

CITY OF CHOWCHILLA

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

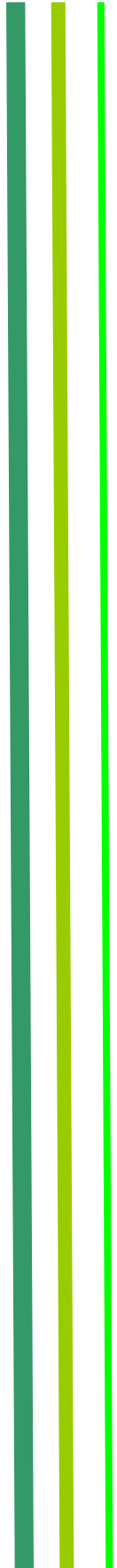
JAXON ENTERPRISES ASPHALT OIL DISTRIBUTION FACILITY

**PREPARED FOR THE
CITY OF CHOWCHILLA COMMUNITY DEVELOPMENT DEPARTMENT**

BY:

VALLEY PLANNING CONSULTANTS, INC.

JULY 27, 2011

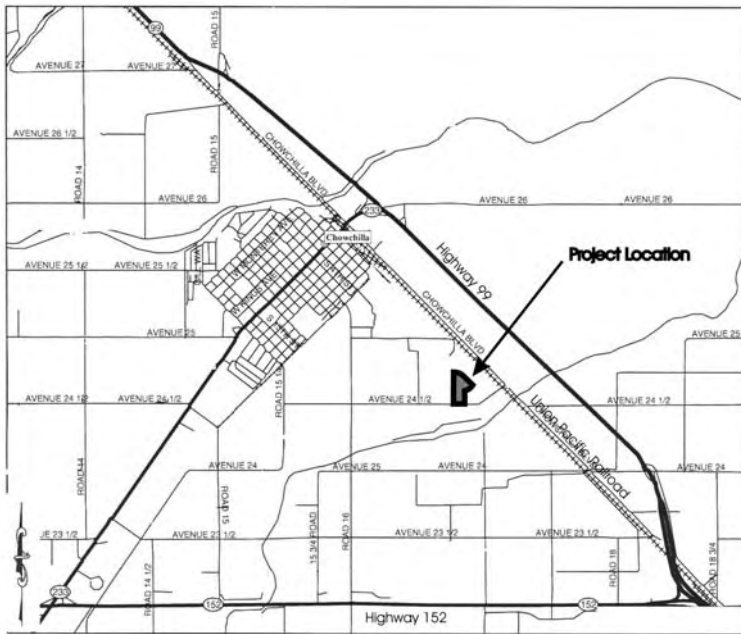


Transmittal Letter

PUBLIC NOTICE

COMBINED NOTICE OF PUBLIC HEARING TO CONSIDER RECOMMENDING ADOPTION OF A MITIGATED NEGATIVE DECLARATION AND A CONDITIONAL USE PERMIT FOR THE CONSTRUCTION AND OPERATION OF AN ASPHALT OIL DISTRIBUTION FACILITY IN THE CITY OF CHOWCHILLA

Notice is hereby given that the. Planning Commission of the City of Chowchilla, California, will hold a public hearing on August 17, 2011 at 7:00 P.M., or as soon thereafter as possible, in the Chowchilla City Hall, Council Chambers, 130 South Second Street, Civic Center Plaza, Chowchilla, CA. to consider recommending to the Planning Commission the adoption of a Mitigated Negative Declaration and Conditional Use Permit for an asphalt oil distribution facility within the City's Industrial Park within the City Limits.



The proposed project is located along Avenue 24 ½ (East Palm Parkway) in the City's Industrial Park area. The northern boundary of the site is the City's (RDA) railroad spur line and beyond the Chowchilla Airport. On the south is Avenue 24 ½ and vacant industrial land. To the east is a close landscape material facility and beyond the LB Foster facility. Childs warehouse and vacant industrial parcels is on the west side of the project. The project site is served by Avenue 24 ½ a city collector street which connects to Chowchilla Blvd. and from there to Robertson Blvd. and Avenue 24. Both of these routes access Highway 99 via interchanges. To the west Avenue 24 ½ intersects Road 16 which provides access to Highway 152 to the south and to the north Chowchilla's downtown and Robertson Blvd. Avenue 24 ½ continues to the west currently terminating at Road 15

The proposed project is the construction of a paving asphalt oil facility which will receive bulk asphalt oil shipments via rail, store the material in storage tanks, and dispense the asphalt oil to bulk purchasers in over the road trucks for construction projects. The City operates a railroad spur to the north of the site and the site is currently served with a private railroad spur via a switch on the City's spur line. The applicant proposed to construct an additional private spur to also serve the site. Access to the site will be a paved driveway from Avenue 24 ½. Domestic water and sewer service are available in Avenue 24 ½ and will be connected to the site. No industrial wastes are generated at the project that would require connecting to the industrial sewer at this time. An interim on-site storm drainage basin will be constructed on the site. A regional storm drainage facility is planned by the City to serve this portion of the industrial park. Energy to operate the facility is also available along Avenue 24 ½ including natural gas to heat water and oil to soften the asphalt for pumping purposes. Asphalt storage tanks will be erected on the northern portion of the project site to be proximate to the railroad spur lines. In the first phase two 40 foot tall tanks with a diameter of 100 feet will be constructed and two tanks 30 feet tall and 40 feet in diameter will also be erected. These tanks will be enclosed in a 3 foot high control berm around the perimeter of the tank area.

The Initial Study/Mitigated Negative Declaration is available at the City's Website, <http://www.ci.chowchilla.ca.us> or at the Community Development Department, 130 South Second Street, Civic Center Plaza, Chowchilla, CA Monday through Friday from 8:00 A.M. to 4:00 P.M. except for City furlough days.

All interested persons are invited to appear at the time and place specified above to give verbal testimony to the Chowchilla Planning Commission regarding the proposed actions listed above. **Written Comments to be included in the public record on this matter** shall be forwarded to the City of Chowchilla, Community Development Department, 130 South Second Street, Civic Center Plaza, Chowchilla, California 93610, and to the attention of Elizabeth Wiederhold, Community Development Manager **no later than 5:00 pm on August 16, 2011**. If you challenge the above matter in court, you may be limited to raising only those issues which you or someone else raised at the Public Hearing, or in written correspondence delivered to the Planning Commission at, or prior to, the Public Hearing.

Elizabeth Wiederhold, Community Development Manager

Mailing List for the Initial Study/ Negative Declaration

Mailing List

Claude & Rose Marie McCombs
250 San Juan Ave.
Santa Cruz, CA 95062
002-250-057

Raul Ramirez
440 W. Markham St.
Perris, CA 92571
002-250-043

Ronald & Diane Child
3832 NW Jasmine St.
Camas, WA 98607
002-250-059

Chow Indy LLC
825 S. Barrington Ave.
Los Angeles, CA 90049
002-250-006

Chowchilla Pistachio Company, Inc.
16333 Ave. 24 ½
Chowchilla, CA 93610
002-250-032

Chowchilla High School District
Attn: Ron Seals
805 Humboldt Avenue
Chowchilla, CA 93610

Chowchilla Elementary School District
Attn: Charles Martin
355 North 5th Street
Chowchilla, CA 93610

Marshall Krupp
Community Systems Associates, Inc.
3367 Corte Levanto
Costa Mesa, Ca 92626

Table of Contents

Introduction.....1

Project Location:.....1

Project Description:2

Environmental Review Process2

Environmental Checklist Form3

Determination3

Summary of Mitigation Measures.....4

Evaluation of Potential Environmental Impacts.....11

 I AESTHETICS Discussion and Response:13

 II AGRICULTURE RESOURCES Discussion and Response:15

 III AIR QUALITY Discussion and Response:16

 IV BIOLOGICAL RESOURCES Discussion and Response:27

 V CULTURAL RESOURCES Discussion and Response:29

 VI GEOLOGY AND SOILS Discussion and Response:31

 VII GREENHOUSE GAS EMISSIONS Discussion and Response:32

 VIII HAZARDS AND HAZARDOUS MATERIALS Discussion and Response:36

 IX HYDROLOGY AND WATER QUALITY Discussion and Response:42

 X LAND USE AND PLANNING Discussion and Response:44

 XI MINERAL RESOURCES Discussion and Response:46

 XII NOISE Discussion and Response:46

 XIII POPULATION AND HOUSING Discussion and Response:50

 XIV PUBLIC SERVICES Discussion and Response:51

 XV RECREATION Discussion and Response:52

 XVI TRANSPORTATION/TRAFFIC Discussion and Response:53

 XVII UTILITIES AND SERVICE SYSTEMS Discussion and Response:55

 XVIII EARLIER ANALYSES.....57

 XIV SUMMARY OF MITIGATION MEASURES.....57

List of Tables

Table 1, SJVAPCD Designations and Classifications17

Table 2, 1999 ROG Emissions.....19

Table 3, 2005 Annual Average NOx Emissions.....20

Table 4, 1999 CO Emissions21

Table 5, 2005 PM-10 Emissions22

Table 6, Results of Air Quality Analysis for the Project.....24

Table 7, Typical Noise Levels47

Table 8, Construction Equipment Noise49

List of Figures

Figure 1, Regional/Project Location Map.....6

Figure 2, Project Location Map7

Figure 3, Proposed Site Plan8

Figure 4, Land Use Map and Zoning Map9

Figure 5, Aerial of the Site and Estimated Distances to the Nearest Residential and School Facilities10

Figure 6, Site Aerial.....13

Figure 7, Wind Rose-Direction of Prevailing Wind and Surrounding Land Uses24

Figure 8, Location of Project Relative to Chowchilla Airport Land Use Designations38

Figure 9, Location of Existing Hazardous Sites Near the Proposed Project40

Figure 10, Site Plan Showing Circulation.....54

Introduction

The City of Chowchilla established its Industrial Park in the early 1970's and has gradually filled the vacant land within this area. Most of the major infrastructure is in place for the industrial park and as development occurs missing elements of infrastructure is provided. Larger parcels in the industrial park have been subdivided over the years as is the case of the proposed project Jaxon Enterprises Asphalt Oil Facility a parcel of approximately 13.5 acres. This parcel was created in 2005 at which time a Negative Declaration was prepared by the City. In the past six years land adjacent or near this project site have developed as well as infrastructure improvement projects constructed following an environmental review (six reports). Substantial knowledge and field studies have been completed during those previous environmental studies.

Jaxon Enterprises proposes to construct an asphalt oil facility on approximately 5.7 acres of the larger parcel leaving the portion of the parcel (approximately 5 acres) near Avenue 24 ½ (East Palm Parkway) vacant for future development. The location of the proposed project is shown in Figure 1. The asphalt oil facility will receive San Joaquin Valley Air Pollution Control District compliant asphalt oil (by rail car delivered to the site via UPRR on the City's Spur line and the existing private spur line on the project site. The oil will be heated with steam and transferred to the storage tanks to be constructed on the site. During the construction season, asphalt tank trailers will be filled with heated oil and transported to the site where the asphalt concrete is produced. No mixing of asphalt and aggregate will be performed at this location. A total of eight storage tanks will eventually be constructed on the site in a phased development. Three tanks will be 40 feet in height and five tanks 30 feet in height. During the first phase two 40 foot tanks and two 30 foot tanks will be erected along with the enclosure berm, paved access, modular office, and oil heating equipment. The remainder of tanks will be constructed in future phase(s).

Project Location:

The proposed project is located along Avenue 24 ½ (East Palm Parkway) in the City's Industrial Park area. The northern boundary of the site is the City's (RDA) railroad spur line and beyond the Chowchilla Airport. On the south is Avenue 24 ½ and vacant industrial land. To the east is a close landscape material facility and beyond the LB Foster facility. Childs warehouse and vacant industrial parcels is on the west side of the project. Figure 1 shows the location in the City and Figure 2 shows an aerial of the project site. The project site is served by Avenue 24 ½ a city collector street which connects to Chowchilla Blvd. and from there to Robertson Blvd. and Avenue 24. Both of these routes access Highway 99 via interchanges. To the west Avenue 24 ½ intersects Road 16 which provides access to Highway 152 to the south and to the north Chowchilla's downtown and Robertson Blvd. Avenue 24 ½ continues to the west currently terminating at Road 15

Project Description:

The proposed project is the construction of a paving asphalt oil facility which will receive bulk asphalt oil shipments via rail, store the material in storage tanks, and dispense the asphalt oil to bulk purchasers in over the road trucks for construction projects. The City operates a railroad spur to the north of the site and the site is currently served with a private railroad spur via a switch on the City's spur line. The existing private spur line is in need of rehabilitation. The applicant proposed to construct an additional private spur to also serve the site (see Site Plan Figure 3). Access to the site will be a paved driveway from Avenue 24 ½. A driveway taper designed for truck traffic will be constructed as part of the project to connect the existing street to the driveway. Domestic water and sewer service are available in Avenue 24 ½ and will be connected to the site. No industrial wastes are generated at the project that would require connecting to the industrial sewer at this time. An interim on-site storm drainage basin will be constructed on the site. A regional storm drainage facility is planned by the City to serve this portion

of the industrial park. Energy to operate the facility is also available along Avenue 24 ½ including natural gas to heat water and oil to soften the asphalt for pumping purposes.

Asphalt storage tanks will be erected on the northern portion of the project site to be proximate to the railroad spur lines. In the first phase two 40 foot tall tanks with a diameter of 100 feet will be constructed and two tanks 30 feet tall and 40 feet in diameter will also be erected. These tanks will be enclosed in a 3 foot high control berm around the perimeter of the tank area. The maximum capacity of the tanks in the first phase (assuming 80% full) is approximately 4,366,884 gallons. Maximum capacity at full build-out is 7,153,034 gallons.

There are height limitations around the Chowchilla Airport by Federal regulations. The maximum height of any structure at the location of the tanks is 282.5 feet above mean sea level (AMSL). The Site Plan references the top of the tanks at 282.5 AMSL which is below the maximum height for this location. (See Figure 3 Site Plan). Construction of the project will have to meet all Federal regulations governing airport environs.

Mitigation Measures contained in this Mitigated Negative Declaration will become part of the Conditions of Approval of the Conditional Use Permit for the project.

Environmental Review Process

The City of Chowchilla's review and determination regarding the potential environmental impacts of the project will be based on the data presented in this Initial Study. This Initial Study has been prepared to provide the environmental documentation for the City's review of the proposed project. The City is assuming the role of "Lead Agency" for this project in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

This document contains an "Environmental Checklist Form" for assessing potential environmental impacts of the project, in a modified form suggested by Appendix G of the State CEQA Guidelines. This form does not identify any significant environmental impacts associated with the implementation of the project. This document also fulfills the environmental review requirements for various other reviews and approvals by the City and other agencies, as noted in Item 10 of the Environmental Checklist Form.

A brief explanation is provided for all the responses contained in the Environmental Checklist Form except for those provided with a "No Impact" response. Supportive documentation is provided for those responses identified as "No Impact". Where appropriate, mitigation measures have been identified to reduce potentially significant impacts to a less-than-significant level.

The proposed project is not expected to result in any significant environmental impacts. Based on this determination, the City is proposing to adopt a "Mitigated Negative Declaration" for the proposed project.

Environmental Checklist Form

1. Project title: Jaxon Enterprises Asphalt Oil Facility

2. . Lead agency name and address:

City of Chowchilla,
Community Development Department
130 South Second Street, Civic Center Plaza
Chowchilla, CA 93610

3. Contact person and phone number: Elizabeth Wiederhold; 559.665.8615 ext. 405

4. Project location: Avenue 24 ½ (East Palm Parkway) in the City's Industrial Park area. The northern boundary of the site is the City's (RDA) railroad spur line and beyond the Chowchilla Airport. On the south is Avenue 24 ½ and vacant industrial land. To the east is a close landscape material facility and beyond the LB Foster facility. Childs warehouse and vacant industrial parcels is on the west side of the project.

Project sponsor's name and address:

Jaxon Enterprises,
W. Jaxon Baker, President
P.O. Box 99428
Redding, CA 96099-4248

5. General plan designation: Industrial (see Figure 4)

6. Zoning: Heavy Industrial (see Figure 4)

7. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

Construction of a paving asphalt oil facility which will receive bulk asphalt oil shipments via rail, store the material in storage tanks, and dispense the asphalt oil to bulk purchasers in over the road trucks for construction projects. Access to the site will be a paved driveway from Avenue 24 ½ . A driveway taper designed for truck traffic will be constructed as part of the project to connect the existing street to the driveway. Domestic water and sewer service are available in Avenue 24 ½ and will be connected to the site. An interim on-site storm drainage basin will be constructed on the site.

Asphalt storage tanks will be erected on the northern portion of the project site to be proximate to the railroad spur lines. In the first phase two 40 foot tall tanks with a diameter of 100 feet will be constructed and two tanks 30 feet tall and 40 feet in diameter will also be erected. These tanks will be enclosed in a 3 foot high control berm around the perimeter of the tank area. The maximum capacity of the tanks in the first phase (assuming 80% full) is approximately 4,366,884 gallons. Maximum capacity at full build-out is 7,153,034 gallons. The top of the tanks at 282.5 AMSL which is below the maximum height for this location. (See Figure 3 Site Plan). Construction of the project will have to meet all Federal regulations governing airport environs.

8. Surrounding land uses and setting: Briefly describe the project's surroundings:

See Figure 5 for an aerial of the site and distances to nearest residential and school facilities. **North:** Chowchilla Airport; **South:** vacant industrial; **East:** Steel storage facility; **West:** Warehousing and vacant industrial land.

9. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

San Joaquin Valley Air Pollution Control District; Regional Water Quality Control Board.

Environmental Factors Potentially Affected:

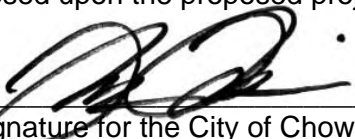
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources	<input type="checkbox"/>	Air Quality	<input checked="" type="checkbox"/>
Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology /Soils	<input type="checkbox"/>
Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards & Hazardous Materials	<input checked="" 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	<input type="checkbox"/>

Determination:

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 the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a significant effect(s) 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." 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, there WILL NOT be a significant effect in this case because all potentially significant effects: (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards; and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.



Signature for the City of Chowchilla

7/25/11

Date

SUMMARY OF MITIGATION MEASURES

Burrowing Owl Mitigation Measure:

1. A pre-construction survey will be conducted by a qualified biologist for burrowing owl habitat (California ground squirrel burrows) within 31 days of the on-set of construction. If rodent burrows suitable for burrowing owls are observed, then an additional survey for burrowing owls would be required within 30 days of the on-set of construction. This survey will be conducted according to methods described in the Staff Report on Burrowing Owl Mitigation (CDFG 1995). All suitable habitats of the Site will be covered during this survey.

2. If pre-construction surveys are undertaken during the breeding season (February through August) and active nest burrows are located within or near construction zones, a construction-free buffer of 250 feet should be established around all active burrowing owl nests. The buffer areas should be enclosed with temporary fencing, and construction equipment and workers should not enter the enclosed setback areas. Buffers should remain in place for the duration of the breeding season. After the breeding season (i.e. once all young have left the nest), passive relocation of any remaining owls may take place as described below.

3. During the nonbreeding season (September through January), resident burrowing owls occupying burrows in areas proposed for development may be relocated to alternative habitat. The relocation of resident burrowing owls must be conducted according to a relocation plan prepared by a qualified biologist. Passive relocation will be the preferred method of relocation.

The applicant shall obtain the Authority to Construct from the SJVAPCD prior to the Certificate of Occupancy being issued by the City.

The applicant shall grant and record an avigation agreement.

Payment of traffic impact fees for Zone 2.

Construct remaining portion of ½ street on Avenue 24 ½ (East Palm Parkway) along the frontage of the project site.

Figure 2
Project Location Map

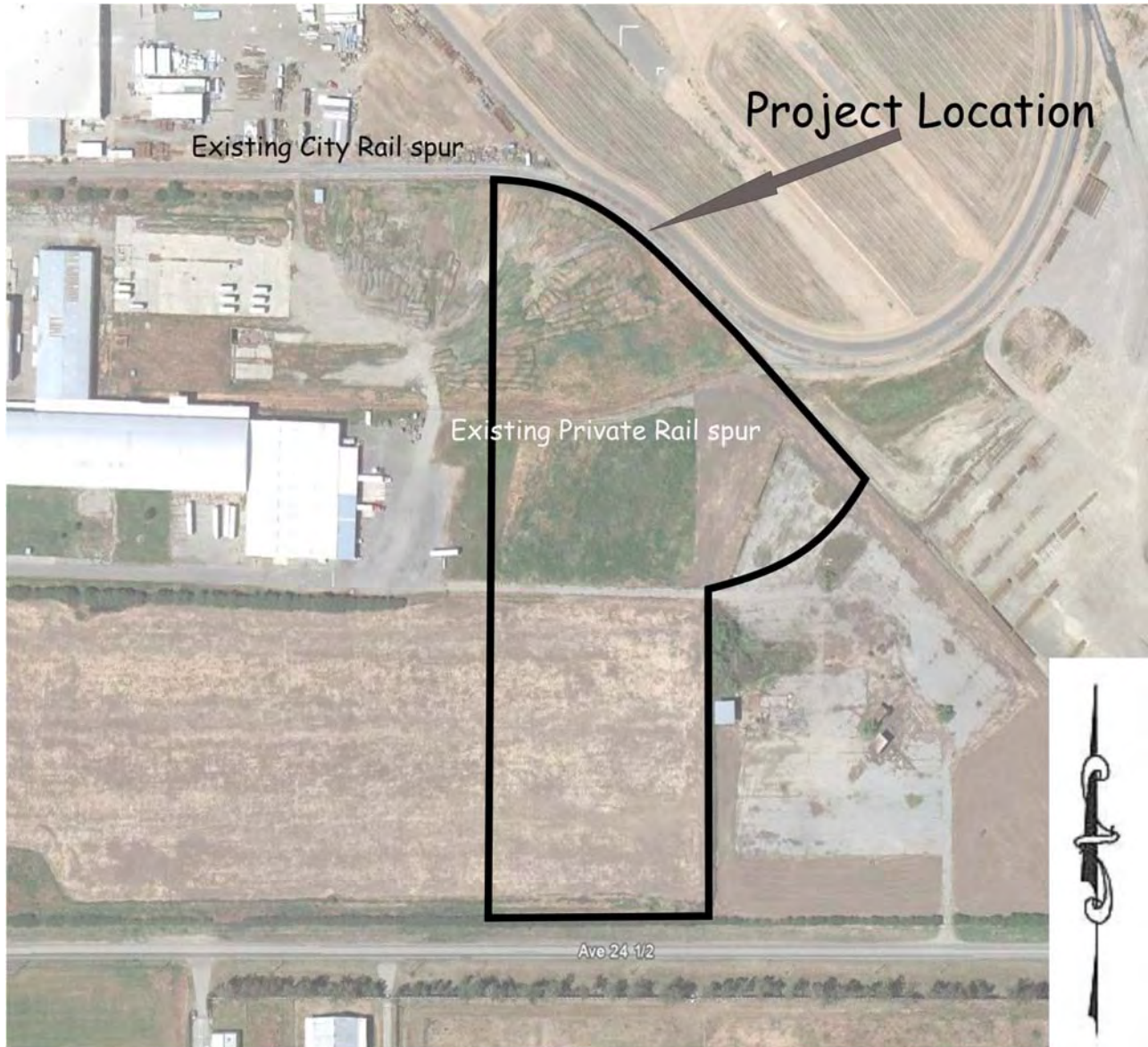
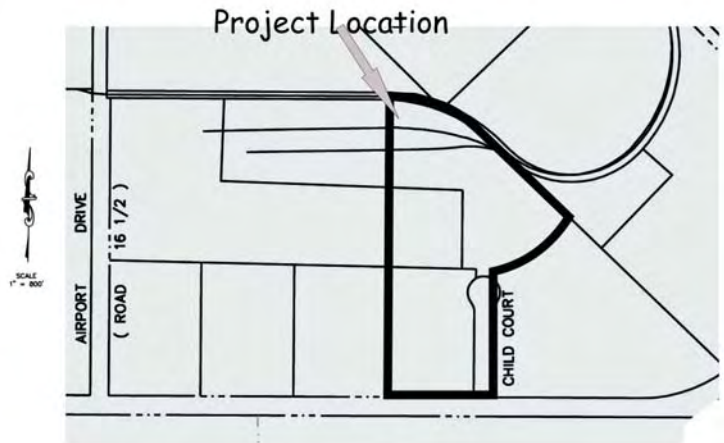


Figure 4
Land Use Map

Project Site Zoning

LEGEND

R-1 LOW DENSITY	I-1 LIGHT INDUSTRIAL
R-1 (PD) PLANNED UNIT DEVELOPMENT	I-2 HEAVY INDUSTRIAL
R-1-4 LOW DENSITY (6,000 S.F.)	OS OPEN SPACE/RECREATION
R-1-7 LOW DENSITY (7,000 S.F.)	OS-GC GOLF COURSE
R-1-8 LOW DENSITY (8,000 S.F.)	MA HOSPITAL/MEDICAL ARTS
R-2 MEDIUM DENSITY	INST INSTITUTIONAL
R-3 HIGH DENSITY	PO PROFESSIONAL OFFICE
R-3 (PD) PLANNED UNIT DEVELOPMENT	
C-1 COMMUNITY COMMERCIAL	
C-2 CENTRAL COMMERCIAL	
C-3 SERVICE COMMERCIAL	



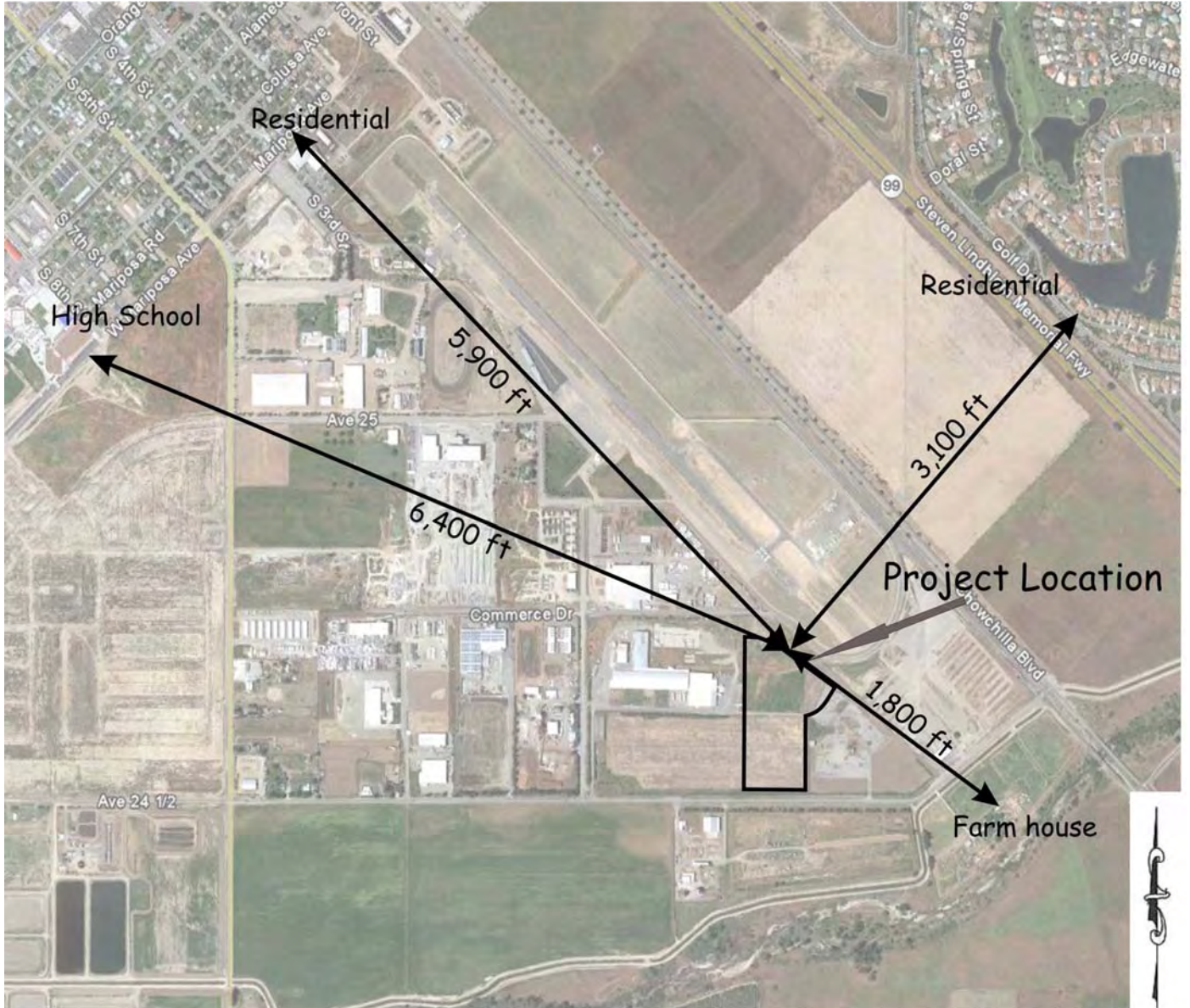
Project Site General Plan Land Use

LDR-Low Density Residential	LI-Light Industrial	Arterial
MDR-Medium Density Residential	HI-Heavy Industrial	Major Collector
MHR-Medium High Density Residential	Greenhills Estates & Golf Club Specific Plan Area	Minor Collector
HDR-High Density Residential	Rancho Galera Specific Plan Area	Highway
SC-Service Commercial	Airport Protection Overlay Zone	Bridge
SC-H Highway Commercial	Urban Reserve	
DC-Downtown Commercial	Sphere of Influence	
NC-Neighborhood Commercial	Planning Area	
MU-Mixed Use	Secondary Planning A'	
MA-Medical Arts	City Limits	
OS-Open Space		
P-Neighborhood Park		
CP-Community Park		
GC-Golf Course		
AG-Agriculture		
PF-Public Facility		

E3 Elementary
 MS Middle High School
 HS High School
 DB Drainage Basin
 PS Public Safety Facility
 WWT Waste Water Treatment
 Prison
 Fairgrounds
 Airport
 Cemetery



Figure 5
Aerial of the Site and Estimated Distances to the Nearest Residential and School Facilities



Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

Detailed Evaluation of Potential Environmental Impacts

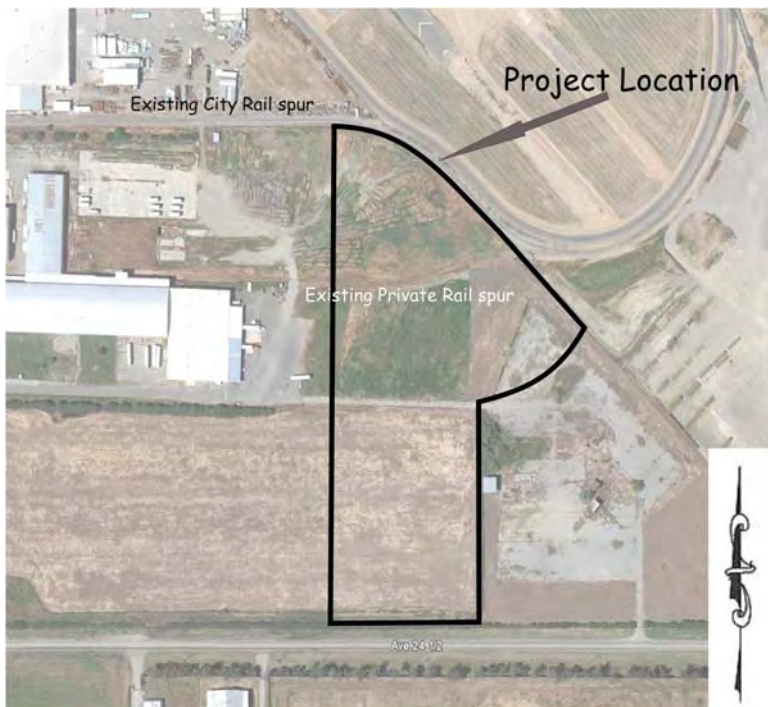
I. AESTHETICS. Would the proposal:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

AESTHETICS Discussion and Response:

Discussion:

The project site is located in the Chowchilla Industrial Park area of the City of Chowchilla. This project is considered implementation of the General Plan and the Zoning Ordinance to develop land that is planned for industrial land uses. The land is listed as Industrial land in the City's General Plan and is zoned I-2. The full development of the project area as industrial uses has been anticipated by the City General Plan.

Figure 6



Site Aerial

The surrounding areas possess little aesthetic interest and scenic vistas are marginal. There are no mature trees on the site.

The project location and adjacent areas do not possess attributes that could be classified as scenic resource, including but not limited to trees, rock outcroppings or historic buildings within a state scenic highway.

The land is fallow and not currently farmed and listed in the State Farmland Map as Urban. The land is nearly flat and level sloping slightly to the southwest. The parcel is annually disced consistent with the City's weed abatement program. Along the frontage of the site is planted mature

Oleander bushes which obscures public view from Avenue 24 ½. Within ½ mile other industrial land uses have tall structures reaching to 60 feet or more.

Typical conditions placed on industrial businesses in the City's industrial Park require visual screening along public roads. The proposed project will not increase the amount of off-site light and glare from automobiles, trucks and street lighting that would not be anticipated from an industrial park facility and currently practiced by industrial uses to the south and east of the site. Neighboring businesses also provides for night security lighting. The production of light and glare will be consistent with Industrial level development within the City of Chowchilla and will remain consistent with the existing industrial park facility and other industrial developments surrounding the project site. The introduction of night lighting to this site will represent a change in existing night lighting as no night lighting currently exists on the land. The City's development standards require shielding of lighting to minimize spill over lighting on to neighboring parcels.

Construction Activities

Short-term visual impacts are expected to occur due to construction related activities (e.g., grading, framing, and equipment) when new buildings are constructed (these issues will be addressed in the future CUP for projects). The short-term construction related visual impacts do not effect the overall building design or operation of the project once completed. No substantial impact is anticipated to adjacent property owners/residents.

Additional reference is made to the City of Chowchilla General Plan Environmental Impact Report certified by the City.

Response:

- a) **Less than Significant Impact.** The site is a fallow field at the present time and does not represent a scenic vista. Additionally, the site is obscured by mature oleander bushes along Avenue 24 ½. Development of the site would change the visual characteristics of the site from a fallow field to an industrial site. This change will represent a reduction in the amount of open space currently in the City. However, the Industrial Park has been planned for development since the 1970's and the impact of such change is considered less than significant.
- b) **No Impact.** There are no scenic resources on the site, nor historic buildings, and Avenue 24 ½ is not a state scenic highway.
- c) **Less than Significant Impact.** See a) above.
- d) **Less than Significant Impact.** Construction of the project will introduce night time security lighting onto the land that has not been present. A minor change in night time lighting is anticipated. However, the production of light and glare will be consistent with Industrial level development within the City of Chowchilla and will remain consistent with the existing industrial park facility and other industrial developments surrounding the project site. The City's development standards require shielding of lighting to minimize spill over lighting on to neighboring parcels. The impact is considered less than significant.

II. AGRICULTURE 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	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<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 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))?	<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 use?	<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"/>

AGRICULTURE RESOURCES Discussion and Response:

Discussion:

The project is located on land which is classified as “Disturbed/Urban Build-up” by the State of California Department of Conservation Mapping and Monitoring Program. Land within the project area has not been used for agricultural for a considerable period of time. Recent use of the land was industrial, specifically the manufacturing and fabrication of steel products and maintenance of farm equipment. The area is currently designated as Heavy Industrial by the City’s General Plan Map and zoned Heavy Industrial by the Zoning Map. Land use and zoning designations for the

surrounding area are listed as Industrial and Public Facility, not agricultural. Therefore, implementation of the project would not affect the surrounding area as far as agricultural usage is concerned. See

Additional reference is made to the City of Chowchilla General Plan Environmental Impact Report certified by the City.

Response:

- a) **No Impact.** Implementation of the project would not convert Prime or Unique Farmland or Farmland of Statewide Importance.
- b) **No Impact.** According to Madera County Assessors Office there are no parcels enrolled in the Williamson Act adjacent or near the proposed site.
- c) **No Impact.** The lands surrounding the proposed project are designated as Industrial and Public Facility. Implementation of the project would not change the character of the surrounding area. There would be no impact.
- d) **No Impact.** The land and lands surrounding the proposed site are not forest lands.
- e) **No Impact.** The land and lands surrounding the proposed site are not forest lands.

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	Potentially Significant Unless Mitigation Incorporated	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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project regions is non-attainment under an applicable federal or state ambient air quality standard (Including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

AIR QUALITY Discussion and Response:**Discussion:**

The California Clean Air Act (CCAA) requires districts to adopt air quality attainment plans and to review and revise their plans to address deficiencies in interim measures of progress once every three years. The San Joaquin Valley Air Pollution Control District (SJVAPCD)'s *Air Quality Attainment Plan* was adopted in 1991 and most recently updated in 2001.

Both the ARB and the EPA have established air pollution standards in an effort to protect human health and welfare. Geographic areas are designated "attainment" if these standards are met and non-attainment if they are not met. In addition, each agency has several levels of classifications based on severity of the problem. The SJVAB is classified "severe non-attainment" for the state and "serious non-attainment" the federal ozone standard. The SJVAB is classified as "attainment" for the federal PM-10 standard and "non-attainment" for the State Standard. The urbanized areas of Fresno, Bakersfield, Stockton, and Modesto are classified "attainment" and all the non-urbanized area of the SJVAB are classified as "unclassified/attainment" for federal carbon monoxide standards. Fresno, Kern, Tulare, Stanislaus, and San Joaquin Counties are designated as "attainment" and Merced, Madera, and Fresno Counties are designated "unclassified" by the state for carbon monoxide standards. Current state and federal designations in the SJVAB for each criteria air pollutant are shown in Table 1.

Table 1
SJVAPCD Designations and Classifications

Pollutant	Designation/Classification	
	Federal Standards	State Standards
Ozone - One hour	No Federal Standard ^f	Non-attainment/Severe
Ozone - Eight hour	Non-attainment/Serious ^e	Non-attainment
PM 10	Attainment ^c	Non-attainment
PM 2.5	Non-attainment ^d	Non-attainment
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Lead (Particulate)	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

^a See 40 CFR Part 81

^b See CCR Title 17 Sections 60200-60210

^c On September 25, 2008, EPA re-designated the SJVAB to attainment for the PM-10 NAAQS and approved the PM-10 Maintenance Plan.

^d The Valley is designated non-attainment for the 1997 PM 2.5 federal standards. EPA designations for the 2006 PM 2.5 standards will be finalized in December 2009. SJVAPCD has determined, as of the 2004-06 PM 2.5 data, that the Valley has attained the 1997 24-Hour PM 2.5 standard.

^e On April 30, 2007 the Governing Board of the SJVAPCD voted to request EPA to reclassify the SJVAB as extreme non-attainment for the federal 8-hour ozone standards. The California Air Resources Board, on June 14, 2007, approved this request. This request must be forwarded to EPA by the ARB and would become effective upon EPA final rulemaking after a notice and comment process; it is not yet in effect.

^f Effective June 15, 2005, the EPA revoked in the federal 1-hour ozone standard, including associated designations and classifications. However, EPA had previously classified the SJVAB as extreme non-attainment for this standard. Many applicable requirements for extreme 1-hour ozone non-attainment areas continue to apply to the SJVAB.

To meet The Federal Clean Air Act Amendments of 1990 (FCAAA) and CCAA requirements, the SJVAPCD has submitted numerous plans for attaining ozone, PM-10 and carbon monoxide standards. All air quality plans are available from the SJVAPCD District Headquarters office in Fresno. The most current plans meeting FCAAA requirements can be downloaded from the SJVAPCD web site. The ozone plan projected attainment of the federal ozone standard by 1999, but did not achieve its goal.

The SJVAPCD adopted Rule 9510, Indirect Source Review (ISR) that became effective March 1, 2006. This rule requires developers of larger residential, commercial and industrial projects to reduce smog forming and particulate emissions from projects. The rule will attempt to reduce nitrogen oxides and particulates in the San Joaquin Valley by more than 10 tons per day by the year 2010. As of the effective date of the rule, developers are required to reduce nitrogen oxides by 33% and particulates by 50% of a project's baseline. If the projected emissions still exceed the minimum baseline reductions, a mitigation fee will be paid to the District. The District will use the fees to reduce emissions by funding clean air projects that have not yet been clearly defined. The proposed Project will be required to submit to the Rule 9510 process and potentially pay mitigation fees if emissions can not be reduced to meet the established standards. (Source: Valley Air News, January, 2006).

Air Pollutants and Effects

The following describes the pollutants of greatest importance in the San Joaquin Valley. It provides a description of the physical properties, the health and other effects of the pollutant, and the sources of the pollutant.

Pollutant: Ozone

Description and Physical Properties - Ozone is what is known as a photochemical pollutant. It is not emitted directly into the atmosphere, but is formed by a complex series of chemical reactions between reactive organic gases (ROG), NOx, and sunlight. ROG and NOx are emitted from automobiles, solvents, and fuel combustion, the sources of which are widespread throughout the SJVAB. In order to reduce ozone concentrations, it is necessary to control the emissions of these ozone precursors. Significant ozone formation generally requires an adequate amount of precursors in the atmosphere and several hours in a stable atmosphere with strong sunlight. Ozone is a regional air pollutant. It is generated over a large area and is transported and spread by wind. The worst ozone concentrations tend to be found downwind from emission sources in SJVAB metropolitan areas, though the results of the San Joaquin Valley Air Quality Study indicates that "high ozone concentrations in the Valley were due to varying combinations of local and transported pollutants" (San Joaquin Valley Air Quality Study Results, Bulletin #1).

Effects - While ozone in the upper atmosphere protects the earth from harmful ultraviolet radiation, high concentrations of ground level ozone can adversely affect the human respiratory system. Many respiratory ailments, as well as cardiovascular disease, are aggravated by exposure to high ozone levels. Ozone is a strong irritant that attacks the respiratory system, leading to the damage of lung tissue. Asthma, bronchitis and other respiratory ailments as well as cardiovascular diseases are aggravated by exposure to ozone. A healthy person exposed to high concentrations may become nauseated or dizzy, may develop headache or cough, or may experience a burning sensation in the chest. Research has shown that exposure to ozone damages the alveoli (the individual air sacs in the lung where the exchange of oxygen and carbon dioxide between the air and blood takes place). Ozone also damages natural ecosystems such

as forests and foothill communities, and damages agricultural crops and some man-made materials, such as rubber, paint, and plastics.

Pollutant: Reactive Organic Gases (ROG)

Description and Physical Properties - Reactive organic gases, in this document also known as volatile organic compounds, are photochemically reactive hydrocarbons that are important for ozone formation. This definition excludes methane, carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, ammonium carbonates, methylene chloride, methyl chloroform and various chlorofluorocarbons (CFCs). The primary sources of ROG are mobile sources, solvents, farming operations and other area sources, and oil & gas production. Table 2 shows the 1999 ROG inventory for the entire SJV.

Effects - There are no health standards for ROG separately. The main concern with ROG is its role in photochemical ozone formation. In addition, some compounds that make up ROG are also toxic. An example is benzene, which is a carcinogen.

Table 2
1999 ROG Emissions (SJVAB)

Category	Tons/Day	Percent of Total
Fuel Combustion	103.2	2.0
Waste Disposal	4.03	0.79
Cleaning & Surface Coating	31.41	6.1
Oil & Gas Production & Marketing	52.04	10.2
Industrial Processes	12.08	2.4
Solvent Evaporation	73.69	14.2
Farming Operations	70.07	13.7
Waste Burning & Disposal	31.45	6.1
Other Area Sources	6.93	1.4
On-road Motor Vehicles	165.69	32.3
Other Mobile Sources	52.76	10.3
Natural Sources	2.16	0.4
Total	512.64	100.0

Source: Guide for Assessing and Mitigating Air Quality Impacts, SJVAPCD, 1-10-02

Pollutant: Oxides of Nitrogen (NOx)

Description and Physical Properties - NOx is a family of gaseous nitrogen compounds and are precursors to ozone formation. The major component of NOx, nitrogen dioxide (NO₂), is a reddish-brown gas that is toxic at high concentrations. NOx results primarily from the combustion of fossil fuels under high temperature and pressure. The major sources of NOx are on-road and off-road motor vehicles and fuel combustion. These sources emit approximately 42.7 percent (on-road), 27.9 percent (other mobile sources) and 22.9 percent (fuel combustion) of the total NOx released in the SJV.

Effects - Health effects associated with NOx are an increase in the incidence of chronic bronchitis and lung irritation. Chronic exposure to NOx may lead to eye and mucus membrane aggravation, along with pulmonary dysfunction. NOx can cause fading of textile dyes and additives,

deterioration of cotton and nylon, and corrosion of metals due to production of particulate nitrates. Airborne NOx can also impair visibility. NOx is a major component of acid disposition in California. Table 4.3 – 11 shows the 1999 NOx inventory for the SJVAB.

Table 3
2005 Annual Average NOx Emissions (SJVAB)

Source	Tons per day	Percent of Total
Fuel Combustion	120.50	22.88
Waste Disposal	0.10	0.02
Cleaning & Surface Coating	0.00	0.00
Petroleum Production & Marketing	0.30	0.06
Industrial Processes	23.10	4.29
Solvent Evaporation	0.00	0.00
Miscellaneous Processes	11.20	2.13
On-Road Motor Vehicles	224.70	42.66
Other Mobile Sources	146.80	27.87
Grand Total For SJVAB	526.70	100.00

Source: Emissions Inventory 2006 PM-10 Plan, SJVAPCD, 2-16-06

Pollutant: Carbon Monoxide (CO)

Description and Physical Properties - CO is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels and is emitted directly into the air (unlike ozone). Under most conditions, CO does not persist in the atmosphere and is rapidly dispersed. CO exceedances are most likely to occur in the winter, when relatively low inversion levels trap pollutants near the ground and concentrate the CO. Since CO is somewhat soluble in water, normal winter conditions of rainfall and fog can suppress CO concentrations. The main source of CO in the SJV is on-road motor vehicles. On-road motor vehicles contribute approximately 68.3 percent of total CO emissions. Other CO sources in the SJV include other mobile sources and waste burning. Because most of these CO sources are the indirect result of urban development, most emissions and unhealthy CO levels occur in major urban areas. Table 4 shows the 1999 CO inventories for the entire SJVAB.

Effects - Carbon monoxide binds strongly to hemoglobin, the oxygen-carrying protein in blood, and thus reduces the blood's capacity for carrying oxygen to the heart, brain, and other parts of the body. At high concentrations, CO can cause heart difficulties in people with chronic diseases, can impair mental abilities, and can even cause death.

Table 4
1999 CO Emissions (SJVAB)

Category	Tons/Day	Percent of Total
Fuel Combustion	56.65	2.0
Industrial Processes	2.72	0.1
Waste Burning & Disposal	373.57	13.3
Residential Fuel Combustion	80.56	2.9
Other Area/Station Sources	1.42	0.05
Light-duty Passenger	660.87	23.5
Light-duty & Medium Trucks	720.53	25.6
Heavy-duty Trucks	462.92	16.4
Other On-road Vehicles	37.86	1.3
Other Mobile Sources	374.62	13.3
Natural Sources	43.54	1.55
Total	2,815.27	100

Source: Guide for Assessing and Mitigating Air Quality Impacts, SJVAPCD, 1-10-02

Pollutant: Particulate Matter (PM-10 and PM-2.5)

Description and Physical Properties - Suspended particulate matter (airborne dust) consists of particles small enough to remain suspended in the air for long periods. Respirable particulate matter (PM-10 and PM-2.5) includes particulates of 10 microns or less in diameter-those which are small enough to be inhaled, pass through the respiratory system, and lodge in the lungs, with resultant health effects.

PM-10 and PM-2.5 are comprised of dust, sand, salt spray, metallic, and mineral particles, pollen, smoke, mist, and acid fumes. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, and dust. "Inhalable" PM consists of particles less than 10 microns in diameter, and is defined as "suspended particulate matter" or PM-10. Particles between 2.5 and 10 microns in diameter arise primarily from natural processes, such as wind-blown dust or soil.

Fine particles are less than 2.5 microns in diameter and by definition, is included in PM-10. Fine particles are produced mostly from combustion or burning activities. Fuel burned in cars and trucks, power plants, factories, fireplaces and wood stoves produces fine particles.

Generally speaking, PM-2.5 sources tend to be combustion sources like vehicles, power generation, industrial processes, and wood burning, while PM-10 sources include these same sources plus roads (26.46 percent) and farming activities (24.64 percent). Fugitive windblown dust and other area sources also represent sources of airborne dust in the SJVAB. Table 5 shows the 2002 PM-10 inventories for the entire SJVAB. A PM-2.5 inventory will be developed, as data becomes available. The actual composition of PM 10 and PM-2.5 varies greatly with time and location. It depends on the sources of the material and meteorological conditions.

Effects - The level of fine particulate matter in the air is a public health concern because it can bypass the body's natural filtration system more easily than larger particles, and can lodge deep in the lungs. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis, asthma, and respiratory illnesses in children. Recent mortality studies have shown a statistically

significant direct association between mortality and daily concentrations of particulate matter in the air. The health effects vary depending on a variety of factors, including the type and size of particles. Non-health-related effects include reduced visibility and soiling of buildings.

Other Pollutants

In addition to the criteria pollutants discussed above, *toxic air contaminants* (TACs) are another group of pollutants of concern. Unlike criteria pollutants, no safe levels of exposure to TACs can be established. There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage and death.

**Table 5
2005 PM-10 Emissions (SJVAB)**

Source	Tons per Day	Percent of Total
Fuel Combustion	6.60	2.04
Waste Disposal	0.00	0.00
Cleaning & Surface Coatings	0.10	0.03
Petroleum Production & Marketing	0.10	0.03
Industrial Processes	18.70	5.78
Solvent Evaporation	0.00	0.00
Miscellaneous Processes	283.00	
Residential Fuel Combustion	12.00	3.71
Farming Operations	79.80	24.64
Construction & Demolition	12.60	3.89
Paved Road Dust	43.50	13.43
Unpaved Road Dust	42.20	13.03
Fugitive Windblown Dust	50.90	15.72
Fires	0.20	0.06
Waste Burning & Disposal	39.70	12.26
Cooking	2.00	0.62
Other (Miscellaneous Processes)	0.00	0.00
On-Road Motor Vehicles	6.10	1.88
Other Mobile Sources	9.30	2.87
Grand Total For SJVAB	323.80	100.00

Source: Emissions Inventory 2006 PM-10 Plan, SJVAPCD, 2-16-06

Diesel exhaust is a TAC of growing concern in California. The California Air Resources Board in 1998 identified diesel engine particulate matter as a TAC. The exhaust from diesel engines

contains hundreds of different gaseous and particulate components, many of which are toxic. Many of these compounds adhere to the particles, and because diesel particles are so small, they penetrate deep into the lungs. Diesel engine particulate has been identified as a human carcinogen. Mobile sources, such as trucks, buses, automobiles, trains, ships and farm equipment are by far the largest source of diesel emissions.

Sulfur Dioxide: Sulfur dioxide (SO₂) is a colorless, irritating gas with a "rotten egg" smell formed primarily by the combustion of sulfur-containing fossil fuels. Historically, in the late 1970's in Kern County, SO₂ was a pollutant of concern but with the successful application of regulations, the levels have reduced significantly. In fact, the latest data from the ARB demonstrates that the highest 1-hour concentration for SO₂ was 0.011 ppm. With the CAAQS being 0.25 ppm, it demonstrates that SO₂ concentrations in the SJVAB are only about 4 percent of the standard.

Sulfates: Sulfates are particulate products of combustion of sulfur-containing fossil fuels. When SO or SO₂ come in contact with oxygen it precipitates out into sulfates (SO₃ or SO₄). Data collected in the SJVAB demonstrate levels of sulfates significantly less than the health standards.

Lead: Lead is a metal that is a natural constituent of air, water, and the biosphere. Lead is neither created nor destroyed in the environment, so it essentially persists forever. Lead was formally used to increase the octane rating in auto fuel. Since gasoline-powered automobile engines were a major source of airborne lead through the use of leaded fuels and the use of leaded fuel has been mostly phased out, the ambient concentrations of lead have dropped dramatically. In fact, the SJVAPCD no longer even monitors lead in the ambient air of the SJVAB.

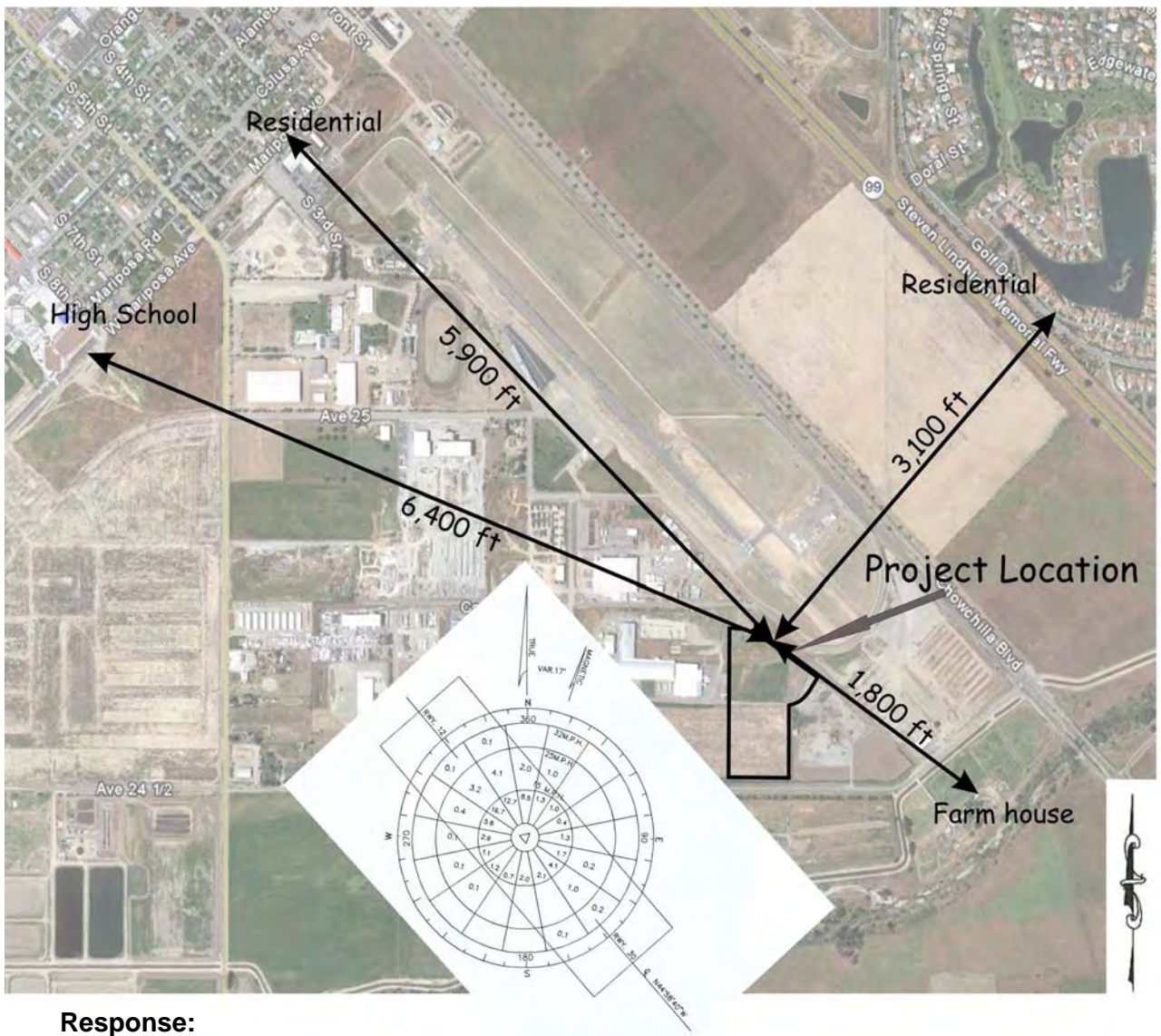
Hydrogen Sulfide: Hydrogen sulfide (H₂S) is associated with geothermal activity, oil and gas production, refining, sewage treatment plants, and confined animal feeding operations. The California ambient air quality standard for H₂S is .030 ppm for 1 hour. Hydrogen sulfide is extremely hazardous in high concentrations (800 ppm can cause death) especially in enclosed spaces. OSHA regulates workplace exposure to H₂S. The entire SJVAB is unclassified for H₂S attainment.

Visibility Reducing Particles: This standard is a measure of visibility. The ARB does not yet have a measuring method with enough accuracy or precision to designate areas in the state attainment or non-attainment. The entire state is labeled unclassified.

The wind rose for the Chowchilla Airport indicates that the prevailing wind is from the northwest. Only during inclement weather does the wind change directions and blow from the southwest (approximately 13% of the time). Figure 7 presents the Wind Rose applicable to the project area. The Wind Rose documents the prevailing wind direction in the City.

Figure 7

Wind Rose – Direction of Prevailing Wind and Surrounding Land Uses



Response:

- a) **Less than Significant.** The proposed project is considered consistent with the SJVAPCD Air Quality Plans. The project is the construction and operation of an asphalt oil storage and dispensing facility on approximately 5 acres. It will not generate impacts greater than SJVAPCD standards for Significance. Table 6 demonstrates the results of the URBEMIS 9.2.4 model run for the project and the thresholds of significance for the SJVAPCD. The complete results for the URBEMIS model can be found in Appendix III-A at the end of this environmental report.

**Table 6
Results of Air Quality Analysis for the Project**

SJVAPCD Thresholds of Significance		Cumulative Construction Period URBEMIS Model		Area and Operations URBEMIS Model		Less Than Significant
		Unmitigated	Mitigated	Unmitigated	Mitigated	
Pollutant	Tons per Year	Tons per Year	Tons per Year	Tons per Year	Tons per Year	
ROG	10	.71	.70	0.23	0.22	✓
NOx	10	1.57	1.57	0.34	0.30	✓
CO2			191.4	289.47	246.82	

b) **Less than Significant.** The proposed project is considered consistent with the SJVAPCD Air Quality Plans. This project will not generate impacts greater than SJVAPCD standards of significance as shown by Table 6. The proposed project is required to obtain an Authority to Construct Permit from the SJVAPCD. The SJVAPCD will evaluate the project in detail and determine to what extent if any that this facility could violate air quality standards and require mitigation for those potential conditions. The access roads that are to be constructed will be paved with the exception of emergency access roads which will be an all weather roadway surface. Construction of the proposed project will temporarily generate construction related dust and increased number of heavy duty truck trips to the project location. Because of the temporary nature of these trips they will be within the SJVAPCD thresholds and City of Chowchilla General Plan standards for project construction. The following mitigation measures typically used to address construction air quality impacts consistent with SJVAPCD Rule VIII. Additional air quality mitigation measures for construction activities are listed in Tables 6-3 and 6-4 of the SJVAPCD’s Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI).

Mitigation Measure:

- *All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.*
- *All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.*
- *All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.*
- *When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.*

- *All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden).*
 - *Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.*
 - *Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.*
 - *Any site with 150 or more vehicle trips per day shall prevent carryout and trackout.*
- c) **Less than Significant.** As discussed in b) above, during construction there will be an increased number of heavy duty truck trips to the site. This impact will be temporary. Operation of the proposed project is estimated to receive an average of 4 trucks daily at peak periods of the year during the construction season. Typically, there will be three employees working at the site during the construction season. Based on the number of employees and an average of two trips per day for each employee, which equals a total of 15 trips, and an estimated 8 trips per day from heavy haul trucks (4 trucks round trip) the increased number of trips is not considered significant.
- d) **Less than Significant.** The SJVAPCD has prohibited slow cure asphalt for road building projects. In an effort to reduce the VOC in asphalt concrete and improve air quality the standard for asphalt oil is AS 4000 or the Paving Asphalt, PG 64-10 to be distributed by the proposed project. Naturally occurring Hydrogen Sulfide gas (H₂S) is present in low quantities in this product. H₂S is released when the asphalt is heated. The current California Ambient Air Quality Standard for H₂S is 0.03 ppm (30 ppb, 42 ug/m³) for one hour. The Central Valley is unclassified for H₂S gas. Most significant occurrences of H₂S gas (rotten egg odor) are associated with volcanoes, hydrothermal springs or wells, petroleum refining, sewer gas, dairies, and landfills. The material Safety Data Sheet for the asphalt oil product Paving Asphalt, PG 64-10 contains warnings that at elevated concentrations H₂S acts as a systematic poison and causes unconsciousness and death by respiratory paralysis. The health hazards associated with H₂S to the eyes is a severe eye and nose irritant and may irritate the upper and lower respiratory tracts. H₂S is not classified as a human carcinogen. H₂S is generally contained in transportation and storage vessels. H₂S releases to the air typically occur when inspection hatches are opened on containment vessels. The SJVAPCD in the issuance of its Authority to Construct will undertake a Health Risk Assessment to determine specific measures to be incorporated into the project to reduce the risk to humans (sensitive receptors) from releases of small quantities of H₂S from the project site.

Studies have indicated that most traumatic human health issues with H₂S occur in closed environments where there are high concentrations of H₂S. Those locations are major sewer lines, dairies, oil refineries, and near volcanoes. Little in the record discuss asphalt storage facilities. The greatest hazard to workers in the asphalt trade are burns caused by the hot material used in the paving process. Dangers from H₂S in the asphalt paving

process or materials to the public would have prevented the paving of streets long ago. The regulations of the SJVAPCD to require certain kinds of asphalt to be used in the paving process are directed at lowering air quality impacts from this process. The proposed facility must use this permitted asphalt oil and is required to obtain an Authority to Construct from the SJVAPCD.

Mitigation Measure: *The applicant shall obtain the Authority to Construct from the SJVAPCD prior to the Certificate of Occupancy being issued by the City.*

e) **Less than Significant.** See d) above.

IV. BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wild Life Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc. through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

BIOLOGICAL RESOURCES Discussion and Response:

Discussion:

Biotic habitats studied within the project area in previous environmental assessment over the past six years have not identified any biological significance to the project site. This site has been highly disturbed by past agricultural and more recently industrial operations. The site has been graded in the past and annually disced to control weeds and is not irrigated. There are no trees or bushes on the site (except for the visual screening of oleander bushes along Avenue 24 ½ . . The diversity of native plant and animal species occurring within it is quite low or non-existent. No state or federally listed threatened or endangered plant species would occur in the study area. The study area provides no breeding habitat and only marginal foraging habitat for state or federally listed threatened or endangered animals. Any such species occurring there from time to time would be transients passing through. Sensitive wetland habitats are absent from the study area. The surrounding area is predominately urban and consists of industrial businesses and public facility areas (Chowchilla Municipal Airport), which creates an environment uninhabitable to feral animals and lessens the likelihood of migratory trails through the project location and the area in general.

Response:

- a) **Less than Significant.** Agricultural areas can support habitat for species, some of which are endangered. Known to inhabit the general area are burrowing owls which may next is abandoned squirrel burrows. These nesting birds protected by the federal Migratory Bird Treaty Act and California Fish and Game Code will permit the avoidance of active nests, should they occur on the project site or adjacent lands.

Burrowing Owl Mitigation Measure:

- 1. A pre-construction survey will be conducted by a qualified biologist for burrowing owl habitat (California ground squirrel burrows) within 31 days of the on-set of construction. If rodent burrows suitable for burrowing owls are observed, then an additional survey for burrowing owls would be required within 30 days of the on-set of construction. This survey will be conducted according to methods described in the Staff Report on Burrowing Owl Mitigation (CDFG 1995). All suitable habitats of the Site will be covered during this survey.*
- 2. If pre-construction surveys are undertaken during the breeding season (February through August) and active nest burrows are located within or near construction zones, a construction-free buffer of 250 feet should be established around all active burrowing owl nests. The buffer areas should be enclosed with temporary fencing, and construction equipment and workers should not enter the enclosed setback areas. Buffers should remain in place for the duration of the breeding season. After the breeding season (i.e. once all young have left the nest), passive relocation of any remaining owls may take place as described below.*
- 3. During the nonbreeding season (September through January), resident burrowing owls occupying burrows in areas proposed for development may be relocated to alternative habitat. The relocation of resident burrowing owls must be conducted according to a relocation plan prepared by a qualified biologist. Passive relocation will be the preferred method of relocation.*

- b) **No Impact.** The proposed project is not located on land that is classified as riparian habitat or on land identified as containing other sensitive natural communities in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wild Life Service .
- c) **No Impact.** The project site is located on disturbed industrial land and is not located in an area associated with wetlands as defined by Section 404 according to Live Oak Associates, Inc.'s report. The continual grading of the project area disturbs the land in a way that natural wetlands and vernal pools will not form.
- d) **No Impact.** The project site is located within the City of Chowchilla's City Limits and consists of highly disturbed urban land. As the project area is urban, it is not subject to migration of native and migratory species of animals. .
- e) **No Impact.** The project area has been used for industrial processes in the past. Any tree or vegetation on the site since that use was initiated has been planted by humans. The City of Chowchilla does not have an adopted tree protection ordinance. .
- f) **No Impact.** Within the project location, there are no adopted Habitat Conservation Plans, Natural Community conservation Plans or other approved local, regional, or state habitat conservation plans.

V. CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined In Sec.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 Sec.15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CULTURAL RESOURCES Discussion and Response:

Discussion:

The project area is located on land that has been previously disturbed by agricultural processes. Due to the extent of land disruption within the project area, it is not thought of that anthropologically significant cultural remnants, in the form of artifacts or human remains, are present. The proposed project is more than 2,000 feet from Berenda Slough. The applicant proposes to construct an on-site drainage basin unless an adequate capacity basin can be located by the City as an alternative. If off-site storm drainage is provided by the City, a drainage pipeline may also be constructed in Avenue 24 ½. Any future construction would be the subject of a subsequent environmental report and Conditional Use Permit application. Off-site improvements include widening of Avenue 24 ½ (East Palm Parkway) adjacent to the site and the extension of

an industrial sewer line. Nevertheless, the project construction (drainage system, water and sewer line construction and connection, ingress/egress, parking and landscaping construction as well as other appropriate City Standard improvements as listed previously) could result in the disturbance of subsurface paleontological, archaeological or historical resources because of excavation activities. The potential for any paleontological resources is remote based on qualified paleontological analysis of a drainage basin previously constructed on a nearby site. If subsurface cultural material is uncovered during construction, work within 30 feet is required to cease until a qualified archaeologist can complete a significance evaluation of the find(s). If human remains are found the County Coroner must be notified and the provisions specified in Section 15064.5 of the CEQA Guidelines shall be adhered to.

Response:

- a) **No Impact.** Based on the project area's historical usage as agricultural land, the proposed project does not appear to have the potential to cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines.
- b) **No Impact.** Based on the previous usage of the project area, and studies of nearby sites the significance of an archaeological resource as defined in §15064.5 of the CEQA Guidelines is less than significant. The project area, being highly disturbed and with the General Plan and its EIR policies and mitigation measures regarding preservation of historical and archeological in place, any impacts in this category should be reduced to no impact.
- c) **No Impact.** There are no known paleontological resources or sites or unique geologic features located in the affected territory. The General Plan EIR identifies the project area as low for paleontological sensitivity. There does not appear to be any substantial paleontological resource located on the site based on a preliminary survey of site conditions and records research.
- d) **No Impact.** There does not appear to be any substantial historic resource located in proximity to the project area or on the proposed project site based on its characteristics. The proposed project site has not been identified as containing areas where human remains may be located. However, should any human remains be discovered at any time, all work is to stop and the County Coroner must also be immediately notified pursuant to the State Health and Safety Code, Section 7050.5 and the State Public Resources Code, Section 5097.98. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains. State guidelines will be enforced for any subsurface discoveries that may occur during construction.

VI. GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 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?	<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 checked="" type="checkbox"/>	<input 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"/>

GEOLOGY AND SOILS Discussion and Response:

Discussion:

The City of Chowchilla is located in the northern section of Madera County. Madera County is slightly north of the geographic center of California and occupies part of the San Joaquin Valley and a portion of the western slope of the Sierra Nevada Mountain Range. 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 portions of the county (including the City of Chowchilla) are part of the Central Valley province, underlain by marine and non-marine sedimentary rocks.

The City of Chowchilla is subject to relatively low seismic hazards compared to many other parts of California. According to the State Division of Mines and Geology (DMG), there are no active or potentially active faults of major historic significance within Madera County; as a result the County does not lie within any Alquist-Priolo Special Studies Zone for surface or fault creep.

The active San Andreas Fault is located approximately 60 miles west of the site, and the active Owens Valley Fault is located 100 miles to the east. Both of these faults are capable of generating an 8+ Magnitude earthquake, and the maximum credible bedrock accelerations anticipated from such an earthquake in the study area is 0.2 gravity. Major earthquakes occurred along these faults in 1906 (San Andreas Fault) and 1872 (Owens Valley Fault), and did not, apparently, result in significant damage in the Madera area. The 7.1 Magnitude earthquake along the San Andreas Fault (Loma Prieta Earthquake) on October 17, 1989, also did little damage in Madera County.

The Uniform Building Code as adopted by the City, places the entire City in a Seismic Zone IV which is characterized as having a relatively thin section of sedimentary rocks overlying a granitic basement. Amplification of shaking that would affect low to medium-rise structures is relatively high, but the distance to either of the faults, which are expected sources of seismic ground shaking, is sufficiently great that the effects at the City should be minimal.

The principal earthquake hazard affecting Madera County (including the City of Chowchilla) is ground shaking as opposed to surface rupture or ground failure. The topography, underlying geology, and location of the City of Chowchilla preclude the likelihood of any secondary hazards (i.e., liquefaction, landslides, etc.).

Response:

- a). Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) **Less than Significant.** Due to the geology in the project area and its distance from active faults, the potential for impacts associated with rupture of a known earthquake fault is less than significant.
 - ii) **Less than Significant.** Taking into account the distance to the causative faults, the potential for ground motion in the vicinity in of project area is such that a minimal risk can be assigned.
 - iii) **Less than Significant.** Studies indicate that the soil types in the proposed project area are not conducive to liquefaction.
 - iv) **No Impact.** The project is located on relatively flat topography; therefore the project will not result in or expose people to potential impacts from landslides or mudflows.
- b) **No Impact.** The project area will be used for industrial uses, specifically the storage and distributing of asphalt oil. No significant grading will be accomplished on the site that would introduce new grades that would be conducive to soil erosion or loss of top soil.
- c) **No Impact.** The project area would not 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 off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Chowchilla General Plan addressed the potential for adverse effects from reactive soils in adverse conditions. The topography is flat and the water table is more than 30 in depth. Nothing in the proposed project would alter that conclusion.
- d) **No Impact.** See c) above
- e) **No Impact** The proposed project will not result in or expose people to potential impacts from expansive soils. The Chowchilla General Plan addressed the potential for adverse

effects from expansive soils and it was found that such conditions do not exist to the extent that Standard construction practices that comply with City of Chowchilla ordinances and regulations, The California Building Code, and professional engineering designs approved by the Chowchilla City Engineer would mitigate any potential impacts from development. Nothing in the proposed project would alter that conclusion.

VII. GREENHOUSE GAS EMISSIONS. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<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"/>

GREENHOUSE GAS EMISSIONS Discussion and Response:

Discussion:

Greenhouse Gases (GHG)

Greenhouse Gases (GHG) are any gas that absorbs infrared radiation in the atmosphere. GHGs are effective in trapping infra-red radiation which otherwise would have escaped the atmosphere, thereby warming the atmosphere and the earth’s surface (including oceans). Water vapor is the most abundant GHG and increases as the planet warms. Without water vapor and other naturally occurring GHGs the earth’s surface would be cooler by about 60 °F.

GHGs, as defined in state law, include the following: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Carbon Dioxide, or CO₂, is a naturally occurring gas and also a byproduct of burning fossil fuels, land-use changes and some industrial processes. Anthropogenic CO₂ emissions in the last 200 years have raised CO₂ levels by about 80 parts per million and resulted in a warming of about one degree Celsius. Atmospheric CO₂ has a lifetime of about 50 to 200 years. Methane is a simple hydrocarbon with a global warming potential estimated at 21 times that of CO₂. Methane is produced through anaerobic decomposition of organic materials in an environment without oxygen, agriculture, petroleum industry (leaks), coal production, and incomplete fossil fuel combustion. Atmospheric methane has a lifetime of about 12 years.

Nitrous Oxide (N₂O) is a powerful greenhouse gas with a global warming potential about 310 times that of CO₂. Major sources of nitrous oxide include agricultural practices, especially the use of commercial and organic fertilizers, fossil fuel combustion, nitric acid production, and biomass burning. Atmospheric N₂O has a lifetime of about 120 years. Various fluorinated compounds have been commercially introduced as alternatives to ozone-depleting substances (commonly refrigerants). These compounds are emitted as byproducts of industrial processes and are also released in manufacturing. They do not significantly deplete the stratospheric ozone layer, but they are powerful GHGs, some having atmospheric persistence of over 1,000 years.

Global Climate Change

A series of reports issued by the United Nations Intergovernmental Panel on Climate Change, founded in 1988, have synthesized recent scientific studies of climate change (IPCC, 2007). The report shows that global atmospheric concentrations of carbon dioxide, methane, and nitrous oxide have increased markedly as a result of human activities since 1750. Warming of the global climate due to GHGs is unequivocal, as evidenced by increases in air and water temperatures, widespread melting of snow and ice, and rising global average sea level. Most of the increase in global average temperatures since the mid-20th century is very likely due to increases in GHGs from human activities. GHG emissions increased 70 percent between 1970 and 2004.

Long-term climate changes attributed to GHGs have included changes in arctic temperatures and ice thickness, ocean salinity, wind patterns, and the frequency of extreme weather events such as droughts, heavy precipitation, heat waves and tropical cyclone intensity. Continued GHG emissions at current rates would cause further warming and climate change during the 21st century that will be larger than that observed in the 20th century. Climate change impacts will vary regionally and it may be very expensive for human adaptation. In some areas sea level rise may completely inundate now inhabited areas (e.g., river deltas, Pacific Islands).

California GHG Emissions and Climate Change

In California, the main sources of GHG emissions are from the transportation and energy sectors. According to the ARB draft GHG emission inventory for the year 2004, 41 percent of GHG emissions result from transportation and 25 percent of GHG emissions result from electricity generation. California produced 497 million metric tons of CO₂ equivalents (MMtCO₂e) in 2004. California produces about two (2) percent of the world's GHG emissions, with about 0.55 percent of the population.

California Climate Change Legislation and Programs

AB 1493 requires the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light-duty trucks. Regulations were adopted by the ARB in September 2004. For these standards to go into effect, the federal EPA must approve a waiver of Clean Air Act requirements to allow California (and other states) motor vehicle standards to exceed federal standards.

The California Global Warming Solutions Act of 2006 (AB 32) requires ARB to design and implement emission limits, regulations, and other measures. These will reduce, by 2020, statewide GHG emissions to 1990 levels (representing a 28 percent reduction).

SB 1368 is an AB 32 companion bill that was signed into law in 2006. It requires the California Public Utilities Commission (CPUC) to establish a GHG performance standard for base load generation from investor-owned utilities, and the California Energy Commission (CEC) to establish a similar standard for publicly-owned utilities. State agencies coordinate the Renewable Portfolio Standard which calls for more energy to come from clean, renewable, sources such as wind and sun.

The Office of Planning and Research (OPR) is currently developing guidelines for implementation of climate change analysis in CEQA documents. SB 97 requires OPR to develop guidelines for the feasible mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions by July 1, 2009. The Resource Agency must certify and adopt those guidelines by January 10, 2010.

Until these guidelines are adopted, there is no formal guidance on how to conduct climate change analyses in CEQA documents.

Executive Order S-3-05 calls for a reduction of GHG emissions to 2000 levels by 2010, a reduction of GHG emissions to 1990 levels by 2020, and a reduction of GHG emissions to 80 percent below 1990 levels by 2050. The order directs the CalEPA secretary to coordinate development and implementation of strategies with other specified state agencies.

Executive Order S-1-07, the Low Carbon Fuel Standard, calls for a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020. The California Climate Action Team (CAT) has documented that the following actions will help achieve the 40 percent GHG reduction (about 175 MMTCO₂e annually) required by 2020. Legislation or agency regulations will require actions expected to achieve the following:

- Energy Efficient Buildings – reduces three MMTCO₂e
- Energy Efficient Appliance Standard – seven MMTCO₂e
- Water Use Efficiency – one MMTCO₂e
- Smart Land Use Planning and Transportation Efficiency – 19 MMTCO₂e

SB 375 requires Regional Transportation Plans (prepared by COG's and MPO's) to include sustainable community strategies that offer incentives to reduce GHG emissions and air pollution. The mechanisms are through promoting a greater housing choice and shorter commutes, reducing fossil fuel consumption and preserving more farmlands and habitat. It also includes a provision to update the CEQA to incorporate these sustainable community strategies into land use review.

City of Chowchilla GHG Emission Reduction Program

Local efforts to quantify and reduce GHG emissions have primarily been undertaken by the San Joaquin Valley Air Pollution Control District (SJVAPCD), which has jurisdiction in the City of Chowchilla. Many of the programs implemented by the SJVAPCD to reduce emissions of criteria air pollutants, such as ROG, NO_x, and PM, also reduce greenhouse gas emissions.

Numerous rules adopted by SJVAPCD to address criteria pollutant emissions also have the side benefit of reducing greenhouse gases. For instance, several SJVAPCD rules address conventional emissions from combustion sources such as boilers, heaters, and engines. These rules often result in equipment modifications or replacement that improves the energy efficiency and reduces fossil fuel use.

Through the CEQA review process, SJVAPCD evaluates impacts from land use development projects, and recommends measures to reduce emissions. Mitigation measures focus on reducing emissions from motor vehicles and improving energy efficiency, both of which directly reduce criteria pollutants and GHGs. Such strategies include incorporation of energy efficiency measures (increased insulation, high efficiency appliances and lighting, passive and active solar systems, etc.) that go beyond current building standards. SJVAPCD also promotes smart growth principles to reduce vehicle trips and increase the viability of alternative transportation.

SJVAPCD directly funds emission reduction projects to replace or retrofit older, high emission engines with cleaner and more efficient engines. This usually simultaneously reduces fuel use and reduces CO₂ emissions. Conversion of stationary and mobile diesel engines to natural gas or electric motors also usually reduces CO₂ emissions. SJVAPCD implements outreach campaigns

to promote a variety of clean air programs, including clean car awareness, pollution prevention, energy efficiency and transportation alternatives. All of these promote community consciousness and lifestyle choices that help reduce GHG emissions and thus climate change.

The proposed project is the development of an asphalt oil facility. This land is currently served by municipal water or sewer. The air quality analysis in Section III above discusses mitigation to reduce potential greenhouses gases. The asphalt Oil product dispensed from the project is SJVAPCD compliant and intended to reduce the amount of greenhouse gases released into the atmosphere.

Response:

- a) **Less than Significant.** The production, distribution and construction of paving asphalt is regulated by the SJVAPCD by its regulations. The SJVAPCD has approved the asphalt oil to be distributed by the proposed facility in its efforts to reduce air quality impacts from the use of fossil fuels. Compliance with the SJVAPCD regulations, specifically Rule 4641. A discussion paper on asphalt paving is contained in Appendix V-A. This discussion demonstrates the reduction in voc achieved by rule 4641.
- b) **Less than Significant.** See a) above.

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

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

HAZARDS AND HAZARDOUS MATERIALS Discussion and Response:

Discussion:

The proposed project is the storage and distribution of paving asphalt oil. The product intended to be distributed from this facility is compliant with the SJVAPCD rules for asphalt. Naturally occurring Hydrogen Sulfide gas (H₂S) is present in low quantities in this product. H₂S is released when the asphalt is heated. The current California Ambient Air Quality Standard for H₂S is 0.03 ppm (30 ppb, 42 ug/m³) for one hour. The Central Valley is unclassified for H₂S gas. Most significant occurrences of H₂S gas (rotten egg odor) are associated with volcanoes, hydrothermal springs or wells, petroleum refining, sewer gas, dairies, and landfills. The material Safety Data Sheet for the asphalt oil product Paving Asphalt, PG 64-10 contains warnings that at elevated concentrations H₂S acts as a systematic poison and causes unconsciousness and death by respiratory paralysis. The health hazards associated with H₂S to the eyes is a severe eye and nose irritant and may irritate the upper and lower respiratory tracts. H₂S is not classified as a human carcinogen. H₂S is generally contained in transportation and storage vessels. H₂S releases to the air typically occur when inspection hatches are opened on containment vessels. The SJVAPCD in the issuance of its Authority to Construct will undertake a Health Risk Assessment to determine specific measures to be incorporated into the project to reduce the risk to humans (sensitive receptors) from releases of small quantities of H₂S from the project site.

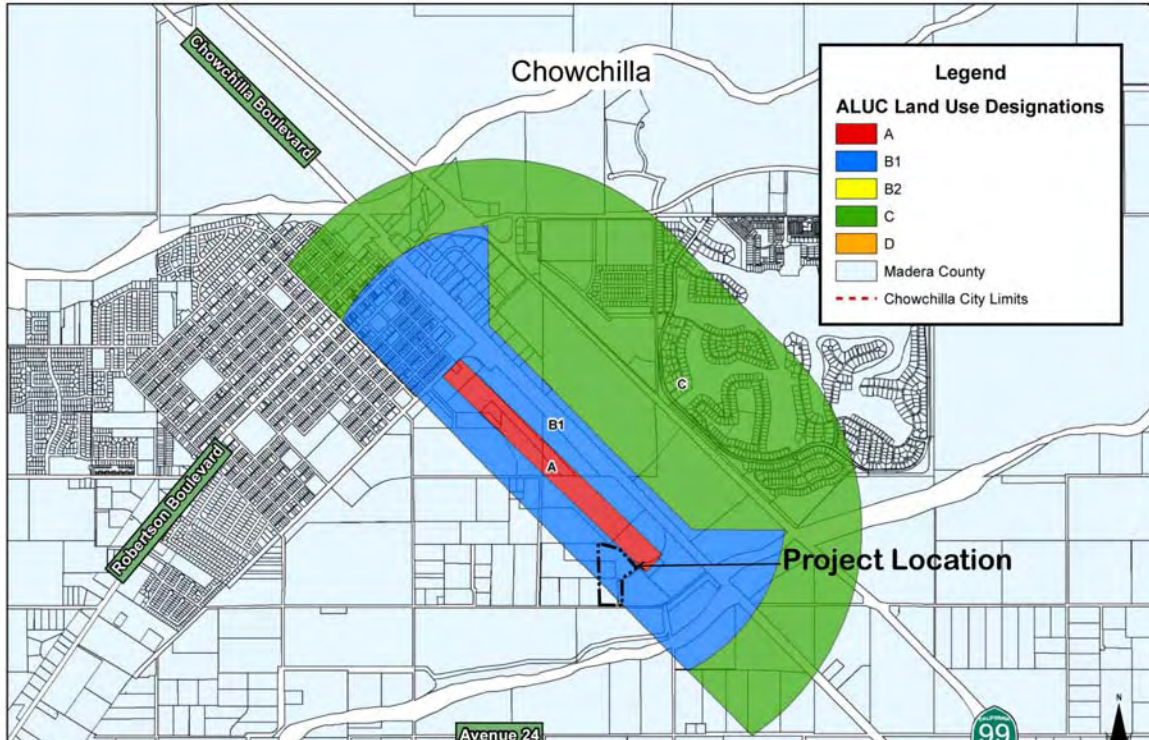
Studies have indicated that most traumatic human health issues with H₂S occur in closed environments where there are high concentrations of H₂S. Those locations are major sewer lines, dairies, oil refineries, and near volcanoes. Little in the record discuss asphalt storage facilities. The greatest hazard to workers in the asphalt trade are burns caused by the hot material used in the paving process. Dangers from H₂S in the asphalt paving process or materials to the public would have prevented the paving of streets long ago. The regulations of the SJVAPCD to require certain kinds of asphalt to be used in the paving process are directed at lowering air quality impacts from this process.

The Chowchilla Municipal Airport is located north of the proposed project area. The applicant's Site Plan shows storage tanks located in airport zone B-1. The Maximum height of the tanks will be 40 feet tall. At this elevation the tanks would be below the imaginary surface of the airport at their proposed location and would be allowed by airport regulations. The project is within the airport zone B-1, which occupies the almost the entire proposed project site except a

small area in the southwest corner. Zone B-1 allows single story offices, warehousing, and low intensity industrial practices as per the Madera County Airport Land Use Compatibility Plan (see Figure 8 below). As a result, the proposed land uses will require an aviation agreement.

Figure 8

Location of Project Relative to Chowchilla Airport Land Use Designations



Compatibility Criteria

Madera County Airport Land Use Compatibility Plan

Zone	Location	Impact Elements	Maximum Densities		Required Open Land ³
			Residential (du/ac) ¹	Other Uses (people/ac) ²	
A	Runway Protection Zone or within Building Restriction Line	<ul style="list-style-type: none"> High risk High noise levels 	0	10	All Remaining
B1	Approach/Departure Zone and Adjacent to Runway	<ul style="list-style-type: none"> Substantial risk – aircraft commonly below 400 ft. AGL or within 1,000 ft. of runway Substantial noise 	0.1	60	30%
B2	Extended Approach/Departure Zone	<ul style="list-style-type: none"> Significant risk – aircraft commonly below 800 ft. AGL Significant noise 	0.5	60	30%
C	Common Traffic Pattern	<ul style="list-style-type: none"> Limited risk – aircraft at or below 1,000 ft. AGL Frequent noise intrusion 	5	150	15%

Zone	Additional Criteria		Examples	
	Prohibited Uses	Other Development Conditions	Normally Acceptable Uses ⁴	Uses Not Normally Acceptable ⁵
A	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Hazards to flight⁶ 	<ul style="list-style-type: none"> Dedication of avigation easement 	<ul style="list-style-type: none"> Aircraft tiedown apron Pastures, field crops, vineyards Automobile parking 	<ul style="list-style-type: none"> Heavy poles, signs, large trees, etc.
B1 and B2	<ul style="list-style-type: none"> Schools, day care centers, libraries Hospitals, nursing homes Highly noise-sensitive uses Storage of highly flammable materials Hazards to flight⁶ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR⁷ of 25 dBA in residential and office buildings Dedication of avigation easement 	<ul style="list-style-type: none"> Uses in Zone A Any agricultural use except ones attracting bird flocks Warehousing, truck terminals Single-story offices 	<ul style="list-style-type: none"> Residential subdivisions Intensive retail uses Intensive manufacturing or food processing uses Multiple story offices Hotels and motels
C	<ul style="list-style-type: none"> Schools Hospitals, nursing homes Hazards to flight⁶ 	<ul style="list-style-type: none"> Dedication of overflight easement for residential uses 	<ul style="list-style-type: none"> Uses in Zone B Parks, playgrounds Low-intensity retail, offices, etc. Low-intensity manufacturing, food processing Two-story motels 	<ul style="list-style-type: none"> Large shopping malls Theaters, auditoriums Large sports stadiums Hi-rise office buildings

The State of California Hazardous Waste and Substances Site List (also known as the “Cortese List”) is a planning document used by state and local agencies and developers to comply with the California Environmental Quality Act (CEQA) requirements in providing information about the location of hazardous materials sites. California Government Code Section 65962.5 requires the California Environmental Protection Agency (Cal-EPA) to annually update the Cortese List. The Department of Toxic Substances Control (DTSC) is responsible for preparing a portion of the information that comprises the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information that is part of the complete list. DTSC’s Site Mitigation and Brownfields Reuse Program EnviroStor database provides DTSC’s component of Cortese List data by identifying State Response and/or Federal Superfund and backlog sites listed under Health and Safety Code Section 25356. In addition, DTSC’s Cortese List includes Certified with Operation and Maintenance sites. A search of the Cortese database was conducted in October 2009 for sites within the Planning Area. This search produced results for the following sites:

- 1 Hazardous Waste Operating Permit (Active)
- 1 Corrective Action (Active)

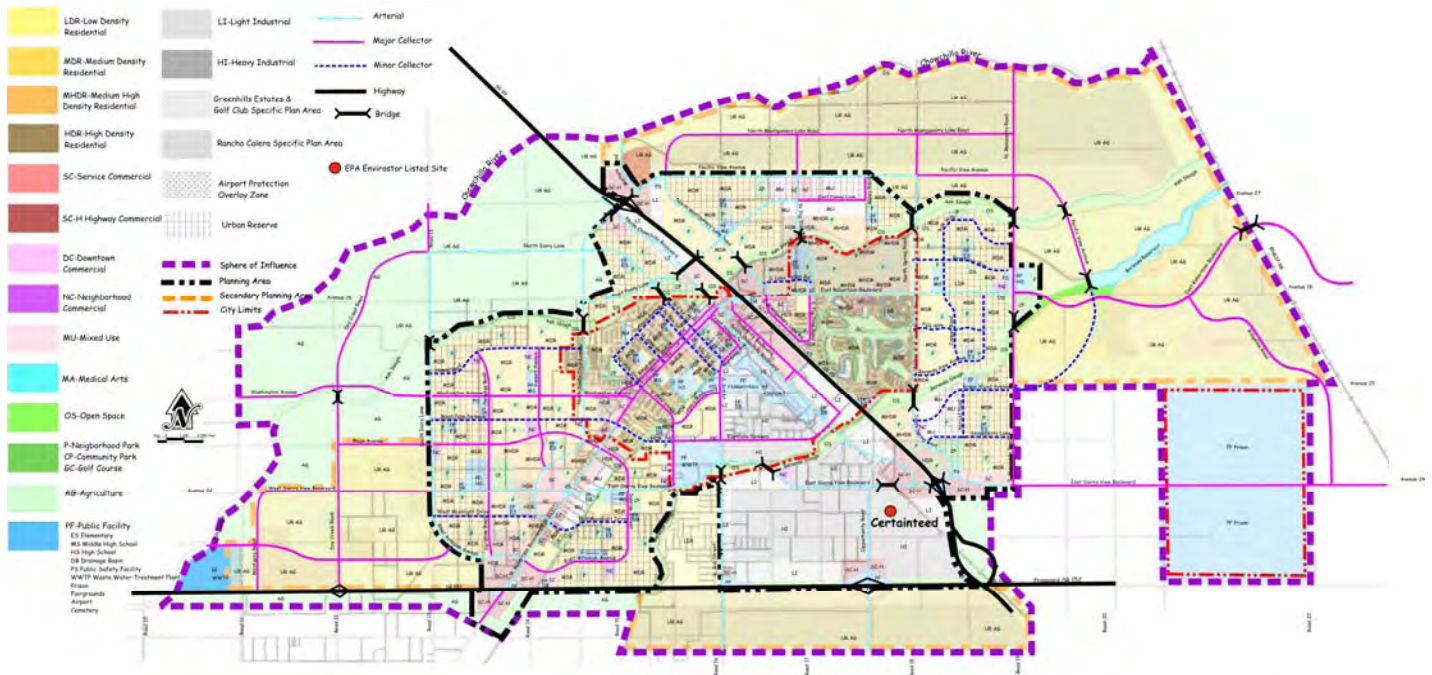
Both of the results listed above are for the same site, Certaineed manufacturing. This site, a fiberglass manufacture facility located in the Heavy Industrial designated area south of Berenda Slough, is known to release hazardous emissions into the air. The EPA’s Toxic Release Inventory reporting program closely monitors the emissions from this facility to ensure that their annual limits allowed under federal regulations are not exceeded and that community’s public health and safety are protected.

In addition to EnviroStor, the CAL-SITES Abandoned Sites Information System (ASPIS) database, compiled by Cal-EPA, can also be used to identify and track potential hazardous waste sites. This

database is regularly uploaded to the State’s Geographic Environmental Information Management System (GEIMS) so that agencies and the general public can access information regarding a specific site. GEIMS, a data warehouse which tracks regulatory data regarding leaking underground storage tanks (LUSTs), other contaminant release sites, water quality information, water use information, and infrastructure data, can be used to identify properties that are known or have had contaminant spills. GeoTracker, the interface to GEIMS, uses commercially available software to allow users to access data from GEIMS over the Internet. According to the GEIMS database, as of November 2009, there were 36 leaking underground fuel tanks (7 of which are still open) and 7 other cleanup sites (4 of which are still open) within the Chowchilla 2040 Planning Area, Secondary Planning Area and Sphere of Influence. These results can be found in Appendix VIII-A of this document. Figure 9 depicts hazardous waste clean-up site as reported by the EnviroStor data base.

Figure 9

Location of Existing Hazardous Sites Near the Proposed Project



The project site is not in a forested area that could be subject to wildfires. Occasional grass fires occur on unmaintained ground in the unincorporated territory of the County. Grass fires in the City are rare because of the City’s requirement for weed abatement.

Existing Measures” drawn from City ordinances and other applicable regulations and agency practices, would be put into operation as part of the proposed project and incorporated into its design and construction specifications. Examples of Existing Measures used in this Initial Study include General and/or Specific Plan policies, standard drawings for public and private improvements, and zoning code standards. They are called out in this Initial Study because they have the beneficial effect of minimizing a project’s adverse effects on various environmental resources.

Response:

- a) **Less than Significant.** The SJVAPCD has prohibited slow cure asphalt for road building projects. In an effort to reduce the VOC in asphalt concrete and improve air quality the standard for asphalt oil is AS 4000 or the Paving Asphalt, PG 64-10 to be distributed by the proposed project. Naturally occurring Hydrogen Sulfide gas (H₂S) is present in low quantities in this product. H₂S is released when the asphalt is heated. The current California Ambient Air Quality Standard for H₂S is 0.03 ppm (30 ppb, 42 ug/m³) for one hour. The Central Valley is unclassified for H₂S gas. Most significant occurrences of H₂S gas (rotten egg odor) are associated with volcanoes, hydrothermal springs or wells, petroleum refining, sewer gas, dairies, and landfills. The material Safety Data Sheet for the asphalt oil product Paving Asphalt, PG 64-10 contains warnings that at elevated concentrations H₂S acts as a systematic poison and causes unconsciousness and death by respiratory paralysis. The health hazards associated with H₂S to the eyes is a severe eye and nose irritant and may irritate the upper and lower respiratory tracts. H₂S is not classified as a human carcinogen. H₂S is generally contained in transportation and storage vessels. H₂S releases to the air typically occur when inspection hatches are opened on containment vessels. The SJVAPCD in the issuance of its Authority to Construct will undertake a Health Risk Assessment to determine specific measures to be incorporated into the project to reduce the risk to humans (sensitive receptors) from releases of small quantities of H₂S from the project site.

Studies have indicated that most traumatic human health issues with H₂S occur in closed environments where there are high concentrations of H₂S. Those locations are major sewer lines, dairies, oil refineries, and near volcanoes. Little in the record discuss asphalt storage facilities. The greatest hazard to workers in the asphalt trade are burns caused by the hot material used in the paving process. Dangers from H₂S in the asphalt paving process or materials to the public would have prevented the paving of streets long ago. The regulations of the SJVAPCD to require certain kinds of asphalt to be used in the paving process are directed at lowering air quality impacts from this process. The proposed facility must use this permitted asphalt oil and is required to obtain an Authority to Construct from the SJVAPCD.

Mitigation Measure: *The applicant shall obtain the Authority to Construct from the SJVAPCD prior to the Certificate of Occupancy being issued by the City.*

- b) **Less than Significant.** See a) above.
- c) **No Impact.** There are no schools located within one quarter mile from the proposed project location according to the Google Earth mapping system and site surveys performed by Valley Planning Consultants. Because construction activities will not be implemented and new uses operated as part of the project, it will not emit hazardous emissions or handle hazardous or acutely hazardous material, substance, or waste within one-quarter mile of an existing or proposed school.
- d) **No Impact.** According to the Chowchilla General Plan EIR, no properties in the vicinity of the project are on the Cortese List. Also, no landfills are listed in or near the plan area. The California EPA Envirostor web service (www.envirostor.dtsc.ca.gov) was consulted to discern locations of LUFT (Leaky Underground Fuel Tank), SLIC (Spills, Leaks,

Investigation, and Cleanups) sites within in project area Figure 9, show that there are no such locations within the project area.

- e) **Less than Significant.** The Chowchilla Municipal Airport is located north of the proposed project area. The Chowchilla Municipal Airport is located north of the proposed project area. The applicant’s Site Plan shows storage tanks located in airport zone B-1. The Maximum height of the tanks will be 40 feet tall. At this elevation the tanks would be below the imaginary surface of the airport at their proposed location and would be allowed by airport regulations. Compliance with the Airport Land Use standards is a less than significant impact. However, these regulations require an avigation easement.

Mitigation Measure: *The applicant shall grant and record an avigation agreement.*

- f) **No Impact.** Based on a survey of the project location on the Google Earth mapping system, and the General Plan EIR, there are no private agricultural airstrips located within the vicinity of the proposed project.
- g) **No Impact.** Avenue 24 ½ is a major collector street in the City of Chowchilla. While not part of the City’s evacuation route, Avenue 24 ½ could fulfill an incremental portion of that demand in an emergency. The proposed project will not interfere with and establish emergency evacuation route or impede emergency services to the area if structures and uses permitted are constructed on the project site.
- h) **No Impact.** The proposed project is not adjacent to wildland areas. It is surrounded by industrial land uses.

IX. HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place Housing within a 100-year flood hazard area as mapped on the 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 checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seich, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

HYDROLOGY AND WATER QUALITY Discussion and Response:

Discussion:

The proposed project will develop approximately 5 acres of industrial land on a 13.5 acre parcel in the City’s Industrial Park. The site is served by domestic water and sewer provided by the City. Only domestic wastewater will be discharged from the site to the City’s wastewater treatment facility. According to the City Engineer there is adequate capacity in the existing wastewater treatment facility to accommodate the proposed project. It is estimated that the proposed project would require not more water and produce no more wastewater water than one equivalent dwelling unit. Storm drainage will be contained in an interim on-site storm drainage system. The City plans to construct a sub-regional storm water basin and collect storm water from industrial uses along Avenue 24 ½ in the future.

The proposed project site is located in a Zone X, according FEMA Map, Community Panel Number 0601700450(B), 1987. Zone X has been classified by FEMA as areas determined to be outside the designated and defined 500-year floodplain.

Because of the storage of asphalt oil on-site, the project will be required to obtain approval from the Regional Water Quality Control Board prior to construction to ensure that any potential pollutants from the site are controlled.

Response:

- a) **No Impact.** The site is served by domestic water and sewer provided by the City. Only domestic wastewater will be discharged from the site to the City’s wastewater treatment facility. According to the City Engineer there is adequate capacity in the existing wastewater treatment facility to accommodate the proposed project. It is estimated that the proposed project would require not more water and produce no more wastewater water than one equivalent dwelling unit. Storm drainage will be contained in an interim on-site storm

drainage system. The project will be required to obtain approval from the Regional Water Quality Control Board prior to construction to ensure that any potential pollutants from the site are controlled.

- b) **No Impact.** It is estimated that the proposed project would require not more water and produce no more wastewater water than one equivalent dwelling unit. Domestic water demand will not increase from the proposed project as it is equivalent of one dwelling unit and the addition of one dwelling is well within the anticipated growth rate of the City.
- c) **Less than Significant.** See a)
- d) **No Impact.** The project is not near a stream or river. Please see a) for further discussion.
- e) **Less than Significant.** Please see a) for further discussion.
- f) **No Impact.** Please see a) for further discussion.
- g) **No Impact.** The project will provide no housing.
- h) **No Impact.** The proposed project site is located in a Zone X, according FEMA Map, Community Panel Number 0601700450(B), 1987. Zone X has been classified by FEMA as areas determined to be outside the designated and defined 500-year floodplain.
- i) **Less than Significant.** According to the Chowchilla General Plan EIR, if Hidden Dam failed at full capacity the City of Chowchilla would be subject to an undetermined elevation (expected to be minor) of flooding within 5 hours of dam failure. This potential has been determined to be an acceptable risk in the Chowchilla General Plan.
- j) **No impact.** Due to the flat topography in the plan area, there is no possibility of a mudslide. A seiche is a periodic oscillation of a body of water typically brought about by an earthquake) that results in flooding.

X. LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	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 any 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"/>

LAND USE AND PLANNING Discussion and Response:

Discussion:

The project site is located in the Chowchilla Industrial Park area of the City of Chowchilla. This project is considered implementation of the General Plan and the Zoning Ordinance to develop land that is planned for industrial land uses. The land is listed as Industrial land in the City's General Plan and is zoned I-2 (See Figure 4). The full development of the project area as industrial uses has been anticipated by the City General Plan since the 1970's. The surrounding land uses are predominately industrial with the Chowchilla Airport to the north. One small remnant agricultural parcel is located approximately 1,500 feet to the southeast in unincorporated territory within the City's Sphere of Influence. (See Figure 5) The proposed project is considered an "in-fill" project by the City. The proposed project is not within a specific plan area of the City. The proposed uses are consistent with the City's General Plan.

The project is within the airport zone B-1, which occupies the almost the entire proposed project site except a small area in the southwest corner. Zone B-1 allows single story offices, warehousing, and low intensity industrial practices as per the Madera County Airport Land Use Compatibility Plan (see Figure 8 below). As a result, the proposed land uses will require an aviation agreement.

All new uses in the Industrial Zone require a Conditional Use Permit to be issued by the City prior to operation or construction.

The project site is not part of any habitat conservation plan or natural community conservation plan. The project would not interfere with agricultural use of the land to the south.

Response:

- a) **No Impact.** The proposed project is within the Chowchilla City Limits and located in the City's Industrial Park. Surrounding uses are predominately industrial with remnant agriculture as an interim land use. The proposed project is no closer than 3,100 feet to any residential neighborhood to the east and is separated from that neighborhood by the Chowchilla Airport, UPRR, and Highway 99. The proposed project would have no effect on existing neighborhoods.
- b) **No Impact.** The proposed project is considered consistent with the Chowchilla General Plan and Zoning Ordinance. The full development of the project area as industrial uses has been anticipated by the City General Plan since the 1970's. The proposed project is considered an "in-fill" project by the City. The proposed project is not within a specific plan area of the City.
- c) **No Impact.** As was discussed in Section IV (Biological Resources) subsection f), the project is not located within any applicable habitat or natural community conservation plan according to the Chowchilla General Plan EIR.

XI. MINERAL RESOURCES. Would the proposal:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of that would be of future 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"/>

MINERAL RESOURCES Discussion and Response:

Discussion:

Neither the City of Chowchilla nor the 2040 General Plan update planning area has “mineral areas” as classified by the State Geologist. The 2040 General Plan planning area has no known or suspected mineral resources that could be of value to the region or to the residents of the state. There are no mineral deposits listed as being present on the proposed project area.

Response:

- a) **No Impact.** According to the General Plan EIR, no commercial grade aggregate resources are present in or near the proposed project area. .
- b) **No Impact.** Please see a) above.

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

NOISE Discussion and Response:

Discussion:

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations.

**Table 7
Typical Noise Levels**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet Fly-over at 300 m (1,000 ft)	100	
Gas Lawn Mower at 1 m (3 ft)	90	
Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph)	80	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	60	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	50	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (Background)
	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans, Technician Noise Supplement, Traffic Noise Analysis Protocol. October 1998

Major noise sources in the City are UPRR and Highway 99. The Chowchilla Airport also contributes to noise in the City with departing aircraft. According to the Chowchilla General Plan EIR, other land uses in the City create noise as well. The following is a list of existing land uses in or near the Industrial Park that create noise.

CertainTeed operates a fiberglass insulation manufacturing and distribution facility at 17775 Avenue 22 ½. The west end of the building generated an average noise level of 49.3 dB Leq and a maximum noise level of 52.4 dB Lmax, at a distance of 900 feet. The South side of the building generated an average noise level of 58.1 dB Leq and a maximum noise level of 60.2 dB Lmax, at a distance of 900 feet.

Central Valley Concrete (CVC) is located east of Road 16 and south of Mariposa Avenue at 745 South 5th Street. Noise sources include cement mixing equipment, and on-site truck

operations. Slowly moving trucks may produce maximum noise levels of 71-74 dB at 100 feet, and idling trucks generate approximately 62-63 dB at 100 feet.

The California Corn Growers is a corn sorting and cleaning plant located between the UPRR and Front Street at 625 South Front Street. The California Corn Growers' peak seasonal operations occur August through October. Noise associated with the California Corn Growers plant include, but are not limited to: truck deliveries, sorting equipment, cleaning equipment, and movement of product between processes.

Allwire, Inc. operates a wire and conduit manufacturing and distribution facility located north of Avenue 24 ½ and east of Road 16 (proposed 2040 General Plan South 3rd Street extension) at 16395 Avenue 24 1/2. Allwire operates Monday through Friday 8:00am to 4:30pm. Truck deliveries and forklift use are the primary noise sources associated with Allwire.

Almond Tree Hulling Co. is a seasonal agricultural hulling and cleaning plant located at 23175 Road 16 . There primary season is August through November. Primary noise sources associated with Almond Tree Hulling Co. include truck deliveries and shipments, cleaning of products, hulling and separating of products, and onsite forklift use. Almond Tree Hulling Co. expects 40 trucks per day during the primary season and 4 trucks per day during the off-season.

Snyder California Container is a plastic container manufacturer and distributor located north of Avenue 24 ½ and east of Road 16 at 800 Commerce Drive. Snyder California Container operates seven days per week and 24 hours per day. Noise associated with the manufacturing of the containers is large equipment located primarily inside their building and forklifts move the casted product outside for cooling. Snyder California Container estimates about 12 trucks per day picking up product to ship out during shipping hours

Piranha Pipe-Precast is a concrete pipe manufacture and distributor located south of Avenue 25 and east of Road 16 at 16000 Avenue 25. Piranha Pipe-Precast operates one wet cast and one dry cast area on the site. Noise sources associated with Piranha Pipe-Precast are forklifts used for moving pipe around the yard, mixing equipment and truck deliveries. Average noise levels 200 feet north of the Piranha Pipe-Precast facility measured 58 dB Leq.

North American Energy Systems manages this natural gas peaker plant located north of Avenue 24 ½ and east of Road 16. Noise measurements 300 feet west of the compressor building measured a steady 62 dB Leq and noise measurements 900 feet north of the compressor building measured 50 dB Leq.

Chowchilla Speedway is a 1/3 mile clay oval racetrack located on the eastern portion of the Chowchilla-Madera County fairgrounds. The speedway can accommodate 1,200 guests in grandstand seating and an additional 1,600 in bleacher seating. Racing series' range from sanctioned modifieds to sport compacts. It is estimated, based on similar tracks, that noise at 300 feet from the track can be 69 to 86 Leq. depending on the activity taking place.

New development, maintenance of roadways, installation of public utilities and infrastructure generally require construction activities. These activities include the use of heavy equipment impact tools. Construction noise typically occurs intermittently and varies depending upon the nature or phase (e.g., demolition / land clearing, grading and excavation, erection) of construction. Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels.

Typical noise levels for individual pieces of construction equipment are summarized in Table 8. As depicted in Table 8, individual equipment noise levels typically range from approximately 76 to 90

dB at 50 feet. Typical operating cycles may involve 2 minutes of full power, followed by 3 or 4 minutes at lower settings.

Table 8 Construction Equipment Noise

Type of Equipment	Predicted Noise Levels, L _{max} dB				Distance to Noise Contours (Feet)	
	Noise Level @ 50 ft.	Noise Level @ 100 ft.	Noise Level @ 200 ft.	Noise Level @ 400 ft.	70 dB L _{max} Contour	65 dB L _{max} Contour
Backhoe	78	72	66	60	126	223
Compactor	83	77	71	65	223	397
Compressor (air)	78	72	66	60	126	223
Concrete Saw	90	84	78	72	500	889
Dozer	82	76	70	64	199	354
Dump Truck	76	70	64	58	100	177
Excavator	81	75	69	63	177	315
Generator	81	75	69	63	177	315
Jackhammer	89	83	77	71	446	792
Pneumatic Tools	85	79	73	67	281	500

Source: Roadway Construction Noise Model User's Guide. Federal Highway Administration. FHWA-HEP-05-054. January 2006.

j.c. brennan & associates, Inc. 2009.

Assuming a maximum construction noise level of 85 to 90 dB and an average attenuation rate of 6 dBA per doubling of distance from the source, construction activities located within approximately 900 feet of noise-sensitive receptors could reach levels of approximately 65 dB and within approximately 1,500 feet of noise-sensitive receptors could reach levels of approximately 60 dB.

The project location is as an industrial area by the City of Chowchilla General Plan.

Noise generating activities occurring on-site would be the trucks arriving and departing to collect asphalt oil. A maximum of four large truck deliveries and an average of twelve to sixteen (12 to 16) trips by employees and visitors (including lunch break). The City noise standards limit industrial noise to 75 dBA and 65 dBA at the property line of the nearest residential zone district.

Noise from construction of infrastructure and the proposed renovation of the existing building and fuel pump will be less than significant, and is within the acceptable level in relation to the project area's City designated land use of heavy industrial, which is 75 Ldn.

Response:

- a) **Less than Significant.** The Chowchilla General Plan policies would be applied to the proposed project. Implementation of these policies would reduce the impact of construction noise to a less than significant impact. The Chowchilla General Plan policies require industrial development to be located in an environment where transportation noise and non-transportation noise meet City standards for transportation noise at 75 Ldn for industrial and commercial uses.

- b) **No Impact.** See a) above.
- c) **Less than Significant.** Since the proposed site is unoccupied at the present, any increased activity would represent an increase in the amount of noise above existing conditions. Given the location of the proposed project and an estimated four heavy trucks per day, which is considered the primary source of noise for the project, there will not be an increase in the amount of noise generated from the project. It is estimated that Avneue 24 ½ has an average daily traffic of 1,200 vehicles per day with about 10% of those heavy trucks (240 trucks trips per day). An increase of 8 truck trips or 3% will not cause an increase in the ambient noise generated from traffic on Avenue 24 ½.
- d) **Less than Significant.** Construction of the project will involve grading, cranes (to erect the tanks), paving equipment, and generators for welding. Based on the known noise generated by this equipment, the noise at the property line will not exceed 75 Ldn which is the acceptable level of noise for an industrial area. This is considered short term noise and not significant.
- e) **Less than Significant.** The project site is located in the B-1 Zone of the Chowchilla Airport. Noise can be expected from aircraft oversight. An avigation easement is required primarily for noise considerations.
- f) **No Impact.** There are no private air strips in the vicinity of the project.

XIII. POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	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"/>

POPULATION AND HOUSING Discussion and Response:

Discussion:

Practices on the site would be limited to the storage and sale of asphalt paving oil. The applicant states that there will be three (3) full-time employees with the hiring of part-time employees when volume warrants. On average there would be two to five (2 to 5) employees on-site.

Response:

- a) **No Impact.** Three employees could be absorbed into the local labor market with the need for additional housing.

- b) **No Impact.** No demolition of housing will take place. There are no housing units on the site.
- c) **No Impact.** See b) above.

XIV. 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:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

PUBLIC SERVICES Discussion and Response:

Discussion:

Emergency services protection (Fire and Police) in the proposed project area are provided by the City of Chowchilla. On-site construction of asphalt oil storage tanks could in an extraordinary catastrophic circumstance require additional fire suppression services.

Typically industrial land uses do require an increase in the amount of police department services. Practices on site would be limited to asphalt oil storage tanks and sale of asphalt oil stock. Businesses of this type are not generally thought to negatively effect to service ratios or response time to the community at large.

The Police Department dispatches both for police and fire services.

Because of the small number of employees approximated (three (3) full-time and part-time when needed), the effect to the City’s schools would be minimal. Similarly, the effect to City parks ratio and maintenance would be minimal due to implementation of the project.

The City of Chowchilla has adopted Development Impact Fees for public services which would be required to be paid by the proposed project at the time of Building Permit. The City Engineer has determined that the project is the equivalent of one dwelling unit.

Response:

- a) Would the project result in a 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:

Fire protection? If the new storage tanks and a modular/mobile office were constructed the impacts would be addressed by the payment of Fire Impact fees and the implementation of adopted General Plan policies. **Less than Significant Impact.**

Police protection? If the storage tanks and a modular/mobile office were constructed the impacts would be addressed by the payment of Police Impact fees and the implementation of adopted General Plan policies. **Less than Significant Impact.**

Schools? If the storage tanks and a modular/mobile office were constructed the impacts would be addressed by the payment of School Impact fees to the Chowchilla Elementary School District and the Chowchilla High School District as required. **Less than Significant Impact.**

Other public facilities? If the storage tanks and a modular/mobile office were constructed the impacts a **Less than Significant Impact** is anticipated on other public facilities with the payment of appropriate development impact fees and the implementation of City development policies.

XV. RECREATION	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	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"/>

RECREATION Discussion and Response:

Discussion:

The proposed project is an industrial land use. As such, the project would have no impact on recreation.

Response:

- a) **No Impact.** Implementation of the project would not warrant the construction of new City parks, no impact.
- b) **No Impact.** Implementation of the project would not warrant the expansion of existing City parks, no impact.

XVI. TRANSPORTATION/TRAFFIC. Would the project	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result 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 intersection) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

TRANSPORTATION/TRAFFIC Discussion and Response:

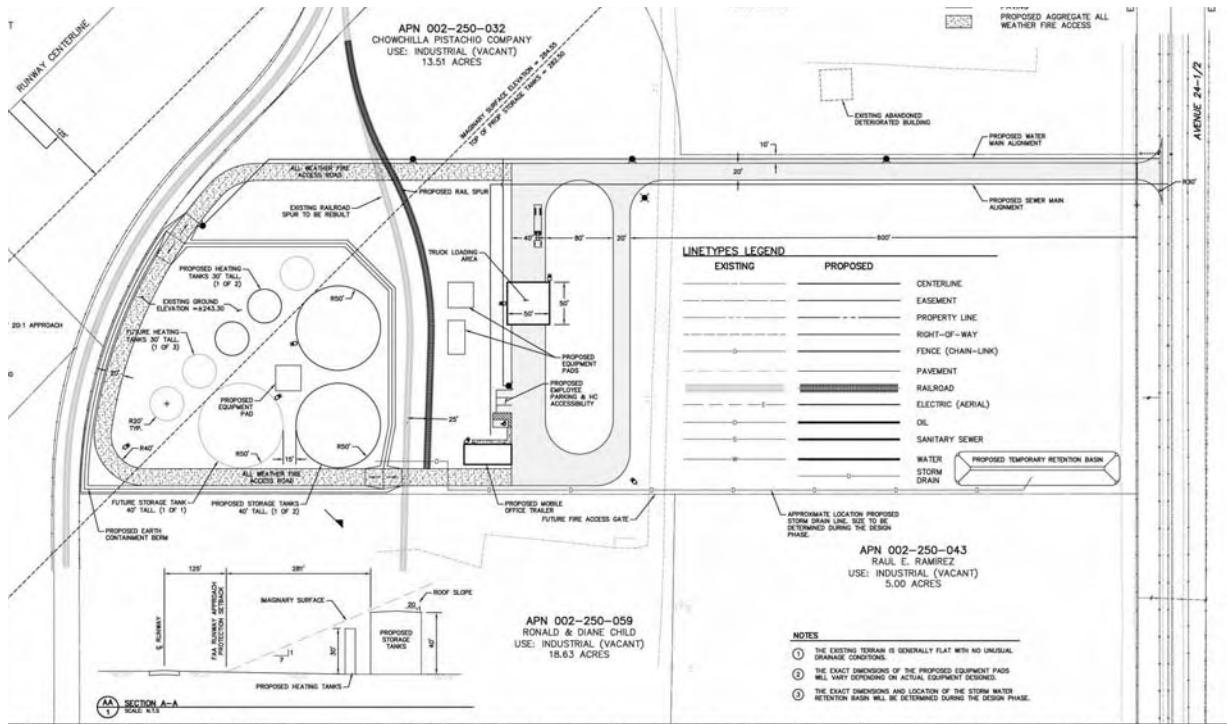
Discussion:

It is anticipated that a maximum of four (4) large delivery trucks would be entering and exiting the proposed project site daily. This number calculated with the number of trips generated by employees and visitors calculates to approximately twelve to sixteen (12 to 16) trips per day to and from the site. The applicant has devised a circulation plan including a long driveway which would minimize the traffic back-up of East Palm Parkway (Ave. 24 ½) that may be arise if a delivery truck is unable to enter the project site due to heavy traffic (see Figure 10 below). This circulation plan, taking in consideration the number of daily trips made by delivery trucks and employees and visitors, is considered to be adequate.

Traffic to and from the proposed asphalt oil storage and sales facility would not circulate through the City of Chowchilla. Instead circulation is proposed to be via Road 16, Avenue 24, Chowchilla Boulevard and East Palm Parkway (Avenue 24 ½), which are accessed by County roads and State Route 99. The avenues and boulevards listed above would be in need of improvement if they are to be used to serve the proposed project and any other future projects within the area. Traffic fees would need to be collected from the applicant to mitigate the cost of street

improvement. Along with the payment of traffic impact fees, the City requires that the applicant improve ½ of East Palm Parkway (Ave. 24 ½), specifically the street section contiguous to the proposed project area. Improvements include widening of road way to its full width and rehabilitating the existing roadway, creation of adequate turning lanes and the establishment of a ten (10) foot landscaping buffer between the roadway and the proposed project site.

Figure 10
Site Plan Showing Circulation



Response:

- a) **Less than Significant** The projected increase in traffic as a result of the proposed project is thought to be minimal due to the small number of employees approximated by the applicant and low number of deliveries and shipments per day. Although these impacts are considered less than significant if the cumulative impacts are considered significant including: street improvements on Avenue 24, Chowchilla Boulevard and Road 16 to handle the type and number of trips per day to and from the project area. The cost of the regional street improvements would be paid for by the collection of traffic improvement fees from the applicant. East Palm Parkway (Avenue 24 ½) is substandard, and the applicant is required to complete the full ½ street section to City Standards. These potentially significant impacts would be reduced to less than significant with the implementation of the following mitigation measures:

Mitigation Measures:

Payment of traffic impact fees for Zone 2.

Construct remaining portion of 1/2 street on Avenue 24 1/2 (East Palm Parkway) along the frontage of the project site.

- b) **No Impact.** This project and project area is not part of any congestion management plan.
- c) **No Impact.** No change in air traffic patterns is required.
- d) **No Impact.** The construction of new roadways or the rerouting of existing roadways is not part of the proposed annexation project.
- e) **No Impact.** Access to the project area will not require construction new roadways or the rerouting of existing roadways or the construction of infrastructure, structures and commercial or industrial businesses that could affect Levels of Service within and outside of the project area, will remain unchanged from existing conditions.
- f) **No Impact.** The project is consistent with the General Plan.

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

UTILITIES AND SERVICE SYSTEMS Discussion and Response:

Discussion:

The City of Chowchilla is located in the southern portion of the San Joaquin Valley Groundwater basin. The San Joaquin Valley Ground-Water Basin is the largest ground-water basin in California. This basin covers approximately 13,500 square miles and has a storage capacity of 570 million acre-feet with a useable capacity of at least 80 million acre-feet. The City relies on groundwater for its domestic water supply. Ground water levels have been falling in the past four years as agricultural and urban growth continues. The City has implemented a groundwater recharge program in cooperation with the Chowchilla Water District. A new wastewater treatment facility is planned to be constructed to serve the residential and commercial needs of the City. Industrial/business park waste water treatment will remain in the existing facility.

The proposed project will develop approximately 5 acres of industrial land on a 13.5 acre parcel in the City's Industrial Park. The site is served by domestic water and sewer provided by the City. Only domestic wastewater will be discharged from the site to the City's wastewater treatment facility. According to the City Engineer there is adequate capacity in the existing wastewater treatment facility to accommodate the proposed project. It is estimated that the proposed project would require not more water and produce no more wastewater water than one equivalent dwelling unit. Storm drainage will be contained in an interim on-site storm drainage system. The City plans to construct a sub-regional storm water basin and collect storm water from industrial uses along Avenue 24 ½ in the future.

Response:

- a) **No Impact.** The site is served by domestic sewer provided by the City. Only domestic wastewater will be discharged from the site to the City's wastewater treatment facility. According to the City Engineer there is adequate capacity in the existing wastewater treatment facility to accommodate the proposed project.
- b) **No Impact.** The site is served by domestic sewer provided by the City. It is estimated that the proposed project would require not more water and produce no more wastewater water than one equivalent dwelling unit.
- c) **No Impact.** Storm drainage will be contained in an interim on-site storm drainage system. The City plans to construct a sub-regional storm water basin and collect storm water from industrial uses along Avenue 24 ½ in the future. Because of the storage of asphalt oil on-site, the project will be required to obtain approval from the Regional Water Quality Control Board prior to construction to ensure that any potential pollutants from the site are controlled.
- d) **No Impact.** The site is served by domestic sewer provided by the City. It is estimated that the proposed project would require not more water and produce no more wastewater water than one equivalent dwelling unit.
- e) **No Impact.** According to the City Engineer there is adequate capacity in the existing wastewater treatment facility to accommodate the proposed project.
- f) **No Impact.** The City of Chowchilla contract waste collection services. The Fairmead Landfill receives municipal waste from the City of Chowchilla. The proposed use is not the

kind of industry that generates substantial amount of solid waste. For the most part, solid waste will be from office paper work and domestic waste generated by employees. No other packaging or materials are used on the site.

- g) **No Impact.** . For the most part, solid waste will be from office paper work and domestic waste generated by employees. No other packaging or materials are used on the site.

XVIII EARLIER ANALYSES.

Earlier Analyses Used:

City of Chowchilla General Plan EIR, Prepared for City of Chowchilla by Valley Planning Consultants, September 2010
LB Foster Steel Facility Project, Prepared for City of Chowchilla by Valley Planning Consultants, January 2008
Childs Parcel Map, Prepared for City of Chowchilla by Valley Planning Consultants, August 2005
Chowchilla fairgrounds Rezoning, Prepared for City of Chowchilla by Valley Planning Consultants, June 2004
Greenhills Industrial Subdivision, Prepared for City of Chowchilla by Valley Planning Consultants, June 2007
NEPA Statutory Worksheet, Road 16 Pipeline Project, Prepared for City of Chowchilla by Valley Planning Consultants, April 2009
Chowchilla Industrial Park Railroad Spur Line and Roadways Expansion and Improvement Project, Prepared for City of Chowchilla by Valley Planning Consultants, February 2003
Annexation One, General Plan Amendment, Prepared for City of Chowchilla by Valley Planning Consultants, December 2005

XVIV SUMMARY OF MITIGATION MEASURES

Burrowing Owl Mitigation Measure:

1. A pre-construction survey will be conducted by a qualified biologist for burrowing owl habitat (California ground squirrel burrows) within 31 days of the on-set of construction. If rodent burrows suitable for burrowing owls are observed, then an additional survey for burrowing owls would be required within 30 days of the on-set of construction. This survey will be conducted according to methods described in the Staff Report on Burrowing Owl Mitigation (CDFG 1995). All suitable habitats of the Site will be covered during this survey.

2. If pre-construction surveys are undertaken during the breeding season (February through August) and active nest burrows are located within or near construction zones, a construction-free buffer of 250 feet should be established around all active burrowing owl nests. The buffer areas should be enclosed with temporary fencing, and construction equipment and workers should not enter the enclosed setback areas. Buffers should remain in place for the duration of the breeding season. After the breeding season (i.e. once all young have left the nest), passive relocation of any remaining owls may take place as described below.

3. During the nonbreeding season (September through January), resident burrowing owls occupying burrows in areas proposed for development may be relocated to alternative habitat. The relocation of resident burrowing owls must be conducted according to a relocation plan prepared by a qualified biologist. Passive relocation will be the preferred method of relocation.

The applicant shall obtain the Authority to Construct from the SJVAPCD prior to the Certificate of Occupancy being issued by the City.

The applicant shall grant and record an avigation agreement.

Payment of traffic impact fees for Zone 2.

Construct remaining portion of ½ street on Avenue 24 ½ (East Palm Parkway) along the frontage of the project site.