax Area Code  
61-019

29-21

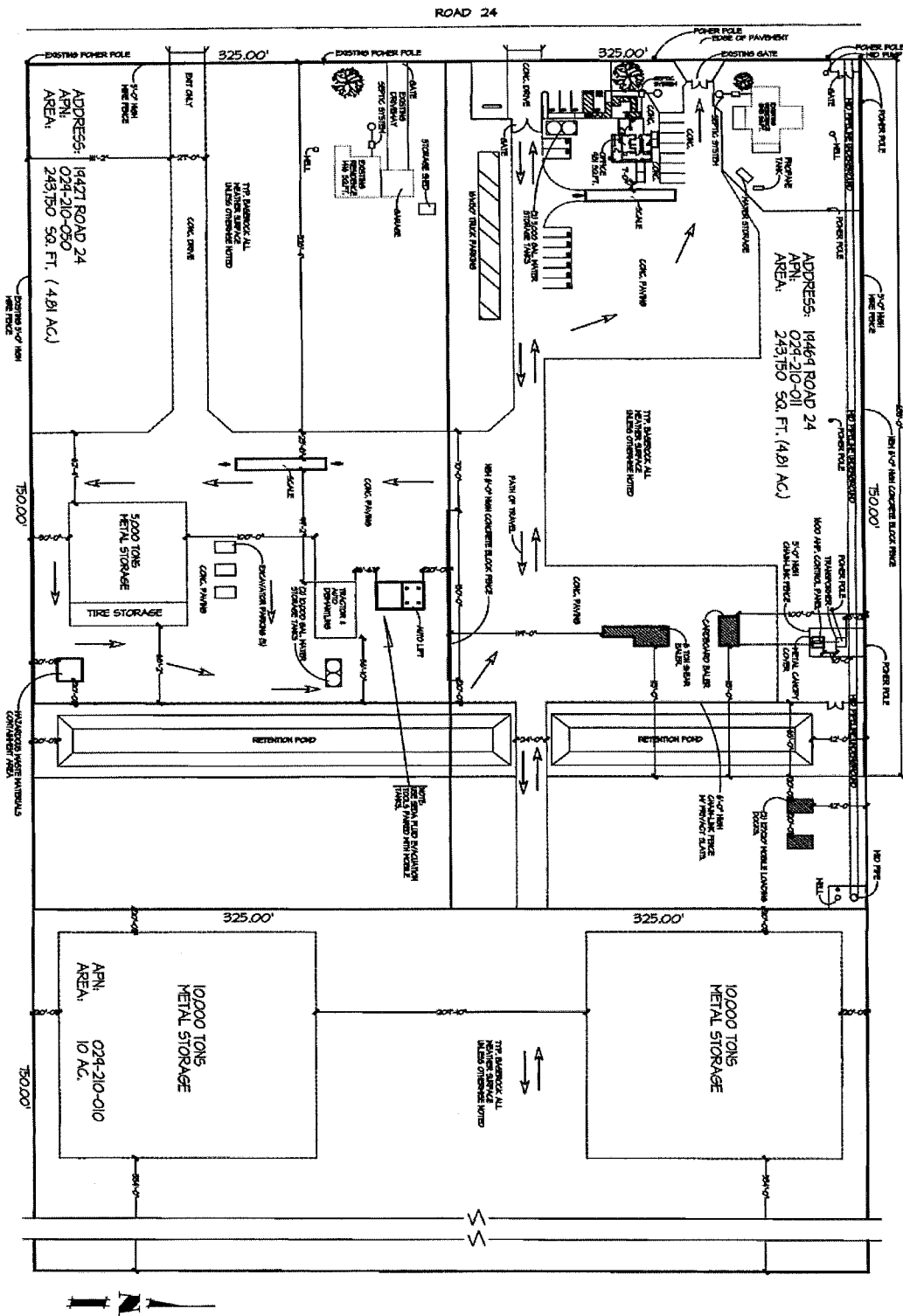


# ASSESSOR'S MAP

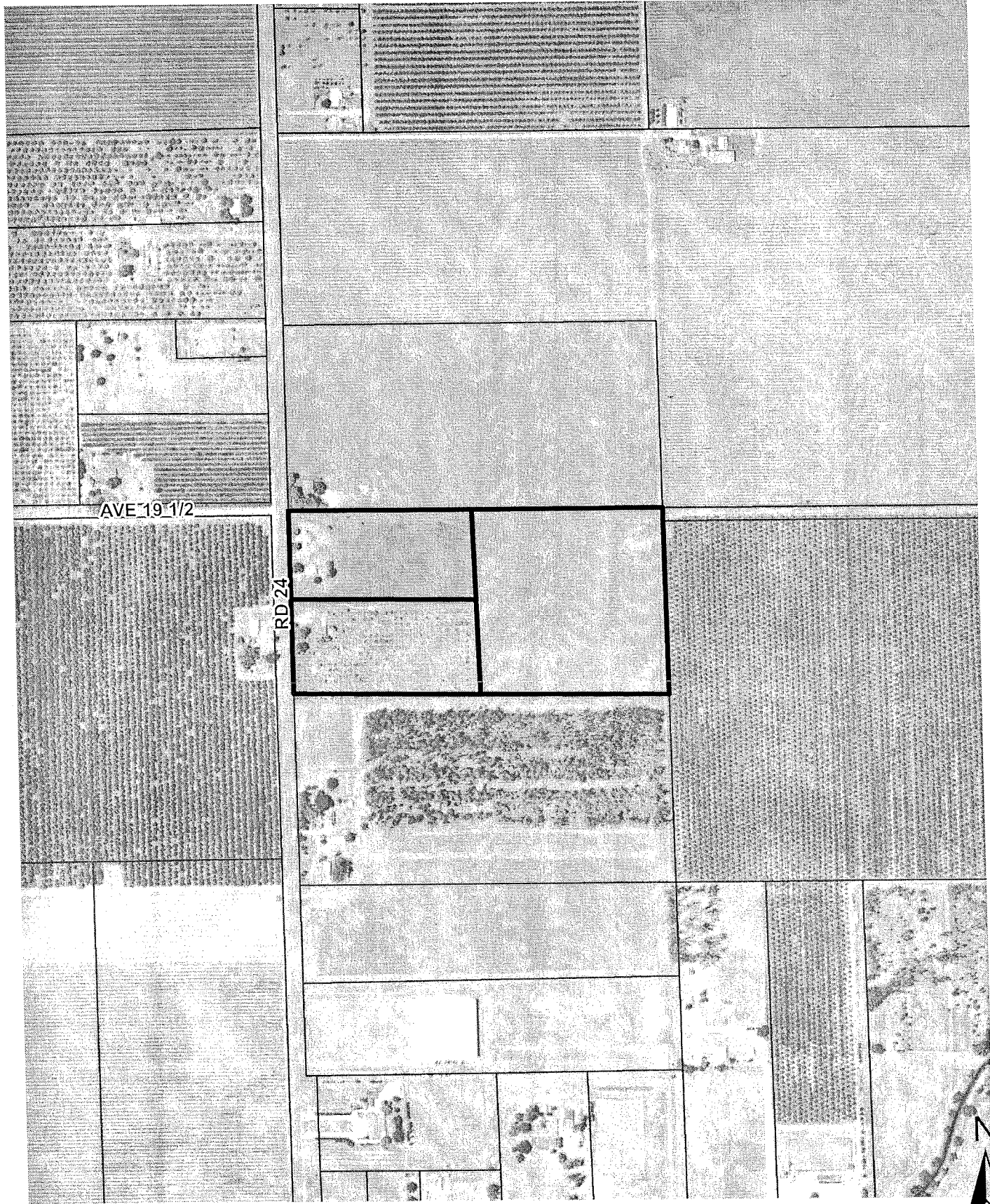
Assessor's Map No. 29-21  
Madera Unified  
Berenda  
County of Madera, Calif.  
1955



# EXHIBIT D



## SITE PLAN

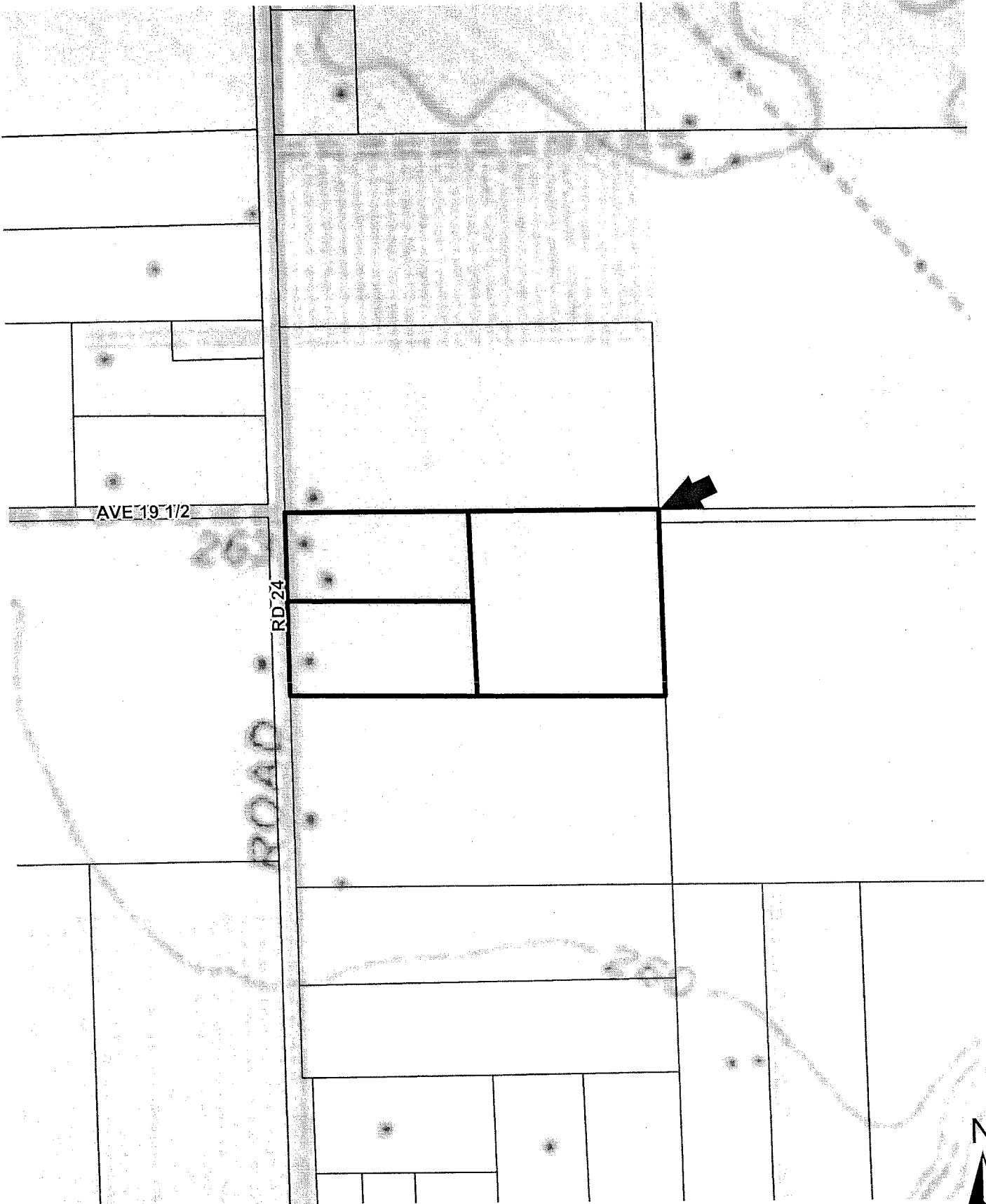


AVE 19 1/2

RD 24



AERIAL MAP



TOPOGRAPHICAL MAP

1. Assessor's Parcel Number:  
029-210-011-000  
029-210-050-00  
029-210-010

Applicant's name: Jose Alejandro Hernandez, Jr. President of Velocity Iron & Metal, Inc.

Address: 19469 Road 24 Madera, CA 93638

Phone Number: (559)333-2280

2. Describe the nature of your proposal/ operation (please be specific).

The nature of my proposal is mainly recycling and dismantling scrap yard. We will be recycling ferrous and non-ferrous metals, plastics, and paper. We will be dismantling farming and automotive equipment.

3. What is the existing use of the property?

The existing use of the property is a recycling scrap yard for recycling ferrous and non-ferrous metals, plastics, and paper.

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?

Not Applicable.

5. What are the proposed operational time limits?

Months (if seasonal): year round

Days per week: 7 days per week

Hours (from \_\_\_ to \_\_\_): 7am-6pm open for public and 24 hours for specific employees

Total hours per day: 24 hours per day

6. Will there be any special activities or events?

Frequency: No.

Hours: N/A

Are these activities indoors or outdoors? N/A

7. How many customers or visitors are expected?

Average number per day: 100

Maximum number per day: 200

What hours will customers/ visitors be there? 8am-6pm, only

8. How many employees will there be?

Current: 15

Future: 30

Hours they work? Full-time

Do any live on-site? If so, in what capacity (i.e., caretaker)? No.

9. What equipment, materials, or supplies will be used and how will they be sorted? If appropriate, provide pictures or brochures.

We will be using excavators, shears, balers, fork-lifts, and loading docks. For supplies we are using fuel, propane, and gas.

10. Will there be any service and deliver vehicles?

Number: 20

Type: Semi-tractors and trailers

Frequency: daily

11. Number of parking spaces for employees, customers, and service/delivery vehicles. Type of surfacing on parking area.

There are 20 parking spaces and they are surfaced by cement throughout.

12. How will access be provided to the property/project? (Street name)

Access will be provided to the property through Road 24.

13. Estimate the number and type (i.e., cars, trucks) of vehicular trips per day that will be generated by the proposed development.

There will be about 100 to 150 generated vehicular trips per day.

14. Describe any proposed advertising including size, appearance, and placement.

The proposed advertising will be placed on the northern and southern corners of the property on Road 24. The measurements will be about 5x5 feet and it will be a stone piece engraved with the company's name and logo. Such will be surrounded by landscaping, lighting, trees.

15. Will existing buildings be used or will new buildings be constructed? Indicate which building(s) or portion(s) will be utilized and describe the type of construction materials, height, color, etc. Provide floor plan and elevations, if appropriate.

Existing buildings will be used.

16. Is there any landscaping or fencing proposed? Describe type and location.

There's currently chain-link fencing all around the property and in the future we want to landscape the entire front of the property.

17. What are the surrounding land uses to the north, south, east, and west boundaries of the property?

The surrounding land uses are residential and agriculture.

18. Will this operation or equipment used generate noise above existing parcels in the area?

Yes, but we want to propose a sound testing to help eliminate as much sound travel as possible to prevent future neighbor complaints.

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).

The only water used will be in the office for staff use.

20. On a daily or weekly basis, how much wastewater will be generated by the proposed project and how will it be disposed of?

On a daily basis, about 35 gallons of wastewater will be generated such gets disposed by going to the sewer system.

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?

About 10 pounds of garbage will be generated by the office staff and it will be disposed by taking it to the nearest land field.

22. Will there be any grading? Tree removal? (please state the purpose, i.e., for roads, building pads, drainage, etc.)

No.

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.

25. Show any ravines, gullies, and natural drainage courses on the property on the plot plan.

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?

This development will help keep our surrounding environment cleaner and safer by promoting customers to bring in all unwanted junk laying around in their properties and public facilities to recycle them.

29. How do you see this development impacting schools, parks, fire and police protection or special districts?

This development will help keep most of the unwanted junk off from all these facilities and preventing more theft of precious and non-ferrous metals.

30. If your proposal is for commercial or industrial development, please complete the following:

Proposed Use(s): Recycling and dismantling

Square feet of building area(s): 1500 square feet

Total number of employees: 15

Building height(s): 12 feet

31. If your proposal is for a land division(s), show any slopes over 10% on the map or on an attached map.

N/A

# Engineering and General Services

2037 West Cleveland  
Avenue  
Madera, CA 93637  
(559) 661-6333  
(559) 675-7639  
FAX  
(559) 675-8970  
TDD

Bass Lake Office  
40601 Road 274  
Bass Lake, CA  
93604  
(559) 642-3203  
(559) 658-6959  
FAX

engineering@madera-county.com

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## MEMORANDUM

TO: Matt Treber  
FROM: Madera County  
DATE: May 29, 2013  
RE: Velocity Iron & Metal Inc - Project - BdS - Madera (029-210-011-000)

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### Comments

RE: PRJ #2013-001

The Engineering Department has reviewed the subject project and has no comments regarding this recycling center. This project does not change the Engineering conditions previously offered with PDR 2010-004, and Grading Permit 10-0092-GR. The conditions required with these previous permits have been met.

Dario Dominguez  
Engineering Department  
559-675-7817 ext 3322



## RESOURCE MANAGEMENT AGENCY

## Environmental Health Department

Jill Yaeger, Director

· 2037 West Cleveland Avenue  
· Madera, CA 93637  
· (559) 675-7823

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MEMORANDUM

TO: Matt Treber  
FROM: Madera County  
DATE: May 29, 2013  
RE: Velocity Iron & Metal Inc - Project - BdS - Madera (029-210-011-000)

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Conditions

The Environmental Health Department has reviewed the permit for, Velocity Iron & Metal, Inc., APN 029-210-011, 029-210-010 & 029-210-050 within the Chowchilla area and has determined the following:

If the owner/operator is going to make use of any existing septic disposal system within any dwelling structure onsite then it must be evaluated by a registered Environmental Health Specialist, Civil Engineer, or Geologist acceptable to this department

Any new septic disposal system for the proposed facility must be designed for maximum occupancy/use by a registered Environmental Health Specialist, Civil Engineer, or Geologist acceptable to this department. All areas to be used for sewage disposal shall be indicated on the map and sized appropriately for this project, including area for 100% expansion of the proposed sewage disposal area.

The plot plan shall indicate the location of onsite water well(s), sewage disposal system(s) and other relevant details. Indicate on the plot plan all existing wells, springs, septic systems, structures, etc. that are located on and within 200 feet of subject property.

This project will require the creation of a public water system, including the application to the State Department of Health Services Drinking Water Program and a Water System application to this department, the Madera County Environmental Health Department's (MCEHD), Drinking Water Program. The owner/operator must also prepare a TMF (Technical, Managerial and Financial) report to be submitted to this department the MCEHD. All water well(s) to be used on site for operations on this property need to comply with all Public Well Standards and any existing water wells proposed to be used for any operations on site will require a 50 ft. well seal installed to meet basic Public Well Standards. Contact a Water Program Specialist within this Department at (559) 675-7823 for further questions or details.

The owners/operators of this facility and/or shop must complete and submit a Business Activities Declaration Form with the CUPA Program within this department before onset of construction activities. This is to report storage of hazardous materials (like petroleum fuels or lubricants) onsite at this location. Other related permit(s) may be required due to the possible storage/handling of reportable quantities of hazardous materials (like petroleum fuels or lubricants) onsite or for the storage of any amount of hazardous waste onsite at any time prior to facility operation.

The construction and then ongoing operation must be done in a manner that shall not allow any type of public nuisance(s) to occur including, but not limited to the following nuisance(s): Dust, Odor(s), Noise(s), Lighting,, Vector(s) or Litter accumulation to surrounding area uses. This must be

accomplished under accepted and approved Best Management Practices (BMP) and as required by the County General Plan, County Ordinances and any other related State and/or Federal requisite and/or as determined by the Local Enforcement Authority (LEA), which is this Dept., the MCEHD and any other county or state regulatory agency having jurisdiction.

Noise generated from this development must be regulated to be kept within the day and night limitations of the Madera County General Plan (General Plan) and any other county or state regulatory agency having jurisdiction. Noise generation on site must be a consideration from the very beginning phase of this projects development it must be controlled and/or reduced from causing nuisances and kept within the General Plan during all aspects of site planning, development, construction and finally operation. A noise study must be completed by a reputable business having experience with in the field of acoustics to identify the sites base line noise generation measurements prior to any site development up facility operations. This noise study must be completed to include at a minimum site noise measurements, analysis, possible mitigation measures and recommendations as to how it will be operated to meet the General Plan required 24 hour limitations.

The owner/operator must obtain all the necessary Environmental Health Dept. permits prior to any construction activities on site.

When the owner/operator submits the application(s) for any required county permits, the MCEHD will conduct a more detailed review of this proposed project's compliance with all current local, state, & federal requirements. The owner/operator of this property/facility must submit an application for all required MCEHD permits prior to starting any construction activities.

If there are any questions or comments regarding these conditions/requirements or for copies of any Environmental Health Permit Application forms and/or other required Environmental Health requirements please, feel free to contact the appropriate program specialist as indicated in the above comments or contact me within this department at (559) 675-7823, M-F, 8:00 AM to 5:00 PM.

# MADERA COUNTY FIRE DEPARTMENT

IN COOPERATION WITH  
CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION

2037 W. CLEVELAND  
MADERA, CALIFORNIA 93637  
(559) 661-6333  
(559) 675-6973 FAX

DEBORAH KEENAN  
MADERA COUNTY FIRE MARCHAL

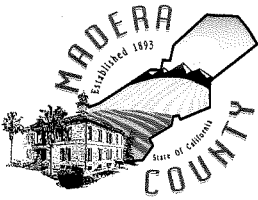
## MEMORANDUM

TO: Matt Treber  
FROM: Madera County  
DATE: May 29, 2013  
RE: Velocity Iron & Metal Inc - Project - BdS - Madera (029-210-011-000)

---

### Conditions

An annual Operational Permit is required for the proposed use. The owner/operator of the facility will make annual application for the permit through the Fire Marshal's Office in accordance with CFC Section 105.3.4. An inspection will be required by Fire Marshal staff prior to annual renewal of the operational permit.



# RESOURCE MANAGEMENT AGENCY

## Road Department


2007 W. Cleveland Avenue, Madera  
 Madera, CA 93637-8720  
 (559) 675-7811  
 FAX (559) 675-7631  
 TDD (559) 675-8970

Johannes J. Hoevertsz, Road Commissioner

### MEMORANDUM

Date: May 29, 2013

To: Matt Treber, Planning Department

From: H. Mitch Hemaidan, Road Department 

Subject: **Project No. 2013-001** Velocity Iron and Metal- Recycling Center

The Road Department has completed its reviewed of Project No. 2013-001. The applicant is requesting approval for heavy equipment, vehicles, plastic and paper scrap yard and recycling center. The project site is located on the east side of Road 24 at its intersection with Avenue 19 ½. This project has the potential to significantly impact traffic.

Road 24 is identified as a local roadway per the General Plan, requiring a minimum 60 ft right-of-way.

Due to the number of anticipated vehicular trips including truck trips and potential vehicular trips generated by customers associated with the existing and future uses of the project site, the Road Department recommends that the proponent contribute on a pro-rata share basis, to off-site road improvements mainly to the improvement needed at Road 24 and Ave 18 ½. This intersection was constructed to mostly carry smaller vehicles and with the addition of the truck trips per your operational statement, the County will be improving said intersection to meet minimum STAA truck radius standards.

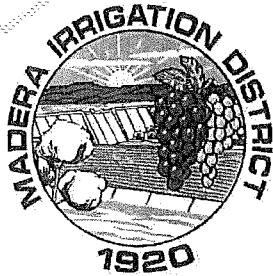
An acceleration/deceleration lane will be required to be constructed at the access onto the subject property.

The Road Department recommends the following conditions of approval:

1. As a condition of approval, the applicant shall pay a pro-rata share in the amount of \$13,600 to mitigate the off-site impacts, mainly at the intersection of Rd 24 and Ave 18 ½. The mitigation fee is based on the construction improvement cost including engineering design and right-of-way acquisition.
2. As a condition of approval, the applicant shall grant deed a strip of land 5 ft wide along Road 24, contiguous to the full length of the parcel. This right-of-way will be used for road purposes.
3. As a condition of approval, the applicant shall construct an acceleration/deceleration lane at the access point to the project site.

4. The design and construction of all roads and road appurtenances shall be the responsibility of the developer, who will employ a California registered civil engineer and /or a California registered land surveyor to do all survey work and, a California registered civil engineer to perform all road and road appurtenance design, Construction supervision and inspection (17.32.050).
5. Upon completion of all construction, documentation of all road and road appurtenance construction shall include: a written statement, signed and stamped by a California registered Civil Engineer, attesting to the fact that the road and all road appurtenances were designed and constructed in accordance with county code and adopted standards. Copies of compaction tests and inspection logs and reproducible as-built plans, signed and stamped by the California registered Civil Engineer (MCC 17.32.060).
6. As a condition of approval, prior to any construction within the right of way, the applicant is required to apply for and obtain an Encroachment Permit from the Road Department. Once this permit is secured, the applicant may commence with construction within the right-of-way.

**EXHIBIT L**



**MADERA IRRIGATION DISTRICT**

12152 ROAD 28 1/4 • MADERA • CA 93637-9199  
(559) 673-3514 • FAX (559) 673-0564

BOARD OF DIRECTORS

GARY BURSEY  
CHAIRMAN  
CARL JANZEN  
VICE CHAIRMAN  
JIM CAVALLERO  
RICK COSYNS  
THOMAS J. PETRUCCI

GENERAL MANAGER

THOMAS GRECI

August 19, 2013

Madera County Development Review Committee  
2037 West Cleveland Avenue  
Madera, CA 93637

RE: Velocity Iron & Metal INC (PRJ #2013-001[GP#2013-001 & CUP #2013-011])

Dear Committee Members,

United States Bureau of Reclamation (USBR) was granted an easement across the northern 30 feet of parcel numbers 029-210-010 and 029-210-011 in 1960 (See Attachments). Madera Irrigation District (MID) maintains a 36" cast-in-place pipeline within this easement for water conveyance to MID's growers.

If development of the parcel occurs, MID will require the 36" cast-in-place pipeline to be replaced with 36" reinforced rubber gasket concrete pipe (RRGCP) Class III. In addition MID will require that the above ground use within the easement area not to interfere with or endanger any of the USBR structures, as the grant of easement contract states.

MID has great concerns regarding this project considering that the recycling center appears to be currently encroaching upon the USBR easement on parcel number 029-210-011.

All construction drawings and plans within USBR's pipeline easement must be approved by MID and USBR. MID will request a signature block for plan approval, a hard copy and digital copy of the final drawing stamped by a licensed engineer, and a hard and digital copy of the AS-BUILT drawings stamped by a licensed engineer.

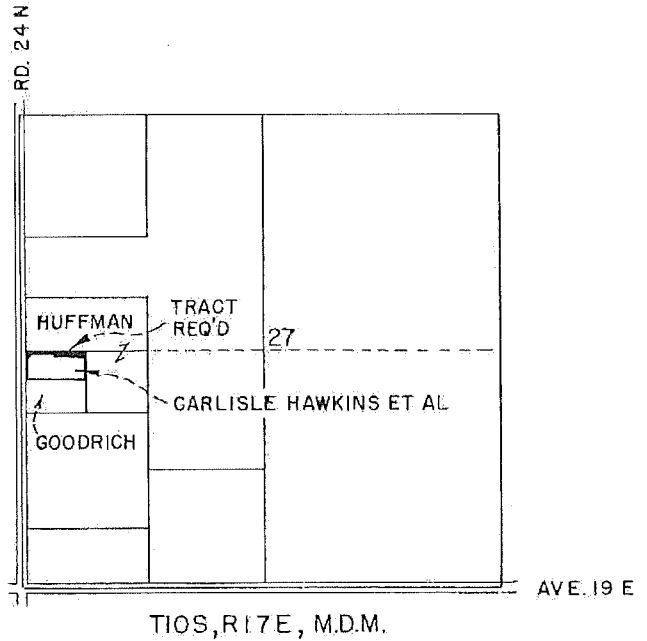
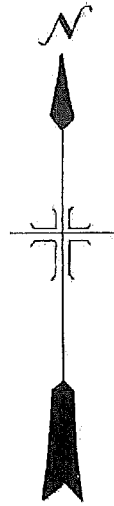
Please feel free to contact me or Darren Garcia if you have any further questions.

Sincerely,

Dina Cadenazzi Nolan, PE  
MID Chief of Engineering

cc: Laura M. Couron, Reality Specialist USBR  
Jose Alejandro Hernandez, Property Owner

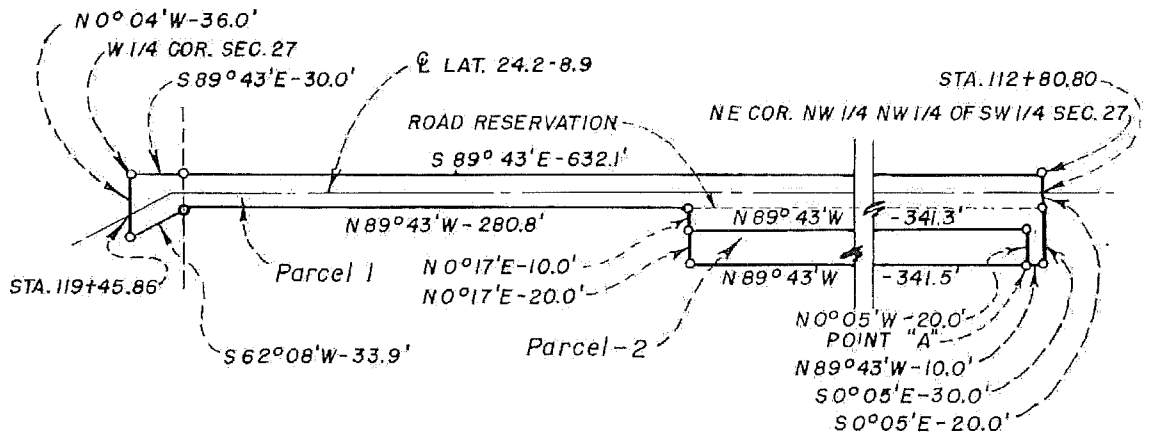
DEED DATED MAY 13, 1957  
AND RECORDED MAY 14, 1957  
IN VOL. 694 AT PAGE 222 OF  
OFFICIAL RECORDS, MADERA  
COUNTY RECORDS.



TIOS, R17E, M.D.M.

**KEY MAP**

SCALE: 1" = 2000'

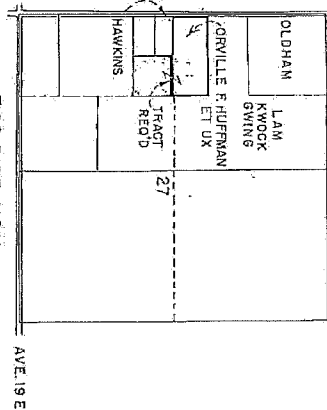


Basis of Bearings:  
U.S.B.R. datum of 1952,  
by stellar observation

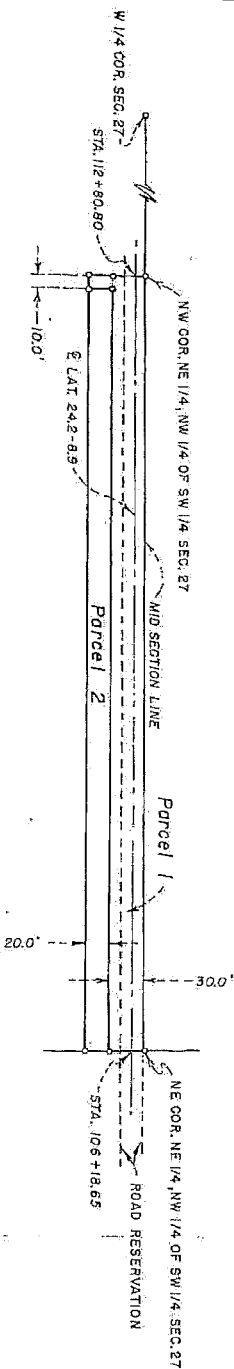
Area:  
Parcel 1 = 0.39 Acre (Incl. 0.29 Ac. in road reservation and 0.02 Ac. in road R/W)  
Parcel 2 = 0.16 Ac.  
Total = 0.54 Ac. (Incl. 0.31 Ac. in road R/W and road reservation.)  
Scale: 1" = 100'

UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION CENTRAL VALLEY PROJECT - CALIFORNIA MADERA DISTRIBUTION SYSTEM RIGHT OF WAY UNIT NO. 563 <b>CARLISLE HAWKINS ET AL</b>	
DRAWN B.V.L.	SUBMITTED <i>H.C. Strainbaugh</i>
TRACED N.V.K.	RECOMMENDED <i>W.E. Brown</i>
CHECKED <i>Yes</i>	APPROVED <i>R.L. McNeill</i>
MADERA, CALIF. 10-9-59	214-234-15

DEED DATED AUG. 22, 1951 AND RECORDED  
 SEPT. 26, 1951, IN VOL. 534 AT PAGE 31, OF  
 OFFICIAL RECORDS, MADERA COUNTY RECORDS.



KEY MAP  
 SCALE 1" = 2000'



Acred:  
 Parcel 1 = 0.46 Acre (Includes 0.30 Acre in road reservation)  
 Parcel 2 = 0.30 Acre  
 Total = 0.76 Acre (Includes 0.30 Acre in road reservation)

Scale: 1" = 100'

UNITED STATES  
 DEPARTMENT OF THE INTERIOR  
 CENTRAL BUREAU OF REGULATION  
 MADERA DISTRIBUTION SYSTEM  
 RIGHT OF WAY UNIT NO. 562  
 ORVILLE F. HUFFMAN ET UX  
 DRAWN BY L. E. SUBMITTED BY [Signature]  
 TRACED BY K. K. RECOMMENDED BY [Signature]  
 CHECKED BY [Signature] APPROVED BY [Signature]  
 MADERA, CALIF. 10-9-53 214-234-14



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF RECLAMATION  
CENTRAL VALLEY PROJECT, CALIFORNIA

Madera  
Unit 562

Contract No.  
14-06-200-0374

CONTRACT AND GRANT OF EASEMENT

THIS CONTRACT, made this 3rd day of May, 1969, in pursuance of the Act of June 17, 1902 (32 Stat. 389), and acts amendatory thereof or supplementary and applicable thereto, and particularly pursuant to the Act of Congress approved August 26, 1937 (50 Stat. 844, 850), and an Act of Congress approved August 4, 1939 (53 Stat. 1187), between THE UNITED STATES OF AMERICA, hereinafter styled the United States, represented by the contracting officer executing this contract, and

ORVILLE F. HOFFMAN  
and  
CATHERYN J. HOFFMAN, his wife

hereinafter styled the Vendor:

WITNESSETH the following grant and the following mutual covenants by and between the parties:

1. (Vendor hereby grants unto the United States, its successors and assigns, the right, privilege and easement to construct, reconstruct, lay, re-lay, operate, maintain, and remove at any time water pipelines of not more than 36 inches inside diameter, with all fixtures, devices and appurtenances used or useful in the operation of said pipelines, including air vent structures, at any and all points within, through, over and across the following described land situated in the County of Madera, State of California, to wit:

*Parcel one*  
PARCEL ONE: A parcel of land in the southwest quarter ( $SW\frac{1}{4}$ ) of Section Twenty-seven (27), Township Ten (10) South, Range Seventeen (17) East of the Mount Diablo Meridian described as follows:

A strip of land having a uniform width and being all of the north 20 feet of the north half of the east half of the northwest quarter ( $N\frac{1}{2}$  of  $E\frac{1}{2}$  of  $NW\frac{1}{4}$  of  $SW\frac{1}{4}$ ) and the south 20 feet of the north 50 feet of the west 10 feet of the north half of the east half of the northwest quarter of the southwest quarter ( $S\frac{1}{2}$  of  $E\frac{1}{2}$  of  $NW\frac{1}{4}$  of  $SW\frac{1}{4}$ ) all in said Section 27, containing an area of 0.45 acre, more or less.

1a. (Vendor also hereby grants unto the United States, its successors and assigns, the temporary right, privilege and easement to enter upon and use Parcel 2) hereinafter described, (for the placing or piling thereon of earth, materials, and machinery and for other purposes useful or necessary in connection with the construction of its pipelines adjacent thereto. Said temporary right, privilege and easement shall terminate not later than two years after the commencement of said construction, and upon completion of said construction or in any event prior to the end of said two-year period, the United States shall restore the said land, as nearly as may be practicable, to the condition in which it was prior to the commencement of the use thereof by the United States.) Said Parcel Two is in the southwest quarter ( $SW\frac{1}{4}$ ) of said Section 27 and is described as follows:

PARCEL TWO: A strip of land having a uniform width and being all of the south 20 feet of the north 50 feet of the east half of the north half of the northwest quarter of the southwest quarter ( $E\frac{1}{2}$  of  $N\frac{1}{2}$  of  $NW\frac{1}{4}$  of  $SW\frac{1}{4}$ ); EXCEPT THEREFROM the west 10 feet thereof and containing after said exception an area of 0.35 acre, more or less.

55¢ Revenue stamp  
affixed and canceled

Checked as to Engineering data  
4-27-69

said pipeline or lines shall be so laid that not less than two feet of earth, measured from the outside of the pipe collar to the ground surface, shall cover the pipeline or lines, except that fixtures and appurtenances used or useful in the operation of said pipeline or lines may be at any distance either below or above ground surface. After construction of said pipelines, the United States will restore the surface of said Parcel One to its original level, as nearly as may be practicable.

3. The grant of easement herein contained shall include the right to enter upon said land, survey, construct, reconstruct, lay, re-lay, maintain, operate, control, use and remove said pipeline or lines, its fixtures and appurtenances, and to remove objects interfering therewith. Vendor reserves the right to cultivate, occupy and use the premises for any purposes consistent with the rights and privileges above granted and which will not interfere with or endanger any of the structures or equipment of the United States or the use thereof. In case of permanent abandonment of said right-of-way, the title and interest herein granted shall end, cease, and determine. The United States shall use due care in the construction and maintenance of said pipeline or lines and appurtenances.

4. The grants of easement herein contained are subject to existing rights-of-way for highways, roads, railroads, canals, laterals, ditches, other pipelines, electrical transmission lines and telephone and telegraph lines covering any part of the above described land, and subject to reservations and leases of record, if any, of oil, gas and minerals in or under the land hereinbefore described.

5. For and in consideration of the conveyance of the herein defined estate to the United States, and in satisfaction of any and all claims which the Vendor has or may hereafter have against the United States, arising out of the construction of the said water pipeline, the United States shall:

(a) Pay to the Vendor the sum of ONE HUNDRED THIRTY-FIVE AND NO/100 DOLLARS (\$135.00); and

1. (The amount of any damage to trees, seedlings, vines, and crops within or on the land herein described, and to such irrigation facilities or other improvements located thereon as are not to be relocated as herein provided;)
2. The reasonable cost of the relocation of such of said irrigation facilities or other improvements as the United States shall determine shall be relocated by the Vendor; or

(b) (In lieu of the payment of the amount of said damage to the said irrigation facilities or other improvements, or of the costs of the relocation of said irrigation facilities or other improvements, the United States may at its option and expense relocate the said irrigation facilities or other improvements;)

and the Vendor shall so accept said payment or relocation.

The payment to be made under the provisions of subparagraph (a) 1 hereof shall be made after the completion of the construction of the pipelines of the United States in, through and on the land herein described and shall be in an amount determined by an appraisal made by the United States Bureau of Reclamation. Any irrigation facility to be relocated as herein provided shall be of quality and standard equivalent to that of the existing facility, and any such irrigation facility or other improvement shall be relocated to such land of the Vendor adjoining that herein described as the parties hereto shall mutually determine to be reasonable and proper. The United States shall notify Vendor in writing as to the facilities and improvements that must be relocated and in such notice shall inform Vendor as to the date when such relocation must be completed and of the reasonable cost of such relocation. The payment under the provisions of subparagraph (a) 2 hereof shall be made upon the completion of the said relocation, and shall be in an amount determined by the United States Bureau of Reclamation to be the reasonable cost thereof. It is a condition precedent to any payments hereunder that any and all defects, interests, or encumbrances against the Vendor's title to said land that may not be acceptable to the United States shall be removed by or on behalf of the Vendor. The rights of the Vendor under this article shall not be assignable and shall not pass to any subsequent purchaser of the land or any interest therein.

6. It is understood and agreed that if the Secretary of the Interior determines that the title should be acquired by the United States by judicial procedure, either to procure a safe title or to obtain title more quickly or for any other reason, then the compensation to be claimed by the Vendor and the award to be made for said lands in said proceedings shall be upon the basis of the compensation hereinbefore provided.

7. Where the operations of this contract extend beyond the current fiscal year, it is understood that the contract is made contingent upon Congress making the necessary appropriation for expenditures thereunder after such current year has expired. In case such appropriation as may be necessary to carry out this contract is not made, the Vendor hereby releases the United States from all liability due to the failure of Congress to make such appropriation.

8. No member of or delegate to Congress or Resident Commissioner shall be admitted to any share or part of this contract or to any benefit that may arise herefrom, but this restriction shall not be construed to extend to this contract if made with a corporation or company for its general benefit.

IN WITNESS WHEREOF, the parties have caused this contract to be executed the date hereinabove written.

THE UNITED STATES OF AMERICA

APPROVED AS TO LEGAL  
FORM AND SUFFICIENCY  
ATTORNEY  
DEPARTMENT OF INTERIOR

By

E. F. Sullivan  
Regional Director

(SGD.) ORVILLE F. HUFFMAN  
Vendor

(SGD.) CATHERYN J. HUFFMAN  
Vendor

Vendor

(SGD.) ROD E. TIERNAN  
Witness

Vendor

**DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

California Highway Patrol

Madera

3051 Airport Drive

Madera, CA 93637

(559) 675-1025

(800) 735-2929 (TT/TDD)

(800) 735-2922 (Voice)



May 16, 2013

File No.: 450.exec.sch.PRJ 2013-001

Re: PRJ #2013-001:

Madera County Planning Department

Attention: Matt Treber

2037 West Cleveland Avenue

Madera, CA 93637

Mr. Treber:

Staff at the Madera office of the California Highway Patrol (CHP) has reviewed the project review request statement addressing the proposed Velocity Iron & Metal, Inc. located at Avenue 19 ½ and Road 24, Madera County.

Based solely upon the data provided in the project review request, the identified increase of vehicular traffic should not have significant impact upon the operation of this Command. The intersection of Road 24 at Avenue 19 ½ may need controlled traffic signs to ensure safe movement of vehicles departing the facility.

This Department will continue to monitor the traffic around the project and should any issues become of concern, the Madera County Road Commissioner will be notified. Our mission is to provide for the safe and efficient flow of vehicular traffic upon this County roadway.

Should you have any questions, please contact me at (559) 675-1025.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Paris".

D. PARIS, Lieutenant  
Commander





May 20, 2013

Matthew Treber  
Madera County  
Planning Department  
2037 W. Cleveland Avenue  
Madera, CA 93637

**Project: PRJ 2013-00, Velocity Iron & Metal Inc - BDS - Madera (029-210-011-000)**

**District CEQA Reference No: 20130400**

Dear Mr. Fabino:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above to amending the General Plan from Agriculture to Light Industrial /Business Park and a conditional use permit to allow a recycling center located at 19469 Road 24, in Madera, CA. The District offers the following comments:

**District Comments**

- 1) The CEQA referral submitted to the District does not provide sufficient information to allow the District to assess the project's potential impact on air quality. The District recommends that a more detailed preliminary review of the project be provided. Preliminary review documents should include a project summary detailing, at a minimum, the land use designation, project size, estimates of potential mobile and stationary emission sources, and proximity to sensitive receptors and existing emission sources.
  - 1a) Project Emissions should be identified and quantified.
    - i) Permitted (stationary sources) and non-permitted (mobile sources) sources should be analyzed separately. Preparation of an Environmental Impact Report (EIR) is recommend should emissions from either source exceed the following amounts: 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), or 15 tons per year particulate matter of 10 microns or less in size (PM10).
    - ii) Pre- and post-project emissions should be identified.
  - 1b) Nuisance Odors should be discussed as to whether the project would create objectionable odors affecting a substantial number of people.

**Seyed Sadredin**

Executive Director/Air Pollution Control Officer

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

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

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

Toxic Air Contaminants (TACs) –are defined as air pollutants that which may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health. The most common source of TACs can be attributed to diesel exhaust fumes that are emitted from both stationary and mobile sources. If the project is located near residential/ sensitive receptors, the proposed project should be evaluated to determine the health impact of TACs to the near-by receptors. If the analysis indicates that TACs are a concern, the District recommends that a Health Risk Assessment (HRA) be performed. If an HRA is to be performed, it is recommended that the project proponent contact the District to review the proposed modeling approach. More information on TACs, prioritizations and HRAs can be obtained by:

- E-mailing inquiries to: [hramodeler@valleyair.org](mailto:hramodeler@valleyair.org); or
- Visiting the District's website at:  
[http://www.valleyair.org/busind/pto/Tox\\_Resources/AirQualityMonitoring.htm](http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm).

- 2) If preliminary review indicates that a Mitigated Negative Declaration should be prepared, in addition to the effects identified above, the document should include:
  - 2a) Mitigation Measures – If preliminary review indicates that with mitigation, the project would have a less than significant adverse impact on air quality, the effectiveness of each mitigation measure incorporated into the project should be discussed.
  - 2b) District's attainment status – The document should include a discussion of whether the project would result in a cumulatively considerable net increase of any criteria pollutant or precursor for which the San Joaquin Valley Air Basin is in non-attainment. Information on the District's attainment status can be found online by visiting the District's website at <http://valleyair.org/aqinfo/attainment.htm>.
- 3) If preliminary review indicates that an Environmental Impact Report (EIR) should be prepared, in addition to the effects identified above, the document should also include the following:
  - 3a) A discussion of the methodology, model assumptions, inputs and results used in characterizing the project's impact on air quality.
  - 3b) A discussion of the components and phases of the project and the associated emission projections, (including ongoing emissions from each previous phase).
- 4) Based on information provided to the District, the proposed project may District concludes that the proposed project is subject to District Rule 9510 (Indirect Source Review).

District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. Any applicant subject to District Rule 9510 is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval, and to pay any applicable off-site mitigation fees before issuance of the first building permit. If approval of the subject project constitutes the last discretionary approval by your agency, the District recommends that demonstration of compliance with District Rule 9510, including payment of all applicable fees before issuance of the first building permit, be made a condition of

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

- 5) The proposed project may require District permits. Prior to the start of construction the project proponent should contact the District's Small Business Assistance Office at (559) 230-5888 to determine if an Authority to Construct (ATC) is required.
- 6) The proposed project may be subject to the following District rules: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).
- 7) The District recommends that a copy of the District's comments be provided to the project proponent.

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

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. If you have any questions or require further information, please call Debbie Johnson at (559) 230-5817.

Sincerely,

David Warner  
Director of Permit Services

*Debbie Johnson*  
for Arnaud Marjollet  
Permit Services Manager

DW: dj

**CALIFORNIA VALLEY MIWOK TRIBE**

10601 N. Escondido Pl., Stockton, CA 95212 Ph: (209) 931.4567 Fax: (209) 931.4333

**Website:** <http://www.californiavalleymiwoktribe-nsn.gov> **Email:** [office@cvmt.net](mailto:office@cvmt.net)

May 5, 2013

Mr. MATT TREBER  
Planning Department  
2037 West Cleveland Avenue  
Mail Stop G  
Madera, California 93637

Re: PRJ #2013-001 Velocity Iron & Metal Inc. – Project-BDS-Madera  
(029-210-011-000)

Dear Mr. Treber

The California Valley Miwok Tribe (CVMT) is in receipt of your letter (dated May 02, 2013) regarding PRJ #2013-001 Velocity Iron & Metal Inc. – Project-BDS-Madera (029-210-011-000).

CVMT is of the understanding that the project consists of amending the General Plan pursuant to Section 65358 of the Government Code. The area to be considered consists of 19.62 acres located at the intersection of Road 24 and Avenue 19 ½ (19427 Road 24) Madera

CVMT further understands that the proposal by Velocity Iron & Metal Inc is to amend the area now shown as A (Agriculture) to Li (Light Industrial Business Park) District. A conditional use permit will be considered to allow a Recycling Center.

**COMMENTS**

The California Valley Miwok Tribe has no current issues with the proposed conditional use permit being considered to allow a Recycling Center at 19469 Road 24 Madera, California. CVMT's only concern is in regards to future landscaping or fencing being proposed to the entire front of the property. Therefore, for future reference, the California Valley Miwok Tribe is requesting to be notified of any discovery of Miwok artifacts and/or human remains if any are found to be present when ground disturbance for landscaping or fencing occurs at said project location.

Respectfully,

A handwritten signature in cursive script, appearing to read "Silvia Burley".

Silvia Burley, Chairperson  
[s.burley@californiavalleymiwoktribe-nsn.gov](mailto:s.burley@californiavalleymiwoktribe-nsn.gov)





LSA ASSOCIATES, INC.  
5084 NORTH FRUIT AVENUE  
SUITE 103  
FRESNO, CALIFORNIA 93711

559.490.1210 TEL  
559.490.1211 FAX

BERKELEY  
CARLSBAD  
FORT COLLINS

IRVINE  
PALM SPRINGS  
PT. RICHMOND

RIVERSIDE  
ROCKLIN  
SAN LUIS OBISPO

July 29, 2013

Mr. Jose Alejandro Hernandez  
Velocity Iron & Metal  
19469 Road 24  
Madera County, California 93638

Subject: Velocity Iron & Metal Noise Study in Madera County, California

Dear Mr. Hernandez:

LSA Associates, Inc (LSA) is pleased to submit this analysis of noise impacts for the operation of the Velocity Iron & Metal recycling facility located at 19469 Road 24, in Madera County (County), California. This analysis focuses on presenting the applicable land use compatibility criteria, the existing noise conditions in the project area, and projected noise impacts from on-site operations associated with implementation of expanded operations at the project site.

### **NOISE SENSITIVE RECEPTORS**

Noise sensitive receptors are defined as locations where persons reside with sensitivity to noise. These areas include residential areas, hospitals, schools, churches, libraries and other areas where quiet is an important attribute of the environment. The closest off-site sensitive receptor to the proposed project site is the residential land use that borders the northwest corner of the project site on Road 24. The next closest off-site sensitive receptor is the residential land use located west of the project site, across Road 24, whose property line is approximately 75 feet from the nearest project property line.

### **NOISE TERMINOLOGY**

Several noise measurement scales exist which are used to describe noise in a particular location. A *decibel* (dB) is a unit of measurement which indicates the relative intensity of a sound. The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3.0 dB or less are only perceptible in laboratory environments. Audible increases in noise levels generally refer to a change of 3.0 dB or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense, 30 dB is 1,000 times more intense. Each 10-dB increase in sound level is perceived as approximately a doubling of loudness. Sound intensity is normally measured through the *A-weighted sound level* (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive.

Noise impacts can be described in three categories. The first is audible impacts, which refers to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3.0 dB or greater, since this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1.0 and 3.0 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category is changes in noise level of less than 1.0 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6-dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern. There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level ( $L_{eq}$ ) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the  $L_{eq}$  and community noise equivalent level (CNEL) or the day-night average level ( $L_{dn}$ ) based on A-weighted decibels (dBA). CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly  $L_{eq}$  for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours).  $L_{dn}$  is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and  $L_{dn}$  are within one dBA of each other and are normally exchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

Other noise rating scales of importance when assessing the annoyance factor include the maximum noise level ( $L_{max}$ ), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis are specified in terms of maximum levels denoted by  $L_{max}$  for short-term noise impacts.  $L_{max}$  reflects peak operating conditions and addresses the annoying aspects of intermittent noise.

## LAND USE COMPATIBILITY CRITERIA

The proposed project is located in Madera County, California. The County regulates noise through the Noise Element of the General Plan<sup>1</sup> and in the County's Code of Ordinances.<sup>2</sup> The policies of the Noise Element that are applicable to the proposed project are summarized as follows.

The County requires non-transportation noise sources undergoing modifications that may increase ambient noise levels to be analyzed through an acoustical impact study. Such an analysis shall identify, as necessary, noise reduction measures to maintain operational noise at acceptable levels. According to the County, the maximum allowable noise exposure for non-transportation noise sources is a daytime hourly average of 50 dBA  $L_{eq}(h)$ , and a nighttime hourly average of 45 dBA  $L_{eq}(h)$ . The maximum permitted daytime operational noise level is 70 dBA  $L_{max}$ , while the nighttime maximum is 65 dBA  $L_{max}$ . These noise levels are determined as measured at the property line of receiving noise-sensitive land uses. The County's noise exposure standard for new residential land

<sup>1</sup> Madera County, 1995. *Madera County General Plan*. October 24.

<sup>2</sup> Madera County, 2001. *Madera County Code of Ordinance*. July 7.

uses from transportation noise sources is in terms of the 24-hour weighted average  $L_{dn}$  and not the hourly average standard for non-transportation noise sources. The normally acceptable standard for new noise sensitive land use development is 60 dBA  $L_{dn}$  as measured at the outdoor active use area of the land use, and an interior noise level standard of 45 dBA  $L_{dn}$ .

The County also limits permissible hours of noise producing construction activities in Chapter 9.58 of the Code of Ordinances. The ordinance also provides the general restriction for residential land uses of any person making or continuing to make any disturbing, excessive or offensive noise which causes discomfort or annoyance to reasonable persons of normal sensitivity residing in the area.

### EXISTING NOISE CONDITIONS

The purpose of ambient noise monitoring is to document the existing noise environment and capture the noise levels associated with operations and activities in the project area. From midday on June 12 to midday on June 14, 2013, an LSA noise technician conducted a long-term ambient noise measurement in the northwest corner of the project property, near the border of the closest off-site residential land use. Additional short-term measurements were taken on Wednesday, June 12, 2013, between the hours of 9:00 a.m. and 12:00 p.m. at four separate locations. The short-term noise measurement results are summarized in Table 1; while the long-term measurement results are summarized in Table 2. The noise monitoring locations are shown in Figure 1. The short-term noise monitoring data sheets and the complete long-term noise measurement data and day-night average noise level calculation tables are provided in Attachment A.

Table 1 summarizes the noise levels measured during the short-term noise measurements. Each short-term measurement was taken to document the dominant noise source at each location. The primary noise sources at each location are identified in the table.

**Table 1: Short-Term Ambient Noise Monitoring Results, dBA**

Site	Location	Duration (minutes)	$L_{eq}$ <sup>a</sup>	$L_{max}$ <sup>b</sup>	Primary Noise Sources
ST-1	Center of project site, at edge of cement pad, approximately 90 feet from operating equipment	2:30	66.9	80.5	Caterpillar excavator sorting scrap metal
		3:45	63.5	76.8	
		2:30	70.7	82.5	
		2:45	67.2	83.9	
ST-2	Northwest corner of project site, 375 feet from, and with direct line of sight to, operating equipment	3:00	56.2	69.8	Caterpillar excavator sorting scrap metal, vehicular traffic on Road 24
ST-3	10 feet from northern project property line adjacent closest off-site sensitive receptor, 465 feet from, but without direct line of sight to, operating equipment (two shipping container blocking the line of sight)	2:45	54.3	74.9	Caterpillar excavator sorting scrap metal, vehicular traffic on Road 24
ST-4	10 feet from edge of Road 24 outside northwestern corner of project property line adjacent to closest off-site sensitive receptor	15:00	67.6	89.2	Vehicular traffic on Road 24

<sup>a</sup>  $L_{eq}$  represents the average of the sound energy occurring over the measured time period.

<sup>b</sup>  $L_{max}$  is the highest instantaneous sound level measured during the measured time period.

Source: LSA Associates, Inc., July 2013.

**Table 2: Long-Term Ambient Noise Monitoring Results, dBA**

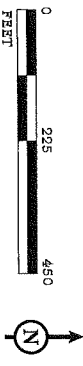
Date	Time	$L_{eq}(h)$	$L_{max}$	$L_{min}$	$L_{dn}^a$
June 12, 2013	12:00 PM	50.5	68.5	38.7	
June 12, 2013	1:00 PM	50.9	69.8	40	
June 12, 2013	2:00 PM	49.8	67	39	
June 12, 2013	3:00 PM	50.4	67.4	39.2	
June 12, 2013	4:00 PM	50.8	67.5	39	
June 12, 2013	5:00 PM	48.4	68.7	38.3	
June 12, 2013	6:00 PM	49.4	74.7	38.1	
June 12, 2013	7:00 PM	45	65.5	37.9	
June 12, 2013	8:00 PM	48.7	66.9	38.1	
June 12, 2013	9:00 PM	45.7	66.4	37.6	
June 12, 2013	10:00 PM	46.7	66.3	37.7	
June 12, 2013	11:00 PM	45.7	66.7	38.4	
June 13, 2013	12:00 AM	42.7	63.6	38.1	55
June 13, 2013	1:00 AM	40.4	61.9	37.8	
June 13, 2013	2:00 AM	44.6	67	37.7	
June 13, 2013	3:00 AM	46	68.3	37.9	
June 13, 2013	4:00 AM	49.1	68.9	38.4	
June 13, 2013	5:00 AM	53.9	71.9	40.8	
June 13, 2013	6:00 AM	52.3	70.4	39	
June 13, 2013	7:00 AM	51.5	67.4	40.5	
June 13, 2013	8:00 AM	51.7	68.5	39.8	
June 13, 2013	9:00 AM	51.9	65.8	41.1	
June 13, 2013	10:00 AM	52.8	70.3	39.4	
June 13, 2013	11:00 AM	53	68.9	39.5	
June 13, 2013	12:00 PM	51.8	68.4	38.2	
June 13, 2013	1:00 PM	52	70.7	40.8	
June 13, 2013	2:00 PM	51	65.9	40.2	
June 13, 2013	3:00 PM	50.5	73.9	41.1	
June 13, 2013	4:00 PM	51.3	76.1	40.1	
June 13, 2013	5:00 PM	50.2	68	39.5	
June 13, 2013	6:00 PM	48.1	66.8	38.8	
June 13, 2013	7:00 PM	47.5	70	38.7	
June 13, 2013	8:00 PM	47.3	66.2	38.2	
June 13, 2013	9:00 PM	45.6	63.8	38.1	
June 13, 2013	10:00 PM	45.7	69.8	38.1	
June 13, 2013	11:00 PM	43.5	61.5	37.9	
June 14, 2013	12:00 AM	43.5	63.7	37.8	
June 14, 2013	1:00 AM	46.8	67.6	37.5	
June 14, 2013	2:00 AM	43.7	63	37.4	
June 14, 2013	3:00 AM	42.4	62.4	37.6	
June 14, 2013	4:00 AM	46.6	65.4	37.9	
June 14, 2013	5:00 AM	52.9	68.7	40.3	
June 14, 2013	6:00 AM	52.2	69.3	40.2	
June 14, 2013	7:00 AM	51.3	67.1	40	
June 14, 2013	8:00 AM	53.8	69.7	40.6	
June 14, 2013	9:00 AM	50.9	68.8	40.3	
June 14, 2013	10:00 AM	52.3	69.5	41.4	

<sup>a</sup>  $L_{dn}$  is the time varying day-night average noise level over a 24-hour period, with a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours).

Source: LSA Associates, Inc., July 2013.



LSA



- Short-term Noise Monitoring Location
- △ Long-term Noise Monitoring Location

Project Site

FIGURE 1

*Velocity Iron & Metal Noise Study*  
Noise Monitoring Locations

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## PROJECT IMPACTS

According to the County's noise standards, existing non-transportation noise sources undergoing modifications that may increase ambient noise levels must be mitigated to meet the County's noise performance standards for non-transportation noise sources. The County's maximum allowable noise exposure for non-transportation noise sources is a daytime hourly average of 50 dBA  $L_{eq}(h)$  and a daytime operational noise exposure of 70 dBA  $L_{max}$ . The County's nighttime standard is an hourly average of 45 dBA  $L_{eq}(h)$  and a maximum nighttime standard of 65 dBA  $L_{max}$  for non-transportation noise sources.

As shown in Table 2, the daytime hourly average ambient noise levels as measured by the property line of the nearest off-site residential land use range from 45 dBA to 53.8 dBA  $L_{eq}(h)$ , while measured daytime maximum noise levels range from 63.8 dBA to 76.1 dBA  $L_{max}$ . The calculated 24-hour weighted average ambient noise level as measured at site LT-1 is 55 dBA  $L_{dn}$ . This combined traffic and non-transportation noise source levels are considered normally acceptable for new residential land use development.

It should be noted that the measured noise levels at sites LT-1 and ST-3, the point on the project site closest to off-site residential land uses, do show measured ambient noise levels that exceed the County's hourly standard for non-transportation noise sources (i.e., greater than 50 dBA  $L_{eq}(h)$  and greater than 70 dBA  $L_{max}$ ). However, these noise measurements at these locations also capture transportation noise from traffic on Road 24. The exact contribution of the station operational noise sources on the project site to these ambient noise levels cannot be determined. However, a conservative estimate can be made by assuming the measured noise levels at site ST-1 are adequate representations of the operational noise levels of the equipment operating on the project site.

If the largest pieces of equipment (such as Caterpillar excavator type equipment) operate closer than 400 feet of the nearest off-site residential land use, then the resulting noise levels could exceed the County's daytime maximum allowable noise exposure standard of 70 dBA  $L_{max}$ . Similarly, if such pieces of equipment operated at full power for a full hour within 400 feet of the nearest off-site residential land use, then the resulting noise levels would also exceed the County's daytime maximum allowable noise exposure standard of 50 dBA  $L_{eq}(h)$ . Therefore, according to the County's guidelines if the proposed expanded operations would result in an increase in the existing ambient noise levels, then mitigation must be incorporated to reduce this impact to acceptable levels.

A characteristic of sound is that a doubling of sound sources with equal strength would increase the resulting noise level by 3 dBA. The proposed project would result in increased intensity of operations on the project site, including the additional operation of dismantling farming and automotive equipment. The existing operations on the project site are a recycling scrap yard for recycling ferrous and non-ferrous metals, plastic, and paper. The proposed expanded operations would not be considered a doubling in the level of operations or in the intensity of operations on the project site. Furthermore, the hours of operation would remain the same and would continue to comply with the County's ordinances regarding operational hours for this type of land use. However, as noted previously, if the loudest pieces of equipment operate closer than 400 feet of the nearest off-site residential land use, then the resulting noise levels could exceed the County's daytime maximum allowable noise exposure standard for non-transportation noise sources. Therefore, mitigation measures should be implemented per the County's guidelines.

**Noise Reduction Measures.** The proposed expanded operations that include the operating of heavy equipment (such as Caterpillar excavator type equipment) for the dismantling of farming and automotive equipment should be restricted to a location greater than 400 feet from off-site sensitive residential land uses. Such a set-back requirement would reduce the associated operational noise levels by more than 18 dBA compared to noise levels as measured at 50 feet from such operations. Thus maximum noise levels from the proposed new operations would be expected to be reduced to below the existing ambient noise levels as measured at the nearest off-site residential land uses. This new dismantling area shall be clearly marked on the pavement/ground. This restriction shall apply to all activities, including loading and unloading of such materials, associated with these expanded operations. In addition, operational hours shall be restricted to 6:00 a.m. to 10:00 p.m. so as to not result in sleep disturbance of nearby residents.

An alternate mitigation measure would be to construct a minimum 8 foot high sound wall (or alternatively utilize large shipping containers placed along the project property line) to block the line of sight from adjacent off-site residential land uses to the location where heavy equipment will operate for the dismantling of farming and automotive equipment as part of the proposed expanded operations of the project. Such a sound wall would eliminate the need for the 400 foot set-back. However, the operational hours shall still be restricted to 6:00 a.m. to 10:00 p.m. so as to not result in sleep disturbance of nearby residents.

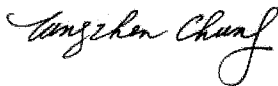
## CONCLUSION

With implementation of the noise reduction measure outlined above, operational noise impacts from the proposed project would be reduced to less than significant and operational noise levels would be in compliance with the County's land use compatibility standards.

If you have any questions regarding this analysis, please feel free to call me at (559) 490-1210.

Sincerely,

LSA ASSOCIATES, INC.



Tony Chung,  
Principal-in-Charge



Philip Ault, LEED-AP  
Noise & Air Quality Specialist Project  
Manager

### Attachments:

- Attachment A: Noise Monitoring Survey Sheets
- Attachment B: Operational Noise Calculation Table



**ATTACHMENT A:  
NOISE MONITORING SURVEY SHEETS**

Project Number: VIM1301

Sheet 1 of 4

Project Name: Velocity Iron & Metal Noise Monitoring Project

Test Personnel: P. Ault

### Noise Measurement Survey

Site Number: 1 Date: June 9, 2013

Site Location: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Primary Noise Sources: dumping scrap metal into metal container, idling truck, caterpillar/tractor operating, forklift operating, truck doors shutting, back-up warning signals,

#### Measurement Results (dBA)

*Duration (min)*

Start/End Time	1	1	1	1
Time	2:30	3:45	2:30	2:45
Leq	66.9	63.5	70.7	67.2
Lmax	80.5	76.8	82.5	83.9
Lmin	50.7	57.9	60.1	58.2
L <sub>peak</sub>	76.5	NA	NA	NA
L1	72.0			
L10	57.6			
L50	52.5			
L90				

#### Observed Noise Sources/Events

Time	Noise Source/Event	dBA

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Equipment: Larson Davis 720 SLM; Kestrel 3000 Calibration Offset: 27.2 dBA

Settings: A-Weighted  Other  Slow  Fast  Windscreen

#### Atmospheric Conditions:

Time	Maximum Wind Velocity (mph)	Average Wind Velocity (mph)	Temperature (F)	Relative Humidity (%)
	7.6	1.9	80-85	36%
Comments:	<u>clear, calm day</u>			

Project Number: VIM1301

Sheet 2 of 4

Project Name: Velocity Iron & Metal Noise Monitoring Project

Test Personnel: P. Ault

### Noise Measurement Survey

Site Number: ST-2 Date: 6/5/13

Site Location: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Primary Noise Sources: caterpillar tractor sorting scrap metal, talking, Forklift driving, Road 24, backup warning beeps, birds, cars passing by on

#### Measurement Results (dBA)

*Duration*

Start/End Time	/	/	/	/
	3:00			
Leq	56.2			
Lmax	69.8			
Lmin	45.1			
Lpeak	—	—	—	—
L1				
L10				
L50				
L90				

#### Observed Noise Sources/Events

Time	Noise Source/Event	dBA
	Car passing on Road 24	55.8
	Hammering at covered shelter	57.2

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Equipment: Larson Davis 720 SLM; Kestrel 3000 Calibration Offset: 27.2 dBA

Settings: A-Weighted  Other  Slow  Fast  Windscreen

#### Atmospheric Conditions:

Time	Maximum Wind Velocity (mph)	Average Wind Velocity (mph)	Temperature (F)	Relative Humidity (%)
Comments:				

Project Number: VIM1301  
 Project Name: Velocity Iron & Metal Noise Monitoring Project  
 Test Personnel: P. Ault

Sheet 3 of 4

### Noise Measurement Survey

Site Number: ST-3 Date: 6/5/13

Site Location: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Primary Noise Sources: Caterpillar Tractor sorting scrap metal, cars passing by on Road 24

#### Measurement Results (dBA)

*Demolition (noise)*

Start/End Time	/	/	/	/
	2:45			
Leq	54.3			
Lmax	74.9			
Lmin	40.0			
Lpeak	—	—	—	—
L1				
L10				
L50				
L90				

#### Observed Noise Sources/Events

Time	Noise Source/Event	dBA
	Car passing on Road 24	72

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Equipment: Larson Davis 720 SLM; Kestrel 3000 Calibration Offset: 27.1 dBA  
 Settings: A-Weighted  Other  \_\_\_\_\_ Slow  Fast  Windscreen

#### Atmospheric Conditions:

Time	Maximum Wind Velocity (mph)	Average Wind Velocity (mph)	Temperature (F)	Relative Humidity (%)
Comments:				

Project Number: VIM1301

Sheet 4 of 4

Project Name: Velocity Iron & Metal Noise Monitoring Project

Test Personnel: P. Ault

### Noise Measurement Survey

Site Number: ST-4 Date: 6/5/13

Site Location: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Primary Noise Sources: Cars passing by on Road 24, birds, water (agricultural)  
pump in orchard across the street,

#### Measurement Results (dBA)

*Duration*

Start/End Time	15:00		
Leq	<del>67.6</del> 67.6		
Lmax	89.2		
Lmin	43.5		
Lpeak	-		
L1	78.4		
L10	67.0		
L50	48.2		
L90	45.1		

#### Observed Noise Sources/Events

Time	Noise Source/Event	dBA
	Pickup truck + trailer passing	68.9
	Van passing by	68.0
	Truck on dirt road in orchard across Road 24	66.9
	Container Truck leaving recycling facility	52.3
	Semi-truck pass-by on Road 24	89.3

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Equipment: Larson Davis 720 SLM; Kestrel 3000 Calibration Offset: 27.2 dBA  
Settings: A-Weighted  Other  Slow  Fast  Windscreen

#### Atmospheric Conditions:

Time	Maximum Wind Velocity (mph)	Average Wind Velocity (mph)	Temperature (F)	Relative Humidity (%)
Comments:				

Date	Time	Leq	Lmax
12Jun 13	12:00:00	50.5	68.5
12Jun 13	13:00:00	50.9	69.8
12Jun 13	14:00:00	49.8	67
12Jun 13	15:00:00	50.4	67.4
12Jun 13	16:00:00	50.8	67.5
12Jun 13	17:00:00	48.4	68.7
12Jun 13	18:00:00	49.4	74.7
12Jun 13	19:00:00	45	65.5
12Jun 13	20:00:00	48.7	66.9
12Jun 13	21:00:00	45.7	66.4
12Jun 13	22:00:00	46.7	66.3
12Jun 13	23:00:00	45.7	66.7
13Jun 13	0:00:00	42.7	63.6
13Jun 13	1:00:00	40.4	61.9
13Jun 13	2:00:00	44.6	67
13Jun 13	3:00:00	46	68.3
13Jun 13	4:00:00	49.1	68.9
13Jun 13	5:00:00	53.9	71.9
13Jun 13	6:00:00	52.3	70.4
13Jun 13	7:00:00	51.5	67.4
13Jun 13	8:00:00	51.7	68.5
13Jun 13	9:00:00	51.9	65.8
13Jun 13	10:00:00	52.8	70.3
13Jun 13	11:00:00	53	68.9
13Jun 13	12:00:00	51.8	68.4
13Jun 13	13:00:00	52	70.7
13Jun 13	14:00:00	51	65.9
13Jun 13	15:00:00	50.5	73.9
13Jun 13	16:00:00	51.3	76.1
13Jun 13	17:00:00	50.2	68
13Jun 13	18:00:00	48.1	66.8
13Jun 13	19:00:00	47.5	70
13Jun 13	20:00:00	47.3	66.2
13Jun 13	21:00:00	45.6	63.8
13Jun 13	22:00:00	45.7	69.8
13Jun 13	23:00:00	43.5	61.5
14Jun 13	0:00:00	43.5	63.7
14Jun 13	1:00:00	46.8	67.6
14Jun 13	2:00:00	43.7	63
14Jun 13	3:00:00	42.4	62.4
14Jun 13	4:00:00	46.6	65.4
14Jun 13	5:00:00	52.9	68.7
14Jun 13	6:00:00	52.2	69.3
14Jun 13	7:00:00	51.3	67.1
14Jun 13	8:00:00	53.8	69.7
14Jun 13	9:00:00	50.9	68.8
14Jun 13	10:00:00	52.3	69.5

**Midnight-to-Midnight Ldn Calculation**

Ldn Calculations						
	Time	Hourly Leq	Leq'	0.1*Leq	antiLog	
Night	12:00 AM	42.7	52.7	5.27	186208.7	
	1:00 AM	40.4	50.4	5.04	109647.8	
	2:00 AM	44.6	54.6	5.46	288403.2	
	3:00 AM	46.0	56.0	5.6	398107.2	
	4:00 AM	49.1	59.1	5.91	812830.5	
	5:00 AM	53.9	63.9	6.39	2454709	
	6:00 AM	52.3	62.3	6.23	1698244	
Day	7:00 AM	51.5	51.5	5.15	141253.8	
	8:00 AM	51.7	51.7	5.17	147910.8	
	9:00 AM	51.9	51.9	5.19	154881.7	
	10:00 AM	52.8	52.8	5.28	190546.1	
	11:00 AM	53.0	53.0	5.3	199526.2	
	12:00 PM	51.8	51.8	5.18	151356.1	
	1:00 PM	52.0	52.0	5.2	158489.3	
	2:00 PM	51.0	51.0	5.1	125892.5	
	3:00 PM	50.5	50.5	5.05	112201.8	
	4:00 PM	51.3	51.3	5.13	134896.3	
5:00 PM	50.2	50.2	5.02	104712.9		
6:00 PM	48.1	48.1	4.81	64565.42		
7:00 PM	47.5	47.5	4.75	56234.13		
8:00 PM	47.3	47.3	4.73	53703.18		
9:00 PM	45.6	45.6	4.56	36307.81		
Night	10:00 PM	45.7	55.7	5.57	371535.2	
	11:00 PM	43.5	53.5	5.35	223872.1	
					10*Log10(Sum/24)	55.42827
					<b>24 Hour Ldn</b>	<b>55</b>

**Noon-to-Noon Ldn Calculation**

Ldn Calculations						
	Time	Hourly Leq	Leq'	0.1*Leq	antiLog	
	12:00 PM	50.5	50.5	5.05	112201.8	
	1:00 PM	50.9	50.9	5.09	123026.9	
	2:00 PM	49.8	49.8	4.98	95499.26	
	3:00 PM	50.4	50.4	5.04	109647.8	
	4:00 PM	50.8	50.8	5.08	120226.4	
	5:00 PM	48.4	48.4	4.84	69183.1	
	6:00 PM	49.4	49.4	4.94	87096.36	
	7:00 PM	45.0	45.0	4.5	31622.78	
	8:00 PM	48.7	48.7	4.87	74131.02	
	9:00 PM	45.7	45.7	4.57	37153.52	
	10:00 PM	46.7	56.7	5.67	467735.1	
	11:00 PM	45.7	55.7	5.57	371535.2	
	12:00 AM	42.7	52.7	5.27	186208.7	
	1:00 AM	40.4	50.4	5.04	109647.8	
	2:00 AM	44.6	54.6	5.46	288403.2	
	3:00 AM	46.0	56.0	5.6	398107.2	
	4:00 AM	49.1	59.1	5.91	812830.5	
	5:00 AM	53.9	63.9	6.39	2454709	
	6:00 AM	52.3	62.3	6.23	1698244	
	7:00 AM	51.5	51.5	5.15	141253.8	
	8:00 AM	51.7	51.7	5.17	147910.8	
	9:00 AM	51.9	51.9	5.19	154881.7	
	10:00 AM	52.8	52.8	5.28	190546.1	
	11:00 AM	53.0	53.0	5.3	199526.2	
					10*Log10(Sum/24)	55.48253
					<b>24 Hour Ldn</b>	<b>55</b>

**Environmental Checklist Form****Title of Proposal:** Project #2013-001, Velocity Iron Metal Incorporated**Date Checklist Submitted:** 9/10/2013**Agency Requiring Checklist:** Madera County Planning Department**Agency Contact:** Matthew Treber, Senior Planner**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 project is a proposal to amend the General Plan now shown as A (Agriculture) Designation to LI (Light Industrial) Designation and a Conditional Use Permit to allow a heavy metal scrap recycling facility on the subject property.

**Project Location:**

The project is located at the intersection of Road 24 and the Avenue 19 ½ alignment.

**Applicant Name and Address:**

Velocity Iron and Metal Incorporates  
19469 Road 24  
Madera, CA 93638

**General Plan Designation:**

A – Agricultural  
LI – Light Industrial (Proposed)

**Zoning Designation:**

IL – Industrial Light

**Surrounding Land Uses and Setting:**

Industrial, Residential, Agricultural

**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.

\_\_\_\_\_  
Signature

9/10/2013

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

**Discussion:**

**(a) No Impact**

The project site is not located in an area which would have an effect on a scenic vista. There are no identified scenic vistas within the vicinity of the project site that could be impacted

**(b) No Impact**

The project site is not located within a state scenic highway.

**(c-d) No Impact**

The existing use of the property is a recycling facility; this application would expand that use to include the scrapping and recycling of heavy equipment and material. A significant portion of the project site has been developed and is impacted by the existing operation. The project will not substantially degrade the existing visual character or quality of the site, or result in additional new source of light or glare from what is currently approved on-site.

**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 checked="" type="checkbox"/>	<input 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) Less than Significant Impact**

The current use of the properties is a recycling facility, as discussed above this will expand that use to include the scrapping and recycling of heavy equipment and materials. The properties are currently zoned light industrial. The majority of the properties are shown as non-agricultural land in the Farmland Mapping and Monitoring Program, however there is a very small portion that is mapped as prime farmland due to the area being irrigated and planted with trees. This project could result in the conversion of that area to non-agricultural however in review of the entire project and the area of impact it would be a less than significant impact.

**(b-c) No Impact**

The project site is currently zoned IL (Industrial Light), therefore no impact would occur as a result in a conflict of existing zoning or a Williamson Act contract.

**(d) No Impact**

The project site is located on the valley floor of Madera County. There is no potential for loss of forest land or conversion of forest land as a result of this proposed project.

**(e) No Impact**

The project site is in an area of industrial zoning and uses; therefore it would not result in changes to the existing environment that would result in the conversion of farmland or forest land.

**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 oversees the Farmland Mapping and Monitoring Program. The Farmland Mapping and Monitoring Program (FMMP) produce 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 Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Expose sensitive receptors to substantial pollutant concentrations?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion:**

**(a) Less than Significant Impact with Mitigation Incorporated**

The project application and operational statement was submitted to the San Joaquin Valley Air Pollution Control District (SJVAPCD) for their comments. The project may conflict with or obstruct implementation of the air quality plan for the San Joaquin Valley; however with the incorporation of the appropriate mitigation measures and requirements for adherence to all necessary SJVAPCD rules, the impact will be less than significant with mitigation.

**(b) Less than Significant Impact with Mitigation Incorporated**

The project application and operational statement was submitted to the San Joaquin Valley Air Pollution Control District (SJVAPCD) for their comments. The project may substantially contribute to an existing or projected air quality violation for the San Joaquin Valley; however with the incorporation of the appropriate mitigation measures and requirements for adherence to all necessary SJVAPCD rules, the impact will be less than significant with mitigation.

**(c) Less than Significant Impact with Mitigation Incorporated**

The project application and operational statement was submitted to the San Joaquin Valley Air Pollution Control District (SJVAPCD) for their comments. The project may result in cumulatively considerable net increases of air pollutant for the San Joaquin Valley; however with the incorporation of the appropriate mitigation measures and requirements for adherence to all necessary SJVAPCD rules, the impact will be less than significant with mitigation.

**(d) No Impact**

The project is not anticipated to impact any sensitive receptors to substantial pollutant concentrations, as discussed above the area is primarily industrial and agriculture in nature with no sensitive receptors in the vicinity of the project site.

**(e) No Impact**

The project site is in a rural area of Madera County surrounded by industrial and agricultural zoned properties and businesses therefore it is not anticipated to object a substantial number of people to odors from the operation.

**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

**(a-f) No Impact**

The project site is already significantly impacted by the existing recycling facility. The majority of the area has been graded and concrete pads have been constructed along with crushers, bailers, and other heavy equipment. There is no potential impact to any biological resources as a part of the proposed expansion of the existing business to allow for the recycling and scrapping of heavy equipment. The proposal will not interfere with any wildlife movement, or conflict with any local policies, ordinances, or habitat conservation plans. There are no wetlands within the project limits. The list below indicates what species may exist in the project vicinity but as stated there is no potential impact as the result on implementing the proposed project to any of the listed species. The project was routed to the California Department of Fish and Wildlife and no comments or concerns have been raised as of the date of this initial study.

**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
California tiger salamander	Threatened	Threatened	SSC	
Vernal pool fairy shrimp	Threatened	None		
Northern hardpan Vernal Pool	None	None		
San Joaquin Valley Orcutt Grass	Threatened	None		
California linderiella	None	None		
Greene’s Tuctoria	Endangered	Rare		1B
Hairy Orcutt grass	Endangered	Endangered		1B

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](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-d) No Impact**

The project site is already significantly impacted by the existing recycling facility. The majority of the area has been graded and concrete pads have been constructed along with crushers, bailers, and other heavy equipment. There is no potential impact to cultural or paleontological resources as a part of the proposed expansion of the existing business to allow for the recycling and scrapping of heavy equipment. The project site is located on the valley floor and no significant digging, trenching, or grading would occur as a result of this project.

**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"/>
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-e) No Impact**

The project site is already significantly impacted by the existing recycling facility. The project site is not located in an area of high seismic activity, or on soils that are unstable, expansive, or incapable of supporting waste disposal systems. The project would not result in an increase of waste disposal systems other than what is already permitted on-site, there is no new construction of buildings proposed for the project.

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

## **Discussion:**

### **(a) Less than Significant Impact**

The project application and operational statement was submitted to the San Joaquin Valley Air Pollution Control District (SJVAPCD) for their comments. The project may generate greenhouse gas emissions either directly or indirectly that could have an impact for the San Joaquin Valley; however with the incorporation of the appropriate mitigation measures and requirements for adherence to all necessary SJVAPCD rules, the impact will be less than significant with mitigation.

### **(b) Less than Significant Impact**

The project application and operational statement was submitted to the San Joaquin Valley Air Pollution Control District (SJVAPCD) for their comments. The project may conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions; however with the incorporation of the appropriate mitigation measures and requirements for adherence to all necessary SJVAPCD rules, the impact will be less than significant with mitigation.

## **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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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-b) Less than Significant Impact**

The proposed project is an expansion of a recycling facility to allow for the scrapping and recycling of heavy equipment and materials on-site. There is a potential for hazardous materials to be handled on-site, however it is not the primary operation of the facility to transport, handle or dispose of hazardous materials, therefore it would be a less than significant impact.

**(c) No Impact**

There are no schools located or planned to be located within ¼ mile of the project boundaries.

**(d) No Impact**

The property is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

**(e) No Impact**

The project site is not located within an airport land use plan or within two miles of a public airport.

**(f) No Impact**

The project site is not located within the vicinity of a private airstrip.

**(g) No Impact**

The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project site has adequate access to a through road.

**(h) No Impact**

The project site is not located in a wildland area impacted by wildland fires.

**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 1, 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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) Less than Significant Impact**

The proposed project is an expansion of a recycling facility to allow for the scrapping and recycling of heavy equipment and materials on-site. The project could result in minimal impacts to water quality standards or waste discharge that would be a less than significant impact.

**(b) No Impact**

The proposed project is an expansion of a recycling facility to allow for the scrapping and recycling of heavy equipment and materials on-site. The project will not utilize significant groundwater supplies it will have no impact to groundwater supplies or the recharge of groundwater.

**(c-e) Less than Significant Impact**

The proposed project is an expansion of a recycling facility to allow for the scrapping and recycling of heavy equipment and materials on-site. The expansion will result in some minor additional non-impervious surfaces that could alter the existing drainage of the project site, however it will be minimal and considered to be a less than significant impact.

**(f) Less than Significant Impact**

See a.

**(g-j) No Impact**

The project is not located in a 100 year flood hazard area, and will not expose people or structures to any risk of potential flooding.

**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 Mitiga- tion Incorpora- tion	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 proposed project does not have the potential to divide an established community.

**(b) No Impact**

The project involves a General Plan amendment to create consistency between the existing zoning of the subject properties and the existing and proposed expansion of the recycling facility on the properties. This project will not conflict with any applicable land use plan, policy, or regulation if approved.

**(c) No Impact**

The project site is not within a habitat conservation plan or natural community conservation plan. There will be no impact.

XI.	MINERAL RESOURCES – Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitiga- tion Incorpora- tion	Less Than Significant Impact	No Impact
	a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

**(a-b) No Impact**

The proposed project is not located within an area that has the potential to 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.

XII.	NOISE – Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitiga- tion Incorpora- tion	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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b) Exposure of persons to or generation of excessive ground-borne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| d) A substantial temporary or periodic increase in ambient levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Discussion:**

**(a-b) Less than Significant Impact with Mitigation Incorporated**

The proposed project is an expansion of a recycling facility to allow for the scrapping and recycling of heavy equipment and materials on-site. Madera County required that a detailed noise study be conducted for the proposed expansion. That study identified several impacts, and showed the potential to expose persons to noise levels above what is established in our adopted General Plan. However with the adoption of the proposed mitigation measures within the noise study the impacts will be less than significant

**(c) Less than Significant Impact**

The proposed project is an expansion of a recycling facility to allow for the scrapping and recycling of heavy equipment and materials on-site. The project would not result in a significant increase in ambient noise levels than what already exist on the property and in the project vicinity. The project area consists of industrial business and agricultural operations.

**(d) Less than Significant Impact**

The proposed project is an expansion of a recycling facility to allow for the scrapping and recycling of heavy equipment and materials on-site. The project would not result in a significant increase in temporary or periodic ambient noise levels than what already exist on the property and in the project vicinity. The project area consists of industrial business and agricultural operations.

**(e) No Impact**

The project site is not located within an airport land use plan or within two miles of a public airport.

**(f) No Impact**

The project site is not located within the vicinity of a private airstrip.

**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 construction (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, and 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 vibration	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**

The proposed project would not induce substantial population growth in the area. As discussed above the project is an expansion of an approved recycling facility.

**(b-c) No Impact**

The proposed project would not displace existing housing or people. The project is an expansion of recycling facility to allow for the scrapping and recycling of heavy equipment and material on the subject properties.

**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%.

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 checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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-ii) Less than Significant Impact**

The proposed project is an expansion of an industrial recycling facility, and therefore could potentially impact fire and police protection, however the impact is assumed to less than significant due to the size and scope of the proposed project. The California Highway Patrol did submit a comment letter on the project and did not request that conditions or mitigation measures be placed on the project.

**(a-iii-v) No Impact**

The proposed project would have no impact upon the schools, parks, or any other public facilities within Madera County.

**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 Sherriff'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 Mitiga- tion Incorpora- tion	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-b) No Impact**

The proposed project does not require additional recreational facilities and will not impact the existing recreational facilities of Madera County.

**General Information**

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

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

Potentially Significant Impact	Less Than Significant with Mitiga- tion Incorpora- tion	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 checked="" type="checkbox"/> | <input 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 designated roads or highways?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| 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?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| e) Result in inadequate emergency access?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion:**

**(a-b) Less than Significant Impact with Mitigation Incorporated**

The proposed project is an expansion of a recycling facility to allow for the scrapping and recycling of heavy equipment and materials on-site. The project will be utilizing large semi tractor/trailers to haul material to and out of the project site. In addition the facility is open to the public who will also be utilizing heavy equipment to transport materials. With the proposed mitigation measure the impact to Madera County's transportation network will be less than significant

**(c) No Impact**

The project site is not in an area that has the potential to impact air traffic patterns.

**(d-e) Less than Significant Impact with Mitigation Incorporated**

The proposed project is an expansion of a recycling facility to allow for the scrapping and recycling of heavy equipment and materials on-site. The project will be utilizing large semi tractor/trailers to haul material to and out of the project site. In addition the facility is open to the public who will also be utilizing heavy equipment to transport materials. With the proposed mitigation measure the impact to Madera County's transportation network will be less than significant

**(f) No Impact**

The project site would not conflict with any adopted policies, plans, or programs supporting alternative transportation in Madera County.

**General Information**

According to the Institute of Traffic Engineers (7<sup>th</sup> 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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-b) Less than Significant Impact**

The proposed project is an expansion of a recycling facility to allow for the scrapping and recycling of heavy equipment and materials on-site. The project includes the creation of a public water system, however this will be a minimal system designed to serve the existing and proposed expansion of the recycling facility and would be a less than significant impact

**(c) Less than Significant Impact**

The proposed project is an expansion of a recycling facility to allow for the scrapping and recycling of heavy equipment and materials on-site. The project may require the construction of new or expanded storm water drainage basin on-site, the impacts would be less than significant.

**(d) No Impact**

The proposed project is an expansion of a recycling facility to allow for the scrapping and recycling of heavy equipment and materials on-site. The proposal will not result in a significant new water supply to serve the project, no impact will occur as a result of the proposed project.

**(e) No Impact**

The project does not include or require any additional capacity for wastewater treatment.

**(f) No Impact**

The proposed project is an expansion of their approved recycling facility, and therefore will have a net positive to the County landfill eliminating materials that might otherwise be dumped in the landfill instead of recycled.

**(g) No Impact**

The project would comply with all federal, state, and local statutes and regulation related to solid waste.

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

**Discussion:**

**(a) No Impact**

The project site is already significantly impacted by the existing recycling facility. The majority of the area has been graded and concrete pads have been constructed along with crushers, bailers, and other heavy equipment. There is no potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species. The proposal will have no impact upon a fish or wildlife population. The project was routed to the California Department of Fish and Wildlife and no comments or concerns have been raised as of the date of this initial study.

**(b) Less than Significant Impact with Mitigation Incorporated**

The proposed project is an expansion of a recycling facility to allow for the scrapping and recycling of heavy equipment and materials on-site. With the proposed mitigation measures the project will be mitigated to a less than significant affect.

**(c) Less than Significant Impact with Mitigation Incorporated**

The proposed project is an expansion of a recycling facility to allow for the scrapping and recycling of heavy equipment and materials on-site. With the proposed mitigation measures the project will be mitigated to a less than significant affect.

**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 oc-

cur 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](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

**MITIGATED NEGATIVE DECLARATION****MND**

RE: Project #2013-001 – Velocity Iron Metal Incorporated

**LOCATION AND DESCRIPTION OF PROJECT:**

The project is a proposal to amend the General Plan now shown as A (Agriculture) Designation to LI (Light Industrial) Designation and a Conditional Use Permit to allow a heavy metal scrap recycling facility on the subject property.

The project is located at the intersection of Road 24 and the Avenue 19 ½ alignment (19427 Road 24) Madera.

**ENVIRONMENTAL IMPACT:**

No adverse environmental impact is anticipated from this project. The following mitigation measures are included to avoid any potential impacts.

**BASIS FOR NEGATIVE DECLARATION:**

1. The project must secure all necessary permits prior to operating from the San Joaquin Valley Air Pollution Control District, this may include but not be limited to District Rule 9510 (Indirect Source Review), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641.
2. The operation will be restricted to operate between the hours of 7am-8pm daily.
3. The applicant must construct a minimum eight (8) foot tall block wall along the northern and southern property line to a minimum distance of 200 feet from the existing single family dwellings.
4. The applicant must install a dense vegetative landscape screening along the westerly property line adjacent to Road 24.
5. The heavy equipment utilized for the dismantling or scrapping of farming, construction, and automotive equipment shall not be operated within 400 feet from any surrounding residential home.
6. The project applicant shall pay \$13,600 for off-site improvements at the intersection of Road 24 and Avenue 18 ½.
7. The applicant shall grant deed a strip of land 5 feet wide along Avenue 24 contiguous to the full length of the subject parcels.
8. The applicant must construct an acceleration/deceleration land at the access point to the project site.

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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:

MITIGATION MONITORING REPORT

MND # 2013-023

No.	Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
						Initials	Date	Remarks
<b>Aesthetics</b>								
<b>Agricultural Resources</b>								
<b>Air Quality</b>								
1	The project must secure all necessary permits prior to operating from the San Joaquin Valley Air Pollution Control District, this may include but not be limited to District Rule 9510 (Indirect Source Review), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641.							
<b>Biological Resources</b>								
<b>Cultural Resources</b>								
<b>Geology and Soils</b>								
<b>Hazards and Hazardous Materials</b>								
<b>Hydrology and Water Quality</b>								
<b>Land Use and Planning</b>								
<b>Mineral Resources</b>								

No.	Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance	
						Initials	Date
<b>Noise</b>							
1	The operation will be restricted to operate between the hours of 7am-8pm daily.						
2	1. The applicant must construct a minimum eight (8) foot tall block wall along the northern and southern property line to a minimum distance of 200 feet from the existing single family dwellings.						
3	The applicant must install a dense vegetative landscape screening along the westerly property line adjacent to Road 24.						
4	The heavy equipment utilized for the dismantling or scrapping of farming, construction, and automotive equipment shall not be operated within 400 feet from any surrounding residential home.						
<b>Population and Housing</b>							
<b>Public Services</b>							
<b>Recreation</b>							
<b>Transportation and Traffic</b>							
1	The project applicant shall pay \$13,600 for off-site improvements at the intersection of Road 24 and Avenue 18 1/2.						
2	The applicant shall grant deed a strip of land 5 feet wide along Avenue 24 contiguous to the full length of the subject parcels.						
3	The applicant must construct an acceleration/deceleration land at the access point to the project site.						
<b>Utilities and Service Systems</b>							

# CONDITIONS OF APPROVAL

EXHIBIT T

**PROJECT NAME:** Velocity Iron Metal Inc. - Project - Madera (029-210-010-011 & 029-210-050)  
**PROJECT LOCATION:** At the intersection of Road 24 and Avenue 19 1/2 (19427 Road 24), Madera

**PROJECT DESCRIPTION:** Recycling Facility

**APPLICANT:** Velocity Iron Metal Inc.  
**CONTACT PERSON/TELEPHONE NUMBER:** (559) 662-8800

No.	Condition	Department/Agency	Verification of Compliance		
			Initials	Date	
Remarks					
<b>Engineering</b>					
1	Prior to the start of any construction projects, the applicant shall secure a Building Permit from the Engineering Department. All construction shall meet the standards of all applicable Codes. All plans must be prepared by a licensed architect or registered civil engineer.				
<b>Environmental Health</b>					
1	The septic disposal system for the proposed facility must be designed for maximum occupancy/use by a registered Environmental Health Specialist, Civil Engineer, or Geologist acceptable to this department.				
2	The project will require creation of a public water system, including the application to the State Department of Health Services Drinking Water Program and a Water System application to the Madera County Environmental Health Department.				
3	The owner/operator must obtain all the necessary Environmental Health Dept. permits prior to any construction activities on site.				
4	The project must submit a complete Business Activities Declaration Form.				
<b>Fire</b>					
1	An annual operational permit is required for the project. The owner/operator of the facility will make annual application for the permit through the Fire Marshal's Office.				
<b>Planning</b>					
1	The project shall operate in accordance with the operational statement and site plan submitted with the application, except as modified by the mitigation measures and other conditions of approval required for the project.				
2	Any changes or alteration will require an amendment to the Conditional Use Permit.				
3	Development shall be in accordance with the plan(s) as submitted by the applicant and/or as modified by the Planning Commission.				

EXHIBIT T

