

APPENDIX N: INFILL ENVIRONMENTAL CHECKLIST FORM

1. **Project title:** Plot Plan Review Application No. PPR17-042 – Castle Family Health
2. **Lead agency name and address:** Merced County
Community & Economic Development Dept.
2222 M Street
Merced, CA 95340
3. **Contact person and phone number:** Diana Lowrance, Planner III
(209) 385-7654 Ext. 4163
4. **Project location:** 6029 North Winton Way, Winton, CA 95388
5. **Project sponsor's name and address:** Spencer Supinger, P.E.
FP&P/Quad Knopf
2816 Park Avenue
Merced, CA 95348
6. **General plan designation:** Winton Urban Community - General Commercial
7. **Zoning:** C-2 (General Commercial)
8. **Prior Environmental Document(s) Analyzing the Effects of the Infill Project:**

None.

9. **Location of Prior Environmental Document(s) Analyzing the Effects of the Infill Project:**

N/A.

10. **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).**

Castle Family Health Centers is proposing to demolish an existing 2,695 square foot building; the existing paved parking areas on site; the removal of nine (9) mature trees; the abandonment of the existing septic line and tank (in place); and the abandonment of the existing domestic well (in place). The demolition activities are to allow for the construction of a new: one-story, 13,400 sq. ft., outpatient, medical office/clinic (including: medical, dental, pharmacy and behavioral health clinic) that varies in height from 19'-6" to a maximum of 27'-0". Site improvements also including seventy-three (73) on-site parking spaces (including 4 accessible spaces). The project also includes the provision of a modified bus turn-out along the project's Winton Way frontage, areas for a bus shelter, and an ADA accessible route from the bus stop to the building.

The site is located in the urban community of Winton. Per the Land Use Element of the 2030 Merced County General Plan, Urban Communities are unincorporated urban areas that have a range of housing densities, commercial uses, public infrastructure, services, and employment-generating land areas. All land within an Urban Community is planned for eventual development in a mixture of urban and urban-related uses.

Castle Family Health Centers (CFHC) are comprehensive community clinics that provide a wide range of medical, behavioral health, and educational services to address the needs of its community. CFHC is one of three Federally Qualified Health Center providers in Merced County that provide care for the low income, medically indigent and uninsured populations (Source: <http://cfhc.care>).

11. Surrounding land uses and setting: Briefly describe the project's surroundings, including any prior uses of the project site, or, if vacant, describe the urban uses that exist on at least 75 percent of the project's perimeter.

The project site is currently developed with a 2,695 square foot, vacant, commercial building.

The project site is surrounded by: an undeveloped parcel zoned C-2 (General Commercial) on the north; single-family homes on a parcels zoned A-1 (General Agricultural) (across Gertrude Avenue) on the south; a single-family home on a parcel zoned A-R (Agricultural-Residential) across N. Winton Way on the east; and an undeveloped parcel zoned C-2 (General Commercial) on the west.

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

Merced County Department of Public Health, Public Works, Environmental Health, Building, and the Merced County Association of Governments.

SATISFACTION OF APPENDIX M PERFORMANCE STANDARDS (Provide the information demonstrating that the infill project satisfies the performance standards in Appendix M).

To be eligible for streamlining pursuant to Section 15183.3, an office building project must satisfy one of the following:

The project is site is immediately adjacent to a "**High-quality transit corridor**" with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Several bus routes ran by the Public Transportation Services of the Transit Joint Power Authority for Merced County stop at the northwest corner of North Winton Way and Gertrude Avenue (although this stop is not a fixed stop). Specifically, the Winton Commuter (W1), the Winton Commuter North (W2), and the Atwater Winton Way Local (A2) bus routes stop directly in front of the project site. Additionally, a modified bus turn-out along the project's Winton Way frontage is being proposed as part of the project's off-site improvements.

<input type="checkbox"/>	<p>Regional Location. Office Buildings, both commercial and public, are eligible if they locate in a "low vehicle travel area."</p> <p>Per. Appendix M: "Low vehicle travel area" means a traffic analysis zone that exhibits a below average existing level of travel as determined using a regional travel demand model. For commercial and retail projects, travel refers to non-work attraction trip length; however, where such data are not available, commercial projects reference either home-based or household vehicle miles traveled per capita.</p>
<input checked="" type="checkbox"/>	<p>Proximity to a Major Transit Stop. Office buildings, both commercial and public, within 1/2 mile of an existing "major transit stop", <u>or</u> 1/2 mile of an existing stop along a "high quality transit corridor", are eligible.</p> <p>Per Appendix M: "Major Transit Stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with frequencies of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. For the purposes of this Appendix, an "existing major transit stop" may include a planned and funded stop that is included in an adopted regional transportation improvement program.</p> <p>Per Appendix M: "High-quality transit corridor" means an existing corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. For the purposes of this Appendix, and existing stop along a "high-quality transit corridor" may include</p>

	a planned and funded stop that is included in an adopted regional transportation improvement program. Unless more specifically defined by an air district, city or county, " high-volume roadway " means freeways, highways, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.
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Performance Standards Related to Project Design

1. Does the non-residential infill project include a renewable energy feature? If so, describe below. If not, explain why it is not feasible to do so.

The project does not include a renewable energy feature. Per the CEO of Castle Family Health Centers, Inc., *“The owner/developer (Castle Family Health Centers) is truly an advocate for insuring long term renewable energy development as they expand their health care facilities. For this reason CFHC is planning for future installation of renewable energy features such as solar photovoltaic and is including the infrastructure provisions for these products in their build out. Since CFHC is a 503c-3 non-profit community health center and depends on its own revenues from its predominantly low income users the financial resources are not currently available to fully implement a full scale renewable energy plan in their first phase of construction. Should future funding permit, CFHC would plan to install the complete systems within its facility”.*

2. If the project site is included on any list compiled pursuant to Section 65962.5 of the Government Code, either provide documentation of remediation or describe the recommendations provided in a preliminary endangerment assessment or comparable document that will be implemented as part of the project.

Staff searched the Department of Toxic Substances Control, EnviroStor web page¹ for the project site and it was not included on the list of properties in Winton, CA. EnviroStor is the Department of Toxic Substances Control's data management system for tracking cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further.

3. If the infill project includes residential units located within 500 feet, or such distance that the local agency or local air district has determined is appropriate based on local conditions, a high volume roadway or other significant source of air pollution as defined in Appendix M, describe the measures that the project will implement to protect public health. Such measures may include policies and standards identified in the local general plan, specific plan, zoning code or community risk reduction plan, or measures recommended in a health risk assessment to promote the protection of public health. Identify the policies or standards, or refer to the site specific analysis, below.

The infill project does not include any residential units.

4. For residential projects, the project satisfies which of the following?

The infill project does not include any residential units.

<input type="checkbox"/>	Located within a low vehicle travel area, as defined in Appendix M (Attach VMT map).
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¹ Department of Toxic Substances Control's EnviroStor, "Site/Facility Search Tool," accessed January 8, 2018, <http://www.envirostor.dtsc.ca.gov/public/>

<input type="checkbox"/>	Located within 1/2 mile of an existing major transit stop along a high quality transit corridor (Attach map illustrating proximity to transit).
<input type="checkbox"/>	Consists of 300 or fewer units that are each affordable to low income households. (Attach evidence of legal commitment to ensure the continued availability and use of the housing units for lower income households, as defined in Section 50079.5 of the Health and Safety Code, for a period of at least 30 years, at monthly housing costs, as determined pursuant to Section 50053 of the Health and Safety Code.)

5. For commercial projects with a single building floor-plate below 50,000 square feet, the project satisfies which of the following?

The infill project is not a commercial project.

<input type="checkbox"/>	Located within a low vehicle travel area, as defined in Appendix M (Attach VMT map).
<input type="checkbox"/>	Located within 1/2 mile of an existing major transit stop along a high quality transit corridor (Attach map illustrating proximity to transit).

6. For office building projects, the project satisfies which of the following?

The infill project is a medical office building. The project is site is immediately adjacent to a "**High-quality transit corridor**" with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Several bus routes ran by the Public Transportation Services of the Transit Joint Power Authority for Merced County stop at the northwest corner of North Winton Way and Gertrude Avenue. Specifically, the Winton Commuter (W1), the Winton Commuter North (W2), and the Atwater Winton Way Local (A2) bus routes stop directly in front of the project site. Additionally, a modified bus turn-out along the project's Winton Way frontage is being proposed as part of the project's off-site improvements.

<input type="checkbox"/>	Located within a low vehicle travel area, as defined in Appendix M (Attach VMT map).
<input checked="" type="checkbox"/>	Located within 1/2 mile of an existing major transit stop along a high quality transit corridor (Attach map illustrating proximity to transit). See Attachment A

7. For school projects, the project does all of the following:

The infill project is not a school.

<input type="checkbox"/>	Located within a low vehicle travel area, as defined in Appendix M (Attach VMT map).
<input type="checkbox"/>	The project is an elementary school and within one mile of 50% of the student population, or is a middle school or high school and is within two miles of 50% of the student population. Alternatively, the school is within 1/2 mile of an existing major transit stop or an existing stop along a high quality transit corridor. (Attach map and methodology.)
<input type="checkbox"/>	The project provides parking and storage for bicycles and scooters.

8. For small walkable community projects, the project must be a residential project that has a density of at least eight units to the acre or a commercial project with a floor area ration of at least 0.5, or both.

The infill project is not a small walkable community project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The infill project could potentially result in one or more of the following environmental effects.

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed infill project **WOULD NOT** have any significant effects on the environment that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate. Pursuant to Public Resources Code Section 21094.5 CEQA does not apply to such effects. A Notice of Determination (Section 15094) will be filed.

I find that the proposed infill project **WILL** have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. With respect to those effects that are subject to CEQA, I find that such effects **WOULD NOT** be significant and a **NEGATIVE DECLARATION**, or if the project is a Transit Priority Project a **SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT**, will be prepared.

I find that the proposed infill project **WILL** have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that although those effects could be significant, there will not be a significant effect in this case because revisions in the infill project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION**, or if the project is a Transit Priority Project a **SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT**, will be prepared.

I find that the proposed infill project **WOULD** have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that those effects **WOULD** be significant, and an infill **ENVIRONMENTAL IMPACT REPORT** is required to analyze those effects that are subject to CEQA.

 Signature

 Date

EVALUATION OF THE ENVIRONMENTAL IMPACTS OF INFILL PROJECTS:

- 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) For the purposes of this checklist, "prior EIR" means the environmental impact report certified for a planning level decision, as supplemented by any subsequent or supplemental environmental impact reports, negative declarations, or addenda to those documents. "Planning level decision" means the enactment or amendment of a general plan, community plan, specific plan, or zoning code (Section 15183.3(e)).
- 4) Once the lead agency has determined that a particular physical impact may occur as a result of an infill project, then the checklist answers must indicate whether that impact has already been analyzed in a prior EIR. If the effect of the infill project is not more significant than what has already been analyzed, that effect of the infill project is not subject to CEQA. The brief explanation accompanying this determination should include a page and section references to the portions of the prior EIR containing the analysis of that effect. The brief explanation shall also indicate whether the prior EIR included any mitigation measures to substantially lessen that effect and whether those measures have been incorporated into the infill project.
- 5) If the infill project would cause a significant adverse effect that either is specific to the project site and was not analyzed in a prior EIR, or is more significant than what was analyzed in a prior EIR, the lead agency must determine whether uniformly applicable development policies or standards that have been adopted by the lead agency, or city or county, would substantially mitigate that effect. If so, the checklist shall explain how the infill project's implementation of the uniformly applicable development policies will substantially mitigate that effect. That effect of the infill project is not subject to CEQA if the lead agency makes a finding, based upon substantial evidence, that the development policies or standards will substantially mitigate that effect.
- 6) If all effects of an infill project were either analyzed in a prior EIR or are substantially mitigated by uniformly applicable development policies or standards, CEQA does not apply to the project, and the lead agency shall file a Notice of Determination.
- 7) Effects of an infill project that either have not been analyzed in a prior EIR, or that uniformly applicable development policies or standard do not substantially mitigate, are subject to CEQA. With respect to those effects of the infill project that are subject to CEQA, the checklist shall indicate whether those effects are significant, less than significant with mitigation, or less than significant. If there are one or more "Significant Impact" entries when the determination is made, and infill EIR is required. The infill EIR should be limited to analysis of those effects determined to be significant (Section 15128, 15183.3 (d)).
- 8) "Less Than Significant With Mitigation Incorporated" applies where the incorporation measures will reduce an effect of an infill project that is subject to CEQA from "Significant Impact" to a "Less Than Significant Impact". The lead agency must describe the mitigation measures, and briefly explain how those measures reduce the effect to a less than significant level. If the effects of an infill project that are subject to CEQA are less than significant with mitigation incorporated, the lead agency may prepare a Mitigated Negative Declaration. If all of the effects of the infill project that are subject to CEQA are less than significant, the lead agency may prepare a Negative Declaration.
- 9) 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 an infill project's environmental effects in whatever format is selected.
- 10) 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.

	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in the Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Polices</i>
I. AESTHETICS. Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>The medical office infill project is located in the urban community of Winton away from the designated state scenic highways in the County. Specifically, State Route 152 (Santa Clara county line to Interstate 5) and Interstate 5 (the portion north of State Route 152) are designated state scenic highways. Additionally, as the primary scenic resource within Merced County is the rural and agricultural landscapes of the non-urbanized areas, the project will have no impact on scenic vistas and scenic resources. Further, as the site was previously developed the project will not substantially degrade the existing visual character or quality of the site and its surroundings. In fact, given the building on the project site is vacant and the property is in a state of disrepair, the proposed infill project will improve the visual character of the site. Lastly, the infill project will not create a new source of substantial light or glare that would affect any day or nighttime views in the area. As mentioned previously, the project is not located near any designated scenic highways. Further, as the project's façade is comprised of stucco and split faced CMU veneer, the project will not create a new substantial source of glare. Finally, lighting for the project will be typical of lighting used for commercial projects and is required to be designed and maintained in a manner so that glare and reflections are contained within the boundaries of the parcel, hooded, and directed downward and away from adjoining properties and the public right-of-way.</p>					

	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in the Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Polices</i>
II. AGRICULTURE & FORESTRY 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>The proposed project, the Castle Family Health Center (the Project) is a medical office infill project located on a previously developed parcel in the urban community of Winton. The parcel is designated Winton Urban Community – General Commercial by the General Plan and zoned C-2 (General Commercial). The infill site is not located in an Agricultural Preserve nor is it under a Williamson Act contract. Therefore the project will not have any impact on forest land or farmland.</p>					

	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in the Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Polices</i>
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:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project, the Castle Family Health Center (the Project) is an infill project located in the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD, among other things, is responsible for administering the Indirect Source Review (ISR) Program for new development projects. The purpose of the ISR review is to fulfill the district's emission reduction commitments in the PM10 and Ozone Attainment Plans; to achieve emission reductions from the construction and use of development projects through design features and on-site measures; and to provide a mechanism for reducing emissions from the construction of land use of development projects through off-site measures.

New developments contribute to the air-pollution in the Valley by increasing the number of vehicles and vehicle miles traveled (VMT). Indirect Source Review (ISR) aims to reduce the growth of Nitrogen oxide and Particulate matter emissions associated with the construction and operation of new development projects in the San Joaquin Valley. Nitrogen oxide and Particulate matter are two of the Criteria Pollutants identified and regulated by the EPA. The others are: ozone, carbon monoxide, sulfur oxides, and lead. A project is subject to ISR if it received its final discretionary approval from a land use agency on or after March 1, 2006 and the project meets or exceeds SJVAPCD applicability thresholds. As the proposed medical office is 13,400 square feet, it is less than the 20,000 square foot threshold for a medical office space and is not subject to ISR.

Additionally, SJVAPCD's *Guidance for Assessing and Mitigating Air Quality Impacts*, specifically, the Small Project Analysis Level (SPAL) has established thresholds of significance for criteria pollutant emissions based on project type and size. Projects that fit the descriptions and are less than the specific project sizes,

are deemed to have less than significant impact on air quality due to criteria pollutant emissions. The Project is a medical office. Per the Castle Family Health Center Traffic Technical Report (dated March 2018) the project will have approximately 466 trips per day. This is less than the threshold of 1,673 trips per day. Therefore the project would have less than a significant impact on air quality.

Per the SJVAPCD, air quality in the valley has steadily improved over the past 15 years. The San Joaquin Valley has been in attainment for Carbon Monoxide (CO) since 1994 and reached attainment for the federal PM10 standard in 2008. However, the valley is not in attainment for both ozone and PM2.5 (i.e., particulate matter that is 2.5 microns or less in diameter). Therefore sensitive receptors in the valley are still impacted by poor air quality even though the Project’s impacts on air quality are less than significant.

Additionally, the Project (a medical office) is not likely to create objectionable odors that would affect a substantial number of people. That said, the SJVAPCD has a number of district rules relating to air quality that the project must comply with. The rules include, but are not limited to, Rule 8020 (Fugitive Dust Requirements for Control of Fine Particulate Matter [PM-10] from Construction, Demolition, Excavation, and Extraction Activities); Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities).

	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in the Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Polices</i>
IV. BIOLOGICAL RESOURCES. Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

corridors, or impede the use of native wildlife nursery sites?					
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The site is a previously developed parcel located in the urban community of Winton. Per. the Land Use Element of the 2030 Merced County General Plan, Urban Communities are unincorporated urban areas that have a range of housing densities, commercial uses, public infrastructure, services, and employment-generating land areas. All land within an Urban Community is planned for eventual development in a mixture of urban and urban-related uses. Therefore the project will not have any impacts on biological resources.

	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in the Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Polices</i>
V. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Per. Table 9-4 (Historic Properties of Merced County) found in the background report prepared for the 2030 Merced County General Plan, there are no known historical resources located on the project site. Additionally, there are no known archaeological sites or paleontological resources (i.e., the fossilized remains, traces, or imprints of organisms preserved in or on the earth's crust) at the project site. However, if any archeological or paleontological resources are found during construction activities, a professional archaeologist must be notified and, if human remains are found, by law, the County coroner and the Native American Heritage Commission must be notified immediately.

	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in the Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Polices</i>
VI. GEOLOGY AND SOILS. Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>A Geotechnical Investigation Report (the Report) (dated March 24, 2017) was prepared by RMA GeoScience for the Castle Family Health Center (the Project) (See Attachment B). The Report states that in order for liquefaction to occur, three criteria must be met, including low density, course-grained (sandy) soils, a groundwater depth of less than approximately 50 feet, and the potential for seismic shaking from nearby large-magnitude earthquakes. Continuing, according to the Report, because the Project site has a groundwater depth of approximately 105 feet (with sandy soils not expected below a depth of 10 feet) there is negligible risk of liquefaction at the Project site during a nearby large-magnitude earthquake (Geotechnical Investigation Report, page 8).</p> <p>The purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to regulate development near active faults so as to mitigate the hazard of surface fault rupture. The project site is not located within a mapped Earthquake Fault Zone (as mapped by the California Geological Survey) and is therefore not at risk of surface fault rupture. Additionally, the Seismic Hazards Zone Maps are intended to map mandatory</p>					

investigation zones in areas where there is a surface fault rupture or other ground conditions favorable to landslides or liquefaction. The project site is not located within a Seismic Hazard Zone (as mapped by the California Geological Survey) and is therefore not at risk of Seismic-related ground failure, including liquefaction or landslides.

Expansive soils are soils that shrink and swell in response to changes in moisture content and potentially causing damage to structures. The Geotechnical Investigation Report for this project (dated March 24, 2017) page 4 states: “Our field exploration and laboratory testing program indicate that near surface soils have a very low expansion potential”.

Because the project site was previously developed, the proposed project will not result in substantial soil erosion or the loss of top soil. Additionally, previous development on the project site relied on a septic tank, however, the proposed project will abandon the existing septic lines and tank and instead will connect to the public sewer system.

	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in the Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Polices</i>
VII. GREENHOUSE GAS EMISSIONS. Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006 recognized California as a source of substantial amounts of GHG emissions and established a state goal of reducing GHG emissions to 1990 levels by the year 2020. State law defines Greenhouse Gas Emissions (GHG) to include: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. However, the most common GHGs from human activity are carbon dioxide, methane, and nitrous oxide.

CEQA requires public agencies to identify the potentially significant effects on the environment of projects they intend to carry out or approve, and to mitigate significant effects whenever it is feasible to do so. Under CEQA, a lead agency is required to make a good-faith effort (based on scientific and factual data) to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency has the discretion to determine, in the context of a particular project, whether to 1) use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency also has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. Finally, a lead agency should explain the limitations of the particular model or methodology selected for use and/or 2) Rely on a qualitative analysis or performance based standards.

The proposed Castle Family Health Center (the Project) is located in the urban community of Winton in unincorporated Merced County. Merced County is located in the San Joaquin Valley Air Pollution Control

District (SJVAPCD). The SJVAPCD is made up of eight counties in the Central Valley: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and a portion of Kern.²

The San Joaquin Valley Air Pollution Control District, as policy, applies performance based standards or Best Performance Standards (BPS) to assess project-specific GHG emissions impacts on global climate change. This policy is founded on the principal that projects whose emissions have been reduced or mitigated consistent with the CA Global Warming Solutions Act of 2006 (AB 32) should be considered to have a less than significant impact on global climate change.³ Projects implementing BPS would not require quantification of project specific GHG emissions and under CEQA would be determined to have a less than significant individual and cumulative impact for GHG emissions.

A Greenhouse Gas Impact Assessment (the Assessment) was prepared by VRPA Technologies, Inc. (February 2018) (See Attachment C) for the Castle Family Health Center (the Project). That Assessment is attached (See Attachment B). The Assessment uses data derived from the California Emission Estimator Model (CalEEMod). CalEEMod is model that was created to provide a uniform platform for government agencies, land use planners, and environmental professionals to estimate the potential emissions associated with both the construction and operational use of land use projects. (Source: California Emission Estimator Model User's Guide Version 2016.3.2 (November 2017), page 1). To interpret the data derived from CalEEMod, the Assessment relies upon interim GHG significance thresholds for stationary sources which were adopted by the South Coast Air Quality Management District's (SCAQMD) Governing Board in December 2008. Specifically, SCAQMD uses a significance threshold of 10,000 metric tons of CO₂ equivalent emissions per year for stationary sources. The SCAQMD significance threshold includes operation emissions and construction emissions (which are amortized over 30 years). The Project's GHG emissions (operational and amortized construction emissions) are estimated to be 653.03 metric tons of CO₂ equivalent emissions per year. Which, according to the Assessment is approximately 93 percent less than SCAQMD's significance threshold and are therefore less than significant.

Merced County (the Lead Agency) is required to make a good-faith effort to describe, calculate or estimate the amount of GHG emissions resulting from the Project including the by type and source and assess whether those emissions are *individually or cumulative significant*. In that regard, the Lead Agency has the discretion whether to use a model or methodology to quantify GHG emissions from the Project and/or rely on a qualitative analysis or performance based standards.

As such, a more useful significance threshold is provided by the Bay Area Air Quality Management District (BAAQMD). BAAQMD uses a threshold of 1,100 metric tons of CO₂ per year for the operational-related GHG emissions for land use development projects. Note: BAAQMD uses the same threshold that SCAQMD uses for stationary-source projects (i.e., 10,000 metric tons of CO₂ per year). If annual emissions of operational-related GHGs exceed these levels, the proposed project would result in a cumulative considerable contribution of GHG emissions and a cumulative significant impact. (Source: BAAQMD CEQA Guidelines May 2017, page 2-4). Based on the data provided in the Assessment, the Project's operational GHG emissions are approximately 650.78 metric tons per year. As this is less than BAAQMD's threshold of 1,100 metric tons of CO₂ per year for the operational-related GHG emissions (for land use development projects), the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Construction related emissions occur during site preparation and construction of the proposed Project. Per the Assessment, the projects construction-related GHG emissions are 67.50 metric tons of CO₂ per

² San Joaquin Valley Air Pollution Control District, www.valleyair.org/General_info/aboutdist.htm.

³ San Joaquin Valley Unified Air Pollution Control District Guidance for Assessing and Mitigating Air Quality Impacts (March 19, 2015), pages 111-112.

year. Because construction activities are short-term, generally, construction emissions impact should be evaluated separate from the operational emissions impacts (which are long-term). Currently, neither SJVAPCD nor BAAQMD has adopted a threshold of significance for construction-related GHG emissions. Additionally, the San Joaquin Valley Air Pollution Control District (SJVAPCD) has yet to adopt Best Performance Standards (BPS) for construction generated GHG emissions. When adopted, projects implementing BPS would not require quantification of project specific construction GHG emissions and under CEQA would be determined to have a less than significant individual and cumulative impact for GHG emissions.

Nevertheless, even when the Project’s construction-related GHG emissions are combined with the operational GHG (totaling approximately 718.28 metric tons of CO2 per year), the Project’s GHG emissions are still less than BAAQMD’s threshold of 1,100 metric tons of CO2 per year and are less than significant.

	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in the Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Polices</i>
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or where such a plan has not been adopted, within two mile 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"/>	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As a medical clinic, the project will generate medical waste. As such, the project will have to comply with the Medical Waste Management Act (MWMA) of 2017 which is administered in the County of Merced by the Merced County Department of Public Health, Division of Environmental Health. The project's compliance with the MWMA would substantially mitigate any risks associated with the medical waste generated by the project. Additionally, the project site is not within one-quarter mile of an existing or proposed school.

Staff searched the Department of Toxic Substances Control, EnviroStor web page⁴ for the project site and it was not included on the list of properties in Winton, CA. EnviroStor is the Department of Toxic Substances Control's data management system for tracking cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination, or sites where there may be reasons to investigate further.

Staff consulted the Merced County Airport Land Use Compatibility Plan (Adopted June 21, 2012). The project is located within two (2) miles of the Castle Airport (a Public Use Airport), but is located just outside of the Airport Influence Area and the Compatibility Zones. Additionally, the project is not located within the vicinity of a private airstrip. Therefore, the project would not result in a safety hazard for people residing or working in the project area.

The project will not impair the implementation of or physically interfere with any adopted emergency response plan or evacuation plan. As mentioned previously, the project site is located in the urban community of Winton on a lot that is currently developed with a 2,695 square foot, vacant, commercial building.

The project will not 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) because the project site is located in the urban community of Winton which is not adjacent to a wildland area.

⁴ Department of Toxic Substances Control's EnviroStor, "Site/Facility Search Tool," accessed January 8, 2018, <http://www.envirostor.dtsc.ca.gov/public/>

	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in the Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Polices</i>
IX. HYDROLOGY AND WATER QUALITY. Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner in 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"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	<input type="checkbox"/>

j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Regarding substantially depleting groundwater supplies or interfering substantially with groundwater recharge: the project will abandon the existing domestic well, septic line, and septic tank (in place) and will be served by the Winton Water and Sanitary District. Additionally, the project includes (on the western edge of the property) a 6,000 square foot retention basin to collect stormwater on site.</p> <p>Regarding placing housing within a 100-year flood hazard area, the project is not a housing project nor is it located in a 100-year flood hazard area.</p> <p>Regarding creating or contributing to runoff water and the pollutants associated with runoff (i.e., stormwater), the project will have to comply with Ordinance No. 1923, including but not limited to implementation of Best Management Practices (BMPs), construction site storm water runoff control, and Sediment Control Plan (SCP). Additionally, the project includes (on the western edge of the property) a 6,000 square foot detention basin to collect stormwater on site and release it slowly into the storm sewer.</p> <p>Per the Geotechnical Investigation Report (Report) prepared for the Project, tsunamis are sea wave that are generated in response to large-magnitude earthquakes. Seiches are the oscillation of large bodies of standing water (such a lakes) that can occur in response to ground shaking (Report page 8 and 9). Neither tsunamis nor seiches pose a hazard to the Project as it is located inland and away from large bodies of standing water.</p>					

	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in the Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Polices</i>
X. LAND USE AND PLANNING. Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>As the infill project is located on a previously developed parcel in the urban community of Winton that is zoned C-2 (General Commercial), the project will not physically divide an established community nor it the project in conflict with the general plan or zoning for the site. Finally, the project is not located within any habitat conservation plan or natural community conservation plan.</p>					

	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in the Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Polices</i>
XI. MINERAL RESOURCES. Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>The infill project is located on a previously developed parcel in the urban community of Winton that is zoned C-2 (General Commercial). Merced County’s primary mineral resources are sand and gravel with significant deposits concentrated along the San Joaquin River and its tributaries. Per the Merced County General Plan 2030 Draft PEIR (Dated November 2012) Figure 10-3, no significant mineral resources are located at the project site, so the Project will not result in the loss of a known mineral resource of value to the region or the state nor would the Project result in a loss of a locally-important mineral resource recovery site.</p>					

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

The medical office infill project is located in the urban community of Winton (away from the primary sources of noise in the county) traffic on Interstate 5; State Routes 33, 59, 99, 140, and 152; and the intermittent noise from the railroads (Union Pacific and Burlington Northern Railroads). Traffic along Winton Way at Gertrude Avenue, approximately 1,215 VPH (AM Peak Hour) and 1,257 VPH (PM Peak Hour) will have some ambient noise impacts, however, these are mitigated by the Project's setbacks, building design, and landscaping. Further, the medical office during normal operations will not generate noise or groundborne vibration in excess of the standards in the Zoning Code or General Plan. Noise levels and groundborne vibrations during demolition and construction of the medical office may be temporarily elevated. However, construction noise is mitigated through limits on construction hours (daytime hours between 7:00 a.m. and 6:00 p.m.) and the requirement that construction equipment be properly muffled and maintained.

The medical office infill project will not result in either a substantial permanent increase, nor a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Because the site has been vacant for some time, noise levels will increase however, the increase is not expected to be a substantial increase. As mentioned previously, noise levels during

demolition and construction of the project will result in both temporary and periodic increases in ambient noise levels in the project vicinity above levels existing without the project. However, due to limits on construction hours, these increases are not expected to be substantial.

Staff consulted the Merced County Airport Land Use Compatibility Plan (Adopted June 21, 2012). The project is located within two (2) miles of the Castle Airport (a Public Use Airport), but is located just outside of the Airport Influence Area and the Compatibility Zones. Additionally, the project is not located within the vicinity of a private airstrip. Therefore the Project would not expose people to excessive noise levels from the airport.

	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in the Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
XIII. POPULATION AND HOUSING. Would the project:					
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 road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
As a 13,400 square foot medical office surrounded by an undeveloped C-2 (General commercial) parcel on the north, single-family homes on A-1 (General Agricultural) parcels on the south, a single-family home on an A-R (Agricultural-Residential) parcel to the east, and an undeveloped C-2 (General commercial) zoned parcel on the west, the project will not induce substantial population growth in the area directly. Additionally, the project will require the extension of any roads or other infrastructure in the area as the area is already part of an urban community. Further, the project site is currently developed with a 2,695 square foot, vacant, commercial building, therefore the project will have no impact on existing housing.					

	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in the Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Polices</i>
XIV. PUBLIC SERVICES.					
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The medical office infill project will not require the provisions of new or physically altered government facilities (the construction of which could cause significant environmental impacts) in order to maintain acceptable service ratios, response times, or other performance objectives for fire, police, schools, parks, or other public facilities.					
	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in the Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Polices</i>
XV. RECREATION.					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed project, the Castle Family Health Center (the Project) is a medical office infill project located on a previously developed parcel in the urban community of Winton. As such, the project does not include recreational facilities, require the construction or expansion of recreational facilities, and would not increase the use of existing neighborhood/regional parks or other recreation facilities.					

	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in the Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Polices</i>
XVI. TRANSPORTATION/TRAFFIC. Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>The project is site in located on Winton Way, in the urban community of Winton. Per the MC 2030 General Plan, Winton Way (between Gertrude Avenue and the Atwater City Limit) is four (4) lanes wide and is classified as a Principal Arterial. <i>Note: North of Gertrude Avenue, Winton Way is two (2) lanes and is classified as a Minor Arterial.</i></p> <p>Traffic impacts from the implementation of the 2030 MC General Plan were identified and quantified in the 2030 MC General Plan Draft DEIR. Daily traffic volumes were identified for each of two scenarios⁵ and</p>					

⁵ The first scenario was year 2030 conditions and the second scenario assumed build-out of all land uses within the unincorporated areas of the County (but outside of the designated planning area of unincorporated cities). Additionally, both scenarios assumed year 2030 development levels throughout the planning areas of the county's incorporated cities consistent with Department of Finance projections.

were used to identify the operating Level of Service (LOS) occurring on county roads. LOS is a qualitative traffic measure used to describe the effectiveness of transportation infrastructure, such as congestion at intersections, traffic flow, and density along highways and other major roadways. LOS “A” represents the best possible scenario and LOS “F” represents the worst scenario.⁶

The 2030 Merced County General Plan provides quantifiable significance thresholds for traffic operations. Specifically, a project is considered to have a significant effect on transportation/traffic, if it would: “Result in a roadway operating at an acceptable LOS “D” for urban areas (MC General Plan Circulation Element Policy CIRC Policy 1.5) to deteriorate to an unacceptable LOS of “E” or “F” for urban areas”.

A Traffic Technical Report (Technical Report) was prepared for the Castle Family Health Center (March 2018) (See Attachment D). The report is intended to analyze the traffic impacts of the project on traffic at the intersection of Winton Way and Gertrude Avenue in addition to analyzing any effects the project may have on the existing Level of Service (LOS). Per the Report, the project is expected to generate approximately 37 a.m. peak hour trips and 47 p.m. peak hour trips. Per Table 5 (Project Trip Generation) of the Report, the project’s average daily traffic count is 466.

Per Table 19-1 (Level of Service (LOS) Thresholds) of the 2030 MC General Plan Draft PEIR an urban, undivided, arterial with 4 lanes at LOS “C” would have an approximate daily traffic volume of 15,600 and an approximate daily traffic volume of 27,800 at LOS “D”. Additionally, per the MC 2030 General Plan Background Report, Table 6-5 – Current (2006) Traffic Volumes and Level of Service on Major County Roads, Winton Way (from Gertrude Avenue to the Atwater City Limit) had an Average Daily Traffic count of 11,181 and a LOS “D” in 2006. While these counts are relatively old, it is staff opinion that they are more relevant than the traffic volume data from Appendix G (Traffic Model Forecast Results) referenced on page 21 of the Technical Report because they apply to the area outside of the City of Atwater and within the limits of the Winton Community Specific Plan.

The Technical Report references traffic volume data from Appendix G (Traffic Model Forecast Results) to conclude that build-out of the general plan would result in a 3% increase in traffic along Winton Way at the City of Atwater’s northern boundary. However, page 19-12 of the 2030 MC General Plan Draft PEIR (November 2012) states that Table 1 is intended to identify future daily traffic volumes and levels of service on roads in the unincorporated areas of the county *beyond the limits of adopted Community Plans and SUDP’s*.

Nevertheless, the project’s average daily traffic count of 466 trips added to the 2006 traffic volumes along Winton Way (between Gertrude Avenue and the Atwater City limit) would not decrease the level of service on Winton Way and therefore would have a less than significant effect on the performance of the circulation system.

The project is subject to the Regional Transportation Impact Fee (RTIF) program, in addition to the Winton Bridge and Major Thoroughfare Fee (BMT). These fees are intended to provide funding for improvements to the regional highway and road network in the county to mitigate traffic impacts. In addition the project is required to install Level 1 Improvements (i.e., curb, gutter, and sidewalks) on the site’s frontage along Winton Way and Gertrude Avenue; a modified bus turn-out along the project’s Winton Way frontage; areas for a bus shelter; and an ADA accessible route from the bus stop to the building. With these improvements, the project will be consistent with several Policies of the 2030 MC General Plan related to public transit, bicycle and pedestrian facilities and the safety and performance of these facilities.

⁶ 2030 Merced County General Plan Draft PEIR (November 2012), page 19-2



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XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Exceed <u>wastewater treatment</u> requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of <u>new water or wastewater treatment facilities</u> 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"/>	<input type="checkbox"/>
c) Require or result in the construction of <u>new storm water drainage facilities</u> or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have <u>sufficient water supplies</u> available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the <u>wastewater treatment</u> provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the providers existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a <u>landfill</u> 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"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statues and regulations related to solid waste?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As mentioned previously, the project has septic lines, a septic tank, and a domestic well that will be abandoned (in place) as part of the project. Therefore the Winton Water and Sanitary District will be the water utility provider for the project site. Additionally, per the background report prepared for the Merced County General Plan, sanitary services (sewer) for the project site are provided by the City of Atwater. As of January 2015, the Winton Water and Sanitary District served 2,492 sewer and 2,559 water connections.

Refuse disposal for the project site is handled by Winton Disposal/Waste Management. Solid waste for the project ultimately ends up at the Highway 59 landfill site which is operated by the Merced County Association of Governments Regional Waste Management Authority. Per the background report prepared

for the Merced County General Plan, the landfill (at the existing disposal and diversion rates in the County) will be functional until the year 2030, therefore the landfill has sufficient capacity to accommodate the project's needs.

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

The 13,400 square foot medical office infill project does not have the potential to degrade the quality of the environment; will not have any impact on any fish or fish habitat; will not have any impact on a plant or animal community; will not reduce the number or restrict the range of any rare endangered plant or animal species; and it will not have any impact on important examples of the major periods of California history or prehistory.

Continuing, the cumulative impact of the project when viewed in connection with the effects of past projects, other current projects, and the effects of probable future projects is less than significant.

Finally, the project will not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.