

County of Madera
California Environmental Quality Act (CEQA)
Initial Study 2025-003

- 1. Project title:** PM#4320 – Bedrock Engineering
- 2. Lead agency name and address:** County of Madera
Community and Economic Development Department
200 West 4th Street, Suite 3100
Madera, California 93637
- 3. Contact person and phone number:** Samuel Rashe, Senior Planner
559-675-7821
Samuel.Rashe@maderacounty.com
- 4. Project Location & APN:** The project is located on the southeast side of Road 22, northeast of the Union Pacific Railroad and State Route 99 (no situs), Madera APN# 059-054-013
- 5. Project sponsor's name and address:** Montgomery, Mike
6461 N. Briarwood Avenue
FRESNO CA 93711
- 6. General Plan Designation:** LI (Light Industrial) District
- 7. Zoning:** IL (Industrial Light) District

8. Description of project:

The applicant is requesting a Parcel Map dividing 85.61 acres of property into three parcels. Parcel one is approximately 13.46 acres and is located on the southwest side of Fairmead Blvd. Parcel two is located on the northeast side of Fairmead Blvd and is approximately 12.81 acres. Parcel three which is contiguous to parcel two and located on the southwest side of Ave 20 ½ is approximately 59.34 acres.

It is anticipated that, subsequent to recording of the map, the site would be developed in two phases. No development permits have been applied for at the time of the environmental analysis. The first phase of development is expected to occur on Parcel 1 west of Fairmead Boulevard.

The composition of the first phase of development is expected to include the following:

- a 10,000-square-foot convenience market
- a gas station with 20 vehicle fueling positions
- a truck fueling area with six truck fueling positions
- an electric truck charging area with four charging positions
- a 6,000-square-foot truck repair shop building
- hotel buildings with a total of 200 rooms

The second phase of development is not yet known and is assumed to include light industrial uses on Parcels 2 and 3.

9. Surrounding Land Uses and Setting:

The project is surrounded by Light Industrial with developed parcels to the west and south of the project site and Agricultural land use to the north which has an existing orchard.

10. Other Public Agencies Whose Approval is Required:

None

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with Public Resources Code Section 21080.3.1, notification letters were sent to tribal representatives of California Native American tribes that have requested to be notified of projects within the project area of Madera County. Tribal representatives were advised of the project and invited to request formal consultation with the County regarding the project within 30 days of receiving the notification letters. Eight notification letters were sent to representatives of the following tribes on September 26, 2022:

- Table Mountain Rancheria
- Picayune Rancheria of the Chukchansi Indians
- Dumna Wo Wah Tribal Government
- Chowchilla Yokuts Tribe

As of the preparation of this Initial Study, more than 30 days following the County's transmittal of notification letters, no requests for consultation have been received. Section XVIII of this Initial Study provides additional discussion of tribal cultural resources and outreach.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|--|--|---|
| ☐ Aesthetics | ☐ Agricultural/Forestry Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Energy |
| ☐ Geology/Soils | ☐ Greenhouse Gas Emissions | ☐ Hazards & Hazardous Materials |
| ☐ Hydrology/Water Quality | ☐ Land Use/Planning | ☐ Mineral Resources |
| ☐ Noise | ☐ Population/Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation | ☐ Tribal Cultural Resources |
| ☐ Utilities/Service Systems | ☐ Wildfire | ☐ Mandatory Findings of Significance |

DETERMINATION (to be completed by 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 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.

Signed: _____ Date: _____

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Responses:

(a, b , c) No impact. The project is situated on the southeastern side of Road 22, northeast of the Union Pacific Railroad and State Route 99, and involves subdividing 85.61 acres of land into three parcels. Parcel 1 encompasses approximately 13.46 acres, Parcel 2 approximately 12.81 acres, and Parcel 3 approximately 59.34 acres. According to the California State Scenic Highway System Map, there is one eligible highway, SR 49, within the county. This highway enters Mariposa County and extends no further south than Oakhurst, which is over twenty miles north of the project site (CalTrans, 2023). The project site is devoid of trees, rock outcroppings, and structures.

(d) Less Than Significant with Impact. There is potential for additional lighting resulting from the potential development on the newly created parcels; however, the additional lighting would be minimal. With the implementation of AES MM-1 it would have a less than significant impact.

AES MM-1 Exterior lighting will be required to be hooded and directed down and away from neighboring parcels to maintain the visual character and mitigate any light disbursement during the evening.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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II. AGRICULTURAL AND FORESTRY RESOURCES

In determining whether agricultural 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:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | ☐ | ☐ | ☐ | ☒ |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |

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?

☐☐☐☒

Responses:

(a - e) No Impact. The project parcel is zoned and planned for Industrial Light uses, so there will be no impacts. The parcel is not currently a part of the Williamson. The project site is considered Grazing land (figure 1). The definition of Grazing land is 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 and as a result the project would have no impact (California Department of Conservation, 2025).

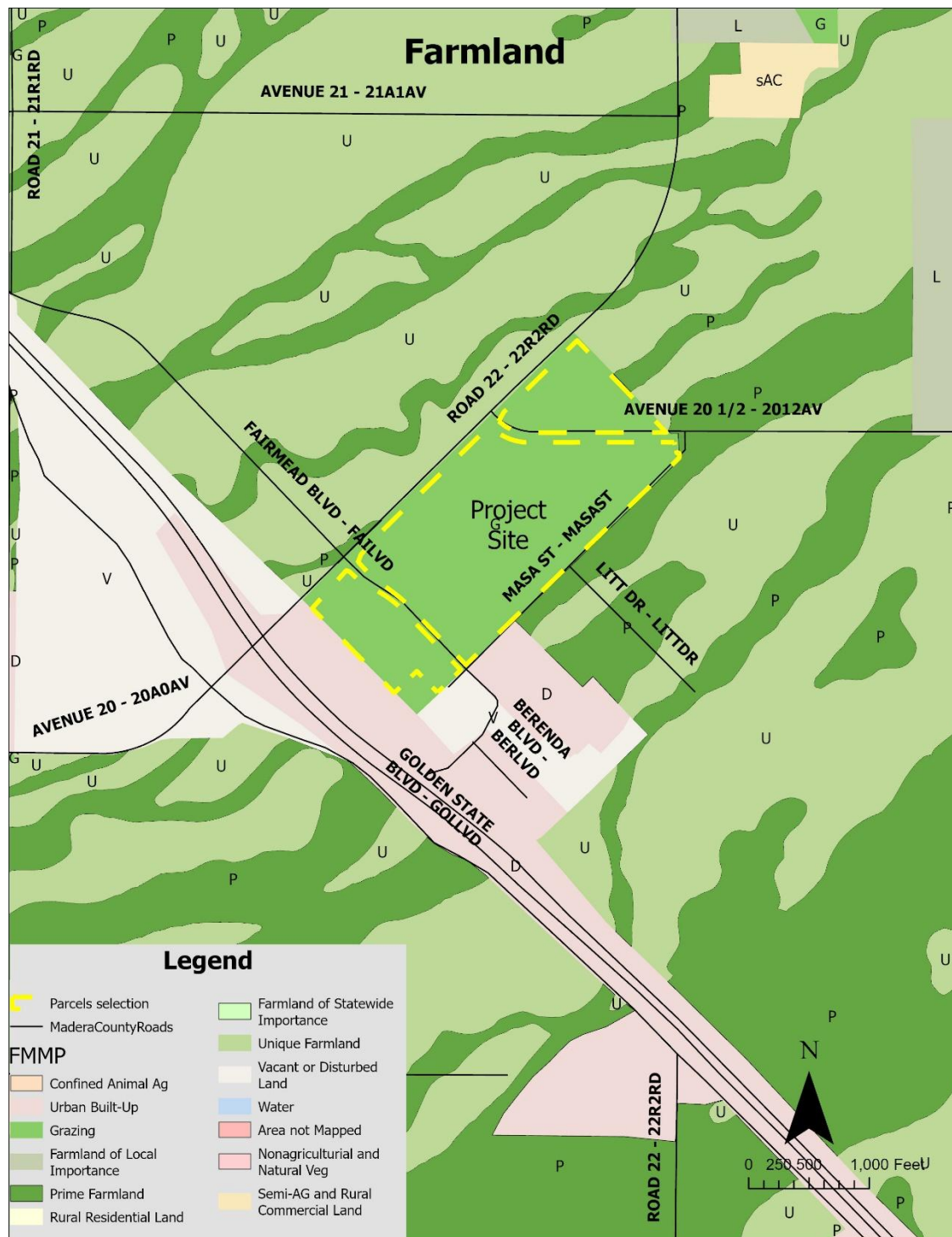


Figure 1 Farmland

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

Responses:

(a – d) No Impact. The proposed project will not obstruct the implementation of any air quality plans. The project site is not proximate to any sensitive receptors. It is anticipated that the site will be developed in two phases. The first phase of development is expected to occur on Parcel one west of Fairmead Boulevard.

The second phase of development remains unspecified and is presumed to encompass light industrial uses on Parcels two and three. It is expected that any forthcoming development would be by right. Notably, the Land Use designation for Light Industrial has a floor-to-area ratio of .50, indicating that, without subdivision, the entire 42.8 acres could be developed. Land division will neither augment nor diminish the potential for additional development in the area and, consequently, will have no impact.

IV. BIOLOGICAL RESOURCES

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

☐
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☐

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

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c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

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☐
☐
☒

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 a native wildlife nursery site?

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☐
☒
☐

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

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☐
☐
☒

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?

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Responses:

- (a) Less Than Significant Impact.** The project is in the Berenda Quadrangle and the following species in table 1 have been identified for species of interest. However due to the active disking and weed abatement it would be highly unlikely to result in an impact and as a result the project would have a less than significant.

Table 1 (CDFW, 2025)

Species	Common Name	Federal_Status	State_Status	CDFW_Status
Animals - Birds	Swainsons hawk	None	Threatened	-
Animals - Crustaceans	vernal pool fairy shrimp	Threatened	None	-
Animals - Mammals	American badger	None	None	SSC
Plants - Vascular	succulent owls-clover	Threatened	Endangered	-

(b - c) No Impact. No impacts on riparian habits or wetlands have been identified as a result of this project. There are no vernal pools or habitats identified on the project site, nor any that would be impacted directly or indirectly as a result of this project. There are no federally identified wetlands on the project site.

(d) Less Than Significant Impact. Ground disturbance and minimal impact to migration could result from the proposed project's construction activities after the division of land. However construction would be located on a heavily disked and weed abated area and as a result there will be no indirect impacts to habitats as a result.

(e - f) No Impact. No impacts have been identified as a result of this project. There are no federally protected wetlands on or in the vicinity of this project. The Chowchilla Canal borders the western property line of the project site. 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.

While the list below shows species listed in the quadrangle in which this project is located, this does not necessarily mean that this species is actually located on the project site either in a habitat setting or migrating through. The CNDDDB only lists species in the quadrangle where the project is located, but this never is an indication of whether these species are or ever were on the project site. The Department of Fish and Wildlife was contacted in the early stages of the project for review and comment on the proposal. They did not provide any feedback as to whether there were any potential impacts on the site.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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V. CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Responses:

(a - c) Less Than Significant Impact with Mitigation Incorporation. The site location is currently vacant; however, it has been heavily disked for weed abatement and is unlikely that any historical resources will be uncovered. Nonetheless, mitigations have been implemented in the event that a discovery occurs.

General Information

Public Resource Code 5021(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.

CUL-1 In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site, or any nearby area suspected to overlie adjacent remains until the Madera County Coroner has determined that the remains are not subject to any provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the Madera County Coroner determines that the remains are not subject to his or her authority and if the County Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone, the Native American Heritage Commission (NAHC). After notification, the NAHC will follow the procedures outlined in Public Resources Code Section 5097.98, that include notification of most likely descendants (MLDs), and recommendations for treatment of the remains. The MLDs will have 48 hours after notification by the NAHC to make their recommendations (PRC Section 5097.98).

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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VI. ENERGY

Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | ☐ | ☐ | ☒ | ☐ |

Responses:

(a & b) Less Than Significant Impact. The project will be required to comply with the California Energy Code (Title 24, Part 6 of the California Code of Regulations), which establishes energy efficiency standards for residential and nonresidential buildings. These standards are designed to reduce energy consumption, greenhouse gas emissions, and reliance on non-renewable energy sources through efficient building systems, lighting, insulation, and appliance requirements.

Compliance with Title 24 is mandatory for all new construction and applicable remodels, and is verified during the building permit and inspection process. Because the activities preceding the project will adhere to these existing state regulations, a less than significant impact related to energy efficiency or energy consumption is anticipated.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS				
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone 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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geological 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?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Responses:

(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 principal 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. There are no known impacts that will occur as a direct or indirect result of this project. The proposed construction is not projected to contribute to landslides.

(b) Less Than Significant Impact. The project currently consists of subdividing the land with no intent of changing zoning or land use designations. However, the parcel is subject to potential erosion due to rain events. Due to the topographically flat nature of the project site, the erosion may be minimal.

(c – f) No Impact. There are no known impacts anticipated to occur as a direct or indirect result of this project; the project solely involves the division of the property. Although the project is expected to facilitate the subsequent division, there is no intention of implementing a zone change or altering the land use designation. The use will remain consistent with that identified in the General Plan Environmental Impact Report. In the event of a zone change or land use modification, an initial study will be conducted to ensure proper evaluation.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Responses:

(a - b) Less than Significant Impact. As previously stated, although the project is anticipated to facilitate subsequent division, there is no intent to implement a zone change or alter the land use designation. The use will continue to be consistent with that outlined in the General Plan EIR. In the event of a zone change or land use modification, an initial study will be conducted to ensure proper evaluation.

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.

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

Responses:

(a – b) Less than Significant Impact. The proposed Parcel Map delineates the division of 85.61 acres of property into three parcels measuring 13.46 acres, 59.34 acres, and 12.81 acres, respectively. This division of land is not anticipated to pose a significant hazard to the public. In the event of construction in which potential hazardous materials will be present, the operators will be required to obtain a Hazardous Business Material plan from Environmental Health.

(c – d) No Impact. No impacts have been identified as a result of this project. The project is not listed as a hazardous site nor is it located within one-quarter mile of an existing school.

(e - g) No Impact. The project is not located within the vicinity of a private airstrip. No impacts have been identified as a result of this project

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
(iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Responses:

(a) Less Than Significant Impact. The project involves the subdivision of land. When and if development of the property occurs, the process necessitates obtaining a building permit, which will be submitted to the internal agency for review. If required, water quality standards will be implemented at that stage. Consequently, the project is expected to have a less than significant impact.

(b) Less Than Significant Impact. Large-scale developments are required to quantify, tabulate, and calculate a groundwater balance and establish a county-wide groundwater replenishment program. In order to be considered a Large-Scale Development one of the following must be applicable:

- A. A proposed residential development of more than five hundred dwelling units.
- B. A proposed shopping center or business establishment employing more than one thousand persons or having more than five hundred thousand square feet of floor space.
- C. A proposed commercial office building employing more than one thousand persons or having more than two hundred fifty thousand square feet of floor space.
- D. A proposed hotel or motel, or both, having more than five hundred rooms.
- E. A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than one thousand persons, occupying more than forty acres of land, or having more than six hundred fifty thousand square feet of floor area.
- F. A mixed-use project that includes one or more of the projects specified in this subdivision.
- G. A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a five-hundred dwelling unit project.

The project is a division of land and the intended future development will not meet any of the requirements listed above and as a result the project will have a less than significant impact.

(c i - iv) No Impact. The project in and of itself is not anticipated to create or contribute to erosion or runoff. No impacts have been identified as a result of this project.

(d) No Impact. 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 (from the Japanese language, roughly translated as “harbor wave”) is an unusually large sea wave produced by seaquake or undersea volcanic eruption. 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 County is geographically located in the center of the state, therefore not affected by tsunamis (Department of Conservation, 2025).

(e) No Impact. No impacts have been identified as a result of this project. Rainfall is unable to percolate into paving that is expected to be on each site (building pad, driveways, structures, etc.) and is converted almost entirely into storm run-off, often exceeding the capacity of existing drainage system, causing intermittent flooding, increased flooding and other adverse impacts. It is possible that the quality of storm water may be affected by pollution such as, but not limited to, oil, grease, fuel, dissolved metals from batteries, and glycols from automotive coolant or antifreeze. As previously stated, the process necessitates obtaining a building permit, which will be submitted to the internal agency for review, and at that time, if required, a review of a water control plan will be conducted to ensure it is in compliance with all federal, state, and local laws.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING				
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Responses:

(a - b) No Impact. No impacts are identified as a result of this proposed project. The project involves a division of land; however, the division will not split a community. The project follows the lot dimension regulations outlined in the Madera County Ordinance 18.42.040, and therefore, it has no impact.

18.42.040 – Lot dimension regulations:

- A. Lot area: Minimum of one acre per establishment or per single-family residence;
- B. Average lot width: Minimum of 120 feet;
- C. Lot length to width ratio permitted: Up to four to one for industrial use; three to one for all other uses;
- D. Dwelling floor area to lot area ratio: Up to twenty percent;
- E. Total building area to lot area ratio: Up to ninety percent in industrial uses;
 - a. Total building area ratio, with other permitted uses, is determined by the zoning administrator.

XII. MINERAL RESOURCES

Would the project:

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

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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?

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Responses:

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

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIII. NOISE

Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinances, or applicable standards of other agencies? | ☐ | ☐ | ☒ | ☐ |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☒ | ☐ |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |

Responses:

(a - b) Less than Significant Impact. During construction phase, there will be a temporary increase in ambient noise produced on site. Daily operations of the proposed commercial structure will emulate the surrounding uses within the division. Conditions will be placed to monitor the timeframe of construction.

(c) No Impact. This project is not within an airport/airspace overlay district. There will be no impacts.

XIV. POPULATION AND HOUSING

Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?

☐☐☐☒

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

☐☐☐☒

Responses:

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XV.PUBLIC SERVICES

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?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

Responses:

(a-i) Less Than Significant Impact. When and if building construction occurs as previously stated, a permit will be submitted to the Community and Economic Department, which will be governed by the requisite Building, Life, Safety, and Fire Codes applicable at the time of construction. This measure will ensure adherence to the most current codes rather than relying on outdated ones.

(a - ii) Less Than Significant Impact. The division on land will not result in an increase in crime and emergency response. However, if construction occurs, there is a possibility of requested services; however, those requests would be minimal. Additionally, a development impact fee would be collected to fund emergency services, enabling the provision of additional resources if required.

(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.

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

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. RECREATION				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Responses:

(a - b) No Impact. No impacts as a result of this project. The project does not include any recreational facilities.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION				
Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

Responses:

(a) Less Than Significant with Mitigation. As stated in the Project Description, the project consists of a Parcel Map dividing 85.61 acres of property into three parcels. Parcel one is approximately 13.46 acres and is located on the southwest side of Fairmead Blvd. Parcel two is located on the northeast side of Fairmead Blvd and is approximately 12.81 acres. Parcel three which is contiguous to parcel two and located on the southwest side of Ave 20 ½ is approximately 59.34 acres.

It is anticipated that, subsequent to recording of the map, the site would be developed in two phases. No development permits have been applied for at the time of the environmental analysis. The first phase of development is expected to occur on Parcel 1 west of Fairmead Boulevard.

The estimated development proposal of Phase 1 is anticipated to include the following:

- 10,000-square-foot convenience market
- Gas station with 20 vehicle fueling positions
- Truck fueling area with six truck fueling positions
- Electric truck charging area with four charging positions
- 6,000-square-foot truck repair shop building
- Hotel buildings with a total of 200 rooms

It is expected that a zone change and general plan amendment will not be necessary.

An Traffic Impact Study was conducted for the project and includes an analysis of the

project's potential impacts of the intersection at State Route 99 southbound ramps and northbound ramps and Avenue 20 and the intersection of Fairmead Boulevard and Avenue 20 1/2.

The Madera County General Plan requires that LOS D or better be maintained on all State and County roadways. A traffic issue will be recognized at County of Madera facilities if the Project decreases the LOS below D at an intersection. A traffic issue will also be recognized if the Project will exacerbate the delay at an intersection already operating below the target LOS by increasing the average delay by 5.0 seconds or more, or by causing the LOS to drop from LOS E to LOS F.

Caltrans has traditionally endeavored to maintain a target LOS at the transition between LOS C and LOS D, but does not currently identify a specific LOS goal; however, a traffic issue will be recognized at County of Madera facilities if the Project will decrease the LOS below D at an intersection. A traffic issue will also be recognized if the Project will exacerbate the delay at an intersection already operating below the target LOS by increasing the average delay by 5.0 seconds or more, or by causing the LOS to drop from LOS E to LOS F.

The existing LOS conditions for LOS are as follows:

- SR 99 SB ramps/Ave 20 - E
- SR 99 NB ramps/Ave 20 - B
- Fairmead Blvd/Ave 201/2 - C

The LOS with the Phase 1 project would be as follows:

- SR 99 SB ramps/Ave 20 – F
- SR 99 NB ramps/Ave 20 – C
- Fairmead Blvd/Ave 201/2 – F

The LOS with Phase 1 and phase 2 would be as follows:

- SR 99 SB ramps/Ave 20 – F
- SR 99 NB ramps/Ave 20 – F
- Fairmead Blvd/Ave 201/2 – F

Pursuant to the development assumption of the Phase 1 conditions analyses indicate that all three study intersections are expected to operate at LOS F. Potential improvements are discussed below.

Intersection of the SR 99 southbound ramps and Avenue 20:

The intersection is expected to require signalization or installation of a roundabout to operate at acceptable levels of service. The actual improvements required would be identified through the Caltrans Intersection Safety and Operational Assessment Process (ISOAP) as described in the ISOAP Guide dated September 2024. On a preliminary basis, additional analysis of the improved conditions suggest that the intersection would operate at acceptable LOS if it were signalized with the following lane configurations:

Eastbound: one shared through/right-turn lane;
Westbound: two left-turn lanes and one through lane;
Southbound: one shared left-turn/through/right-turn lane.

The additional analyses suggest that a single-lane roundabout would also operate at acceptable levels of service. The Project would likely be required to construct the improvements, but may be eligible for reimbursement in the form of equitable share payments from other future projects that contribute trips to the intersection.

Intersection of the SR 99 northbound ramps and Avenue 20:

The intersection is expected to require signalization or installation of a roundabout to operate at acceptable levels of service. The actual improvements required would be identified through the Caltrans ISOAP as described in the ISOAP Guide dated September 2024. On a preliminary basis, additional analysis of the improved conditions suggests that the intersection would operate at acceptable LOS if it were signalized with the following lane configurations:

Eastbound: one left-turn lane and one through lane;
Westbound: one through lane and one right-turn lane;
Northbound: one shared left-turn/through/right-turn lane.

The additional analyses suggest that a single-lane roundabout would also operate at acceptable levels of service. The Project would likely be required to construct the improvements, but may be eligible for reimbursement in the form of equitable share payments from other future projects that contribute trips to the intersection.

Intersection of Fairmead Boulevard and 20½:

The intersection is expected to require signalization or installation of a roundabout to operate at acceptable levels of service, as required by the County of Madera. It is not anticipated that the ISOAP process will be required, as the intersection is located more than 700 feet east of the northbound ramps. On a preliminary basis, additional analysis of the improved conditions suggests that the intersection would operate at acceptable LOS if it were signalized with the following lane configurations:

Eastbound: one left-turn lane, one through lane, and one right-turn lane;
Westbound: one left-turn lane and one through lane with a shared right turn;
Northbound: one left-turn lane and one through lane with a shared right turn;
Southbound: one left-turn lane and one through lane with a shared right turn.

The additional analyses suggest that a single-lane roundabout would also operate at acceptable levels of service. The Project would likely be required to construct the improvements, but may be eligible for reimbursement in the form of equitable share payments from other future projects that contribute trips to the intersection (Peters Engineering Group, 2025).

Therefore, under the assumptions of the Phase 1 development proposal, the overall project would have a significant impact; however, with the implementation of TRAN MM-1, 2, and 3, the project would have a less than significant impact.

TRAN MM-1: Intersection of the SR 99 northbound ramps and Avenue 20 shall either install a roundabout or be signalized. Preliminarily, the TIS indicates the intersection would operate at acceptable LOS with the following lane configurations:

Eastbound: one left-turn lane and one through lane;
Westbound: one through lane and one right-turn lane;
Northbound: one shared left-turn/through/right-turn lane;
Or Single-lane roundabout.

TRAN MM-2: Intersection of the SR 99 southbound ramps and Avenue 20 shall either install a roundabout or be signalized. Preliminarily, the TIS indicates the intersection would operate at acceptable LOS with the following lane configurations:

Eastbound: one shared through/right-turn lane;
Westbound: two left-turn lanes and one through lane;
Southbound: one shared left-turn/through/right-turn lane.
Or Single-lane roundabout.

Tran MM-3: Intersection of Fairmead Boulevard and 20½ shall either install a roundabout or be signalized with the following lane configurations:

Eastbound: one left-turn lane, one through lane, and one right-turn lane;
Westbound: one left-turn lane and one through lane with a shared right turn;
Northbound: one left-turn lane and one through lane with a shared right turn;
Southbound: one left-turn lane and one through lane with a shared right turn.
Or Single-lane roundabout

(b) Less than Significant Impact. The State of California Governor's Office of Planning and Research document entitled Technical Advisory on Evaluating Transportation Impacts in CEQA dated December 2018 (Technical Advisory) provides guidance for determining a project's transportation impacts. Transportation impacts are identified based on vehicle miles traveled (VMT).

Regarding local-serving retail uses, the Technical Advisory states: "By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact.

Regional-serving retail development, on the other hand, which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact. Where such development decreases VMT, lead agencies should consider the impact to be less-than significant."

The Technical Advisory also states: "Generally, however, retail development including stores larger than 50,000 square feet might be considered regional-serving, and so lead agencies should undertake an analysis to determine whether the project might increase or decrease VMT." With respect to the types of vehicles that are considered to contribute to VMT, the Technical Advisory states: "Proposed Section 15064.3, subdivision (a), states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks." As such, heavy-duty trucks are not considered in the VMT calculation.

The retail portion of Phase 1 of the Project is substantially smaller than 50,000 square feet in building area (the retail-type building area proposed on the preliminary site plan is 16,000 square feet) and the proposed gas station, convenience store, and hotels are situated to attract customers from the adjacent freeway and roadways, making the Phase 1 portion of the Project a local-serving retail use rather than a regional attraction. In general, these types of projects are planned in certain areas because motorists will generally use nearby gas-station and convenience-store opportunities rather than traveling longer distances out of their way for them. The local-serving nature of Phase 1 of the Project will add retail opportunities into the urban fabric, improve retail destination proximity, shorten trips, and reduce VMT.

The proposed hotels will primarily generate two types of trips: 1) work-based trips

(primarily employees), 2) guests of the hotel. With respect to the employees that will work at the proposed hotel, the number of employee trips per day will be far less than 110 (it is estimated that there will be approximately 20 employees per day), so it can be concluded that the Project's VMT impact with respect to employee trips will be less than significant because the total is below the 110-trip-per-day threshold.

With respect to VMT generated by hotel guests, the hotel portion of the Project provides an additional opportunity in the existing urban fabric to reduce trip lengths in a manner similar to that suggested by the Technical Advisory for retail projects. The hotels will provide lodging primarily for freeway travelers already passing through the region, offering a local serving lodging opportunity that can reduce the number of miles visitors must travel to find lodging. It should be noted that the hotels are essentially an alternate residence for visitors during their stay, so the VMT that would have occurred at the visitor's primary residence will not occur at the primary residence during their stay at the hotel. If it is presumed that business and vacation travel is a given for all residences, as may be inferred by the lack of reference to vacationing and tourism in the Technical Advisory, then the VMT generated while guests stay at the hotels may be assumed to be offset by the lack of trips occurring at the guest's primary residence. Therefore, with respect to trips generated by guests of the hotel, the Project's VMT impact may be presumed to be less than significant.

Based on the discussions above, it is suggested that the Technical Advisory itself and the Project description together provide the necessary substantial evidence for the County to presume Phase 1 of the Project will cause a less-than-significant transportation impact as described in the Technical Advisory.

There are no current plans for the second phase of development, as the current project is specifically limited to splitting an existing parcel to match boundaries currently defined by existing roadways. No change in the zoning is proposed. Therefore, it is suggested that the County may presume that Phase 2 of the Project as currently proposed causes no change to the existing environment and causes a less-than-significant transportation impact, primarily because no development proposal exists and no change in land use or zoning is proposed.

(c - d) No Impact. The proposed project does not propose any roadway changes or infrastructure. Driveway approaches are required to be shown on the final map, prior to recording. Nor is it anticipated to result in inadequate emergency access

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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

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ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

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Responses:

(ai - aii) No Impact. Table Mountain Rancheria, Picayune Rancheria of the Chukchansi Indians, Dumna Wo Wah Tribal Government, Chowchilla Yokuts Tribe did not express any immediate interest to the project.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it had adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Responses:

(a-e) Less Than Significant – The project concerns land division; however, upon development on the newly divided parcels, each building and/or structure shall possess a separate connection to a public or private sewer system on the respective parcel. During the application process for the requisite County permits, a comprehensive review of the project's adherence to all current local, state, and federal requirements will be conducted by the Environmental Health Division. The owner or operator of this property must submit all relevant permit applications for review and approval by Environmental Health prior to initiating any work activities.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XX. WILDFIRE				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Responses:

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

XIX. 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 substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Responses:

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) Less Than Significant 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.

Mitigation Measures

See attached Mitigation Monitoring Report Program.

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