



RESOURCE MANAGEMENT AGENCY

Community and Economic Development
Department of Planning and Building

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PLANNING COMMISSION DATE: January 7, 2014

AGENDA ITEM: #4

CUP	#2013-021	To allow for an auto repair facility, offices, warehouse and retail facilities
APN	#049-271-006	Applicant: Harbison, Intl.
CEQA	MND #2013-27	Owner: Khachatur Sargsyan
		Mitigated Negative Declaration

REQUEST:

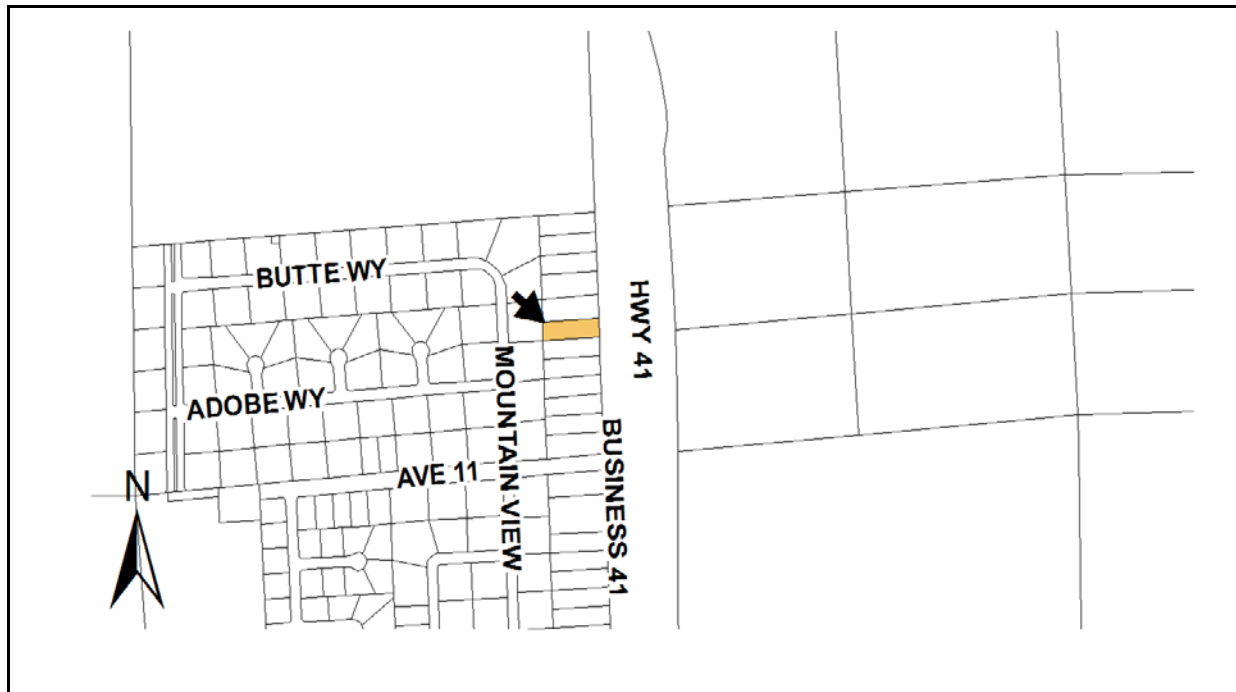
The applicant is requesting a Conditional Use Permit to allow for an auto repair, warehouse, contractors offices, car sales and retail facility.

LOCATION:

The subject property is west side of Business Route 41 approximately 650 feet north of the intersection of Avenue 11 (11136 Business Route 41), Madera

ENVIRONMENTAL ASSESSMENT:

A Mitigated Negative Declaration (MND #2013-27) (Exhibit P) has been prepared and is subject to approval by the Planning Commission.



RECOMMENDATION:

Staff recommends approval of Conditional Use Permit #2013-021 subject to conditions and Mitigated Negative Declaration MND #2013-27 and Mitigation Monitoring Program.

**CUP #2013-021
STAFF REPORT**

January 7, 2014

GENERAL PLAN DESIGNATION (Exhibit A):

SITE: CC (Community Commercial) Designation

SURROUNDING: CC (Community Commercial), VLDR (Very Low Density Residential), OS (Open Space)

ZONING (Exhibit B):

SITE: CRM/MHA (Commercial, Rural, Median) District with a Manufactured Housing Architectural Review Overlay

SURROUNDING: RRM/MHA (Residential, Rural, Multiple Family) District with a Manufactured Housing Architectural Review Overlay; ARV-20 (Agricultural, Rural, Valley – 20 Acre) District; ARE-40 (Agricultural Rural Exclusive – 40 Acre) District

LAND USE:

SITE: Vacant

SURROUNDING: North: vacant commercial; East: Highway 41 and agricultural land; South: commercial; West: residential

SIZE OF PROPERTY: 0.76 acres.

ACCESS (Exhibit A): Access to the site is via Business Route 41

BACKGROUND AND PRIOR ACTIONS:

Zoning Permit (ZP #99-13) for an off-premise sign was approved by the Planning Commission on April 6, 1999.

PROJECT DESCRIPTION:

To allow for an auto repair, storage, warehouse, office and retail facility on the parcel. Two new structures will be built, one approximately 3,700 square feet in size, and the other approximately 5,000 square feet and both approximately 20 to 30 feet in height. The facilities will be used Monday through Saturday 7:00 AM to 8:00 PM, with an average 4 visitors per day, with a maximum of 10 visitors per day.

ORDINANCES/POLICIES:

Section 18.34 of the Madera County Zoning Ordinance outlines the uses and regulations of the CRM district and states that automobile repairing, overhauling, rebuilding, painting and servicing requires a conditional use permit.

Section 18.92 of the Madera County Zoning Ordinance outlines the procedures for obtaining Conditional Use Permits.

Policy 1.E.3 of the Madera County General Plan encourages development of new business especially those that provide primary wage-earner jobs.

ANALYSIS:

CUP #2013-021
STAFF REPORT

January 7, 2014

The request is to allow for an auto repair, storage, warehouse, office and retail facility on the parcel. Two new structures will be built, one approximately 3,700 square feet in size, and the other approximately 5,000 square feet and both approximately 20 to 30 feet in height. The buildings will be steel construction type with stucco facade which will be grey/tan in color. The facilities will be used Monday through Saturday 7:00 AM to 8:00 PM, with an average 4 visitors per day, with a maximum of 10 visitors per day. The applicant indicates 21 parking spaces will be provided.

The parcel is currently vacant, with no signs of having been previously developed on. To the west of the project is the Rolling Hills Subdivision; to the east is State Route 41; to the north is vacant land; and to the south are other similar types of commercial activities along Business Route 41.

According to the Madera County Transportation Commission (MCTC), the traffic counts for the area range from 987 and 1,717 vehicles (AM and PM counts) in the north bound direction on Business Route 41, and 820 and 1,646 vehicles (AM and PM counts) in the southbound direction between Avenue 10 and Avenue 12 which are on either side of the project site. The applicant expects approximately 10 customers and 6 employees per day, six days a week at the site. Given this, the traffic impact is not expected to be significant.

Water usage is expected to be approximately 180 gallons per day, supplied by a community well. Wastewater will be discharged into an onsite septic system. A drainage basin is proposed as a part of this project and will be located on the west side of the property for storm water retention.

The plans indicate that 21 parking spaces will be provided for the business. The uses proposed are classified as "General Commercial" under the ordinance. Under Chapter 18.102 of the Zoning Ordinance, the parking required for this type of facility is 1 space per employee based on the highest number of employees scheduled to work on-site at any one time. The applicant is indicating up to six employees per day. The number of truck spaces is based on the operational statement. The applicant has indicated that there will be two small van or truck trips per day to the site to deliver supplies. Based on this information, the amount of spaces shown on the plans are adequate to serve the site. Pursuant to the Parking Ordinance Chapter 18.102.120(H)(3), a six foot masonry wall will need to be constructed between the commercial and residential parcels.

The General Plan designates the parcel "CC" (Community Commercial) which provides for auto service related activities. The subject parcel is zoned "CRM" (Commercial Rural Median) district which allows for automobile related services with a Conditional Use Permit. The Zoning and General Plan designations for this parcel are consistent with one another. There are also similar businesses in the vicinity of this project.

The project has been routed to California Highway Patrol, Sheriff's Office and Caltrans for comment. In addition, the Rolling Hills Citizens Association was contacted for comment. The Rolling Hills Association has indicated a concern regarding water quality issues from the project sites' storm water runoff impacting Root Creek. With proper mitigation, and best management practices, this impact can be reduced in significance. Caltrans conditions and comments revolve on the requirements of easements and driveways on to

CUP #2013-021
STAFF REPORT

January 7, 2014

Business Route 99. The CHP, Madera Office, does not feel that the slight increase in traffic will be a significant impact to the area in regards to their overall responsibilities.

While the applicant has indicated that there will be no noise generated from the project, given the nature of the businesses proposed it is safe to assume that some noise will be generated above what is existing for the area. Adjacent properties include existing commercial and residential uses. Any noise generated from this facility will have to conform to the County's Noise Ordinance.

Comments from the Fire Marshal's Office had indicated concerns regarding fire apparatus access onto the site. The applicant discussed these concerns with the Fire Marshal and has provided updated site plans addressing them, and the Fire Marshal has accepted the updated plans (Exhibit D-1A).

FINDINGS OF FACT:

The following findings of fact must be made by the Planning Commission to make a finding of approval of 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 pursuant to Section 18.34.010(c) of the Madera County Zoning Ordinance, the proposed use is allowed in the CRM Zone District subject to a conditional use permit.*
2. *The proposed project is not contrary to the public health, safety, or general welfare in that the facility will adhere to all conditions of approval and mitigations as approved as they relate to the operations. The applicant has already addressed initial concerns of the Fire Marshal in regards to fire apparatus access onto the property. The new construction related to this project is subject to all building codes in place and enforceable at the time of construction as to design and safety features as well as fire safety codes in relation to the specific occupancy's.*
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 project must adhere to local and state health and building codes. In addition, any potential environmental impacts have been mitigated to a level of less than significant through mitigation measures as outlined by the mitigated negative declaration and conditions of approval for the conditional use permit.*
4. *The proposed project will not for any reason cause a substantial, adverse effect upon the property values and general desirability of the surrounding properties. The proposed project is compatible with the nature of adjacent uses. The property is separated from residential parcels, and is designed to be similar in construction to surrounding businesses.*

WILLIAMSON ACT:

The property is not subject to a Williamson Act contract.

GENERAL PLAN CONSISTENCY:

The general plan designates the site as CC (Community Commercial) which allows for similar uses as to that being proposed. The property is zoned CRM/MHA (Commercial, Rural, Median) District with a Manufactured Housing Architectural Review Overlay. The proposed project is consistent with both the County's General Plan and Zoning Ordinance.

RECOMMENDATION:

The analysis provided in this report supports approval of CUP #2013-021, Mitigated Negative Declaration MND #2013-27 and the Mitigation Measures Monitoring Program as presented.

ATTACHMENTS:

1. Exhibit A, General Plan Map
2. Exhibit B, Zoning Map
3. Exhibit C, Assessor's Map
4. Exhibit D-1, Site Plan Map
5. Exhibit D-1A, Revised Site Plan addressing Fire Marshall's comment
5. Exhibit D-2, Facility Plan
6. Exhibit D-3, Facility Plan
7. Exhibit E, Aerial Map
8. Exhibit F, Topographical Map
9. Exhibit G, Operational Statement
10. Exhibit H, Engineering Department comments
11. Exhibit I, Environmental Health Department comments
12. Exhibit J, Fire Department comments
13. Exhibit K, Air District comments
14. Exhibit L. Caltrans comments
15. Exhibit M, CHP comments
16. Exhibit N, Rolling Hills comments
17. Exhibit O, CEQA Initial Study
18. Exhibit P, MND #2013-27

CONDITIONS OF APPROVAL

PROJECT NAME:

CUP #2013-021 Harbison Int.

PROJECT LOCATION:

west side of BR 41 app. 650 feet north of its intersection with Avenue 11
11136 BR 41 Madera

PROJECT DESCRIPTION:

Auto Shop, body shop, warehouse, construction office

APPLICANT:

Harbison International

CONTACT PERSON/TELEPHONE NUMBER:

559-294-7485

No.	Condition	Department/Agency	Verification of Compliance		
			Initials	Date	Remarks
Engineering					
	The subject property is located within Service Area SA19W, Rolling Hills. Please contact Special Districts 559-675-7820 regarding the amount of Units required for the proposed structures. Currently 1 Water Unit is allocated and it remains on stand by.	Engineering			
	Prior to the start of any construction, the applicant shall secure a Building Permit from the Building Department. All construction shall meet the most current standards and all applicable codes. All plans must be prepared by a licensed architect or registered civil engineer.	Engineering			
	The applicant shall submit a grading, drainage and erosion control plan to the Engineering Department. This plan shall identify onsite retention for any increase in storm water runoff generated by the project. The grading, drainage and erosion control plan shall be prepared by a registered civil engineer.	Engineering			
Environmental Health					
	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.	EH			
	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.	EH			

No.	Condition	Department/Agency	Verification of Compliance		
			Initials	Date	Remarks
	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): Vector(s), Dust, Odor(s), Noise(s), Lighting and/or Litter accumulation to surrounding area uses. Adjacent occupied home owners are the most adversely affected by any nuisances but especially noise and lighting associated nuisances caused by even the most routine business operations like PA systems and security lighting within this type of development and its particular location to populated areas. 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.	EH			
	The owner/operator must obtain all the necessary Environmental Health Dept. permits prior to any construction activities on site.	EH			
	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.	EH			
Fire					
	Access will need to be modified. For dead-end fire apparatus access roads in excess of 150 feet in length, an area for turning fire apparatus around shall be provided as approved by the Madera County Fire Marshal. The currently proposed access appears to exceed 150 feet. (CFC, Section 902.2.2.4, 503.2.5)	Fire			
	The minimum required fire flow for the proposed 5,000 sq. foot building is 1,500 gallons per minute (gpm) at 20-psi (pressure per square inch) residual for two hours. 1,500 gpm is required if the building is to be constructed of type II B material. If the building construction type changes, the required fire flow may also change. (CFC, Section 508) FIRE FLOW WILL NEED TO BE ON-SITE, TESTED AND APPROVED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. FIRE hydrant WILL NEED TO BE AVAILABLE WITHIN ACCEPTABLE DISTANCES.	Fire			
Planning					
	The project shall operate in accordance with the operational statement and plans submitted for the project except as modified by the conditions of approval of this conditional use permit, and by the mitigation measures in the mitigated negative declaration.	Planning			

No.	Condition	Department/Agency	Verification of Compliance		
			Initials	Date	Remarks
	All lighting associated with this project shall be hooded and directed away from adjoining properties.	Planning			
	All driveways, circulation areas and parking areas are to be constructed and maintained in a dust free manner.	Planning			
	Applicant shall construct a six foot high wall on the westerly side of the property to separate the commercial parcel from residential parcels to the west.	Planning			
	Outdoor storage of disabled or non-operational vehicles is prohibited, unless located within a screened and landscaped area.	Planning			
	All automotive repairs shall be conducted inside the building located on the project site.	Planning			
	No outside speakers are to be utilized	Planning			
	Applicant shall utilize silent security and fire alarms.	Planning			
	Applicant shall provide one parking space per employee figured at the highest employee count for the use of the property.	Planning			
	Landscaping shall be provided in accordance to Madera County Ordinance.	Planning			
Road					
	None				
CALTRANS					
	Applicant to adhere to CALTRANS rules, regulations and permits as required.	CALTRANS			
San Joaquin Valley Air Pollution Control District					
	Applicant to adhere to District rules, regulations and permits as required.	SJVAPCD			



GENERAL PLAN MAP

GV-OS

ARE-40

BUTTE WY

HWY 41

MOUNTAIN VIEW

BUSINESS 41

ADOBE WY

CRM MHA

MHA RRS

MHA RRM

ARV-20

AVE 11

SIERRA VIEW

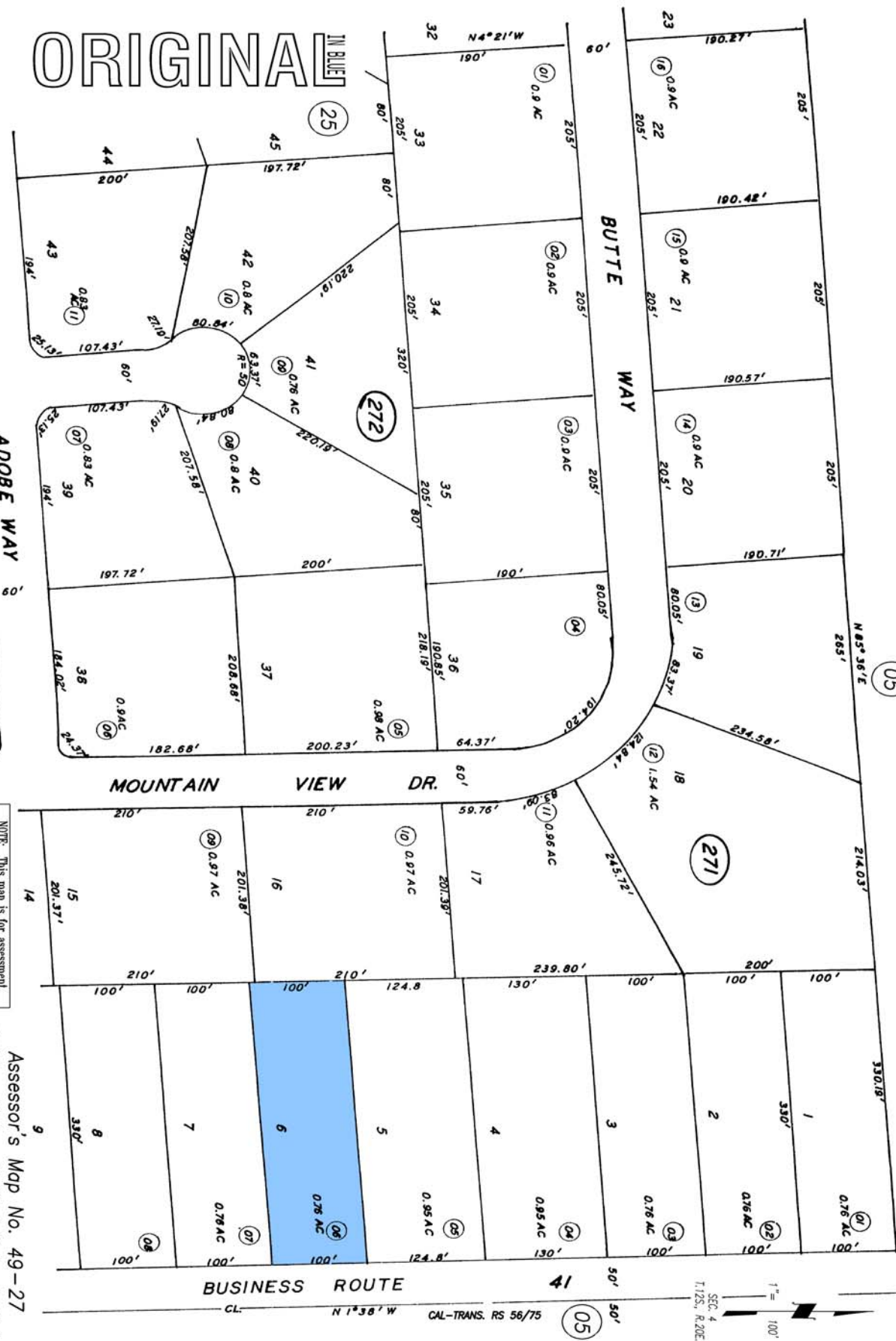


ZONING MAP



ROLLING HILLS SUB. NO. 3
VOL 8 PGS. 70 & 71

Tax Area Code
65-004
49-27



ORIGINAL

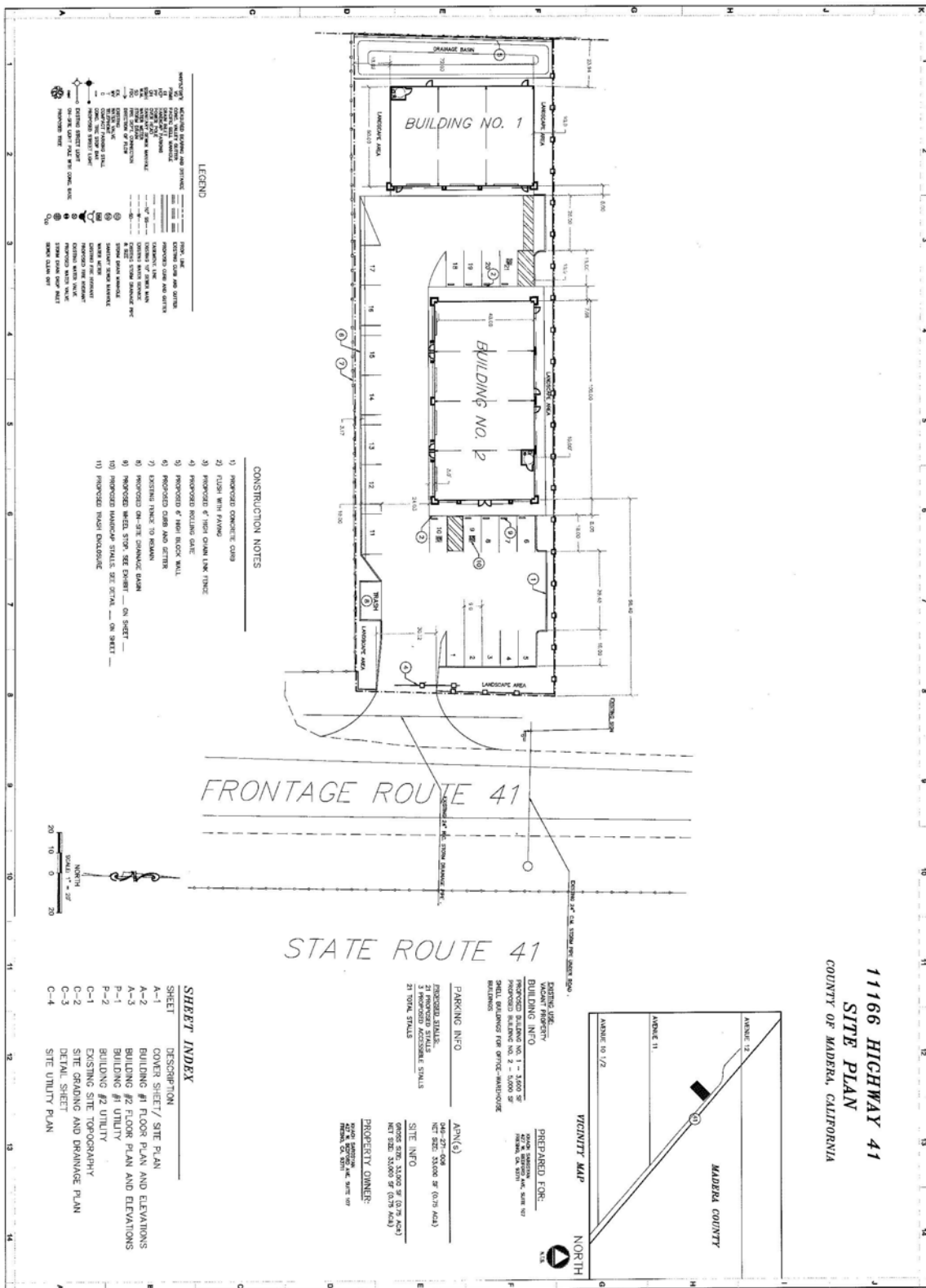
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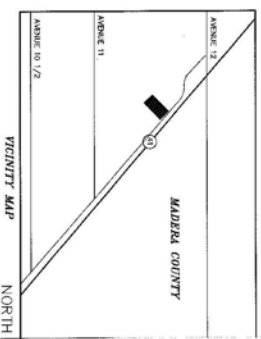
NOTE - Assessor's Block Numbers Shown in Edges.
Assessor's Parcel Numbers Shown in Circles.

NOTE: This map is for assessment purposes only and is not for the intent of interpreting legal boundary rights, zoning regulations and/or legality of land division laws.

Assessor's Map No. 49-27
Golden Valley Unified School Dist.
County of Modera, Calif.
1961



11166 HIGHWAY 41
SITE PLAN
 COUNTY OF MADERA, CALIFORNIA



PREPARED FOR:
 HARBISON INTERNATIONAL INC.
 2755 E. SHAW AVE., SUITE 101, FRESNO, CA 93710
 PHONE: (558) 294-7485 FAX: (558) 294-7481

PROPOSED BUILDING INFO:
 PROPOSED BUILDING NO. 1 - 3,000 SF
 PROPOSED BUILDING NO. 2 - 5,000 SF
 TOTAL PROPOSED FLOOR AREA - 8,000 SF

PARKING INFO:
 PROPOSED STALLS: 27
 PROPOSED STALLS AT TOTAL STALLS: 27

APN(S):
 046-271-008
 NET SIZED: 3,000 SF (0.75 AKA)
 GROSS SIZED: 3,000 SF (0.75 AKA)
 NET SIZED: 5,000 SF (0.75 AKA)

PROPERTY OWNER:
 HARBISON INTERNATIONAL, INC.
 2755 E. SHAW AVE., SUITE 101
 FRESNO, CA 93710

SHEET INDEX


SHEET	DESCRIPTION
A-1	COVER SHEET / SITE PLAN
A-2	BUILDING #1 FLOOR PLAN AND ELEVATIONS
A-3	BUILDING #2 FLOOR PLAN AND ELEVATIONS
P-1	BUILDING #1 UTILITY
P-2	BUILDING #2 UTILITY
C-1	EXISTING SITE TOPOGRAPHY
C-2	SITE GRADING AND DRAINAGE PLAN
C-3	DETAILED SHEET
C-4	SITE UTILITY PLAN

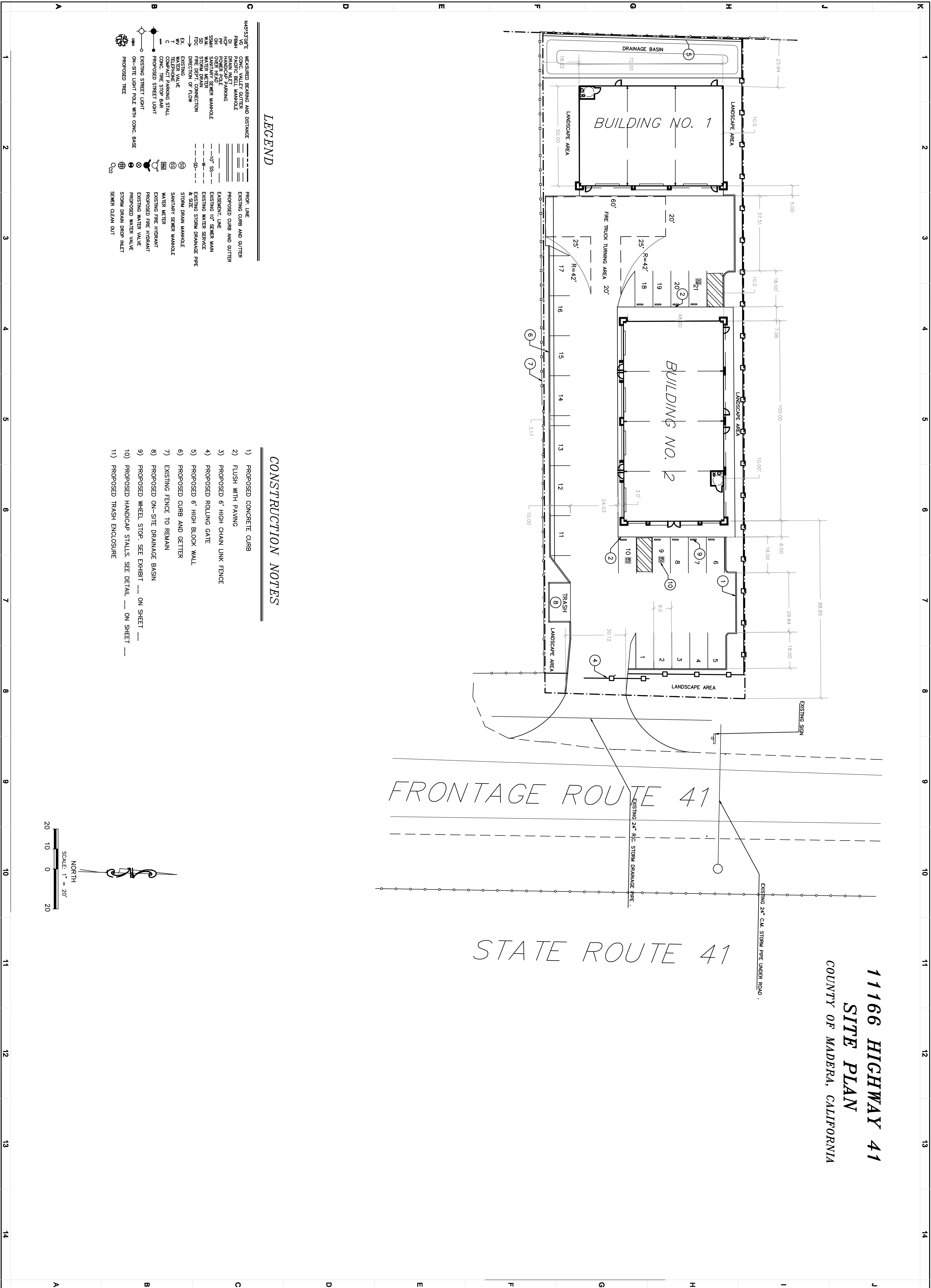
CONSTRUCTION NOTES

- 1) PROPOSED CONCRETE CURB
- 2) FLUSH WITH PAVING
- 3) PROPOSED 6" HIGH CHAIN LINK FENCE
- 4) PROPOSED ROLLING GATE
- 5) PROPOSED 6" HIGH BLOCK WALL
- 6) EXISTING CURB AND GUTTER
- 7) EXISTING FENCE TO REMAIN
- 8) PROPOSED ONE-STEP CHANNEL DRAIN
- 9) PROPOSED WHEEL STOP, SEE DETAIL - ON SHEET -
- 10) PROPOSED HANDCAP STALLS, SEE DETAIL - ON SHEET -
- 11) PROPOSED RUBBER DOLDRICK

LEGEND

SYMBOL	DESCRIPTION
(Symbol)	PROPOSED CONCRETE CURB
(Symbol)	PROPOSED 6" HIGH CHAIN LINK FENCE
(Symbol)	PROPOSED ROLLING GATE
(Symbol)	PROPOSED 6" HIGH BLOCK WALL
(Symbol)	EXISTING CURB AND GUTTER
(Symbol)	EXISTING FENCE TO REMAIN
(Symbol)	PROPOSED ONE-STEP CHANNEL DRAIN
(Symbol)	PROPOSED WHEEL STOP
(Symbol)	PROPOSED HANDCAP STALLS
(Symbol)	PROPOSED RUBBER DOLDRICK

<p>11166 HIGHWAY 41 SITE PLAN COUNTY OF MADERA, CALIFORNIA</p>	 <p>HARBISON INTERNATIONAL INC. ENGINEERS - SURVEYORS - PLANNERS 2755 E. SHAW AVE., SUITE 101, FRESNO, CA 93710 PHONE: (558) 294-7485 FAX: (558) 294-7481</p>		<p>The seal of this project represents use of time, materials and design knowledge based on a standard of care. It is not intended to represent the professional liability of any individual or firm. The seal is not intended to represent the professional liability of any individual or firm. The seal is not intended to represent the professional liability of any individual or firm. The seal is not intended to represent the professional liability of any individual or firm.</p>
<p>A-1 OF 9 SHEETS</p>			



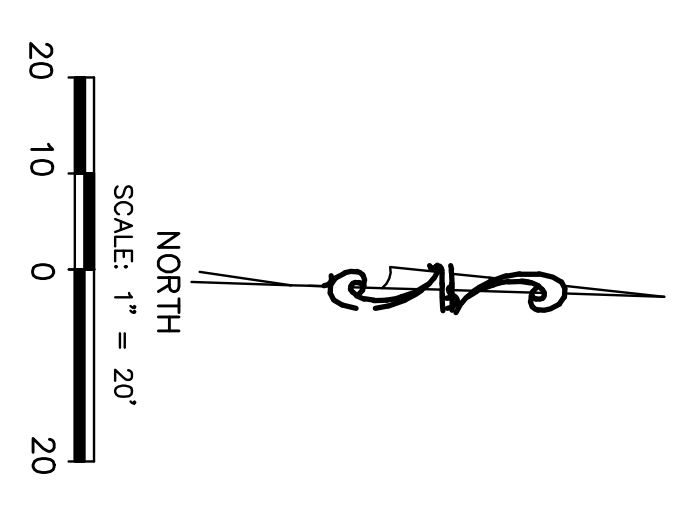
**11166 HIGHWAY 41
SITE PLAN
COUNTY OF MADERA, CALIFORNIA**

LEGEND

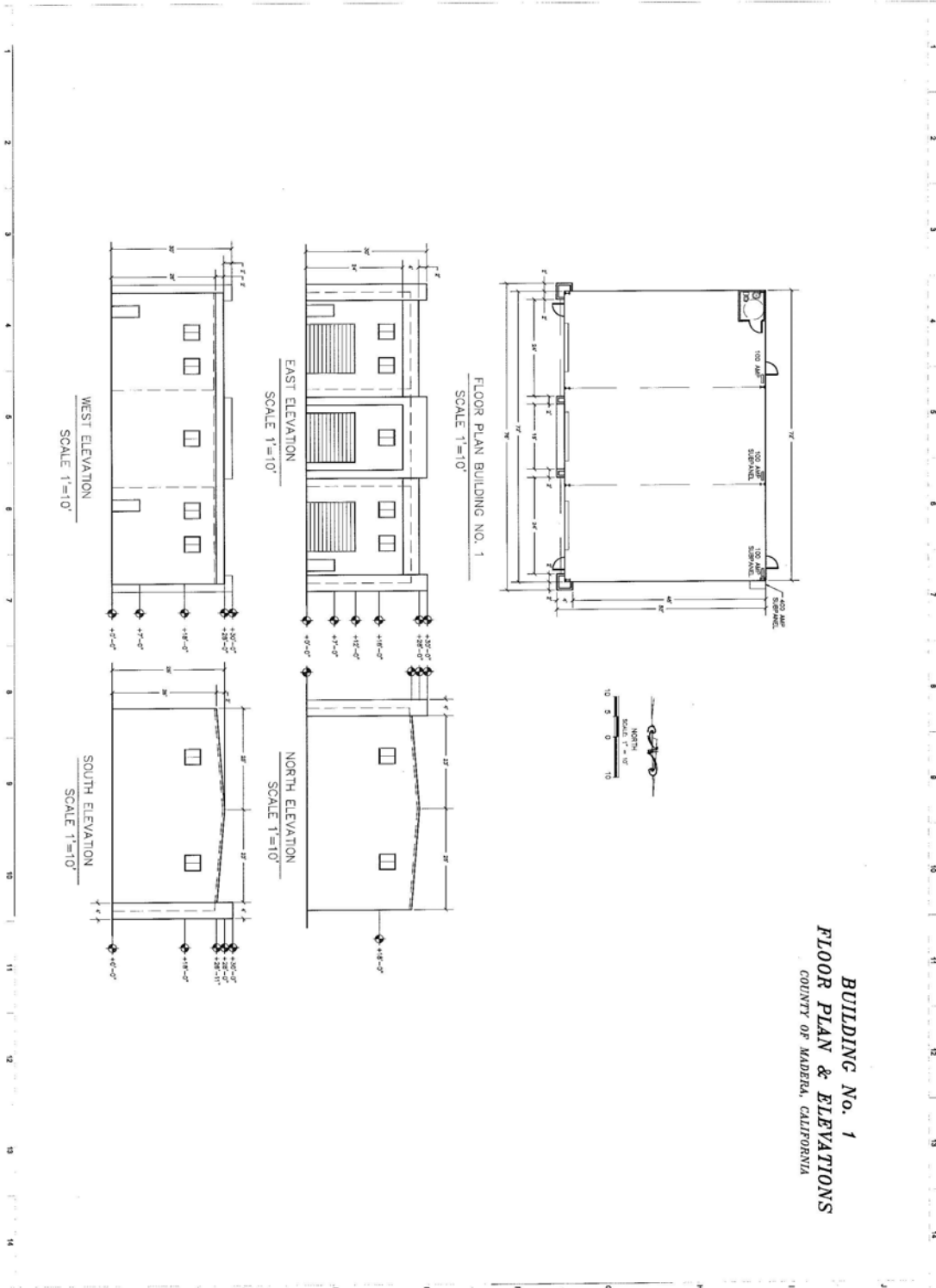
- | | |
|---|---|
| <p>MEASURED BEARING AND DISTANCE
 PBMH PACIFIC BELL MANHOLE
 HD DRAIN INLET
 HPT OVERHEAD PARKING
 PPH POWER POLE
 SSM SANITARY SEWER MANHOLE
 WMI WATER METER
 WLD WATER LIFT DEVICE
 SD STORM DRAIN
 STN STATION
 DIRECTION OF FLOW</p> | <p>PROPOSED CURB AND CUTTER
 EXISTING CURB AND CUTTER
 PROPOSED LINE
 EXISTING LINE
 EXISTING 10" SEWER MAIN
 EXISTING STORM DRAINAGE PIPE
 EXISTING STORM DRAINAGE PIPE & SIZE
 STORM DRAIN MANHOLE
 SANITARY SEWER MANHOLE
 WATER METER
 EXISTING FIRE HYDRANT
 PROPOSED FIRE HYDRANT
 EXISTING WATER VALVE
 PROPOSED WATER VALVE
 STORM DRAIN DROPP INLET
 SEWER CLEAN OUT</p> |
|---|---|

CONSTRUCTION NOTES



- 1) PROPOSED CONCRETE CURB
- 2) FLUSH WITH PAVING
- 3) PROPOSED 6" HIGH CHAIN LINK FENCE
- 4) PROPOSED ROLLING GATE
- 5) PROPOSED 6" HIGH BLOCK WALL
- 6) PROPOSED CURB AND GETTER
- 7) EXISTING FENCE TO REMAIN
- 8) PROPOSED ON-SITE DRAINAGE BASIN
- 9) PROPOSED WHEEL STOP. SEE EXHIBIT --- ON SHEET ---
- 10) PROPOSED HANDICAP STALLS. SEE DETAIL --- ON SHEET ---
- 11) PROPOSED TRASH ENCLOSURE

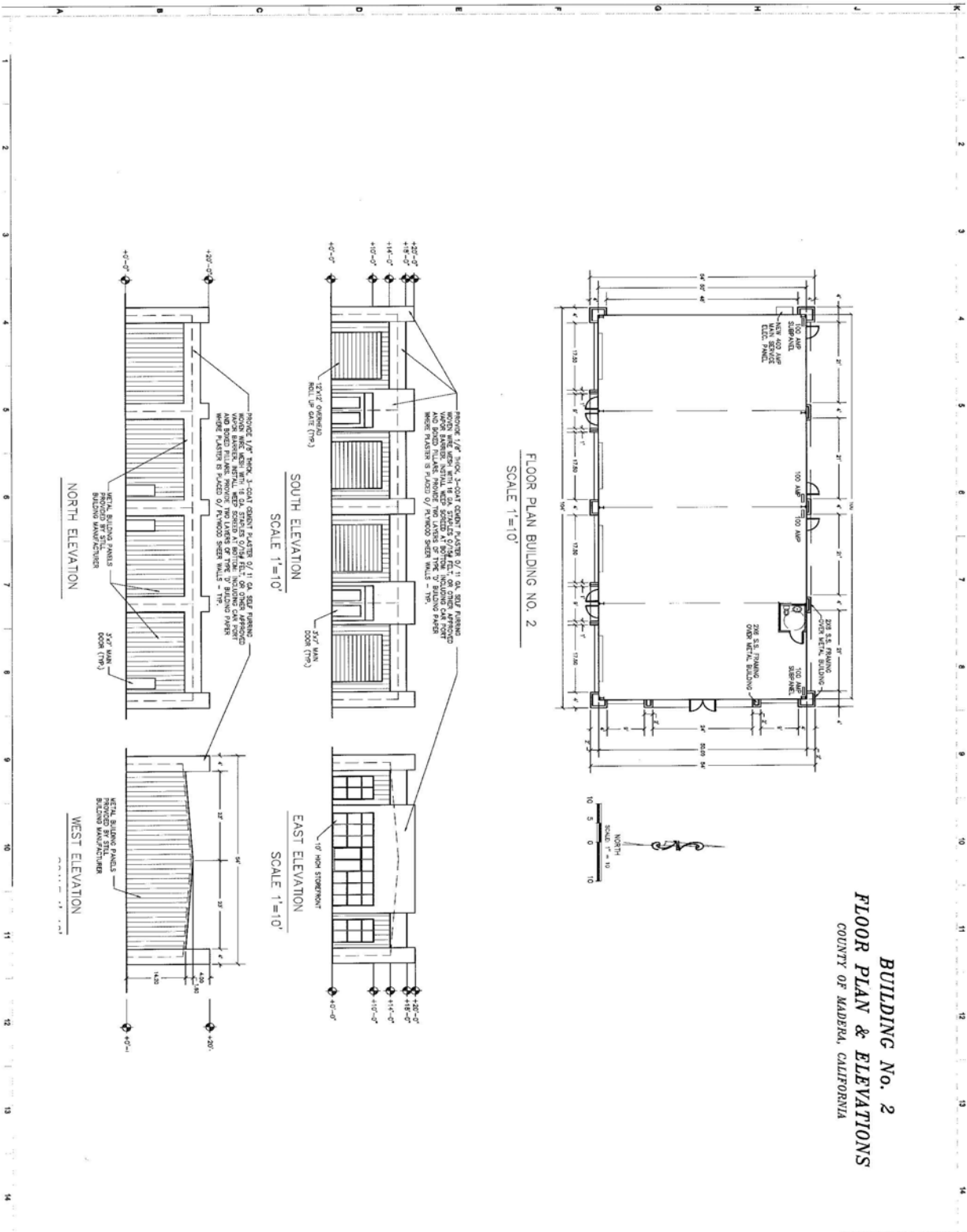


<p>Drawn: JMM Checked: JMM Approved: M. A. HANZLY Date: 11-18-13</p>	<p>REVISIONS No. Date Desc.</p>	<p>11166 HIGHWAY 41 SITE PLAN COUNTY OF MADERA, CALIFORNIA</p>	<p>HARBISON INTERNATIONAL INC., ENGINEERS - SURVEYORS - PLANNERS 2755 E. SHAW AVE., SUITE 101, FRESNO, CA 93710 PHONE: (559) 294-7485 FAX: (559) 294-7481</p>		<p>This and all other project documents and all ideas, aesthetics and designs incorporated therein are instruments of service. All project documents are the registered property of Harbison International (HI) and cannot be lawfully used in whole or in part for any project or purpose except as described in the contractual agreement between HI and the Client. HI hereby gives formal notice that any such project document use, reproduction, or modification (intended or not) without HI's written consent is strictly prohibited and HI shall not be liable in any way for any damages, claims or liabilities arising directly or indirectly from project document misuse. Project documents describe design intent of work and are not a representation of the as-built or existing conditions. HI and HI's consultants make no representations concerning the accuracy of documents and are not responsible for any discrepancies between project documents and the existing conditions.</p>
<p>Title: SITE PLAN</p>		<p>Sheet No. 1 OF 1 SHEETS</p>			





BUILDING No. 1
FLOOR PLAN & ELEVATIONS
 COUNTY OF MADERA, CALIFORNIA

SHEET NO. A-2 OF 1 SHEETS	BUILDING 1	REVISIONS NO. DATE 1 2/15/13 2 2/15/13	11166 HIGHWAY 41 FLOOR PLAN AND ELEVATIONS COUNTY OF MADERA, CALIFORNIA	 HARBISON INTERNATIONAL, INC., ENGINEERS - SURVEYORS - PLANNERS 2750 E. SHAW AVE., SUITE 101, FRESNO, CA 93710 PHONE: (559) 294-7485 FAX: (559) 294-7481		The use of other project documents and all data, methods and designs, including but not limited to, surveys, maps, and other data, is hereby acknowledged and accepted by the undersigned. It is the responsibility of the undersigned to verify the accuracy and reliability of such data and to disclose any discrepancies or errors to the client. The undersigned shall not be held responsible for any consequences resulting from the use of such data.
		DATE: 2/15/13 DRAWN BY: [Name] CHECKED BY: [Name]				



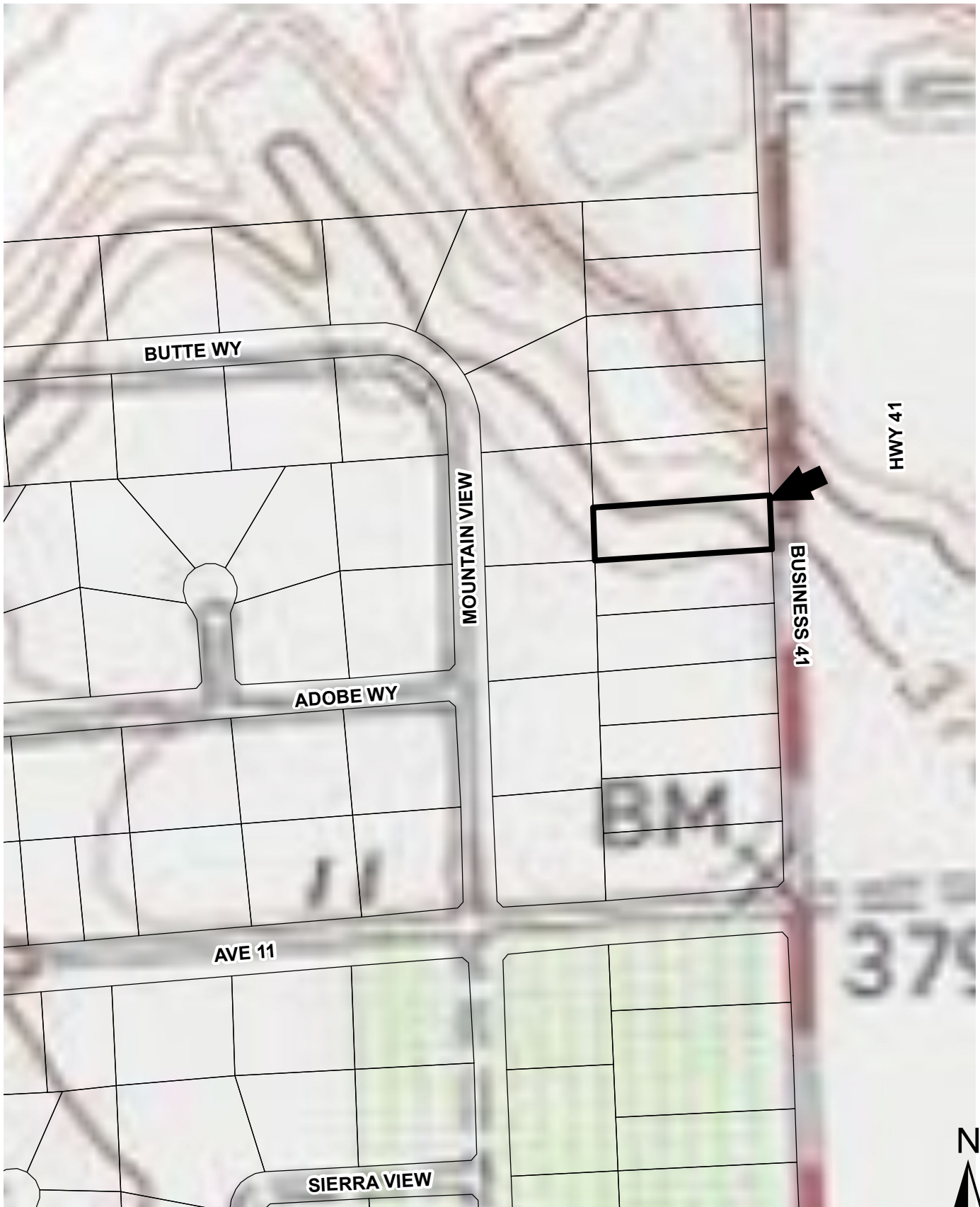
BUILDING No. 2
FLOOR PLAN & ELEVATIONS
 COUNTY OF MADERA, CALIFORNIA

<p>11666 HIGHWAY 41 FLOOR PLAN AND ELEVATIONS COUNTY OF MADERA, CALIFORNIA</p>	 <p>HARBISON INTERNATIONAL, INC. ENGINEERS - SURVEYORS - PLANNERS 2750 E. SHAW AVE., SUITE 101, FRESNO, CA 93710 PHONE: (559) 294-7485 FAX: (559) 294-7481</p>		<p>NO. 23873 EXP. 12/31/2004</p>
			<p>DATE: _____</p> <p>PROJECT: BUILDING NO. 2</p> <p>OWNER: _____</p> <p>DESIGNER: _____</p>

A-3
 OF 8 SHEETS



AERIAL MAP



TOPOGRAPHICAL MAP

OPERATIONAL/ENVIRONMENTAL STATEMENT CHECKLIST

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

1. Please provide the following information:
Assessors Parcel Number
Applicants Name
Address
Phone Number

NOTE: Your response to this operation statement must include:
1. Each question as it appears on the form.
2. Your complete answer to each question. Incomplete or illegible responses will not be accepted.

2. Describe the nature of your proposal/operation (please be specific). : OFFICE WORKHOUSES; RETAIL; CAR REPAIR; CONSTRUCTION CO.; BODY SHOP, CAR SALE;
3. What is the existing use of the property?
VACANT.
4. What products will be produced by the operation? Will they be produced on-site or at some other location? Are these products to be sold on-site? Explain. NOTHING IS PRODUCED ON SITE; ONLY SERVICE CENTER; STORAGE, REPAIR, OFFICE USE.
5. What are the proposed operational time limits?
Months (if seasonal): NO
Days per week: 6 DAYS A WEEK; MONDAY TO FRID. & SATUR.
Hours (from 7 AM to 8 PM)
Total hours per day: MAX. 11 HRS. 8 HRS ON SAT.
6. Will there be any special activities or events? NON STAND WORK HRS.
Frequency:
Hours:
Are these activities indoors or outdoors?
7. How many customers or visitors are expected?
Average number per day: 10 VISITORS PER DAY
Maximum number per day: 4 DAYS
What hours will customers/visitors be there? 9 AM TO 4 PM.
8. How many employees will there be?
Current: 0
Future: 6 EMPLOYEES
Hours they work: 8 TO 5
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 stored? If appropriate, provide pictures or brochures. STANDARD BUILDING MATERIALS & AUTO PARTS WHICH WILL BE STORED INSIDE THE BUILDING.
10. Will there be any service and deliver vehicles?
Number: 2 TRIPS A DAY.
Type: SMALL VAN OR TRUCK. DELIVER SUPPLIES
Frequency: 2 TIMES PER WEEK.
11. Number of parking spaces for employees, customers, and service/delivery vehicles. Type of surfacing on parking area.
21 PARKING SPACES
12. How will access be provided to the property/project? (Street name)
MAIN STREET DRIVEWAY TO FRONTAGE ROAD 41

13. Estimate the number and type (i.e., cars, trucks) of vehicular trips per day that will be generated by the proposed development. *MAX 18 TRIPS PER DAY; EMPLOYEE, VISITORS AND DELIVERY*
14. Describe any proposed advertising including size, appearance, and placement. *STANDARD SITE SIGN AS ALLOWED BY COUNTY; POLE SIGN OR BUILDING SIGN.*
15. Will existing buildings be used or will new buildings be constructed? Indicate which building(s) or portion(s) of will be utilized and describe the type of construction materials, height, color, etc. Provide floor plan and elevations, if appropriate. *NEW BUILDING METAL/STEEL BUILDING WITH STUCCO FACIA, BUILDING HEIGHT FROM 20 TO 30 FEET; GRAY/TAN COLOR.*
16. Is there any landscaping or fencing proposed? Describe type and location. *; STANDARD LANDSCAPE AREAS IN FRONT, BACK & SIDE OF PROP. W/ FENCE & GATE AT DRIVEWAY*
17. What are the surrounding land uses to the north, south, east, and west boundaries of the property? *NORTH VACANT; SOUTH CAR DEALER REPAIR; WEST RESD. EAST ROAD/FREEWAY*
18. Will this operation or equipment used generate noise above existing parcels in the area? *NO NOISE WILL BE GENERATED STAND OFFICE / WAREHOUSE / CAR REPAIR*
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). *180 GALLON PER DAY. 45,000 GALL. PER YEAR; WATER WILL BE SUPPLIED BY COMMUNITY WELL FOR THIS AREA.*
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-SITE SEPTIC SYSTEM; WEEKLY GARAGEWASH COLLECTION BY PRIVATE COMPANY*
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? *ONE CONTAINER (STAND. 4' BY 2' OF RECYCLABLE & 4' BY 2' OF STAND GARBAGE PER WEEK.*
22. Will there be any grading? Tree removal? (please state the purpose, i.e., for roads, building pads, drainage, etc.) *STANDARD GRADING; NO TREES; SITE VACANT & FLAT.*
23. Are there any archeological or historically significant sites located on this property? If so, describe and show location on site plan. *NONE EXISTING*
24. Locate and show all bodies of water on application plot plan or attached map. *NONE EXISTING.*
25. Show any ravines, gullies, and natural drainage courses on the property on the plot plan. *NONE EXISTING*
26. Will hazardous materials or waste be produced as part of this project? If so, how will they be shipped or disposed of? *NO HAZARDOUS WASTE ON SITE*
27. Will your proposal require use of any public services or facilities? (i.e., schools, parks, fire and police protection or special districts?) *FIRE & POLICE ONLY IF NEEDED.*
28. How do you see this development impacting the surrounding area? *IMPROVING THE AREA AND CUTTING DOWN ON TRIPS TO FREEMO, KEEP IN IT LOCAL.*
29. How do you see this development impacting schools, parks, fire and police protection or special districts? *MINOR IMPACT ON POLICE & FIRE STANDARD PROTECTION.*
30. If your proposal is for commercial or industrial development, please complete the following:
- Proposed Use(s) *COMM / WAREHOUSE / CAR REPAIR / RETAIL*
 Square Feet of Building Area(s) *1ST BUILDING = 3800^{#1}; 2ND BUILDING = 5000^{#1}*
 Total Number of Employees *6 EMPLOYEES*
 Building Height(s) *20 TO 30'*
31. If your proposal is for a land division(s), show any slopes over 10% on the map or on an attached map. *NO SLOPE ABOVE 5% MAX. FLAT SITE.*



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

MEMORANDUM

TO: Robert Mansfield
FROM: Engineering Department
DATE: November 4, 2013
RE: Harbison International, Inc. - Conditional Use Permit - Madera (049-271-006-000)

Comments

DATENovember 1, 2013

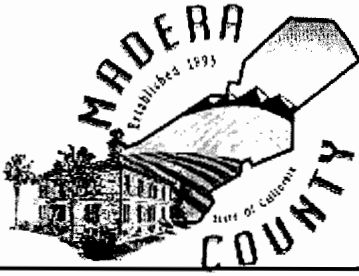
TOPlanning Department

FROMDario Dominguez, Assistant Engineer - DEGS

SUBJECTCUP 2013-021 (APN 049-271-006)

- 1) The proposed project is not within the flood plain.
- 2) The subject property is located within Service Area SA19W, Rolling Hills. Please contact Special Districts 559-675-7820 regarding the amount of Units required for the proposed structures. Currently 1 Water Unit is allocated and it remains on stand by.
3. Prior to the start of any construction, the applicant shall secure a Building Permit from the Building Department. All construction shall meet the most current standards and all applicable codes. All plans must be prepared by a licensed architect or registered civil engineer.
4. The applicant shall submit a grading, drainage and erosion control plan to the Engineering Department. This plan shall identify onsite retention for any increase in storm water runoff generated by the project. The grading, drainage and erosion control plan shall be prepared by a registered civil engineer.

If you have any questions please contact Dario Dominguez at 559-675-7817 ext 3322.



RESOURCE MANAGEMENT AGENCY

Environmental Health Department

Jill Yaeger, Director

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

MEMORANDUM

TO: Robert Mansfield

FROM: Environmental Health Department

DATE: November 22, 2013

RE: Harbison International, Inc. - Conditional Use Permit - Madera (049-271-006-000)

Comments

The Environmental Health Department has reviewed the Conditional Use Permit (CUP)# 2013-021, Harbison International, Inc, located on APN: 049-271-006, within the Madera Area and has determined the following:

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.

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): Vector(s), Dust, Odor(s), Noise(s), Lighting and/or Litter accumulation to surrounding area uses. Adjacent occupied home owners are the most adversely affected by any nuisances but especially noise and lighting associated nuisances caused by even the most routine business operations like PA systems and security lighting within this type of development and its particular location to populated areas. 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.

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 DEPARTMENTIN COOPERATION WITH
CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION2037 W. CLEVELAND
MADERA, CALIFORNIA 93637
(559) 661-6333
(559) 675-6973 FAXDEBORAH KEENAN
MADERA COUNTY FIRE MARSHAL**MEMORANDUM**

TO: Robert Mansfield

FROM: Madera County

DATE: October 24, 2013

RE: Harbison International, Inc. - Conditional Use Permit - Madera (049-271-006-000)

Comments

Access will need to be modified. For dead-end fire apparatus access roads in excess of 150 feet in length, an area for turning fire apparatus around shall be provided as approved by the Madera County Fire Marshal. The currently proposed access appears to exceed 150 feet. (CFC, Section 902.2.2.4, 503.2.5)

The minimum required fire flow for the proposed 5,000 sq. foot building is 1,500 gallons per minute (gpm) at 20-psi (pressure per square inch) residual for two hours. 1,500 gpm is required if the building is to be constructed of type II B material. If the building construction type changes, the required fire flow may also change. (CFC, Section 508) FIRE FLOW WILL NEED TO BE ON-SITE, TESTED AND APPROVED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. FIRE hydrant WILL NEED TO BE AVAILABLE WITHIN ACCEPTABLE DISTANCES.

Conditions

At the time of application for a Building Permit, a more in-depth plan review of the proposed project's compliance with all current fire and life safety codes will be conducted by the Madera County Fire Marshal. (CFC, Section 105.2)



October 23, 2013

Robert Mansfield
County of Madera
Department of Planning and Building
2037 W. Cleveland Avenue
Mail Stop G
Madera, CA 93637

Agency Project: Conditional Use Permit CUP #2013-021 - Harbison International

District CEQA Reference No: 20130906

Dear Mr. Mansfield:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of a request to allow an auto repair and auto body operation for buildings one (1) and two (2), located at 11166 Highway 41, in Madera County, CA. (APN: 049-271-006) The District offers the following comments:

1. Based on information provided to the District, project specific emissions of criteria pollutants are not expected to exceed District significance thresholds of 10 tons/year NOX, 10 tons/year ROG, and 15 tons/year PM10. Therefore, the District concludes that project specific criteria pollutant emissions would have no significant adverse impact on air quality.
2. Based on information provided to the District, the proposed project may be 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

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

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>.

3. The proposed project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review). The applicant should contact the District's Small Business Assistance Office at (559) 230-5888 to obtain information about District permit requirements, Authority to Construct (ATC) applications and Permit to Operate (PTO) and to identify other District rules or regulations that apply to this project. As part of the District's permit evaluation process, a Health Risk Assessment (HRA) will be conducted to ensure that the risk is less than significant.
4. The proposed project may be subject to District Rules and Regulations, including: 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). 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.
5. The District recommends that a copy of the District's comments be provided to the project proponent.

If you have any questions or require further information, please call Georgia Stewart, at (559) 230-5937.

Sincerely,

David Warner
Director of Permit Services



For: Arnaud Marjollet
Permit Services Manager

DW: gs

DEPARTMENT OF TRANSPORTATION

DISTRICT 6

RIGHT CLICK [HERE] FOR ADDRESSES

PHONE (559) 444-2493

FAX (559) 445-5875

TTY 711

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November 5, 2013

6-MAD-41-2.270

CUP 2013-021

Proposed Auto Repair and Body Shop

Robert Mansfield
Planner
County of Madera
2037 W. Cleveland Avenue
Madera, California 93637

Dear Ms. Beavers:

We have completed our review of the proposed conditional use permit to allow for a proposed auto repair and auto body shop located on State Route (SR) 41 north of Avenue 11 in Madera County. Caltrans has the following comments:

- The proposed driveway shall follow the Encroachment Permits Manual and Topic 205 of the Caltrans Highway Design Manual;
- The maximum driveway shall be 35 feet;
- The proposed development shall pay into the Madera County Traffic Impact Fee program which would help fund the SR 41/Avenue 12 interchange;
- An encroachment permit must be obtained for all proposed activities for placement of encroachments within, under or over the State highway rights-of-way. Activity and work planned in the State right-of-way shall be performed to State standards and specifications, at no cost to the State. Engineering plans, calculations, specifications, and reports (documents) shall be stamped and signed by a licensed Engineer or Architect. Only the property owner of record or authorized agent can pursue obtaining an encroachment permit. Engineering documents for encroachment permit activity and work in the State right-of-way may be submitted using English Units. The Permit Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an encroachment permit is issued. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations;"
- Impacts to drainage shall be approved by Caltrans Hydraulics; and
- Impacts to the existing drainage swale shall be approved by Environmental Planning.

If you have any further questions, please contact name, title, division at (559) 444-2493.

Sincerely,

A handwritten signature in black ink, appearing to read "David Padilla".

DAVID PADILLA
Transportation Planner

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

Madera Area
3051 Airport Drive
Madera, CA 93637-8709
(559) 675-1025
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



October 31, 2013

File No.: 450.12625.13669

Robert Mansfield
Madera County Planning Department
2037 W. Cleveland Avenue
Madera, CA 93637

RE: Harbison International, Inc.-Auto repair and auto body shop; CUP #2013-021

Mr. Robert Mansfield:

Staff at the Madera office of the California Highway Patrol (CHP) has reviewed the Conditional Use Permit (CUP) #2013-021 regarding the proposed auto repair facility located at 11186 Highway 41, near the Rolling Hills development in Madera County. The CHP, Madera Area, is the primary agency providing traffic law enforcement, traffic safety, and traffic management of the unincorporated areas, within the eastern and southern portions of Madera County. After a thorough review of this document, we offer the following comments:

The proposed new project area is located within the jurisdictional responsibility of the CHP Madera Area office. According to the information received, the CHP believes there will be a minimal increase in vehicular traffic as a result of this project. Mostly, there will be a small increase of traffic patterns near and around the development. No changes in CHP duties are anticipated since the increase in vehicle traffic will be minimal.

Should there be questions regarding these comments, please contact me at (559) 675-1025.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Kunzler".

C. KUNZLER, Lieutenant
Commander
Madera Area

cc: Special Projects Section – CHP
Central Division – CHP



EXHIBIT N

NOTE: PLEASE WRITE LEGIBLY OR TYPE:

Application(s): CUP #2013-021

Return to: Robert Mansfield, Planning Department

Harbison International, Inc.

Responding Agency: ROLLING HILLS C.T. ASSOC

Contact Person.: RALPH TONSETH

Signature: Ralph G Tonseth

Telephone No.: 559-860-9104

Date: 10/23/13

ENVIRONMENTAL REVIEW:

1. Is there sufficient information for you to evaluate the probable environmental impacts of this project?

X Yes

____ No, the following information is needed: _____

2. What potential impacts will the project result in (e.g. change in traffic volumes, water quality, land use, soils air quality, etc.)? Be as precise as possible and answer only for your area of expertise.

WATER QUALITY COULD BE AFFECTED IF RUNOFF REACHS ROOT CREEK

3. Are the potential impacts identified in Question 2, significant enough to warrant the preparation of an EIR?

____ Yes X No

RECEIVED

OCT 28 2013

MARIETTA PLANNING DEPARTMENT

NOTE: PLEASE WRITE LEGIBLY OR TYPE:

Application(s): CUP #2013-021

Return to: Robert Mansfield, Planning Department

Harbison International, Inc.

Responding Agency: Rolling Hills Cit. Assoc Date: 10/23/13

Respondent's Signature: Ralph G Tomlin, PRESIDENT

1. Does your Agency or Department have a recommendation regarding the approval or denial of this project

Approve Deny

If your Agency or Department recommends denial of this project, please list the reasons below.

2. If the project is approved, what conditions of approval are recommended?

ENSURE THAT WATER RUNOFF DOES NOT ENTER THE ADJACENT ROOT CREEK. THIS WAS A PROBLEM WITH A PRIOR TENANT

3. Please identify any existing regulations, standards, or routine processing procedures which would mitigate the potential impacts?

4. General Comments - Please attach on additional sheet.

Environmental Checklist Form

Title of Proposal: CUP #2013-021 Harbison International

Date Checklist Submitted: November 22, 2013

Agency Requiring Checklist: Madera County Planning Department

Agency Contact: Robert Mansfield, AICP, Planner III

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 Conditional Use Permit is requesting to allow for an auto repair, auto sales, storage, warehouse, office and retail facility on the parcel.

The site is currently undeveloped, and is surrounded by similar uses as that being proposed, vacant land, residential properties, and State Route 41. Two new structures will be built, one approximately 3,700 square feet in size, and the other approximately 5,000 square feet and both approximately 20 to 30 feet in height. The facilities will be used Monday through Saturday 7:00 AM to 8:00 PM, with an average 4 visitors per day, with a maximum of 10 visitors per day.

Project Location:

The subject property is located on the west side of Business Route 41 approximately 650 feet north of the intersection of Avenue 11 (11136 Business Route 41), Madera

Applicant Name and Address:

Harbison International, Inc.
2755 E. Shaw Ave. Ste. 101
Fresno, CA 93710

General Plan Designation:

CC (Community Commercial)

Zoning Designation:

CRM/MHA (Commercial, Rural, Median with a Manufactured Housing Architectural Review Overlay)

Surrounding Land Uses and Setting:

North: vacant and residential; East: State Route 41; South: commercial; West: Residential

Other Public Agencies whose approval is required:

None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

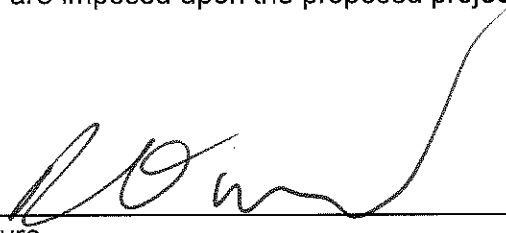
DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Prior EIR or ND/MND Number

November 22, 2013



Signature

Date

I. AESTHETICS -- Would the project:

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

Discussion:

(a - b) No Impact. There are no scenic vistas in the vicinity of this project site. The closest areas that are being considered as scenic highways by the California Department of Transportation (CALTRANS) are Highways 41 and 49 north of Oakhurst.

There are no scenic resources on this property that will be damaged as a result of this project.

(c) Less than Significant Impact. The site is currently vacant. Surrounding the property are other vacant properties, commercially based properties and residentially based properties and State Route 41. The applicant will be landscaping the area surrounding the project site as a result of operations. The facilities being constructed are similar to existing structures in the commercial zone of the area, so the overall impact will be less than significant.

(d) Less than Significant Impact. There will be new construction as a direct result of this project. With the new facility, there will be new lighting involved. In light of the whole, the impact to surrounding properties will be minimal as a condition of approval is to hood and direct away from adjoining properties all lighting.

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.

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

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

Discussion:

(a - e) No Impact. The project parcel and its' surroundings are not zoned for farmland use or for timberland uses. The surrounding parcels are either commercial or residential and are, for the most part with the exception of a couple vacant parcels to the north, developed in accordance to those land use designations. The closest agriculturally based parcels are across State Route 41 and will not be impacted by the uses intended by this Conditional Use Permit.

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) produces maps and statistical data used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. The maps are updated every two years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance. The program's definition of land is below:

PRIME FARMLAND (P): Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

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

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

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

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

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

OTHER LAND (X): Land not included in any other mapping category. Common examples include low

density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

(a) No Impact. No impacts have been identified as a result of this project. The project will not impact implementation of any air quality plans.

(b - c) Less than Significant Impact with Mitigation Incorporation. Currently there is no traffic to or from the site as there is no project or development on the site. There will be construction activity for a temporary period of time, causing a temporary increase in emission levels in the area. This will cease on completion, only to be replaced by operational levels of emissions from personal vehicle trips and site servicing vehicles (delivery trucks, etc.).

The contribution of emissions is not expected to be substantial or significant overall, given the small size of the project and the small size of operations. However, it will contribute to emissions already occurring as a result of surrounding businesses and State Route 41 traffic.

(d - e) Less than Significant with Mitigation Incorporation. A part of the project proposed is an auto shop facility. This type of facility has the potential of producing exhaust which has a distinctive odor and has pollutant characteristics (particulates). Given that the Rolling Hills Subdivision is in

close proximity, there is the potential for objectionable odors to be present as well as concentrations of pollutants. The residences are not immediately next to the parcel, so there is the potential for dispersal of odors, causing them to be not as concentrated or strong. They still have the chance of being detected slightly.

Sensitive receptors are facilities that “house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollution. Hospitals, schools, convalescent facilities and residential areas are examples of sensitive receptors.” (GAMAQI, 2002).

There are areas within proximity to this project where “sensitive receptors” are known (the Rolling Hills Subdivision). However, given the relatively small size of the project as a whole, and the distance to the subdivision, the chances of significant impacts from this project alone are minimal. There will be a cumulative impact, but with mitigation measures incorporated into the project, the impact can be reduced to less than significant.

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

status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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) No Impact. There are no habitats identified on this parcel, so no modifications are expected as a result. There are no projects or activities associated with this project off-site, therefore there will be no indirect impacts to habitats as a result. While there are candidate species identified in the quadrangle in which this project is located, given the development that has occurred in the area over the years, the chances of any of the listed species being on the parcel are less than likely.

(b) Less than Significant Impact. There are no known riparian habitats in the immediate vicinity of the project site. There are waterways in the area, but none are known to cross or otherwise come into contact with the parcel. The closest of concern is Root Creek, which is located roughly north of the project site, and does not come close to the project site in any way.

The operations of this project will not interfere with any habitats off site, either directly or indirectly. There is the chance that any accidental releases from the site could potentially impact the waterways in the area, even indirectly.

(c - f) No Impact. There are no riparian habits, or federally protected wetlands on or in the vicinity of this project. There are no streams or bodies of water of which migratory fish or other species that would use bodies of water would be impacted by this project.

The area surrounding the parcel site has been largely developed, so the chances of habitats being present for nesting or migratory species are minimal. During the construction of the facilities on site will have the potential of minimally impacting the migration patterns of species. This is due to noise production during the process of construction, which animals will instinctively avoid. This will be a temporary occurrence for the duration of the construction. Any disruption will be minimal as a result and will return to baseline levels at conclusion of the project construction. Operations of the facilities will have negligible impacts, as the area as mentioned is already largely built out, thus anything new will not be an issue.

While the list below shows a significant number of species listed in the quadrangle in which this project is located, this does not necessarily mean that these species are actually located on the project site either in a habitat setting or migrating through. As mentioned, given the development in the immediate area, the chances of disturbing any species is considerably minimal.

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	None
Western Spadefoot	None	None	SSC	none
Swanson’s Hawk	None	Threatened	None	None
Burrowing Owl	None	None	SSC	None
California Horned Lark	None	None	WL	None
Hardhead	None	None	SSC	None
San Joaquin Pocket Mouse	None	None	None	None

Northern Hardpan Vernal Pool	None	None	None	None
Northern Claypan Vernal Pool	None	None	None	None
Great Valley Mixed Riparian Forest	None	None	None	None
Vernal Pool Fairy Shrimp	Threatened	None	None	None
California Linderiella	None	None	None	None
Valley Elderberry Longhorn Beetle	Threatened	None	None	None
Molestan Blister Beetle	None	None	None	None
Spiny-Sepaled Button Celery	None	None	None	1B.2
Succulent Owl's-Clover	Threatened	Endangered	None	1B.2
Hairy Orcutt Grass	Endangered	Endangered	None	1B.1
San Joaquin Valley Orcutt Grass	Threatened	Endangered	None	1B.1

Lanes Bridge Quadrangle

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)

SSC Species of Special Concern

WL Watch List

General Information

Effective January 1, 2007, Senate Bill 1535 took effect that has changed de minimis findings procedures. The Senate Bill takes the de minimis findings capabilities out of the Lead Agency hands and puts the process into the hands of the California Department of Fish and Wildlife (formally the California Department of Fish and Game). A Notice of Determination filing fee is due each time a NOD is filed at the jurisdictions Clerk's Office. The authority comes under Senate Bill 1535 (SB

1535) and Department of Fish and Wildlife Code 711.4. Each year the fee is evaluated and has the potential of increasing. For the most up-to-date fees, please refer to: http://www.dfg.ca.gov/habcon/ceqa/ceqa_changes.html.

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

V. CULTURAL RESOURCES -- Would the project:

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

Discussion:

(a) No Impact. There are no historical resources on the project site or in the vicinity, so therefore there will be no impacts associated with this project site.

(b) Less than Significant Impact. There is construction related with this project that could potentially uncover previously unknown archaeological resources. While there is no evidence of archaeologically significant resources on this project site, that does not necessarily mean that there is none. Any potential impact can be mitigated by including doing an archaeological assessment prior to any construction or construction related activity (such as grading).

(c) Less than Significant Impact. While there are no known paleontological resources in the area, there is still the potential of buried unknown sources. As such, there is the potential of discovering previously unknown paleontological resources.

(d) Less than Significant Impact. While there are no known human remains located in the vicinity of this project, the proposed construction could potentially uncover previously unknown occurrences. The chances, though, are very minimal in that the surrounding area has been developed over the years, and there are no records of any significant finds.

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).

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.

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 checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 - iii) Less than Significant Impact. 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.

(a – iv) No Impact. The parcel is in an area where it is topographically not conducive to landslides, so therefore there will be no impacts.

(b) Less than Significant Impact. The parcel itself is currently vacant and undeveloped. The proposed project incorporates structures and parking. This will directly and indirectly either induce or contribute to existing erosion patterns. The amount of said erosion will be dependent on the amount of rain and the amount of impervious surfaces resulting from the project.

(c - e) No impact. There are no known impacts that will occur as a direct or indirect result of this project.

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

Discussion:

(a - b) Less than Significant Impact. While this project has an auto repair shop component as well as offices and other traffic generating activities, the amount of anticipated traffic to and from the site is not expected to be significant enough in regards to greenhouse gas emissions.

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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/> | <input 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 – c) Less than Significant with Mitigation Incorporation. With the auto shop component, there will be hazardous materials and hazardous wastes associated with the project. The hazardous materials associated with this type of activity include, but are not limited to, oils, antifreeze, batteries, grease and related materials. Hazardous wastes include used oils, grease, antifreeze and batteries. While the hazardous materials and hazardous wastes listed are similar, in the environmental field they are different. A hazardous material is any material that has not been used for its' intended purpose (i.e. motor oil that has not been used in the vehicles' engine); while a hazardous waste is any material that has been used for its intended use (i.e. same motor oil that has been used in the engine and has served its' useful "life").

The applicant has indicated that there will be a warehouse component to the project. There is no indication what will be stored at this location at this time. As such, under CEQA, the "highest" use possible needs to be taken into consideration in regards to potential impacts. Warehouses can store any assortment of materials as long as properly accounted for and stored depending on the type of material.

Additionally there is the potential of a construction office/business in the complex. Materials typically may not necessarily be hazardous in the big picture, but may contain some components (i.e. paints).

(d) No Impact. No impacts identified as a result of this project.

(e – f) No Impact. The project is not located near either of the two cities airports, or any known airstrips. The project is also not in an Airport/Airspace Overlay district.

h) No Impact. The project is not located in an area known for wildfires. State Route 41 provides for a break between the project location and agricultural land that could be a potential for wildland type fires.

The site is not located on or near any hazardous waste storage facilities, or on or near any brownfields sites as indicated by the Environmental Protection Agency.

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

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

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

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

IX. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, 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-	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

site?

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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 with Mitigation Incorporation. The operations planned for this site include an auto repair facility. Additionally, with parking planned, there is the potential for incidental "leaks" of oil, antifreeze and related hazardous materials from vehicles. While "leaks" in this case is not being defined as leaving large puddles of said materials, but residuals of said material from normal operations of vehicles.

The auto repair facility will have bulk materials on hand as is normal course of business. There is the potential of spills that could runoff from the site and potentially make its' way to any waterways, creeks or rivers in the area. While there are no creeks or waterways in the immediate vicinity or on the project site itself, there is Root Creek that could potentially get impacted.

As there will be materials in use on site as a result of operations, with mitigations in place as well as standard business practices, the impact can be lessened to less than significant.

(b) Less than Significant Impact. With new businesses, water usage in the area will increase. While it is not considered a large project, use of water is still expected. The applicant anticipates 180 gallons of water usage per day, using water supplied by a community well. While this is not a significant amount in light of usage in the area, it will have a cumulative impact overall. With mitigations, this impact can remain as less than significant.

(c) Less than Significant Impact. While impervious surfaces and buildings will be constructed on site where currently there are none thus causing a change in drainage patterns on the property, there will be no alteration of the course of a stream or river as a result. There are no streams or rivers that cross the site or come anywhere near the site to have a direct or indirect impact. There will be some

onsite changes in drainage patterns as a result of the impervious surfaces but can be mitigated through the grading permit process.

(d) Less than Significant Impact. While impervious surfaces and buildings will be constructed on site where currently there are none thus causing a change in drainage patterns on the property, there will be no alteration of the course of a stream or river as a result. There are no streams or rivers that cross the site or come anywhere near the site to have a direct or indirect impact. There will be some onsite changes in drainage patterns as a result of the impervious surfaces but can be mitigated through the grading permit process. There may be a minimal increase of the amount of runoff, but it will not be significant in quantity.

(e) Less than Significant Impact. Through impervious surfaces, this project site could contribute to runoff of storm water from rainfall. Through mitigations, the operations of this site will not generate runoff that could impact the surrounding areas.

(f) Less than Significant Impact. The site is not near any creeks or streams or bodies of water in which runoff could have an impact to water quality. With best management practices during business operations in place, this impact will be insignificant.

(g - j) No Impact. No new housing structures are planned as a result of this project. New structures are planned. The site is not within a special flood zone indicating 100-year floods.

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. Additionally, there are no bodies of water (lakes, etc.) within proximity of the site. Madera Count is geographically located in the center of the state, therefore no affected by tsunamis.

General Information

Groundwater quality contaminants of concern in the Valley Floor include high salinity (total dissolved solids), nitrate, uranium, arsenic, methane gas, iron, manganese, slime production, and dibromochloropropane with the maximum contaminant level exceeded in some areas. Despite the water quality issues noted above, most of the groundwater in the Valley Floor is of suitable quality for irrigation. Groundwater of suitable quality for public consumption has been demonstrated to be present in most of the area at specific depths.

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

A seiche is an occasional and sudden oscillation of the water of a lake, bay or estuary producing fluctuations in the water level and caused by wind, earthquakes or changes in barometric pressure. A tsunami is an unusually large sea wave produced by seaquake or undersea volcanic eruption (from the Japanese language, roughly translated as "harbor wave"). According to the California Division of Mines and Geology, there are no active or potentially active faults of major historic significance within

Madera County. As this property is not located near any bodies of water, no impacts are identified.

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

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

Discussion:

(a - c) No Impact. This project will not physically divide an existing community. The surrounding area includes vacant parcels, residential parcels, State Route 41, and agriculturally oriented lands.

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

Discussion:

(a - b) No Impact. There are no known minerals in the vicinity of the project site.

XII. NOISE – Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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) Less than Significant Impact with Mitigation Incorporation. With the different types of uses being proposed on the project site, the noise level will increase as a result. The noise increase will include those generated from automotive repairs, office related activities and vehicles in general entering and leaving the site.

(b) Less than Significant Impact. While there will be an increase in ambient noise levels as a result of day to day operations on site, groundborne vibrations as a result of operations will not be significant.

There is the potential of vibrations occurring as a result of construction activities (grading, building of structures). However, this will be of a temporary nature for the duration of the construction.

(c - d) Less than Significant Impact with Mitigation Incorporation. There will be a permanent increase in ambient noise levels as a result of operations on site. This will include, but not be limited

to, vehicular traffic and operations of the auto shop, construction shop and car sales. While most of the noise will be during normal business areas where the majority of residents in the neighboring community will be at work, there are some after hours and Saturday impacts that could be significant. With mitigation incorporation, this impact can become less than significant.

(e - f) No Impact. This project is not within proximity to an airstrip or airport. It is not within an airport/airspace overlay district. There will be impacts as a result.

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, 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, 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 - c) No Impact. The project is to allow for commercially related activities to occur that fall under the requirement of needing a Conditional Use Permit to operate. While there are residential units to the immediate west of the project, there are no aspects of this project that would divide the community or displace any of the residents currently there. No construction of housing units are proposed or required of this project. In essence, it will be providing a service to the existing community.

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
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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 checked="" type="checkbox"/>	<input 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) Less than Significant with Mitigation Incorporation. New buildings will be constructed as a result of this Conditional Use Permit. This will increase the need for fire protection incorporated into the construction as well as response as required from the Fire Department.

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.

The building construction will be governed by the requisite Building, Life, Safety and Fire Codes applicable at the time of construction. The mitigation tied to this finding is written in such a manner as to leave open as to what year the applicable codes will be enforced at the time of construction. This will ensure that the most current codes are followed instead of being tied to outdated codes.

(a - ii) Less than Significant. Crime and emergency response is provided by the Madera County Sherriff's Department. There will be an incidental need for law enforcement in the events of theft and vandalism on the project site.

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.

(a-iii) No Impact. No impacts are anticipated as a result of this project as it does not relate to any educational programs, or increase the surrounding 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

(a - iv) No Impact. No impacts are anticipated as a direct, indirect, short or long term impact as a result of this project.

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

(a - v) No Impact. No impacts identified as a result of this project.

XV. RECREATION

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

Discussion:

(a - b) No Impact. No impacts have been identified to recreational facilities as a result of this project.

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 Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures or other standards, established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input 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) Less than Significant Impact. In the area around the proposed project, opportunities for bicycles and pedestrians, especially as an alternative to the private automobile, are significantly limited by lack of developed shoulders, sidewalks or pavement width accommodating either mode. The condition is not uncommon in rural areas where distances between origins and destinations are long and the terrain is either rolling or mountainous. In the locations outside urbanized portions of the County, the number of non-recreational pedestrians/cyclists would likely be low, even if additional facilities were provided.

As with most rural areas, Madera County is served by limited alternative transportation modes.

Currently, only limited public transportation facilities or routes exist within the area. Volunteer systems such as the driver escort service, as well as the senior bus system, operate for special purpose activities and are administered by the Madera County Action Committee. The rural densities which are prevalent throughout the region have typically precluded successful public transit systems, which require more concentrated populations in order to gain sufficient ridership.

Local circulation is largely deficient with these same State Highways and County Roads composing the only existing network of through streets. Most local streets are dead-end drives, many not conforming to current County improvement standards. Existing traffic, particularly during peak hour and key intersections, already exhibits congestion.

(b) Less than Significant Impact. While the project is a traffic inducing type of project (auto shop, construction company office, car sales, etc.), the overall amount of traffic expected to be generated from this facility is not expected to be significant in light of the whole.

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	> 55-80

	intersection(s) upstream of critical approach(es)	
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.

(c) No Impact. As this project is not within an airport/airspace overlay district, or in proximity to any airport or airstrip within the County, no impacts to airspace or air flight will occur as a result.

(d - e) Less than Significant Impact. While there is no design work related to the roadway system adjacent to the project site that would impede emergency access, there is the potential of a gate type system being installed for site security. As a result, access granting tools for the emergency responders (i.e. KNOX boxes, keypad entry, etc.) will need to be provided so that said responders will be able to access the site.

(f) No Impact. No impacts have been identified as a result of this project.

As with most rural areas, Madera County is served by limited alternative transportation modes. Currently, only limited public transportation facilities or routes exist within the area. Volunteer systems such as the driver escort service, as well as the senior bus system, operate for special purpose activities and are administered by the Madera County Action Committee. The rural densities which are prevalent throughout the region have typically precluded successful public transit systems, which require more concentrated populations in order to gain sufficient ridership.

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

commitments?

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- g) Comply with federal, state, and local statutes and regulations related to solid waste?

Discussion:

(a – b, d & e) Less than Significant. New structures are proposed for this project. Submitted documentation indicates that water usage is expected to be approximately 180 gallons a day, or about 45,000 gallons per year (given the facility may not be open every day and holidays). Water will be supplied by a community well in the area.

Wastewater generation will be approximately the same, given subtraction of amount utilized for landscape irrigation on-site.

(c) Less than Significant Impact. Drawings submitted for this project indicate a drainage basin proposed for the project to be located on the west side of the project. The construction of this drainage basin is not expected to cause a significant impact to the environment.

(d - e) No Impact. Water is to be supplied by a community well system. Wastewater to be handled via on-site septic system.

(f - g) No Impact. The project's solid waste will be collected weekly and shipped to the County's landfill at Fairmead.

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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

CEQA defines three types of impacts or effects:

- Direct impacts are caused by a project and occur at the same time and place (CEQA §15358(a)(1)).
- Indirect or secondary impacts are reasonably foreseeable and are caused by a project but occur at a different time or place. They may include growth inducing effects and other effects related to changes in the pattern of land use, population density or growth rate and related effects on air, water and other natural systems, including ecosystems (CEQA §15358(a)(2)).
- Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (CEQA §15355(b)). Impacts from individual projects may be considered minor, but considered retroactively with other projects over a period of time, those impacts could be significant, especially where listed or sensitive species are involved.

(a - c) No Impact. While there have been some minimal impacts identified through this study, none are considered significant in and of themselves, and/or cumulative inducing enough to be considered significant. With appropriate mitigations, those impacts can be reduced to less than significant or not significant.

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

Madera County General Plan

California Department of Finance

California Department of Transportation (CALTRANS)

California Integrated Waste Management Board

California Environmental Quality Act Guidelines

United States Environmental Protection Agency

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

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

Madera County Integrated Regional Water Management Plan

Madera County Department of Environmental Health

Madera County Department of Engineering

Madera County Roads Department

Rolling Hills Subdivision Homeowners Association

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

MND 2013-27

1

November 22, 2013

MITIGATED NEGATIVE DECLARATION

MND

RE: Conditional Use Permit #2013-027 – Harbison International

LOCATION AND DESCRIPTION OF PROJECT:

To allow for an auto repair, storage, warehouse, office and retail facility on the parcel. Two new structures will be built, one approximately 3,700 square feet in size, and the other approximately 5,000 square feet and both approximately 20 to 30 feet in height. The facilities will be used Monday through Saturday 7:00 AM to 8:00 PM, with an average 4 visitors per day, with a maximum of 10 visitors per day.

The subject property is located on the west side of Business Route 41 approximately 650 feet north of the intersection of Avenue 11 (11136 Business Route 41), Madera

ENVIRONMENTAL IMPACT:

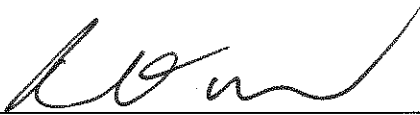
No adverse environmental impact is anticipated from this project. The following mitigation measures are included to avoid any potential impacts.

BASIS FOR NEGATIVE DECLARATION:

1. No idling of vehicles for more than 10 minutes.
2. Exhaust systems utilized by the facility will have proper filters installed and maintained to reduce or eliminate air emissions.
3. All hazardous materials (including, but not limited to oils, grease, antifreeze, paint, batteries, etc.) shall be stored and segregated according to type of hazard. Materials shall be stored in appropriate containers and secured when not in use.
4. Storage facilities for hazardous materials shall be constructed and maintained to industry standards to prevent spills from migrating off site or coming into contact with water sources or storm water runoff.
5. All hazardous wastes shall be disposed of in accordance with related Material Safety Data Sheets, and Local, State and Federal protocols.
6. The auto body shop shall have equipment installed that will filter vehicle exhausts so as to lessen if not completely eliminate particulate releases to the surrounding air.
7. Businesses on this parcel shall not exceed noise standards established in the

Madera County Noise Ordinance.

8. Install containment systems to catch and contain any leaks or spills so that they do not leave the site and allow for appropriate cleanup.
9. Water conservation practices shall be implemented as a course of operations and landscaping.
10. The operations of this site will not spray or hose down the site or otherwise cause runoff from the site that could potentially carry pollutants from the site to surrounding areas and potential waterways.
11. If project construction related activities (including but not limited to ground disturbing activities) result in the disturbing of subsurface cultural deposits, project related activities shall be halted and a professional archaeologist brought in to determine the culture of the deposits. In addition, if human remains are unearthed, the Madera County Coroner, by law, must be notified immediately.



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: November 22, 2013

FILED:

PROJECT APPROVED:

MITIGATION MONITORING REPORT

MND # 2013-27

No.	Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
						Initials	Date	Remarks
Aesthetics								
Agricultural Resources								
Air Quality								
	No idling of vehicles more than 10 minutes	construction and operations						
	Exhaust systems utilized by the facility will have proper filters installed and maintained to reduce or eliminate air emissions.	operations	SJVAPCD					
	The auto body shop shall have equipment installed that will filter vehicle exhausts so as to lessen if not completely eliminate particulate releases to the surrounding air	operation	SJVAPCD					
Biological Resources								
Cultural Resources								
	If project construction related activities (including but not limited to ground disturbing activities) result in the disturbing of subsurface cultural deposits, project related activities shall be halted and a professional archaeologist brought in to determine the culture of the deposits. In addition, if human remains are unearthed, the Madera County Coroner, by law, must be notified immediately.	construction	Madera County					
Geology and Soils								
Hazards and Hazardous Materials								
	All hazardous materials (including, but not limited to oils, grease, antifreeze, paint, batteries, etc.) shall be stored and segregated according to type of hazard. Materials shall be stored in appropriate containers and secured when not in use.	Operations	Env, Health					

No.	Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
						Initials	Date	Remarks
	Storage facilities for hazardous materials shall be constructed and maintained to industry standards to prevent spills from migrating off site or coming into contact with water sources or storm water runoff.	Operations	Env. Health					
	All hazardous wastes shall be disposed of in accordance with related Material Safety Data Sheets, and Local, State and Federal protocols.	Operations	Env. Health					
	Install containment systems to catch and contain any leaks or spills so that they do not leave the site and allow for appropriate cleanup	Operations	Env. Health					
Hydrology and Water Quality								
	The operations of this site will not spray or hose down the site or otherwise cause runoff from the site that could potentially carry pollutants from the site to surrounding areas and potential waterways	Operations	Regional Water					
Land Use and Planning								
Mineral Resources								
Noise								
	Businesses on this parcel shall not exceed noise standards established in the Madera County Noise Ordinance	Operations	Madera County Env. Health/Code Enforcement					
Population and Housing								
Public Services								
Recreation								

No.	Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
						Initials	Date	Remarks
Transportation and Traffic								
Utilities and Service Systems								
	Water conservation practices shall be implemented as a course of operations and landscaping	Operations						