CITY OF MERCED
Planning & Permitting Division

STAFF REPORT:	**#16-10**	**AGENDA ITEM:**	**4.2**
FROM:	Kim Espinosa, Planning Manager	**PLANNING COMMISSION** **MEETING DATE:** May 4, 2016	
PREPARED BY:	Julie Nelson, Associate Planner	**CITY COUNCIL** **MEETING DATE:** June 6, 2016 (Tentative)	

SUBJECT: **General Plan Amendment #16-01 and Zone Change #423**, initiated by Eddie Laplante and Daniel Kazakos, on behalf of Landmark Hill Investments, LLC, property owner. This application is a request to change the General Plan and Zoning designations for an approximately 1.1 acre parcel, located on the north side of East 16th Street, approximately 245 feet east of G Street. The requested change is to amend the General Plan designation from Thoroughfare Commercial (CT) to High Density Residential (HD) and to change the Zoning designation from Thoroughfare Commercial (C-T) to High Density Residential (R-4) to allow the conversion of an existing 37-unit motel to a 41-unit supportive housing complex with an on-site manager's residence. *PUBLIC HEARING*

ACTION: PLANNING COMMISSION:

Recommendation to City Council

1) Environmental Review #16-09 (Negative Declaration)
2) General Plan Amendment #16-01
3) Zone Change #423

CITY COUNCIL:

Approve/Disapprove/Modify

1) Environmental Review #16-09 (Negative Declaration)
2) General Plan Amendment #16-01
3) Zone Change #423

SUMMARY

The project site is located on the north side of East 16th Street, approximately 245 feet east of G Street (Attachment A). The site was most recently used as a 39-unit motel with a manager's quarters located at the rear of the property (Attachment B). The proposed project would convert the 39 existing motel rooms into 41 supportive housing units for very low- and extremely low-income residents. Fifteen of the units would be used for medical recovery care. The remaining 26 units would provide permanent, supervised housing. A medical clinic also would be provided on site (within the existing motel building) and the existing manager's unit fronting the alley would remain to serve as an office and on-site manager's unit. In addition, a community building would

be constructed near the center of the site, which would provide a community kitchen, offices for mental health practitioners, and a place to hold group activities on site.

In addition to providing housing, the tenants would be provided with job skills training. They would also have access to medical, dental, and mental healthcare, and 24-hour management would be provided at the site.

More details about the project has been provided in a handout distributed by the applicant at Attachment D.

One of the primary goals of this project is to reduce vehicular impacts and encourage alternate means of transportation. In order to help accomplish this goal, tenants would not be allowed to have vehicles on the site per their rental agreements. In addition, in order to encourage alternate means of transportation, the applicants are providing covered bicycle parking, pedestrian pathways throughout the site, and tenants would be provided with free bus passes. The developer is working with the Merced County Transportation Authority to install a bus pull-out on 16th Street in close proximity to the site. Because of the emphasis on reducing the number of vehicles on the site, the applicants have proposed to dramatically reduce the number of vehicle parking spaces on site. Additional information on the parking requirements for this project is provided later in this report.

The site currently has a General Plan and Zoning designation of Thoroughfare Commercial. The Thoroughfare Commercial (CT) General Plan and Zoning designations allow hotels and motels (transitory dwelling uses), but does not allow for permanent residential uses such as the supportive housing project proposed. Therefore, in order to allow the proposed project, a General Plan Amendment to High Density Residential (HD) and a Zone Change to R-4 are required. Because the proposal is for a specific use with a dramatic reduction in on-site parking spaces, staff is recommending the zone be changed to Conditional R-4 Zoning which would provide a mechanism to ensure other multi-family uses could not locate at this site without providing additional parking or providing other alternatives to meet the parking requirements for multi-family dwellings. With Conditional Zoning, the property owner enters into an agreement with the City of Merced addressing the special provisions for the development. The agreement is recorded and runs in perpetuity with the land.

Staff is recommending approval subject to the conditions included in this report.

RECOMMENDATION

Planning staff recommends that the Planning Commission recommend approval of Environmental Review #16-09 (Negative Declaration), General Plan Amendment #16-01, and Zone Change #423 (including the adoption of the Resolution at Attachment I) subject to the following conditions:

*1) The proposed project shall be constructed/designed as shown on Exhibit 1 (site plan), - Attachment C of Staff Report #16-10, except as modified by the conditions.

*2) The proposed project shall comply with all standard Municipal Code and Subdivision Map Act requirements as applied by the City Engineering Department.

*3) All other applicable codes, ordinances, policies, etc. adopted by the City of Merced shall apply.

*4) Approval of the General Plan Amendment and Zone Change is subject to the applicant's entering into a written (developer) agreement that they agree to all the conditions and shall pay all City and school district fees, taxes, and/or assessments, in effect on the date of any subsequent subdivision and/or permit approval, any increase in those fees, taxes, or assessments, and any new fees, taxes, or assessments, which are in effect at the time the building permits are issued, which may include public facilities impact fees, a regional traffic impact fee, Mello-Roos taxes—whether for infrastructure, services, or any other activity or project authorized by the Mello-Roos law, etc. Payment shall be made for each phase at the time of building permit issuance for such phase unless an Ordinance or other requirement of the City requires payment of such fees, taxes, and or assessments at an earlier or subsequent time. Said agreement to be approved by the City Council prior to the adoption of the ordinance, resolution, or minute action.

*5) The developer/applicant shall indemnify, protect, defend (with counsel selected by the City), and hold harmless the City, and any agency or instrumentality thereof, and any officers, officials, employees, or agents thereof, from any and all claims, actions, suits, proceedings, or judgments against the City, or any agency or instrumentality thereof, and any officers, officials, employees, or agents thereof to attack, set aside, void, or annul, an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board, or legislative body, including actions approved by the voters of the City, concerning the project and the approvals granted herein. Furthermore, developer/applicant shall indemnify, protect, defend (with counsel selected by the City), and hold harmless the City, or any agency or instrumentality thereof, against any and all claims, actions, suits, proceedings, or judgments against any governmental entity in which developer/applicant's project is subject to that other governmental entity's approval and a condition of such approval is that the City indemnify and defend such governmental entity. City shall promptly notify the developer/applicant of any claim, action, or proceeding. City shall further cooperate fully in the defense of the action. Should the City fail to either promptly notify or cooperate fully, the developer/applicant shall not thereafter be responsible to indemnify, defend, protect, or hold harmless the City, any agency or instrumentality thereof, or any of its officers, officials, employees, or agents.

*6) The developer/applicant shall construct and operate the project in strict compliance with the approvals granted herein, City standards, laws, and ordinances, and in compliance with all State and Federal laws, regulations, and standards. In the event of a conflict between City laws and standards and a State or Federal law, regulation, or standard, the stricter or higher standard shall control.

*7) The developer shall work with the City Engineer to determine the requirements for storm drainage on the site and the method used to move the storm water to the City's storm drainage system. The developer shall provide all necessary documentation for the City Engineer to evaluate the storm drain system. All storm drain systems shall be installed to meet City Standards and state regulations.

*8) The project shall comply with all the Post Construction Standards required to comply with state requirements for the City's Phase II MS-4 Permit (Municipal Separate Storm Sewer System).

*9) Street trees shall be provided per City Standards. Tree species shall be selected from the City's approved street tree list.

*10) Appropriate turning radii shall be provided within the parking area to allow for Fire Department access.

*11) All driveways into the site shall comply with City Standards and all handicap accessibility requirements.

*12) All landscaping in the public right-of-way shall comply with State Water Resources Control Board Resolution No. 2015-0032 "To Adopt an Emergency Regulation for Statewide Urban Water Conservation" or the most recent water regulations adopted by the State and City addressing water conservation measures. If turf is proposed to be installed in park-strips, high quality artificial turf (approved by the City Engineer and Development Services Director) shall be installed. All irrigation provided to street trees or other landscaping shall be provided with a drip irrigation or micro-spray system.

*13) Detailed landscape and irrigation plans shall be submitted at the building permit stage. These plans shall include all on-site landscaping and all required landscaping in the public right-of-way.

*14) As required by Merced Municipal Code Section 17.04.050 and 17.04.060, full public improvements shall be installed/repaired if the permit value of the project exceeds $85,000.00. Public improvements may include, but not be limited to, repairing/replacing the sidewalk, alleyway, curb, gutter, and street corner ramp(s), so that they comply with ADA standards and other relevant City of Merced/State/Federal standards and regulations.

*15) In order to ensure safe pedestrian access, a sidewalk shall be installed on the west side of E Street from Main Street to the alley and installed or reconstructed as needed from the project site to the proposed bus stop on East 16th Street. The alleyway shall be reconstructed between D and E Streets. Details to be worked out with Engineering staff.

*16) All mechanical equipment shall be screened from public view.

*17) If the use changes from this specific tenant/business, sufficient parking in compliance with the City's Zoning Ordinance shall be provided to serve the new tenant/business, unless otherwise approved by the Director of Development Services.

*18) If gates are installed on the site preventing vehicular access, "click 2 enter" access shall be provided on all gates to provide access to the site for emergency personnel (i.e., police, fire, ambulance, etc.).

*19) Sufficient parking shall be provided for the healthcare services being provided on site. If a problem arises due to a lack of parking for the services provided on the site, the developer shall provide sufficient parking or reduce the services provided at the site, or provide an alternate means of transportation to the site for clients seeking services.

*20) All units shall comply with the handicap accessibility requirements of the California Building Code.

*21) Fire sprinklers shall be provided to all dwelling units and other areas as required by the California Fire Code.

*22) If a kitchen is provided in the Community Building, it shall meet the requirements of the building, fire, health and safety, and any other applicable codes for a "commercial kitchen."

*23) Prior to any demolition work being done (interior or exterior), the applicant shall obtain all necessary approvals from the San Joaquin Valley Air Pollution Control District and a demolition permit from the City of Merced Inspection Services Department if required.

*24) The applicant shall work with the City's Refuse Department to determine the best location for the refuse enclosure. The enclosure shall be constructed per City Standards.

*25) A backflow prevention device shall be provided for all water services (i.e., domestic, irrigation, and fire) with appropriate screening of those devices installed. Details to be worked out with staff.

*26) All healthcare practitioners operating on the site, shall obtain a City of Merced Business License and possess all required state licenses to operate in such capacity.

*27) Prior to the issuance of a building permit, the project applicant or any successor in interest, shall retain a licensed professional or firm to evaluate noise levels affecting the project site, and whether the existing structures can attenuate existing transportation noise levels sufficiently to meet the City's interior standard of 45 dB ldn. If interior standards cannot be met by the existing structures, the report shall identify measures necessary to meet the interior standards. Prior to occupancy, all needed structural improvements shall be completed.

*28) The site is located within the City's Design Review boundary. As such, any exterior changes to the building or changes to the site require Design Review approval. Such approval may be granted by staff or referred to the Planning Commission, as determined by the Director of Development Services.

29) Healthcare, including medical, dental, and mental health care, is allowed within the areas designated on the site plan as "clinic" and "office" (in the community center). No other commercial uses, except those meeting the requirements of a Home Occupation, shall be allowed on the site.

30) Sufficient lighting shall be provided on the site to create a safe environment. Lighting shall be provided throughout the site, including along the alleyway. Lighting from the site shall not spill-over onto any adjacent properties.

31) Animals shall not be housed in the animal companion area overnight.

32) An on-site manager shall be provided and be available 24 hours a day, 7 days a week.

33) The developer and management shall be responsible for keeping the site clean and free of trash, debris, and graffiti.

34) Each single-occupancy unit is allowed one tenant. Each double-occupancy unit is allowed two tenants.

35) Secure access and lighting shall be provided in the bike parking area.

36) Security cameras shall be installed on the site and along the alleyway near the bike parking area.

37) All parking lot and building lighting shall be shielded or oriented in a way that does not allow "spill-over" onto adjacent lots in compliance with the California Energy Code requirements. Any lighting on the building shall be oriented to shine downward and not spill-over onto adjacent parcels.

38) The site would be eligible for a building sign equal to one-square-foot of sign area for each linear foot of building frontage. No freeway signs shall be allowed for this use. The two existing freeway signs shall be removed prior to occupancy of the units. A building permit is required prior to the installation of any permanent signing. A Temporary Banner Permit shall be obtained prior to installing any temporary banners. Freestanding temporary signs (i.e., sandwich board, A-frame, feather, or moveable signs of any type) are not allowed.

39) The property owner shall enter into a Conditional Zoning Agreement with the City to ensure compliance with the above conditions.

(*) Denotes non-discretionary conditions.

PROJECT DESCRIPTION

The project involves the conversion of an existing 39-unit motel located at 254 East 16th Street (Attachment A) into a 41-unit supportive housing development with an on-site manager's unit. Thirty-seven of the units would be single-occupancy units and four units would be double-occupancy units. Fifteen units (including the double-occupancy units) would be used for respite care.

In addition to housing, the development would also provide a healthcare facility, a community building with a kitchen, laundry facilities, and offices, a companion animal area, and covered bicycle parking (refer to the site plan at Attachment C).

The Esperanza Project's goal is to provide housing for homeless individuals. The Esperanza Project will incorporate the "Housing First" project model which is based on the concept of providing housing first, then combining that housing with supportive treatment services in mental and physical heath, substance abuse, education, and employment.

The project would use the "Coordinated Entry System" to determine the level of vulnerability of possible tenants and would seek to help those considered most vulnerable within the City. Although a priority would be given to homeless individuals within the City of Merced, individuals may be accepted from locations throughout the County and possibly other jurisdictions.

The project is a collaborative effort involving the Merced County Continuum of Care, Horizons Unlimited, the Merced Community Development Corporation, and Hope Medical Respite (Attachment G). Funding sources would include tax credits and possibly state and federal funding sources. The project is not receiving any funding from the City of Merced. However, City Housing staff has provided assistance and direction to the applicants in their efforts to obtain funding for the project.

Because the project is intended to help homeless individuals who most likely would not have vehicles and is designed to encourage alternate means of transportation (i.e., public transportation,

walking, bicycles, etc.), the site only provides 15 parking spaces. This is substantially lower than what would normally be required for a multi-family development. Therefore, staff is proposing the use of Conditional Zoning to allow this specific use with a reduction in parking, but any other uses in the future would be required to meet the normal parking requirements for a multi-family development.

Surrounding uses are noted at Attachment A.

Surrounding Land	**Existing Use of Land**	**Zoning Designation**	**City General Plan Land Use Designation**
North	Single Family Residential	R-2	Low to Medium Density Residential (LMD)
South	E 16th Street (4 lanes)/ Hwy. 99	C-G	General Commercial (CG)
East	Auto body repair shop	C-T	Thoroughfare Commercial (CT)
West	Multi-family residential	R-4	High Density Residential (HD)

BACKGROUND

This site has historically been used as a motel. It was originally the California Motel and later changed to the Cal Best Motel. A search of City records didn't reveal the dates the motel closed. Staff was also unable to locate any building permit records indicating the date of construction. A search of historic resource data did not indicate that the site has any historic significance.

Based on the fact that no current or recent records were located, staff would assume the motel has been closed for many years. The site is currently in a state of disrepair and has been fenced off to try to keep people from trespassing.

FINDINGS/CONSIDERATIONS:

General Plan Compliance and Policies Related to This Application

A) The proposed project would comply with the General Plan designation of High Density Residential (HD) and the zoning designation of R-4 if the proposed General Plan Amendment and Zone Change applications are approved.

The proposed project would help achieve the following goals and policies of the Housing Element of the General Plan:

Goal H-1: *New Affordable Housing Construction*

Policy H-1.1. *Support Development of Affordable Housing.*

Policy H-1.1.e *Encourage Alternate Housing Types.*

Policy H-1.7 *Support Housing to Meet Special needs.*

Policy H-1.7.b *Promote and Develop Housing to Meet Special Needs.*

Policy H.3.1.b *Coordinate with Local Agencies to Provide Housing Assistance to Extremely Low, Very Low, and Low Income Households.*

Traffic/Circulation

B) The site is located on the north side of East 16th Street, approximately 240 feet east of G Street and just at the base of the off-ramp from State Route 99 to East 16th Street (Attachment A). The site has a driveway access from East 16th Street as well as access from the alley north of the property.

The Institute of Transportation Engineers (ITE) Trip Generation Rates Manual (9th Edition) is used to estimate the number of trips generated by a particular use. The Manual lists 0.47 trips during the PM peak hour per room for a motel. Therefore, the existing motel use would generate 17.39 trips during the PM peak hour. However, not all specific uses are identified in the Manual. For the respite care housing project, the listed uses that most closely matches the proposed use is a Congregate Care Facility, with a PM peak hour trip generation rate of 0.17 per dwelling unit. Including the manager's apartment with a 0.62 trip per unit during the PM peak hour, the proposed 40-unit respite care housing project would generate 7.42 trips during the PM peak hour. Further, the project includes features that would reduce the overall vehicle miles traveled, such as: 20 rideshare bicycles and secured bike parking; offsite improvements to the pedestrian and bicycle network, including installation of a sidewalk on the west side of E Street between Main Street and the alley, reconstruction of the alley between D and E Streets, reconstruction and extension of sidewalk along 16th Street, west of the site, and the expansion of an existing bus stop (Attachment E); and residents would be eligible for free bus passes. Since the proposed project would result in fewer trips than the previous motel uses, there would be no reduction in the Level of Service (LOS) as a result of the project.

Parking

C) The project is proposing to provide a total of 15 parking spaces. For a typical multi-family project with 42 units (41 tenants and one on-site manager), a total of 71 parking spaces would be required. Therefore, the site is only providing approximately 21 percent of the required number of parking spaces. However, as previously described, one of the goals of this project is to promote alternate transportation and reduce vehicles miles traveled. The developer plans to implement several strategies to carry out this goal (i.e., pedestrian access, bus passes for tenants, etc.).

Because this project is unique in the type of tenants it would house as well as the amenities it provides to encourage alternate means of transportation, staff has proposed to use Conditional Zoning (Condition #39) which would allow this specific project to operate with only 15 parking spaces, but would require any other future use to comply with the minimum parking requirements of the Zoning Ordinance (Condition #17).

The onsite clinic is planned to be open during normal business hours and would provide services to the general public, not just the tenants on-site. This may generate more traffic to the site, but through the design features which encourage alternate transportation, the intent of the development would be for patients not to drive to the site, but to use the bus or other means of transportation to get to the site. The parking spaces on site would provide parking for the staff working in the clinic, providing services in the offices and community building, and for the Esperanza Project staff.

Public Improvements/City Services

D) The site is served by City sewer and water services and has public access by the way of 16th Street and the alley north of the property. Sidewalks exist in front of the subject site, but would need to be replaced/installed from the subject site west to the point of the proposed bus stop. Sidewalk would also need to be installed on the west side of E Street from Main Street south to the alley. Additionally, the alley would need to be reconstructed along the property frontage from D Street to E Street. Refer to the map at Attachment E for the location of the required public improvements. The cost of these improvements are the sole responsibility of this project. Conditions #14 and #15 address the requirements for public improvements.

Building Design

E) The buildings are single-story units laid out in a U-shape design. The basic design of the units would not change. Thirty-six of the motel units would be converted to single-occupancy dwelling units and four units would be double-occupancy units. The area previously used as the motel office would be converted to a health clinic. The developer would make cosmetic changes to the exterior and bring the buildings up to current code requirements, including disabled accessibility. A portion of the unit behind the motel would be converted to an office for the manager and the remainder of the structure would be the on-site manager's unit. The manager's unit/office behind the main buildings would also be upgraded with cosmetic changes and to meet current code requirements. As required by Condition #28, Design Review approval would be required for exterior changes to the buildings.

Site Design

F) The site has access from West 16th Street and two driveways into the site (Attachment B). The design of the site would remain mostly unchanged with the exception of the construction of the community building near the center of the site (Attachment C). Gates would be added to both driveways into the site. The existing parking spaces in front of each unit would be eliminated other than those in front of the northern-most units. An additional four parking spaces would be added behind the units along the alley. A secure covered bicycle parking area would be constructed at the northeast corner of the site and a covered animal companion area would be built adjacent to the bicycle parking area. Pedestrian access would be added from the alleyway along the east side of the site providing access to the front of the site and the clinic. Pedestrian access would also be provided on the west side of the site from the manager's unit running in front of the units on the west side of the site. Sidewalks would provide access along the front of the site to the proposed bus stop along East 16th Street, west of the site.

Landscaping

G) Landscaping would be provided throughout the site. Details of the landscape plan would be provided at the building permit stage per Conditions #12 and #13.

Neighborhood Impact/Interface

H) The area to the north of the site is zoned R-2, which allows one and two family dwelling units (Attachment A). There is a church located at the corner of East Main Street and D Street. To the west of the site is a multi-family development which was also previously a motel, but was converted to a multi-family complex in 1981. A Zone Change and General Plan Amendment was approved for that site in 1981 allowing the conversion of the motel to a multi-family complex, also utilizing Conditional Zoning. An automotive repair shop is located to the east of the site.

The applicant held a community forum on Monday, April 25, 2016 (Attachment F). Prior to the meeting, the applicant handed out flyers notifying the tenants and property owners within the area of the forum. At the meeting, there were approximately 6 individuals from the area in attendance. Some of the concerns voiced at the meeting were: 1) crime in the area that appears to be attributed to homeless individuals; 2) the pedestrian traffic through the alley that may also be associated with the crime in the area; and, 3) the types of tenants that would be living at the development. The developer explained the way the program would work using the Housing First model and the coordinated entry system to screen tenants. He also explained that the tenants would be required to sign a lease and be bound by rules and that a manager would be on-site at all times.

The site is currently blighted and has been abandoned and boarded up for quite some time. Although it has been enclosed by a fence, it has still attracted vagrants and has been a nuisance to the neighborhood. The proposed development would clean up the site and provide on-site management at the site. In addition, as previously mentioned, all tenants would be required to adhere to the rules and regulations of their lease agreement.

Signage

I) The project would be allowed signs in compliance with the City's Sign Ordinance. Because the site is located with the City's Design Review Boundary, the sign regulations for Downtown would apply. As such, the site would be eligible for a building sign equal to one-square-foot for each linear foot of building frontage. The two existing freeway signs are not in compliance with the regulations and would have to be removed (Condition #38).

Environmental Clearance

J) The Planning staff has conducted an environmental review (Initial Study #16-09) of the project in accordance with the requirements of the California Environmental Quality Act (CEQA), and a Draft Negative Declaration (i.e., no significant adverse environmental effects have been found) is being recommended (Attachment H).

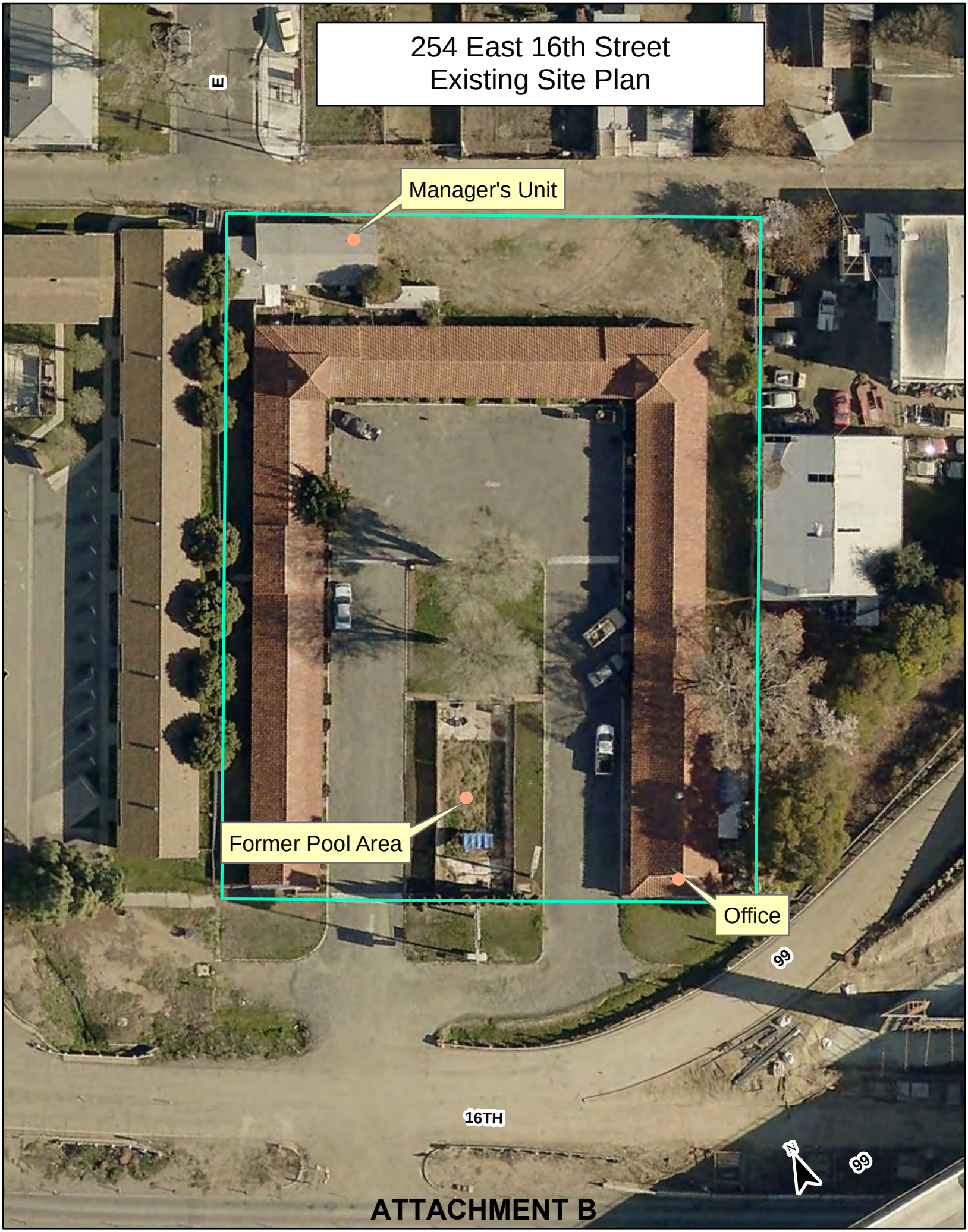
Attachments:

A) Location Map
B) Existing Site Plan
C) Proposed Site Plan
D) Applicant's Information on Project

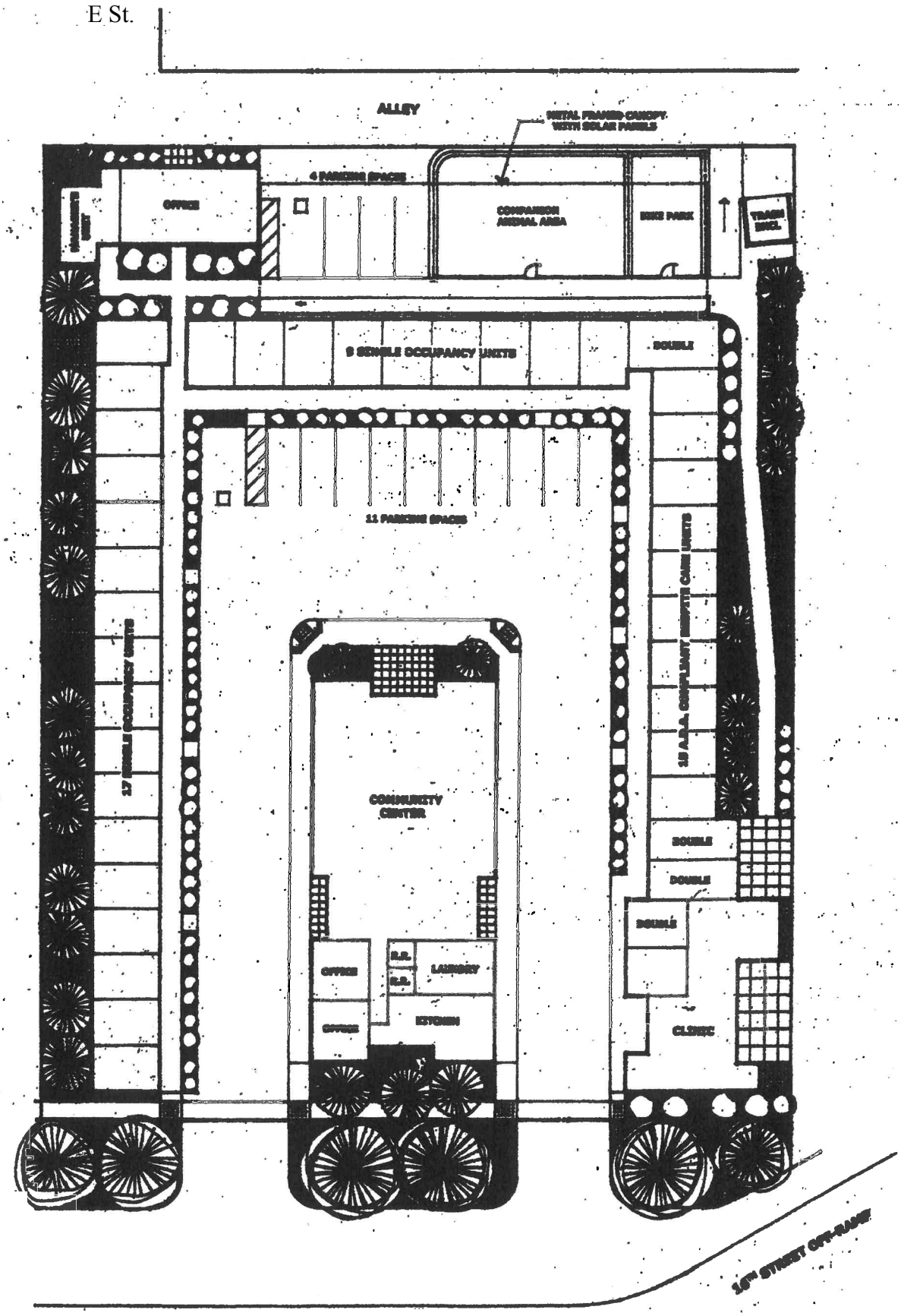
E) Public Improvements Required
F) Public Forum Flyer
G) Hope Respite Information
H) Initial Study #16-09
I) Draft Planning Commission Resolution

Ref: *N:\SHARED\PLANNING\STAFFREP\SR2016\SR #16-10 (GPA #16-01 & ZC #423 - 254 E 16th St).docx*

ATTACHMENT A



ATTACHMENT B



East 16th Street

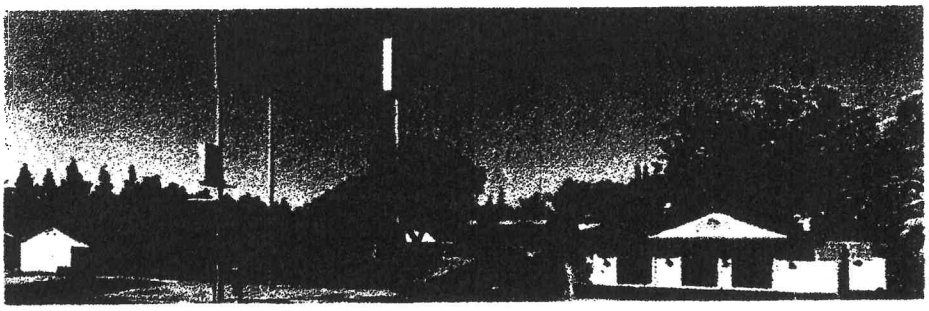
ESPERANZA SITE PLAN

ATTACHMENT C

Merced Community
Development Corporation *1666 N Street, Merced CA 95340 (209)500-7773*

ESPERANZA PERMANENT SUPPORTIVE HOUSING

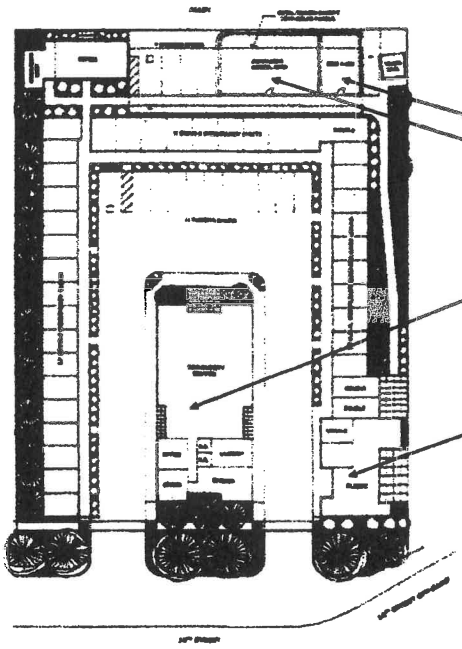
A new development providing hope and homes for the community's most vulnerable population



Features:

- Onsite medical clinic
- Onsite manager
- Community center
- Bicycle rideshare program
- Training classes for job and life skills
- Free bus passes for residents

Esperanza is scheduled to break ground in October 2016 and plans to open its doors September 2017



Esperanza is Permanent Supportive housing with:

- Affordable rents
- 26 single occupancy furnished studio apartments
- Secure bike storage
- Animal companion area

Community center :

- Commercial kitchen
- Laundry room
- Large meeting area

Onsite medical clinic provides:

- Respite care for up to 18 patients
- Mental healthcare
- Behavioral health
- Dental care
- Various other healthcare related services

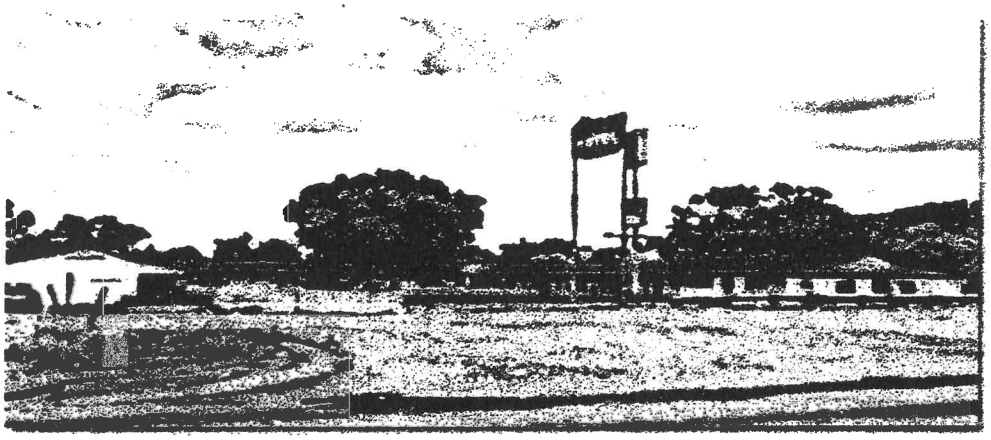
ESPERANZA SITE PLAN

Esperanza's priorities are to provide homes with onsite healthcare to the community's most vulnerable population. The Esperanza project evolved into more when the community center was added to hold workshops and classes. By opening the community center and the medical clinic to the general public it will be a valuable community resource. The free workshops and classes will be focused on job skills and health topics.

ATTACHMENT D

Merced Community
Development Corporation, *1666 N Street, Merced CA 95340 (209)500-7773*

SOUTH MERCED AFFORDABLE HOUSING AND RESPITE CARE, LP
$6,500,000



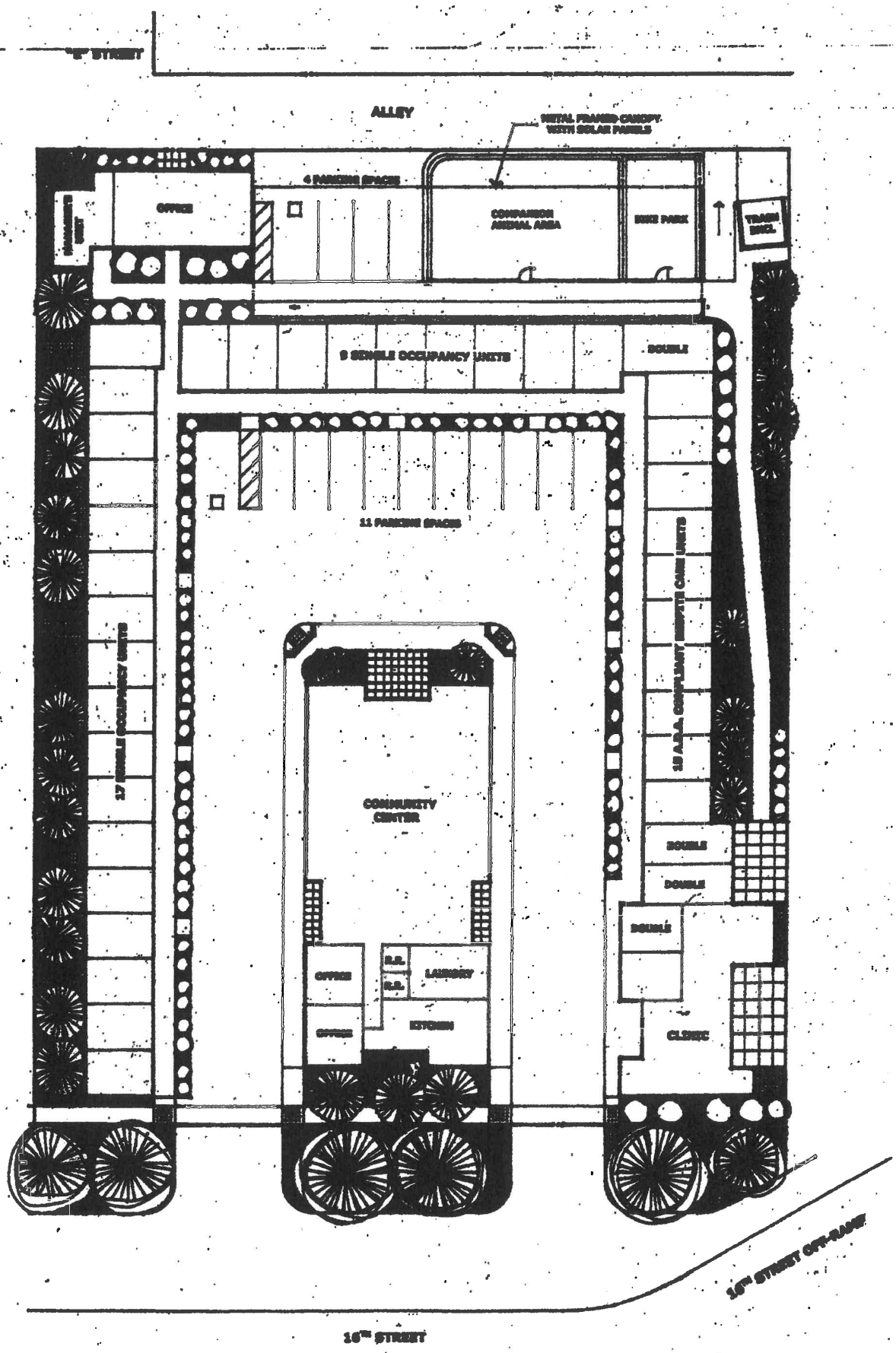
"ESPERANZA"

Esperanza is named after the Spanish word for "hope". Esperanza will convert an existing dilapidated 37-unit motel located at 205 E. 16th Street, Merced, into a vibrant 41-unit facility. There will be an onsite manager residence, 26 affordable studio apartments for single occupancy and 14 units of long term respite care that will be specifically renovated to meet the Americans with Disability Act standards: 10 for single occupancy and 4 for double occupancy. Including the manager, there are a total of 41 units with 45 formerly homeless residents. A medical clinic will be available onsite that is open to the public with Horisons Unlimited Healthcare offering services among others. Hope Medical Respite will provide for the daily needs of the 14 units of long term respite care. For residents requiring wheelchair transportation, a medical transport van will be available as needed. Healthcare for all of the residents will be done on site, eliminating the need for vehicle trips, and will include: a medical examination room, a mental health office and dental care, along with various other medical services.

To make this project more environmentally friendly, all residents are issued free bus passes and enrolled in the residents' bicycle rideshare program. The Community Center will have a large meeting/classroom area, laundry facilities, and two offices. Once the Community Center has opened to the public, it will feature Merced County Department of Workforce Investment with Job Skills Workshops, Hope Medical Respite with Life Skills classes and Sama School with computer job training classes.

A bus pullout to the Planada Commuter bus route will be constructed to allow buses to safely load and unload passengers. The bus pullout will be located to the right of the through lane and next to the curb near Harvest 2 Outreach Church, 161 E. 16th Street, Merced. Between Esperanza and Harvest 2 Outreach Church, 500 feet of sidewalk will be fixed and well lit. The existing stop will be improved with a shelter, bench and trash receptacle. Since the bus provides direct service to the Transportation Center, which offers connectivity to the entire bus system and other providers (Amtrak, Greyhound), and future High-Speed Rail Station, this bus pullout will service the entire community. Esperanza successfully connects the entire community to the bus transit system and city wide bike routes while at the same time Esperanza's affordable housing, medical care, job training, residents' bike share program and even a place for their animal companion's needs are meant to give "esperanza" to the homeless.

The project will utilize Federal and State funds to acquire and renovate the site. The primary source of funding will come in the form of either a grant and a loan or 4% Low Income Housing Tax Credits with bond financing and a loan. The project's sustainability will hinge on rental assistance programs and funds from healthcare providers/agencies. The project looks to break ground before October of 2016 and open its doors September 2017.



ESPERANZA SITE PLAN

South Merced Affordable Housing and Respite Care
Summary

Description	
Location	Merced, California
Developer	
Target Population	Homeless inidividuals
Financing	4% tax credits, bond, AHSC

Scope	
Units	44
Residential SF	17,600
Non-residential SF	2,000
Total SF	19,600

Site	
Gross Area- Acres	1.1
Gross Area- SF	47,916
Net Area- Acres	
Net Area- SF	
Parking Spaces	
Parking Spaces/Unit	0

Zoning	
Zoning- current	
Zoning- proposed	
Allowable Density	
Density Bonus	
Max. Density with Bonus	
Proposed Density	40.0

Notes

Unit Mix	Units	Percentage
Studio	44	100%
1BD	0	0%
2BD	0	0%
3BD	0	0%
4BD	0	0%
Total	44	100%

Affordability	Units	Percentage
30% AMI	-	0%
35% AMI	44	100%
40% AMI	-	0%
45% AMI	-	0%
50% AMI	-	0%
55% AMI	-	0%
60% AMI	-	0%
Total	44	100%
Average Affordability	36% AMI	
Average Rent	$ 453	

Net Rent Range	Low	High
Studio	$ 285	$ 285
1BD		
2BD		
3BD		
4BD		

Summary of Costs	Total	Per Unit	Per SF	% of TDC
Total Development Costs	$ 6,757,556	$ 153,581	$ 345	
Land Costs	$ 850,000	$ 19,318	$ 43	13%
Hard Costs	$ 3,157,168	$ 71,754	$ 161	47%
Soft Costs	$ 2,212,136	$ 50,276	$ 113	33%
Developer Fee	$ 538,252	$ 12,233	$ 27	8%

Development Costs	Total	Per Unit	Per SF	% of TDC
Land & Acquisition	$ 850,000	$ 19,318	$ 43	13%
Construction	$ 3,157,168	$ 71,754	$ 161	47%
Local Fees	$ 393,943	$ 8,953	$ 20	6%
Financing Costs	$ 387,893	$ 8,816	$ 20	6%
Soft Costs	$ 640,300	$ 14,552	$ 33	9%
Developer Fee	$ 538,252	$ 12,233	$ 27	8%
Reserves	$ 790,000	$ 17,955	$ 40	12%
Total	$ 6,757,556	$ 153,581	$ 345	100%

Summary of Sources	Total	Per Unit	Per SF	% of TDC
AHSC Housing Loan	$ 4,122,401	$ 93,691	$ 210	61%
AHSC HRI Grant	$ 974,611	$ 22,150	$ 50	14%
LIHTC Equity	$ 1,660,545	$ 37,740	$ 85	25%
GP Equity	$ -	$ -	$ -	0%
Total	$ 6,757,557	$ 153,581	$ 345	100%

South Merced Affordable Housing and Respite Care
Sources and Uses

Development Sources	Terms	Amount	Per Unit	Per SF	Predevelopment	Construction	Permanent	Percent of Total
AHSC Housing Loan	Residual Receipts Loan	6,122,405	93,691	210.33	1,330,800		2,791,601	61.00%
AHSC Housing Related Infrastructure Grant		974,611	22,150	49.73		974,611		14.42%
Permanent Loan		-	-	-			-	0.00%
Tax Credit Equity		1,660,545	37,740	84.72		300,000	1,360,545	24.57%
Deferred Developer Fee			-	-			-	0.00%
Construction Loan		2,503,450	56,897	127.73		2,503,450	(2,503,450)	
Total		6,757,557	153,581	344.77	1,330,800	3,778,061	1,648,695	100.00%
Gap		0	0	0.00	0	(0)	1	0

Development Costs	Percentage	Project Total	Per Unit	Per SF	Predevelopment	Construction	Permanent	Eligible Basis
Acquisition								
Property Purchase		850,000	19,318	43.37	850,000			450,000
Land Interest- Carrying Costs			-	-	-			
Real Estate Taxes, Insurance			-	-	-			
Title and Recording			-	-	-			
Total Acquisition		850,000	19,318	43.37	850,000	-	-	450,000
Construction								
Demolition/Environmental Remediation		157,000	3,568	8.01		157,000		
Site Work		202,500	4,602	10.33		202,500		202,500
Off-site Improvements		704,168	16,004	35.93		704,168		
Structures		1,392,500	31,648	71.05		1,392,500		1,392,500
General Requirements		149,000	3,386	7.60		149,000		149,000
Contractor Overhead		122,500	2,784	6.25		122,500		122,500
Contractor Profit		122,500	2,784	6.25		122,500		122,500
Surety & Bonds			-	-		-		-
General Liability/Builders Risk Ins.		35,000	795	1.79		35,000		35,000
Hard Cost Contingency	10.0%	272,000	6,182	13.88		272,000		272,000
Total Construction		3,157,168	71,754	161.06	-	3,157,168	-	2,296,000
Permit & Impact Fees								
Planning Fees			-	-	-			-
Plan Check, Permit & Inspection Fees		123,500	2,807	6.30	123,500			123,500
Impact Fees		270,443	6,146	13.80			270,443	270,443
Utility Hookups			-	-	-			-
Contingency			-	-	-			-
Total Permit & Impact Fees		393,943	8,953	20.10	123,500	-	270,443	393,943
Construction Financing								
Construction Loan Interest	5% at 80% out 12 mos.+6 mo. 100% out	127,259	2,892	6.49		127,259		89,081
Origination Fee	1.0%	25,035	569	1.28		25,035		25,035
Taxes During Construction		5,000	114	0.26		5,000		5,000
Legal		25,000	568	1.28		25,000		25,000
Title and Recording		10,000	227	0.51		10,000		10,000
Bond Issuance		90,000	2,045	4.59		90,000		
CDLAC Fees		60,600	1,377	3.09		60,600		
Lender Fees (appraisal, etc.)		45,000	1,023	2.30		45,000		45,000
Total Financing		387,893	8,816	19.79	-	387,893	-	199,116
Permanent Financing								
Loan Origination Fee	1.0%	-	-	-			-	
Title & Recording			-	-			-	
Legal			-	-			-	
Cost of Issuance			-	-			-	-
Total Permanent Financing		-	-	-	-	-	-	-
Soft Costs								
Architecture	4.2%	135,000	3,068	6.89	94,500	40,500		135,000
Soils Report	0.2%	5,000	114	0.26	3,500	1,500		5,000
Appraisal		6,000	136	0.31	6,000			6,000
Environmental Studies		8,500	193	0.43	8,500			8,500
Legal- Organization, LP		25,000	568	1.28		25,000		25,000
TCAC Fees		17,300	393	0.88	17,300			
Permit Processing			-	-	-			-
Marketing/Lease-up		20,000	455	1.02		20,000		
Furnishings		25,000	568	1.28		25,000		25,000
Market Study		10,000	227	0.51	10,000			10,000
Audit/Cost Certification		20,000	455	1.02	20,000			20,000
Development Consultant		138,000	3,136	7.04	138,000			138,000
Physical Needs Assessment		6,000	136	0.31		6,000		6,000
Survey		9,500	216	0.48	9,500			9,500
Security			-	-		-		
Insurance		55,000	1,250	2.81		55,000		55,000
Soft Cost Contingency		100,000	2,273	5.10	50,000	30,000	20,000	100,000
Total Soft Costs		580,300	13,189	29.61	357,300	203,000	20,000	543,000
Developer Fee		538,252	12,233	27.46			538,252	538,252
Reserves								
Section 8 Transition Reserve		700,000	15,909	35.71			700,000	
Operating Reserves		90,000	2,045	4.59			90,000	
Total Reserves		790,000	17,955	40.31	-	-	790,000	-
Syndication Costs								
Legal		25,000	568	1.28		12,500	12,500	
Consultant		35,000	795	1.79		17,500	17,500	
Total Syndication Costs		60,000	1,364	3.06	-	30,000	30,000	-
Total Development Costs		6,757,557	153,581	344.77	1,330,800	3,778,061	1,648,695	4,430,311

South Merced Affordable Housing and Respite Care
Tax Credit Calculation

Credit Calculation				
Threshold Basis			$	7,364,852
4% energy efficiency		4%	$	7,659,446
Seismic/environmental			$	7,659,446
5% distributive energy		5%	$	8,042,418
Project Basis			$	4,420,311
Eligible Basis			$	4,420,311
Qualified Census Tract		130%	$	5,746,404
Voluntary Basis Reduction				
Requested Eligible Basis			$	5,746,404
Federal Tax Credit Factor		3.40%	$	195,378
Percent Affordable		100%	$	195,378
LP Ownership Percentage		99.99%	$	195,358
Annual Credit			$	195,358
Total Federal Credit	10 yrs.		$	1,953,582
State Credit Factor Yr.1		3.48%		
State Credit Factor Yr.2		3.48%		
State Credit Factor Yr.3		3.48%		
State Credit Factor Yr.4		2.56%		
Total State Credits			$	-
Price per Credit (State Only)	$	0.50	$	-
Price per Credit (Federal Only)	$	0.85	$	1,660,545
Total Credits			$	1,660,545

2016 4% Threshold Basis Limits	Per Unit	No. of Units		Total
Studio	$ 167,383	44	$	7,364,852
One Bedroom		-	$	-
Two Bedroom		-	$	-
Three Bedroom		-	$	-
Four Bedroom		-	$	-
Manager's Unit		1		
Total		43		7,364,852

2016 9% Threshold Basis Limits	Per Unit	No. of Units		Total
Studio			$	-
One Bedroom		-	$	-
Two Bedroom		-	$	-
Three Bedroom		-	$	-
Four Bedroom		-	$	-
Manager's Unit		1		
Total		(1)		-

Exceptions to Limits			
Prevailing wage	20%	$	1,472,970
Parking under units	7%	$	515,540
Day care	2%	$	147,297
100% special needs	2%	$	147,297
Elevator	10%	$	736,485
Total			0

Tie-breaker Ratio	76%

4% Maximum Developer Fee		
15% of Project Basis		
Or	$	2,500,000
Maximum Eligible Basis	$	2,500,000
Or (New Construction)		
15% of Project Basis		
Or (Acq/Rehab)		
Or 15% of Construction Basis + 5% of Acq Basis	$	537,309

9% Maximum Developer Fee		
15% of Project Basis	$	663,047
Or	$	2,000,000
Maximum Eligible Basis		
Or (New Construction)		
15% of Project Basis		
Or (Acq/Rehab)		
Or 15% of Construction Basis		
5% of Acquisition Basis		

South Merced Affordable Housing and Respite Care
Unit Mix

No. of Units	Unit Type	SF	Affordability	Rents	Utility Allowance	Net Rent	FMR	Rent Subsidy	Monthly Income	Annual Income	Tenant Rent Monthly Income	Tenant Rent Annual Income	Subsidy Monthly Income	Subsidy Annual Income	Held Income
	Studio	400	30%	298		298			0	0					11,850
44		400	35%	349	64	285	517	168	19,932	239,184	12,546	150,546	7,387	88,638	13,965
		400	40%	395		395			0	0					15,800
		400	45%	444		444			0	0					17,775
		400	50%	494		494			0	0					19,750
		400	55%	543		543			0	0					21,725
		400	60%	593		593			0	0					23,700
	1 Bedroom/1 Bath	550	30%	317	61	256			0	0					12,690
		550	35%	370	61	309			0	0					14,805
		550	40%	423	61	362			0	0					16,920
		550	45%	476	61	415			0	0					19,035
		550	50%	529	61	468			0	0					21,150
		550	55%	582	61	521			0	0					23,265
		550	60%	635	61	574			0	0					25,380
	2 Bedroom/2 Bath	700	30%	380	75	305			0	0					15,210
		700	35%	444	75	369			0	0					17,745
		700	40%	507	75	432			0	0					20,280
		700	45%	570	75	495			0	0					22,815
		700	50%	634	75	559			0	0					25,350
		700	55%	697	75	622			0	0					27,885
		700	60%	761	75	686			0	0					30,420
	3 Bedroom/2 Bath	1000	30%	440	100	340			0	0					17,580
		1000	35%	513	100	413			0	0					20,510
		1000	40%	586	100	486			0	0					23,440
		1000	45%	659	100	559			0	0					26,370
		1000	50%	733	100	633			0	0					29,300
		1000	55%	806	100	706			0	0					32,230
		1000	60%	879	100	779			0	0					35,160
	4 Bedroom/2 Bath	1200	30%	486	140	346			0	0					19,425
		1200	35%	567	140	427			0	0					22,663
		1200	40%	648	140	508			0	0					25,900
		1200	45%	728	140	588			0	0					29,138
		1200	50%	809	140	669			0	0					32,375
		1200	55%	890	140	750			0	0					35,613
		1200	60%	971	140	831			0	0					38,850
0	Manager's Unit														
44	Total Units	Totals						-	19,932	239,184	12,546	150,546	7,387	88,638	681,503
44	Total Assisted Units														

Units	% AMI	% of Total Assisted Units
0	30%	0%
44	35%	100%
0	40%	0%
0	45%	0%
0	50%	0%
0	55%	0%
0	60%	0%
44	Total	100%
Average Affordability		36%
Average Rent		453

Units	Size	% of total
44	Studio	100%
0	1 Bedroom/ 1 Bath	0%
0	2 Bedroom/2 Bath	0%
0	3 Bedroom/2 Bath	0%
0	4 Bedroom/2 Bath	0%
44	Total	100%

Market Study Date

Market Study Rent	High Project Rent	Difference	%
	$	-	#DIV/0!
	$	-	#DIV/0!
	$	-	#DIV/0!
	$	-	#DIV/0!
	$	-	#DIV/0!

South Merced Affordable Housing and Respite Care
Cashflow

Assumptions	
Vacancy	5.00%
Vacancy (SN)	10.00%
Rents	2.50%
Expenses	3.50%
Property Taxes	2.00%
Support Services	2.50%
Mortgage Interest Rate	5.50%
Reserve/Receipts Rate	1.00%

Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Income															
Tenant Rents	$ 150,546	$ 154,310	$ 158,167	$ 162,122	$ 166,175	$ 170,329	$ 174,587	$ 178,952	$ 183,426	$ 188,011	$ 192,712	$ 197,529	$ 202,468	$ 207,529	$ 212,716
Section 8 Subsidy	$ 88,638	$ 90,854	$ 93,125	$ 95,453	$ 97,840	$ 100,286	$ 102,793	$ 105,363	$ 107,997	$ 110,697	$ 113,464	$ 116,301	$ 119,208	$ 122,188	$ 125,243
Laundry Income	$ 6,864	$ 7,036	$ 7,211	$ 7,392	$ 7,577	$ 7,766	$ 7,960	$ 8,159	$ 8,363	$ 8,572	$ 8,787	$ 9,006	$ 9,231	$ 9,462	$ 9,699
Vacancy	$ (24,605)	$ (25,220)	$ (25,850)	$ (26,497)	$ (27,159)	$ (27,838)	$ (28,534)	$ (29,247)	$ (29,979)	$ (30,728)	$ (31,496)	$ (32,284)	$ (33,091)	$ (33,918)	$ (34,766)
Total Income	$ 221,443	$ 226,979	$ 232,654	$ 238,470	$ 244,432	$ 250,543	$ 256,806	$ 263,228	$ 269,807	$ 276,552	$ 283,466	$ 290,553	$ 297,816	$ 305,262	$ 312,893
Expenses															
Operating Expenses $ 4,100	$ (180,400)	$ (186,714)	$ (193,249)	$ (200,013)	$ (207,013)	$ (214,259)	(221,758)	$ (229,519)	$ (237,552)	$ (245,867)	$ (254,472)	$ (263,379)	$ (272,597)	$ (282,138)	$ (292,012)
Property Taxes		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Support Services	$ (5,000)	$ (5,125)	$ (5,253)	$ (5,384)	$ (5,519)	$ (5,657)	$ (5,798)	$ (5,943)	$ (6,092)	$ (6,244)	$ (6,400)	$ (6,560)	$ (6,724)	$ (6,893)	$ (7,065)
Replacement Reserves $ 300	$ (13,200)	$ (13,200)	$ (13,200)	$ (13,200)	$ (13,200)	$ (13,200)	$ (13,200)	$ (13,200)	$ (13,200)	$ (13,200)	$ (13,200)	$ (13,200)	$ (13,200)	$ (13,200)	$ (13,200)
Total Expenses	$ (198,600)	$ (205,039)	$ (211,702)	$ (218,597)	$ (225,732)	$ (233,116)	$ (240,756)	$ (248,662)	$ (256,844)	$ (265,311)	$ (274,072)	$ (283,139)	$ (292,521)	$ (302,230)	$ (312,277)
Net Operating Income	$ 22,843	$ 21,940	$ 20,952	$ 19,873	$ 18,700	$ 17,427	$ 16,050	$ 14,564	$ 12,963	$ 11,241	$ 9,394	$ 7,414	$ 5,295	$ 3,032	$ 616
Debt Service	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Debt Coverage Ratio	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Cash Flow	$ 22,843	$ 21,940	$ 20,952	$ 19,873	$ 18,700	$ 17,427	$ 16,050	$ 14,564	$ 12,963	$ 11,241	$ 9,394	$ 7,414	$ 5,295	$ 3,032	$ 616
% of Expenses	-12%	-11%	-10%	-9%	-8%	-7%	-7%	-6%	-5%	-4%	-3%	-3%	-2%	-1%	0%
Residual Receipts															
Deferred Developer Fee	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000
Partnership Management Fees	$ 3,211	$ 2,985	$ 2,738	$ 2,468	$ 2,175	$ 1,857	$ 1,513	$ 1,141	$ 741	$ 310	$ (152)	$ (647)	$ (1,176)	$ (1,742)	$ (2,348)
Sponsor Distributions	$ 7,224	$ 6,716	$ 6,160	$ 5,554	$ 4,894	$ 4,178	$ 3,403	$ 2,567	$ 1,667	$ 698	$ (341)	$ (1,455)	$ (2,646)	$ (3,920)	$ (5,278)
Residual Receipts															
Replacement Reserve															
Contribution (Withdrawl)	$ 13,200	$ 13,200	$ 13,200	$ 13,200	$ 13,200	$ 13,200	$ 13,200	$ 13,200	$ 13,200	$ 13,200	$ 13,200	$ 13,200	$ 13,200	$ 13,200	$ 13,200
Interest	132	265	400	536	673	812	952	1,094	1,237	1,381	1,527	1,674	1,823	1,973	2,125
Balance	13,332	26,797	40,397	54,133	68,007	82,019	96,171	110,465	124,901	139,482	154,209	169,083	184,106	199,279	214,604
Operating Reserve															
Contribution (Withdrawl)	$ 90,000														
Interest	900	909	918	927	937	946	955	965	975	984	994	1,004	1,014	1,024	1,035
Balance	90,900	91,809	92,727	93,654	94,591	95,537	96,492	97,457	98,432	99,416	100,410	101,414	102,428	103,453	104,487
Residual Receipts															
Repayment	$ 7,224	$ 6,716	$ 6,160	$ 5,554	$ 4,894	$ 4,178	$ 3,403	$ 2,567	$ 1,667	$ 698	$ (341)	$ (1,455)	$ (2,646)	$ (3,920)	$ (5,278)
Interest	72	140	203	261	312	357	395	424	445	457	458	448	426	391	342
Balance	7,297	14,153	20,517	26,331	31,537	36,071	39,869	42,861	44,973	46,127	46,244	45,237	43,017	39,488	34,552
Section 8 Transition Reserve															
Contribution (Withdrawl)	$ 700,000														
Interest	-	7,000	7,070	7,141	7,212	7,284	7,357	7,431	7,505	7,580	7,656	7,732	7,810	7,888	7,967
Balance	700,000	707,000	714,070	721,211	728,423	735,707	743,064	750,495	758,000	765,580	773,235	780,968	788,778	796,665	804,632

LP-1	Certificate of Limited Partnership (LP)

201607100005

To form a limited partnership in California, you can fill out this form, and submit for filing along with:

- A **$70** filing fee.
- A separate, non-refundable **$15** service fee also must be included, if you drop off the completed form or document.

Important! LPs in California may have to pay a minimum $800 yearly tax to the California Franchise Tax Board. For more information, go to https://www.ftb.ca.gov.

Note: *Before submitting the completed form*, you should consult with a private attorney for advice about your specific business needs.

FILED ny
Secretary of State
State of California
MAR 07 2016 imc

ipc This Space For Office Use Only

For questions about this form, go to *www.sos.ca.gov/business/be/filing-tips.htm.*

LP Name

① SOUTH MERCED AFFORDABLE HOUSING AND RESPITE CARE LP

Proposed LP Name

The name must end with: "Limited Partnership," "LP," or "L.P.," and may not contain "bank," "insurance," "trust," "trustee," "incorporated," "inc.," "corporation," or "corp." For general entity name requirements and restrictions, go to www.sos.ca.gov/business/be/name-availability.htm.

LP Addresses

② a. 1666 N ST | MERCED | CA 95340

Initial Street Address of Designated Office in CA | *City (no abbreviations)* | *State Zip*

b. _____

Initial Mailing Address of LP, if different from 2a | *City (no abbreviations)* | *State Zip*

Service of Process (List a California resident or an active 1505 corporation in California that agrees to be your initial agent to accept service of process in case your LP is sued. You may list any adult who lives in California. You may **not** list an LP as the agent. **Do not** list an address if the agent is a 1505 corporation.)

③ a. DANIEL R. KAZAKOS

Agent's Name

b. 1666 N ST | MERCED | CA 95340

Agent's Street Address (if agent is not a corporation) | *City (no abbreviations)* | *State Zip*

General Partners (List the name and address of each general partner. Attach additional pages, if necessary.)

④ a. Merced Community Development Corporation | 1666 N St. Merced | CA 95340

General Partner's Name | *Address* | *City (no abbreviations)* | *State Zip*

b. _____

General Partner's Name | *Address* | *City (no abbreviations)* | *State Zip*

Read and sign below: This form must be signed by all of the general partners listed in Item 4. If a trust, association, attorney-in-fact, or any other person is signing, go to www.sos.ca.gov/business/be/filing-tips.htm for more information. If you need more space, attach extra pages that are 1-sided and on standard letter-sized paper (8 1/2" x 11"). All attachments are part of this certificate. Signing this document affirms under penalty of perjury that the stated facts are true.

▶ _____ *General Partner - Sign here*

Daniel R. Kazakos, CEO of Merced Community Development Corporation
Print your name here

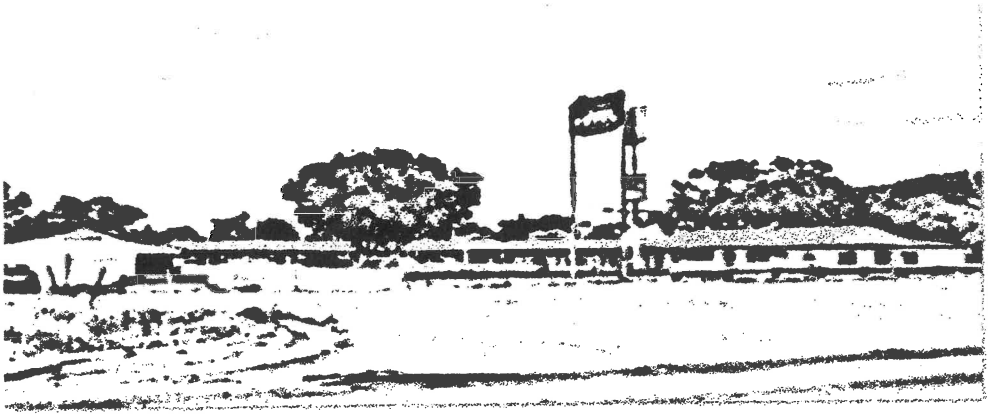
▶ _____ *General Partner - Sign here*

_____ *Print your name here*

Make check/money order payable to: **Secretary of State**	***By Mail***	***Drop-Off***
Upon filing, we will return one (1) uncertified copy of your filed document for free, and will certify the copy upon request and payment of a $5 certification fee.	Secretary of State Business Entities, P.O. Box 944225 Sacramento, CA 94244-2250	Secretary of State 1500 11th Street., 3rd Floor Sacramento, CA 95814

ATTACHMENT E

Merced Community Development Corporation, *1666 N Street, Merced, CA 95340 (209)500-7773*



Join us for a Public Forum

Esperanza Permanent Supportive Housing

MONDAY, APRIL 25TH 5:30 PM -7:00 PM
1666 N STREET, MERCED, CA

Come and hear about Esperanza – a new development to help house the homeless

Open to all community members

PRESENTATIONS BY:

DANIEL KAZAKOS, CEO
MERCED COMMUNITY DEVELOPMENT CORPORATION

CAROL BOWMAN
CONTINUUM OF CARE BOARD MEMBER

MICHAEL BELLUOMINI

BRYAN BLEW & ABEL GUERRA
HORISONS UNLIMITED HEALTHCARE

JASON WEST
HOPE MEDICAL RESPITE

ATTACHMENT F

MEDICAL RESPITE CARE FOR THOSE EXPERIENCING HOUSING INSTABILITY

HOPE Medical Respite Care

IMPROVING CARE AND REDUCING COSTS

Research indicates that homeless patients discharged to a medical respite program experience **50 percent fewer hospital inpatient days** over the period of 90 days following discharge compared to control groups.[1]

[1]SOURCE: Kertesz et al. (2009). Post-Hospital Medical Respite Care and Hospital Readmission of Homeless Persons. *J Prev Interv Community*, 37(2), 129-142

99% **REDUCTION OF INPATIENT DAYS** The HOPE Medical Respite Care Intervention pilot for 2015 resulted in a 99% reduction of client inpatient days over the period of 9 months following the intervention compared to 9 months previous to the intervention.

73% **REDUCTION IN EMERGENCY DEPARTMENT UTILIZATION** The HOPE Medical Respite Care Intervention pilot for 2015 resulted in a 73% reduction of emergency department utilization for clients over the period of 9 months following the intervention compared to 9 months previous.

333 **AVOIDED INPATIENT DAYS** The HOPE Medical Respite Care Intervention pilot for 2015 resulted in 333 avoided client inpatient days by discharge to Respite.

$2,200 [2] **COST SAVINGS** by avoiding 1 visit to the emergency room.

$11,000 [2] **COST SAVINGS** by avoiding 1 day in the hospital.

[2]California Office of Statewide Health Planning and Development. (2015). *Inpatient Summary Reports.* Retrieved from http://gis.oshpd.ca.gov/atlas/topics/use/inpatient

What is medical respite care?

Medical respite care is acute and post acute medical care for homeless persons who are too ill or frail to recover from a physical ill-ness or injury on the streets, but who are not ill enough to be in a hospital.

Unlike "respite" for caregivers, "medical respite" is short-term residential care that allows homeless individuals the opportunity to rest in a safe environment while accessing medical care and other supportive services.

Medical respite care reduces hospital readmissions and costs.

Research shows that homeless patients who participate in medical respite programs are 50 percent less likely to be readmitted to a hospital at three months and twelve months post-hospital discharge. Avoiding costly discharge delays generates significant savings for hospitals and communities.

WWW. MERCEDRESCUEMISSION.ORG

HOPE Medical Respite Care
1921 Canal Street | Merced, CA
(209)233-9372

ATTACHMENT G

CITY OF MERCED
PLANNING & PERMITTING DIVISION

TYPE OF PROPOSAL: General Plan Amendment #16-01 and Zone Change #423

INITIAL STUDY: #16-09

DATE RECEIVED: March 16, 2016 (date application determined to be complete)

LOCATION: 16th Street at the base of the Northbound Off-ramp from SR99 to East 16th Street
(205 E. 16th Street)

ASSESSOR'S PARCEL NUMBERS: 034-204-002

(SEE ATTACHED PUBLIC HEARING NOTICE AND MAP AT ATTACHMENTS H AND I.)

Please forward any written comments by May 4, 2016 to:

Julie Nelson, Associate Planner
City of Merced Planning & Permitting Division
678 West 18th Street
Merced, CA 95340
209-385-6967
nelsonj@cityofmerced.org

Applicant Contact Information:

Merced County Development Corporation
Attn: Daniel Kazakos
1666 N Street
Merced, CA 95340
209-261-4274

PROJECT DESCRIPTION

The subject site is a 1.12-acre parcel located at 205 E. 16th Street at the base of the northbound off-ramp from State Route 99 to E. 16th Street (Attachment A). The site is currently zoned Thoroughfare Commercial (C-T) and has a General Plan designation of Thoroughfare Commercial (CT). The applicant has submitted a request to change the General Plan designation from Thoroughfare Commercial (CT) to High Density Residential (HD) and to change the Site zoning designation from Thoroughfare Commercial (C-T) to High Density Residential (R-4) to allow the rehabilitation of an existing motel to provide housing and medical care to those who are at-risk of homelessness and of low and extremely low income.

The applicant is proposing to rehabilitate an existing, but unused, 37-unit motel to provide 40 sleeping rooms and a manager's apartment, for a total of 41 units (Attachment B). Fourteen of the units in the main motel building would provide for medical recovery care. The remaining 26 units would provide permanent, supervised housing. A medical clinic also would be developed within the existing motel building. An existing detached building fronting the alley between D, E, Main, and E. 16th Streets would be renovated as a project office and apartment for the

complex manager. New construction on the site would include a 4,800 square foot community center with a kitchen and laundry room, internal walkways, a companion animal exercise area, and secured bike parking. Twenty rideshare bicycles would be provided for the use of the residents. With implementation of the proposed project, existing parking on the site would be reduced to 11 spaces with access to E. 16th Street, and four spaces with access to the alley at the rear of the Site. Proposed offsite improvements include installation of a sidewalk on the east side of E Street between Main Street and the alley, reconstruction of the alley between D and E Streets, reconstruction and extension of the sidewalk along 16th Street west of the Site, and the expansion of an existing bus stop. (Attachment C)

Table 1 Surrounding Uses (Refer to Attachment A)

Surrounding Land	Existing Use of Land	Zoning Designation	City General Plan Land Use Designation
North	Single Family Residential	R-2	Low to Medium Density Residential (LMD)
South	East 16th Street (4 lanes)	C-G	General Commercial (CG)
East	Auto body repair shop	C-T /	Thoroughfare Commercial (CT)
West	Multi-family residential	R-4	High Density Residential (HD)

1. INITIAL FINDINGS

A. The proposal is a project as defined by CEQA Guidelines Section 15378.

B. The project is not a ministerial or emergency project as defined under CEQA Guidelines (Sections 15369 and 15369).

C. The project is therefore discretionary and subject to CEQA (Section 15357).

D. The project is not Categorically Exempt.

E. The project is not Statutorily Exempt.

F. Therefore, an Environmental Checklist has been required and filed.

2. CHECKLIST FINDINGS

A. An on-site inspection was made by this reviewer on March 30, 2016.

B. The checklist was prepared on April 6, 2016.

C. The *Merced Vision 2030 General Plan* and its associated EIR (SCH# 2008071069) were certified in January 2012. The document comprehensively examined the potential environmental impacts that may occur as a result of build-out of the 28,576-acre Merced SUDP/SOI. For those significant environmental impacts (Loss of Agricultural Soils and Air Quality) for which no mitigation measures were available, the City adopted a Statement of Overriding Considerations (City Council Resolution #2011-63). This document herein

incorporates by reference the *Merced Vision 2030 General Plan, the General Plan Program EIR* (SCH# 2008071069), and Resolution #2011-63.

As a subsequent development project within the SUDP/SOI, many potential environmental effects of the Project have been previously considered at the program level and addressed within the General Plan and associated EIR. (Copies of the General Plan and its EIR are available for review at the City of Merced Planning and Permitting Division, 678 West 18th Street, Merced, CA 95340.) As a second tier environmental document, Initial Study #16-09 plans to incorporate goals, policies, and implementing actions of the Merced Vision 2030 General Plan, along with mitigation measures from the General Plan EIR, as mitigation for potential impacts of the Project.

Project-level environmental impacts and mitigation measures (if applicable) have been identified through site-specific review by City staff. This study also utilizes existing technical information contained in prior documents and incorporates this information into this study.

3. ENVIRONMENTAL IMPACTS:

Will the proposed project result in significant impacts in any of the listed categories? Significant impacts are those that are substantial, or potentially substantial, changes that may adversely affect the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant. (Section 15372, State CEQA Guidelines. Appendix G of the Guidelines contains examples of possible significant effects.)

A narrative description of all "potentially significant," "negative declaration: potentially significant unless mitigation incorporated," and "less than significant impact" answers are provided within this Initial Study.

The California Supreme Court has clarified CEQA practice to limit the evaluation of environmental effects only to the impact of a proposed project on the environment, and not the effects of the environment on a project[1]. Thus, adverse effects from existing environmental hazards on a proposed new use would not be assessed for CEQA purposes, and no environmental conclusions would be reached. No mitigation could be required. The exception to this general rule would be if the construction or operation of the proposed project modified a condition on the project site or affecting the project site in a way that caused new or increased environmental effects offsite, or if implementation of the project exacerbated an existing condition for offsite uses.

This revision of CEQA practice affects the following issue areas in this Initial Study:

[1] California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal.4th 369.

C. Air Quality

Question 4 Exposure to Substantial Pollutant Concentrations

F. Geology and Soils

Question 1.a Earthquake Faults

Question 1.b Seismic Ground Shaking

Question 1.c Ground Failure/Liquefaction

Question 1.d Landslides

Question 4 Expansive Soils

G. Hazards and Hazardous Materials

Question 5 Public Airport Hazards

Question 6 Private Airport Hazard

Question 8 Wildland Fire Hazard

H. Hydrology and Water Quality

Question 7 Housing in Floodplain

Question 8 Structures in Floodplain

Question 9 Exposure to flood risk

Question 10 Inundation by seiche

K. Noise

Question 1 Expose Persons to Offsite Noise in Excess of Standards

Question 2 Expose Persons to Offsite Vibration

Question 5 Public Airport Noise

Question 6 Private Airport Noise

However, for many environmental hazards, local agencies such as the City of Merced impose requirements to avoid or reduce hazards. Similarly, local agencies have the ability to impose conditions of project approval to avoid or reduce hazardous conditions.

The following analysis is based upon Appendix G of the State CEQA Guidelines as used by the City of Merced. Because Appendix G has not been modified in response to the ruling of the California Supreme Court, the evaluation below follows the order of the questions posed by Appendix G. For traditionally evaluated impacts that are not now appropriate CEQA topics, the environmental conclusion has been replaced with the phrase “CEQA Not Applicable.” A discussion of the potentially hazardous condition follows, including recommended conditions of approval where appropriate.

A. Aesthetics

SETTING AND DESCRIPTION

The project site is fully developed and consists of an approximately 11,500-square-foot motel building, parking, and landscaping. A standalone building of approximately 1,300 square feet is located at the rear of the site, behind the main building. The site is surrounded by urban development consisting of high density residential, institutional, and heavy commercial uses. The site is primarily visible to motorists on E. 16th Street.

The site is not located within a designated scenic corridor and there are no scenic vistas visible from the site. The topography of the site is level and there are no outstanding features noted.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. Aesthetics. Will the project:				
1) Have a substantial adverse effect on a scenic vista?				✓
2) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
3) Substantially degrade the existing visual character or quality of the site and its surrounding?				✓
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				✓

1) **No Impact**

   This site is currently developed and the visible changes to the site would be constructed in a style that matches the existing construction. No designated scenic vistas exist on the project site or in the project area. Therefore, no impacts in this regard would occur either with the General Plan Amendment or Zone Change.

2) **No Impact**

   There are no officially designated State Scenic Highways or Routes in the project vicinity. Therefore, the project would have no impact on scenic resources, such as rock outcroppings, trees, or historic buildings within a scenic highway.

3) **No Impact**

   This site is currently developed and the visible changes to the site would be constructed in a style that matches the existing construction. Therefore, there would be no change to the visual character of the site as a result of the proposal.

4) **No Impact**

Construction and operation of the new Community Center building, new facilities adjacent to the alley, and new on- and offsite walkways would include the installation of new safety lighting. This new lighting could be a source of light or glare that would affect views in the area, especially residential areas to the north of the project site. However, the City of Merced has adopted the California Green Building Standards Code as Section 17.07 of the Merced Municipal Code. As administered by the City, the Green Building Standards Code prohibits the spillage of light from one lot to another. This would avoid any new glare effects for existing residents living north and east of the project site.

B. Agriculture Resources

SETTING AND DESCRIPTION

Merced County is among the largest agriculture producing Counties in California (ranked fifth), with a gross income of more than $4.4 billion in 2014. The County's leading agriculture commodities include milk, almonds, cattle and calves, chickens, sweet potatoes and tomatoes.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
B. <u>Agriculture Resources.</u> Will the project:				
1) 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-agriculture?				✓
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
3) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				✓
4) Cause development of non-agricultural uses within 1,000 feet of agriculturally zoned property (Right-to-Farm)?				✓

1) **No Impact**

The project site is located within the city limits of Merced and is surrounded by urban development. The California Department of Conservation prepares Important Farmland Maps through its Farmlands Mapping and Monitoring Program (FMMP). The system of classifying areas is based on soil type and use. According to the 2014 Merced County Important Farmlands Map, the project site is classified as "Urban and Built-Up Land." Therefore, there is no impact on farmland as a result of this project.

2) **No Impact**

   There are no Williamson Act contract lands in this area.

3) **No Impact**

   There is no land adjacent to the site currently being used for farmland. The site is surrounded by urban uses. The proposed project would not cause any land to be converted from farmland.

4) **Less than Significant Impact**

   As stated above, the area surrounding the site is completely developed with urban uses. The proposed development would not cause the use of this land to change.

C. Air Quality

SETTING AND DESCRIPTION

The San Joaquin Valley Air Pollution Control District (SJVAPCD) will review the project to assess the impact to air quality and to establish acceptable mitigation measures. Hence, the City recognizes that additional mitigation measures may be applied to the development of the project. While the action of the SJVAPCD is independent of City reviews and actions, their process allows the City to review proposed mitigation measures that could affect project design and operation. Any proposed changes are subject to approval by the City.

The project is located in the San Joaquin Valley Air Basin (SJVAB), which occupies the southern half of the Central Valley and is approximately 250 miles in length and, on average, 35 miles in width. The Coast Range, which has an average elevation of 3,000 feet, serves as the western border of the SJVAB. The San Emigdio Mountains, part of the Coast Range, and the Tehachapi Mountains, part of the Sierra Nevada, are both located to the south of the SJVAB. The Sierra Nevada extends in a northwesterly direction and forms the eastern boundary of the SJVAB. The SJVAB is basically flat with a downward gradient to the northwest.

The climate of the SJVAB is strongly influenced by the presence of these mountain ranges. The mountain ranges to the west and south induce winter storms from the Pacific to release precipitation on the western slopes, producing a partial rain shadow over the valley. A rain shadow is defined as the region on the leeward side of the mountain where precipitation is noticeably less because moisture in the air is removed in the form of clouds and precipitation on the windward side. In addition, the mountain ranges block the free circulation of air to the east, resulting in the entrapment of stable air in the valley for extended periods during the cooler months.

Winter in the SJVAB is characterized as mild and fairly humid, and the summer is hot, dry, and cloudless. During the summer, a Pacific high-pressure cell is centered over the northeastern Pacific Ocean, resulting in stable meteorological conditions and a steady northwesterly wind.

Existing Ambient Air Quality

The California Air Resources Board (CARB) and the United States Environmental Protection Agency (EPA) currently focus on the following air pollutants as indicators of ambient air quality:

Ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM), and lead. Because these are the most prevalent air pollutants known to be deleterious to human health and extensive health-effects criteria documents are available, they are commonly referred to as "criteria air pollutants."

The EPA has established primary and secondary National Ambient Air Quality Standard (NAAQS) for the following criteria air pollutants: O_3, CO, NO_2, SO_2, PM_{10}, fine particulate matter ($PM_{2.5}$), and lead. The primary standards protect the public health and the secondary standards protect the public welfare. In addition to the NAAQS, CARB has established California Ambient Air Quality Standard (CAAQS) for the following criteria air pollutants: sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particulate matter. In most cases, the CAAQS are more stringent than the NAAQS.

Criteria air pollutant concentrations are measured at several monitoring stations in the SJVAB. From 1991 to present, there have been two monitoring stations within the City of Merced: S. Coffee Avenue and 2334 M Street. The table below summarizes the air quality data from these locations for the most recent years available.

Table 2 Ambient Air Quality in City of Merced (Number of Days Exceeding State and Federal Standards)

Year	Merced - S. Coffee Avenue					Merced- 2334 M Street				
	State Ozone (1-Hr)	Federal Ozone (1-Hr)	State PM_{10}[1]	Federal PM_{10}[1]	Federal $PM_{2.5}$[2]	State Ozone	Federal Ozone	State PM_{10}[1]	Federal PM_{10}[1]	Federal $PM_{2.5}$[2]
2014	3	0	*	*	17.0	*	*	*	0	18.2
2013	5	0	*	*	16.1	*	*	*	0	35.5
2012	2	0	*	*	8.6	*	*	*	0	12.6
2011	2	0	*	*	21.4	*	*	49.0	0	6.6
2010	7	0	*	*	*	*	*	18.4	0	10.1
2009	0	0	*	*	*	*	*	32.5	0	25.1
2008	14	3	*	*	*	*	*	87.2	0	*
2007	5	0	*	*	*	*	*	36.5	0	3.3
2006	4	0	*	*	*	*	*	47.4	0	0
2005	6	0	*	*	*	*	*	29	0	0
2004	14	0	*	*	*	*	*	12.3	0	0
2003	54	0	*	*	*	*	*	44.4	*	*
2001	26	0	*	*	*	*	*	*	0	*
2000	32	0	*	*	*	*	*	69.6	0	*
1999	42	2	*	*	*	*	*	*	*	*
1998	37	3	*	*	*	*	*	*	*	*
1997	1	0	*	*	*	*	*	*	*	*
1996	44	1	*	*	*	*	*	*	*	*
1995	38	3	*	*	*	*	*	96.3	0	*
1994	31	0	*	*	*	*	*	60.8	0	*
1993	22	1	*	*	*	*	*	108.8	0	*
1992	39	0	*	*	*	*	*	138.8	0	*
1991	13	2	*	*	*	*	*	151.6	0	*

(1) Measurements of PM_{10} are made every sixth day. Data is the estimated number of days that the standard would have been exceeded had measurements been collected every day.

(2) Nation 1997 24-Hour PM_{10} Standard

*There was insufficient (or no) data available to determine the value.

Source: Air Resources Board Aerometric Data Analysis and Management System (ADAM)

Both CARB and EPA use monitoring data to designate areas according to their attainment status for criteria air pollutants. The purpose of the designations is to identify those areas with air quality problems and thereby initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Unclassified is used in an area that cannot be classified on the basis of available information as meeting or not meeting the standards. In addition, the California designations include a subcategory of the nonattainment designation, called nonattainment-transitional. The nonattainment-transitional is given to nonattainment areas that are progressing and nearing attainment. Below are the Attainment Designations for the City of Merced for each of the criteria pollutants.

Table 3 Merced County Attainment Designation (Federal and State)

Pollutant	Designation/Classification	
	Federal Standards	**State Standards**
Ozone - One Hour	No Federal Standard (See note below)	Nonattainment/ Severe
Ozone - Eight Hour	Nonattainment/ Extreme	Nonattainment
PM10 (Particulate Matter 10 micrometers in diameter)	Unclassified/Attainment	Nonattainment
PM2.5 (Particulate Matter 2.5 micrometers in diameter)	Nonattainment/ Serious	Nonattainment
Carbon Monoxide	Unclassified/Attainment	Unclassified
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Pollutant	**Designation/Classification**	
	Federal Standards	**State Standards**
Sulfur Dioxide	Unclassified/Attainment	Attainment
Lead (Particulate)	Unclassified/Attainment	Attainment
Hydrogen Sulfide	*No Federal Standard*	Unclassified
Sulfates	*No Federal Standard*	Attainment
Visibility Reducing Particles	*No Federal Standard*	Unclassified
Note: The Federal One Hour Ozone national Ambient Air Quality Standard was revoked on June 15, 2005		

Source California Air Resources Board, 2009, U.S. EPA, 2009

The San Joaquin Valley Air Pollution Control District (SJVAPCD) attains and maintains air quality conditions in the Merced area through a comprehensive program of planning regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of the SJVAPCD includes the preparation of plans for the attainment of ambient air quality standards adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. The SJVAPCD also inspects stationary sources of air pollution and responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements programs and regulations required by the Federal Clean Air Act (FCAA) and the California Clean Air Act (CCAA).

The Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI) is an advisory document that provides lead agencies, consultants, and project applicants with uniform

procedures for addressing air quality in environmental documents. The GAMAQI contains the following applicable components:

- Criteria and thresholds for determining whether a project may have a significant adverse air quality impact;
- Specific procedures and modeling protocols for quantifying and analyzing air quality impacts;
- Methods available to mitigate air quality impacts; and,
- Information for use in air quality assessments and EIR's that will be updated more frequently such as air quality data, regulatory setting, climate, topography, etc.

The SJVAPCD has also prepared the Air Quality Guidelines for General Plans (AQGGP) (revised June 2005) to provide local planning agencies with a comprehensive set of goals and policies that will improve air quality if adopted in a general plan to provide a guide to cities and counties for determining which goals and policies are appropriate in their particular community; and to provide justification and rationale for the goals and policies that will convince decision makers and the public that they are appropriate and necessary.

ISR – Indirect Source Review. The ISR Rule (Rule 9510) and the Administrative ISR Fee Rule (Rule 3180) are the result of state requirements outlined in the California Health and Safety Code, Section 40604 and the State Implementation Plan (SIP). The SIP's commitments are contained in the District's 2003 PM_{10} and NOx in order to reach the ambient air-pollution standards on schedule. The Plans identify growth and reductions in multiple source categories. The Plans quantify the reduction from current District rules and proposed rules, as well as state and federal regulations, and then model future emissions to determine if the District may reach attainment for applicable pollutants (http://www.valleyair.org/ISR/ISROverview.html).

The rule applies to new developments that are over a certain threshold size. Any of the following projects require an application to be submitted unless the projects have mitigated emissions of less than two tons per year each of NOx and PM_{10}. Projects that are at least:

- 50 residential units;
- 2,000 square feet of commercial space;
- 9,000 square feet of educational space;
- 10,000 square feet of government space;
- 20,000 square feet of medical or recreational space;
- 25,000 square feet of light industrial space;
- 39,000 square feet of general office space;
- 100,000 square feet of heavy industrial space;
- 9,000 square feet of any land use not identified above.

Air Quality Plans. The SJVAPCD submitted the 1991 Air Quality Attainment Plan in compliance with the requirements set forth in the CCAA. In addition, the CCAA requires a triennial assessment of the extent of air quality improvements and emission reductions achieved through the use of control measures. As part of this assessment, the attainment plan must be reviewed and, if necessary, revised to correct for deficiencies in progress and to incorporate new data or projections. The CCAA requirement for a first triennial progress report and revisions of

the 1991 Air Quality Attainment Plan was first fulfilled with the preparation and adoption of the 1995-1997 Triennial Progress Report and Plan Revision. Triennial reports were also prepared for 1997-2000, and 1999-2001 in compliance with the CCAA.

In an effort to reach attainment for ozone, the SJVAPCD has adopted and submitted several ozone and PM_{10} plans in its planning history in an effort to reach attainment. In the most current effort to reach attainment for 8-hour ozone standards, the SJVAPCD submitted the 2007 Ozone Plan. This plan contains a comprehensive and exhaustive list of regulatory and incentive-based measures to reduce emissions of ozone and particulate matter precursors throughout the Valley. Additionally, this plan calls for major advancements in pollution control technologies for mobile and stationary sources of air pollution, and a significant increase in state and federal funding for incentive-based measures to create adequate reductions in emissions to bring the entire Valley into attainment with the federal ozone standard. The proposed plan calls for a 75% reduction in ozone-forming oxides of nitrogen (NOx) emissions. The SJVAPCD adopted the 2013 Plan for the Revoked 1-Hour Ozone Standard in September 2013.

Based on a decline in PM_{10} emissions, the San Joaquin Valley became the first air basin classified as "serious nonattainment" to be reclassified by EPA as in "attainment" of the PM_{10} standards. The SJVAPCD adopted the 2007 PM_{10} Maintenance Plan to assure the San Joaquin Valley's continued attainment of EPA's PM_{10} standard.

The San Joaquin Valley is classified as "serious" nonattainment for federal $PM_{2.5}$ (fine particulate matter) standards. The adopted 2015 $PM_{2.5}$ Plan addresses both EPA's annual $PM_{2.5}$ standard of 15 micrograms per cubic meter ($\mu g/m^3$) and 24-hour $PM_{2.5}$ standard of 65 $\mu g/m^3$, established in 1997. The 2012 $PM_{2.5}$ Plan addresses EPA's 24-hour $PM_{2.5}$ standard of 35 $\mu g/m^3$, which was established by EPA in 2006.

The SJVAPCD's planning documents also identify voluntary strategies to further reduce air quality impacts in the San Joaquin Valley Air Basin (SJVAB). Included in these strategies are an enhanced California Environmental Quality Act (CEQA) program and the promotion of air quality elements or policies for General Plans in all SJVAB cities and counties. The SJVAPCD reviews and comments on CEQA documents and permit applications sent from SJVAB public agencies. Comments from the SJVAPCD include expert advice on level of significance, applicable rules and regulations, and suggested mitigation measures.

In addition to the above mentioned items, the SJVAPCD has submitted numerous plans with respect to ozone, PM_{10}, $PM_{2.5}$, and CO in compliance with the FCAA and CCAA.

Thresholds of Significance

With the adoption of the *Merced Vision 2030 General Plan*, parameters were established within by which future development projects would be reviewed and standards established for approval of projects.

The SJVAPCD has established thresholds of significance for determining environmental significance. These thresholds separate a project's short-term emission from the long-term emissions. The short-term emissions are mainly related to the construction phase of a project,

which are recognized to be short in duration. The long-term emissions are primarily related to the activities that will occur indefinitely as a result of project operations.

Impacts will be evaluated both on the basis of CEQA Appendix G criteria and SJVAPCD significance criteria.

In order, the impacts to be evaluated will be those involving construction, operations emissions of criteria pollutants [Particulate Matter (PM_{10}) and reactive organic gas precursors to ozone], and cumulative air quality impacts. Because the area is non-attainment for ozone and PM_{10}, a major criterion for review is whether the project will result in a net increase of pollutants impacting ozone precursor pollutants and of PM_{10}.

Where environmental impacts are found to be significant or potentially significant, mitigation measures are identified to mitigate or avoid significant environmental effects.

In addition to the site-specific mitigation measures adopted in the City's General Plan, the City shall be required to implement reasonable feasible management practices required by the San Joaquin Valley Air Pollution Control District, or any other federal or state air quality regulatory agency for the purpose of mitigating any significant impacts from the emission of Particulate Matter, Fine Particulate matter, Reactive Organic Gases, Nitrogen oxide, and any other criteria air pollutant or precursor emanating from implementations of the City's General Plan.

Consistent with Appendix G of the CEQA Guidelines, the proposed project is considered to have a significant impact on the environment if it will:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; or,
- Create objectionable odors affecting a substantial number of people.

Thresholds Used for Odor Evaluation

While odors are considered to be offensive and seldom cause any physical harm to people, they certainly can be unpleasant and lead to considerable amounts of anguish to the public and often leads to complaints made to the local jurisdiction from the community. Any project with the potential to expose the community to offensive odors would be considered a significant impact. The GAMAQI states that an evaluation should be conducted for both of the following situations: 1) a potential source of objectionable odors is proposed for a location near existing sensitive receptors, and 2) sensitive receptors are proposed to be located near an existing source of objectionable odors.

Thresholds Used for Sensitive Receptors

One of the criteria for significance includes potential impacts of Hazardous Air Pollutants (HAPs) on sensitive receptors. The GAMAQI, Section 3, defines a sensitive receptor as a location where human populations, especially children, seniors, and sick persons are present and where there is a reasonable expectation of continuous human exposure to pollutants. Examples of sensitive receptors include, but are not limited to: residential land uses, schools, hospitals, convalescent homes, and day care centers.

Examples of HAPs include emission of criteria or toxic air pollutants that have health effects ($PM_{10,}$ ammonia, H_2S sulfur dioxide, etc.). Sensitive receptors would not be directly affected by emissions of regional pollutants such as ozone precursors (VOC and NOx).

The potential for impacts to sensitive receptors can occur when a sensitive receptor is proposed near an existing source of HAPs that are increased by the proposed project, or when a development that is a source of HAPs is proposed near sensitive receptors, including siting a source of HAPs near an undeveloped site, but designated as a sensitive receptor land use.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
C. <u>Air Quality.</u> Would the project:				
1) Conflict with or obstruct implementation of the applicable air quality plan?			✓	
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
4) Expose sensitive receptors to substantial pollutant concentrations?			✓	
5) Create objectionable odors affecting a substantial number of people?			✓	

IMPACT ANALYSIS

The SJVAPCD has established a three-tiered approach to determining significance related to a project's quantified ozone precursor emissions. The three levels of analysis include Small Project Analysis Level (SPAL), Cursory Analysis Level (CAL), and Full-Analysis Level (FAL). The SJVAPCD pre-calculated the emissions on a large number of types of projects to identify the level at which a project would have no potential to exceed emission thresholds. This information was determined for five land use categories according to the number of vehicle trips

a project type generates, and according to the sizes of various development projects. Projects under these size thresholds qualify to complete the SPAL approach. According to the SPAL requirements, no quantification of ozone precursor emissions is needed for projects less than or equal to the size thresholds. However, if other emission factors such as toxic air contaminants, hazardous materials, asbestos, or odors are apparent, these emissions must be addressed.

The proposed project would involve a General Plan Amendment and Zone Change to establish a 41 unit low-income medical/housing project. The institutional land use category identified in the SPAL applicable to the proposed project is Apartments, Low Rise, which has a 220-unit project size threshold (SJVAPCD 2012). The proposed project would not exceed the SPAL threshold for this project type. Therefore, the evaluation category for the project qualifies to complete the SPAL approach, and no quantification of ozone precursor emissions would be required.

1) **Less Than Significant Impact**

The proposed project includes rehabilitation of an existing 37-unit motel to create a 41-unit special care facility and supervised housing, in addition to construction of a 4,800 square foot community center. The proposed project would not conflict or obstruct implementation of any applicable air quality plan. This includes the 2007 PM_{10} Maintenance Plan, the 2007 Ozone Plan, or the 2015 and 2012 $PM_{2.5}$ Plan. The project will not violate any air quality standards, result in a cumulatively considerable net increase of any criteria pollutant, or expose sensitive receptors to substantial pollutant concentrations.

The SJVAB is designated nonattainment of State and Federal health based air quality standards for ozone and $PM_{2.5}$. The SJVAB is designated nonattainment of state PM_{10}. To meet Federal Clean Air Act requirements, the SJVAPCD has multiple air quality attainment plan (AQAP) documents, including:

- Ozone Attainment Demonstration Plan (EOADP) for attainment of the 1-hour ozone standard (2004);
- 2007 Ozone Plan for attainment of the 8-hour ozone standard;
- 2007 PM_{10} Maintenance Plan; and,
- 2015 and 2012 $PM_{2.5}$ Plan.

The SJVAPCD's AQAPs account for projections of population growth and vehicle miles traveled (VMT) provided by the Council of Governments (COG) in the SJVAB and identify strategies to bring regional emission into compliance with federal and State air quality standards. Because population growth and VMT projections are the basis of the AQAPs' strategies, a project would conflict with plans if it results in more growth or vehicle miles traveled than the plans' projections. The primary way of determining if a project would result in more growth or vehicle miles traveled than in the AQAPs is to determine consistency with the applicable General Plan.

The recently adopted *Merced Vision 2030 General Plan* is the applicable General Plan. However, the population projections used in the previous General Plan (*Merced Vision 2015 General Plan),* included projects through 2035 and the projections were higher than those used in the 2030 General Plan. Therefore, it is reasonable to assume the growth

was accounted for in the AQAPs calculations and this project would not create a significant impact.

Table 4	**Population Projections (1990 to 2035) Excerpted from the *Merced Vision 2015 General Plan***	
Year	City 2015 SUDP	Percent of County
1990	60,900	34.1%
1995	83,830	35.2%
2000	89,940	35.5%
2010	116,800	38.3%
2015	133,250	39.2%
2020	149,700	39.7%
2035	202,070	42.3%

Table 5	**Population Projections (2000 to 2030) Excerpted from the *Merced Vision 2030 General Plan***	
Year	City 2015 SUDP	Percent of County
2000	63,893	30.4%
2005	74,010	30.7%
2010	85,798	31.1%
2015	99,463	31.6%
2020	115,305	32.1%
2030	154,961	33.7%

2) **Less Than Significant Impact**

Since the project qualifies to complete the SPAL approach, there are two pollutants of concern for this impact: CO and localized PM_{10}. The proposed General Plan Amendment and Zone Change would not result in localized CO hotspots or PM_{10} impacts, as discussed below. Therefore, the proposed project would not violate an air quality standard or contribute to a violation of an air quality standard in the project area.

Localized PM_{10}

Localized PM_{10} would be generated by project construction activities, which would include earth-disturbing activities. The proposed project would comply with SJVAPCD's Regulation VIII dust control requirements during construction and demolition (including Rules 8011, 8031, 8041, and 8071 as required by the demolition permit conditions). Compliance with this regulation would reduce the potential for significant localized PM_{10} impacts to less than significant levels.

CO Hotspot

Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles. The SJVAPCD provides screening criteria to determine when to quantify local CO concentrations based on impact to the level of service (LOS) of roadways in the project vicinity (see below).

Temporary construction emissions associated with the rehabilitation of the existing motel and construction of alley and sidewalk improvements, and the 4,800-square-foot community center would result from site grading, building construction, architectural coatings, and paving activities. Short-term emission of ROG, NOx, CO, PM_{10}, and $PM_{2.5}$ would be generated during the construction activities. Pollutant emission would vary daily, depending on the level of activity, specific operations, and prevailing weather. Operational emission associated with the proposed project would result from employee trips and visitors. Since the proposed project would result in fewer trips than the previous motel uses, operational emissions would decrease with the proposed project.

As previously indicated, SJVAPCD requires that all construction activities comply with fugitive dust control requirements under Regulation VIII, and guidance from SJVAPCD staff indicates that implementation of a Dust Control Plan would satisfy all the requirements of SJVAPCD Regulation VIII. Pursuant to Regulation VIII, the project-specific Dust Control Plan will be required to be prepared and submitted to SJVAPCD at least 30 days prior to the start of construction.

3) **Less than Significant Impact**

SJVAPCD's CEQA Guidelines indicate that a violation of SJVAPCD's construction or operational thresholds of significance would result in a project level cumulative impact. The proposed change to the General Plan and Zoning designations would not create a situation that would exceed the threshold set by SJVAPCD, therefore, the cumulative effect would be less than significant.

4) **Less than Significant Impact/CEQA Not Applicable**

Diesel Exhaust from Construction Activities:

Construction activities are anticipated to involve the operation of diesel-powered equipment. In 1998, CARB identified diesel exhaust as a toxic air contaminant (TAC). SJVAPCD does not consider construction-equipment-diesel-related cancer risks to be an issue because of the short-term nature of construction activities. Cancer health risks associated with exposures to diesel exhaust typically are associated with chronic exposure, in which a 70-year exposure period often is assumed. Although elevated cancer rates can result from exposure periods of less than 70 years, acute exposure to diesel exhaust typically are not anticipated to result in an increased health risk because acute exposure typically does not result in the exposure concentrations necessary to result in a health risk. Because the construction phase of the project using diesel powered equipment would not last for more than 90 days, it is not anticipated to cause any health impacts.

Carbon Monoxide Hotspots

Elevated levels of CO concentrations are typically found in areas with significant traffic congestion. CO is a public health concern because it combines readily with hemoglobin and reduces the amount of oxygen transported in the bloodstream. SJVAPCD requires localized CO concentrations associated with traffic congestion be analyzed to ensure that monitored concentrations remain below CAAQS and NAAQS, and to ensure that sensitive receptors are not exposed to elevated localized concentrations near roadways that may not show up at monitoring stations. SJVAPCD has developed a set of preliminary screening criteria that can be used to determine with fair certainty that the

effect a project has on any given intersection would not cause a potential CO hotspot. A project can be said to have no potential to create a CO violation or create a localized "hotspot" if either of the following conditions are not met: Level of Service (LOS) on one or more streets or intersections will be reduced to LOS E or F; or the proposed project would substantially worsen an already LOS F street or intersection within the project vicinity. The project site is located for the base of the northbound off-ramp from State Route 99 to E. 16th Street. The proposed project would result in fewer trips than the previous motel uses, and there would be no reduction in LOS as a result of the project. Therefore, the addition of this project would not create a CO hotspot or cause a CO violation.

Existing Toxic Air Contaminant Emissions

The California Supreme Court has clarified CEQA practice to limit the evaluation of environmental effects only to the impact of a proposed project on the environment, and not the effects of the environment on a project. The following discussion provides information regarding potential hazards from existing toxic air contaminant emissions. As directed by the Supreme Court, no environmental conclusions are made regarding this hazard. ARB has developed guidance recommending that sensitive land uses such as residences, daycare centers, and schools be located 500 feet or more from any roads with traffic volumes exceeding 50,000 vehicles/day (ARB 2005). In Merced County, Interstate 5 and State Route 99 are the two roads with average daily traffic near or exceeding these volumes (California Department of Transportation 2011). While the proposed respite care housing would be located within 500 feet of State Route 99, a source of toxic air contaminant emissions, there would be no increment of increase as a result of the proposed project. Consistent with the discussion above, the adverse effects from existing environmental hazards on the proposed new use are not assessed for CEQA purposes, and no environmental conclusions are made. Additionally, implementation of the project would not lead to offsite effects related to toxic air contaminant emissions, nor would any existing offsite hazards be exacerbated.

5) **Less Than Significant Impact**

Implementation of the project may cause temporary odors resulting from diesel exhaust during construction equipment operation and truck activity. Although these emissions may be noticeable from time to time by adjacent receptors, they would be localized and are not likely to adversely affect people offsite resulting in confirmed odor complaints. Therefore, this would be a less than significant impact.

D. Biological Resources

SETTING AND DESCRIPTION

The project site, located within the core of the City of Merced urban area and is fully developed with a motel, ancillary uses, and landscaping. No natural habitat remains on the project site.

The general project area is located in the Central California Valley eco-region (Omernik 1987). This eco-region is characterized by flat, intensively farmed plains with long, hot, dry summers and cool, wet winters (14-20 inches of precipitation per year). The Central California Valley eco-region includes the Sacramento Valley to the north, the San Joaquin Valley to the south and

it ranges between the Sierra Nevada Foothills to the east, to the Coastal Range foothills to the west. Nearly half of the eco-region is actively farmed, and about three fourths of that farmed land is irrigated.

According to the State of California, Department of Fish and Wildlife Natural Diversity Data Base (NDDB) and the U.S. Fish and Wildlife Service Information for Planning and Conservation (IPaC) trust resource report, the site does not include any plant and/or animal species listed as threatened or endangered by the State of California or the Federal Government. Furthermore, the biological resources evaluation, prepared as part of the *Merced Vision 2030 General Plan Program Environmental Impact Report* (EIR), does not identify the project area as containing any seasonal or non-seasonal wetland or vernal pool areas. Given the adjacent, built-up, urban land uses and major roadways, no form of unique, rare or endangered species of plant and/or animal life could be sustained on the subject site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
D. <u>Biological Resources.</u> Would the project:				
1) Have a substantial adverse effect, either directly or through habitat modification, 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?				✓
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
3) 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?				✓
4) 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?				✓
5) Conflict with any local policies or ordinance protecting biological resources, such as a tree preservation policy or ordinance?			✓	

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6) Conflict with the provisions of an adopted Habitat Conservation plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

1) **No Impact**

The proposed project would not have any direct effects on animal life by changing the diversity of species, number of species, reducing the range of any rare or endangered species, introducing any new species, or leading to deterioration of existing fish or wildlife habitat. Although the *Merced Vision 2030 General Plan* identifies several species of plant and animal life that exist within the City's urban boundaries, the subject site, which is fully developed and surrounded by developed urban uses, does not contain any rare or endangered species of plant or animal life.

2) **No Impact**

The proposed project would not have any direct effects on riparian habitat or other sensitive natural community. The City General Plan identifies Bear, Black Rascal, Cottonwood, Miles, Fahrens, and Owens Creeks within the City's growth area. The subject site is not located adjacent to any of these areas or any water way. Therefore, the project would have a less than significant impact on riparian habitat.

3) **No Impact**

The project site would not have any direct effect on wetlands as no wetlands have been identified in the project area. All of the area on and surrounding the subject site has been modified from its original state and is developed with urban uses.

4) **No Impact**

The project would not have any adverse effects on any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridor, or impede the use of native wildlife nursery sites.

5) **Less Than Significant Impact**

Implementation of the proposed sidewalk improvements and bus turnout could result in the loss or degradation of existing street trees on E. 16th Street, west of the project site. Chapter 14.12 of the Merced City Code, *Trees, Shrubs, and Plants*, regulates the taking of, or injury to, street trees, and imposes construction requirements to avoid injury to trees. The Code additionally requires that no work that may interfere with street trees be initiated without first obtaining a permit from the City. As part of the Permit process, the City will specify the number, size, and types of trees that must be planted to offset any trees taken or injured. Adherence with existing City Code requirements would fully mitigate this effect.

6) **No Impact**

The proposed project would not have any effects on a habitat conservation plan. There are no adopted habitat conservation plans, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan for the City of Merced or Merced County.

E. Cultural Resources

SETTING AND DESCRIPTION

The City of Merced area lies within the ethnographic territory of the Yokuts people. The Yokuts were members of the Penutian language family which held all of the Central Valley, San Francisco Bay Area, and the Pacific Coast from Marin County to near Point Sur.

Merced County was first explored by Gabriel Moraga in 1806, when he named the Merced River, "El Rio de Nuestra Senra de la Merced." Moraga's explorations were designed to locate appropriate sites for an inland chain of missions. Moraga explored the region again in 1808 and 1810.

Archaeology

Archaeological sites are defined as locations containing significant levels of resources that identify human activity. Very little archaeological survey work has been conducted within the City or its surrounding areas. Creeks, drainage, and sloughs exist in the northern expansion area of the City, and Bear Creek and Cottonwood Creek pass through the developed area. Archaeological sites in the Central Valley are commonly located adjacent to waterways and represent potential for significant archaeological resources.

Paleontological sites are those that show evidence of pre-human existence. Quite frequently, they are small outcroppings visible on the earth's surface. While the surface outcroppings are important indications of paleontologic resources, it is the geologic formations that are the most important. There are no known sites within the project area known to contain paleontologic resource of significance.

Historic Resources

In 1985, in response to community concerns over the loss of some of the City's historic resources, and the perceived threats to many remaining resources, a survey of historic buildings was undertaken in the City. The survey focused on pre-1941 districts, buildings, structures, and objects of historical, architectural, and cultural significance. The survey area included a roughly four square-mile area of the central portion of the City.

The National Register of Historic Places, the California Historical Landmarks List, and the California Inventory of Historic Resources identify several sites within the City of Merced. These sites are listed on the Merced Historical Site Survey and maintained by the Merced Historical Society. There are no listed historical sites on the Project site.

According to the environmental review conducted for the General Plan, there are no listed historical sites and no known locations within the project area that contain sites of paleontologic

or archeological significance. The General Plan (Implementation Action SD-2.1.a) requires that the City utilize standard practices for preserving archeological materials that are unearthed during construction, as prescribed by the State Office of Historic Preservation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
E. <u>Cultural Resources.</u> Would the project:				
1) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?			✓	
2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			✓	
3) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
4) Disturb any human remains, including those interred outside of formal cemeteries?			✓	

1) **Less than Significant Impact**

The project would not alter or destroy any known historic archaeological site, building, structure, or object, nor would it alter or affect unique ethnic cultural values or restrict religious or sacred uses. According to the environmental review conducted for the General Plan, there are no listed historical sites and no known locations within the project area that contain sites of historical or archeological significance. The General Plan (Implementation Action SD-2.1.a) requires that the City utilize standard practices for preserving archeological materials that are unearthed during construction, as prescribed by the State Office of Historic Preservation.

2) **Less than Significant Impact**

The project would not alter or destroy any known prehistoric archaeological site, building, structure, or object, nor would it alter or affect unique ethnic cultural values or restrict religious or sacred uses. According to the environmental review conducted for the General Plan, there are no listed historical sites and no known locations within the project area that contain sites of historical or archeological significance. The General Plan (Implementation Action SD-2.1.a) requires that the City utilize standard practices for preserving archeological materials that are unearthed during construction, as prescribed by the State Office of Historic Preservation.

3) **Less than Significant Impact**

The project would not alter or destroy any paleontological resource, site, or unique geologic feature. According to the environmental review conducted for the General Plan, there are no listed historical sites and no known locations within the project area that contain sites of paleontological significance. The General Plan (Implementation Action

SD-2.1.a) requires that the City utilize standard practices for preserving archeological materials that are unearthed during construction, as prescribed by the State Office of Historic Preservation.

4) **Less than Significant Impact**

The proposed project would not disturb any known human remains, including those interred outside of formal cemeteries, alter or affect unique ethnic cultural values or restrict religious or sacred uses. There are no known cemeteries in the project area. Because limited excavation would be needed to construct new facilities, it is unlikely that unknown human remains would be discovered. However, Section 7050.5 of the California Health and Safety Code requires that if human remains are discovered during the construction phase of a development, all work must stop in the immediate vicinity of the find, and the County Coroner must be notified. If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission, which in turn will inform a most likely descendant. The descendant will then recommend to the landowner the appropriate method for the disposition of the remains and any associated grave goods. Additionally, the City's General Plan (Implementation Action SD-2.1.a) requires that the City utilize standard practices for preserving archeological materials that are unearthed during construction, as prescribed by the State Office of Historic Preservation.

F. Geology and Soils

SETTING AND DESCRIPTION

The City of Merced is located approximately 150 miles southeast of San Francisco along the east side of the southern portion of the Great Valley Geomorphic Province, more commonly referred to as the San Joaquin Valley. The valley is a broad lowland bounded by the Sierra Nevada to the east and Coastal Ranges to the west. The San Joaquin Valley has been filled with a thick sequence of sedimentary deposits of Jurassic to recent age. A review of the geologic map indicates that the area around Merced is primarily underlain by the Pleistocene Modesto and Riverbank Formations with Holocene alluvial deposits in the drainages. Miocene-Pliocene Mehrten and Pliocene Laguna Formation materials are present in outcrops on the east side of the SUDP/SOI. Modesto and Riverbank Formation deposits are characterized by sand and silt alluvium derived from weathering of rocks deposited east of the SUDP/SOI. The Laguna Formation is made up of consolidated gravel sand and silt alluvium and the Mehrten Formation is generally a well consolidated andesitic mudflow breccia conglomerate.

Faults and Seismicity

A fault, or a fracture in the crust of the earth along which rocks on one side have moved relative to those on the other side, are an indication of past seismic activity. It is assumed that those that have been active recently are the most likely to be active in the future, although even inactive faults may not be "dead." "Potentially Active" faults are those that have been active during the past two million years or during the Quaternary Period. "Active" faults are those that have been active within the past 11,000 years. Earthquakes originate as movement or slippage occurring along an active fault. These movements generate shock waves that result in ground shaking.

Based on review of geologic maps and reports for the area, there are no known active or potentially active faults, or Alquist-Priolo Earthquake Fault Zones (formerly referred to as a Special Studies Zone) in the SUDP/SOI. In order to determine the distance of known active faults within 50 miles of the Site, the computer program EZ-FRISK was used in the General Plan update.

Soils

According to the USDA Natural Resources Conservation Service website, the soil on the site includes Yokohl clay loam, 0 to 3 percent slopes (YbA). Soil properties can influence the development of building sites, including site selection, structural design, construction, performance after construction, and maintenance. Soil properties that affect the load-supporting capacity of an area include depth to groundwater, ponding, flooding, subsidence, shrink-swell potential, and compressibility.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
F. <u>Geology and Soils.</u> Would the project:				
1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: a) 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?	**CEQA does not apply.**			
b) Strong seismic ground shaking?				
c) Seismic-related ground failure, including liquefaction?				
d) Landslides?				
2) Result in substantial soil erosion or loss of topsoil?			✓	
3) 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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?			✓	

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4) 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?	**CEQA does not apply.**			
5) 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?				✓

1) **CEQA Not Applicable**

The project site is not located within a mapped fault hazard zone, and there is no record or evidence of faulting on the project site (City of Merced General Plan Figure 11.1). Because no faults underlie the project site, no people or structures would be exposed to substantial adverse effects related to earthquake rupture.

According the City's *Merced Vision 2030 General Plan EIR*, the probability of soil liquefaction occurring within the City of Merced is considered to be a low to moderate hazard; however, detailed geotechnical engineering investigation required in compliance with the California Building Code (CBC) would be required for the project.

There would be no exposure to any geologic hazards in the project area.

Ground shaking of moderate severity may be expected to be experienced on the project site during a large seismic event. All building permits are reviewed to ensure compliance with the California Building Code (CBC). In addition, the City enforces the provisions of the Alquist Priolo Special Study Zones Act that limit development in areas identified as having special seismic hazards. All new structures shall be designed and built in accordance with the standards of the California Building Code.

APPLICABLE GENERAL PLAN GOALS AND POLICIES

The City's *Merced Vision 2030 General Plan* contains policies that address seismic safety.

Goal Area S-2: Seismic Safety:	
Goal: Reasonable Safety for City Residents from the Hazards of Earthquake and Other Geologic Activity	
Policies	
S-2.1	Restrict urban development in all areas with potential ground failure characteristics.

The project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

Landslides generally occur on slopes of 15 percent or greater. The project site's topography is generally of slopes between 0 and 3 percent, which are considered insufficient to produce hazards other than minor sliding during seismic activity.

Therefore, no hazardous conditions related to seismic groundshaking would occur with the implementation of the project. Additionally, the implementation of the project would not lead to offsite effects related to hazards related to seismic groundshaking, nor would any existing offsite hazards be exacerbated.

2) **Less Than Significant Impact**

Construction associated with the proposed project could result in temporary soil erosion and the loss of top soil due to construction activities, including clearing, grading, site preparation activities, and installation of the proposed buildings and sidewalk and alley improvements. The City of Merced enforces a Storm Water Management Program in compliance with the federal Clean Water Act. All construction activities are required to comply with the City's Erosion and Sediment Control Ordinance (MMC §15.50.120.B), including the implementation of Best Management Practices (BMPs) to limit the discharge of sediment into natural waterways and stormwater drainage facilities.

3) **Less Than Significant Impact**

The City of Merced is located in the Valley area of Merced County and is therefore less likely to experience landslides than other areas in the County. The probability of soil liquefaction actually taking place anywhere in the City of Merced is considered to be a low to moderate hazard. Soil types in the area are not conducive to liquefaction because they are either too coarse or too high in clay content. According to the *Merced Vision 2030 General Plan* EIR, no significant free face failures were observed within the SUDP/SOI and the potential for lurch cracking and lateral spreading is, therefore, very low within the SUDP/SOI area. Additionally, the project would involve little new construction. There is no likelihood that implementation of the project would result in the damage to offsite buildings or infrastructure as a result of project activities acting on unstable soils or geologic units.

4) **CEQA Not Applicable**

Expansive soils are those possessing clay particles that react to moisture changes by shrinking (when they dry) or swelling (when they become wet). Expansive soils can also consist of silty to sandy clay. The extent of shrinking and swelling is influenced by the environment, extent of wet or dry cycles, and by the amount of clay in the soil. This physical change in the soils can react unfavorably with building foundations, concrete walkways, swimming pools, roadways, and masonry walls.

Implementation of General Plan Policies, adherence to the Alquist-Priolo Act, and enforcement of the California Building Code (CBC) Standards would reduce the effect of this hazard on new buildings and infrastructure associated with the project. Therefore, no hazardous conditions related to expansive soils would occur with the implementation of the project. Additionally, the implementation of the project would not lead to offsite effects of hazards posed by expansive soils, nor would any existing offsite hazards be exacerbated.

5) **No Impact**

This site is already developed and connected to the City's water and sewer system. No new septic systems would be allowed within the City Limits. Therefore, there would be no impact.

G. Hazards and Hazardous Materials

SETTING AND DESCRIPTION

Hazardous Materials

A substance may be considered hazardous due to a number of criteria, including toxicity, ignitability, corrosivity, or reactivity. The term "hazardous material" is defined in law as any material that, because of quantity, concentration, or physical, or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment.

Wildland and Urban Fire Hazards

Both urban and wildland fire hazard potential exists in the City of Merced and surrounding areas, creating the potential for injury, loss of life, and property damage. Urban fires primarily involve the uncontrolled burning of residential, commercial, or industrial structures due to human activities. Wildland fires affect grassland, brush or woodlands, and any structures on or near these fires. Such fires can result from either human made or natural causes.

Urban fires comprise the majority of fires in the City of Merced. Because the project is located within the urban core of the City, no wildlands exist in the vicinity of the project site.

Airport Safety

The City of Merced is impacted by the presence of two airports-Merced Regional Airport, which is in the southwest corner of the City, and Castle Airport (the former Castle Air Force Base), located approximately eight miles northwest of the subject site.

The continued operation of the Merced Regional Airport involves various hazards to both flight (physical obstructions in the airspace or land use characteristics which affect flight safety) and safety on the ground (damage due to an aircraft accident). Growth is restricted around the Regional Airport in the southwest corner of the City due to the noise and safety hazards associated with the flight path.

Castle Airport also impacts the City. Portions of the northwest part of the City's SUDP/SOI and the incorporated City are within Castle's safety zones. The primary impact is due to noise (Zones C and D), though small areas have density restrictions (Zone B2). The military discontinued operations at Castle in 1995. One important criterion for determining the various zones is the noise factor. Military aircraft are designed solely for performance, whereas civilian aircraft have extensive design features to control noise.

Potential hazards to flight include physical obstructions and other land use characteristics that can affect flight safety, which include: visual hazards such as distracting lights, glare, and sources of smoke; electronic interference with aircraft instruments or radio communications; and uses which may attract flocks of birds. In order to safeguard an airport's long-term usability, preventing encroachment of objects into the surrounding airspace is imperative.

According to the Merced County Airport Land Use Compatibility Plan, the project site is not located in any restricted safety zones for either airport, and no aircraft overflight, air safety, or noise concerns are identified.

Railroad

Hazardous materials are regularly shipped on the BNSF and SP/UP Railroad lines that pass through the City. While unlikely, an incident involving the derailment of a train could result in the spillage of cargo from the train in transporting. The spillage of hazardous materials could have devastating results. The City has little to no control over the types of materials shipped via the rail lines. There is also a safety concern for pedestrians along the tracks and vehicles utilizing at-grade crossings. The design and operation of at-grade crossings allows the City some control over rail-related hazards. Ensuring proper gate operation at the crossings is the most effective strategy to avoid collision and possible derailments.

Public Protection and Disaster Planning

Hospitals, ambulance companies, and fire districts provide medical emergency services. Considerable thought and planning have gone into efforts to improve responses to day-to-day emergencies and planning for a general disaster response capability.

The City's Emergency Plan and the County Hazardous Waste Management Plan both deal with detailed emergency response procedures under various conditions for hazardous materials spills. The City also works with the State Department of Health Services to establish cleanup plans and to monitor the cleanup of known hazardous waste sites within the City.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
G. <u>Hazards and Hazardous Materials.</u> Would the project:				
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
2) 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?			✓	
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
4) Be located on a site which is included on a list of hazardous materials site compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓	

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5) 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?	**CEQA does not apply.**			
6) 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?	**CEQA does not apply.**			
7) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
8) 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?	**CEQA does not apply.**			

1) **Less Than Significant Impact**

Construction activities associated with the proposed project would involve the use, storage, transport, and disposal of oil, gasoline, diesel fuel, paints, solvents, and other hazardous materials. Except for minor amounts of cleaning and medical supplies, no hazardous materials are anticipated to be used at the site after construction. The project would be required to adhere to all applicable federal and state health and safety standards. Construction activity must also be in compliance with the California Occupational Safety and Health Administration regulations (Occupational Safety and Health Act of 1970). Compliance with these requirements would reduce the risk of hazards to the public to a less than significant level.

2) **Less Than Significant Impact**

Construction on the project site would be reviewed for the use of hazardous materials at the building permit stage. Implementation of Fire Department and Building Code regulations for hazardous materials, as well as implementation of federal and state requirements, would reduce any risk caused by a future use on the site from hazardous materials to a less than significant level.

APPLICABLE GENERAL PLAN GOALS AND POLICIES

The City of Merced *Vision 2030 General Plan* contains policies that address hazardous materials.

Goal Area S-7: Hazardous Materials	
Goal: Hazardous Materials Safety for City Residents	
Policies	
S-2.1	Prevent injuries and environmental contamination due to the uncontrolled release of hazardous materials.
Implementing Actions:	
7.1.a	Support Merced County in carrying out and enforcing the Merced County Hazardous Waste Management Plan.
7.1.b	Continue to update and enforce local ordinances regulating the permitted use and storage of hazardous gases, liquids, and solids.
7.1.d	Provide continuing training for hazardous materials enforcement and response personnel.

3) **Less Than Significant Impact**

The Merced Union High School District operates a multi-school campus located on G and E. 18th Streets within ¼ mile of the project site. The campus consists of Independence High School, Yosemite High School, and Merced Adult School. The nearest portion of this campus is located approximately 650 feet north/northwest of the project site. No other schools are located within a ¼ mile radius of the site. (Attachment D). Other than minor amounts of cleaning and medical supplies, no hazardous materials are expected to be at the project site after construction. Compliance with Fire Department regulations, as well as state and federal regulations through annual inspections and permitting requirements makes this impact less than significant.

4) **Less Than Significant Impact**

According to a California Department of Toxic Substances Control EnviroStor database search, the project site is not listed as a hazardous waste site. No project actions or operations would result in the release of hazardous materials that could affect the public or the environment, and no significant hazard to the public or the environment would result with project implementation.

5) **CEQA Not Applicable**

The project site is located approximately 2.2 miles from active areas of the Merced Regional Airport and approximately 7 miles from the Castle Airport. The project site is not located in any safety or overflight zone for either airport, and no public or private airfields are within two miles of the project area. Therefore, no at-risk population working or living at the site would be exposed to hazards due to aircraft over-flight.

6) **CEQA Not Applicable**

The project site is not located near any private airstrips. See discussion for Question 5 for more information.

7) **Less Than Significant Impact**

The proposed project will not adversely affect any adopted emergency response plan or emergency evacuation plan. No additional impacts will result from the development of the project area over and above those already evaluated by the EIR prepared for the *Merced Vision 2030 General Plan.*

APPLICABLE GENERAL PLAN GOALS AND POLICIES:
The *Merced Vision 2030 General Plan* contains policies that address disaster preparedness.

Goal Area S-1: Disaster Preparedness	
Goal: General Disaster Preparedness	
Policies	
S-1.1	Develop and maintain emergency preparedness procedures for the City.
Implementing Actions:	
1.1.a	Keep up-to-date through annual review the City's existing Emergency Plan and coordinate with the countywide Emergency Plan.
1.1.b	Prepare route capacity studies and determine evacuation procedures and routes for different types of disasters, including means for notifying residents of a need to evacuate because of a severe hazard as soon as possible.
7.1.d	Provide continuing training for hazardous materials enforcement and response personnel.

8) **CEQA Not Applicable**

According to the EIR prepared for the *Merced Vision 2030 General Plan*, the risk for wildland fire within the City of Merced is minimal. According to the Cal Fire website, the Merced County Fire Hazard Severity Zone Map shows the project site is designated as a "Local Area of Responsibility" with a Hazard Classification of "Urban Unzoned."

The City of Merced Fire Department is the responsible agency for responding to fires at the subject site. The project site is located within Fire District #1, and is served by Station #51 located on E. 16th Street (approximately 515 feet from the project site).

Because the project is located within the urban core of the City, no wildlands exist in the vicinity of the project site. Thus, the site would not be exposed to wildland fire hazards. Additionally, the implementation of the project would not lead to offsite effects of hazards posed by wildland fires, nor would any existing offsite hazards be exacerbated.

H. Hydrology and Water Quality

SETTING AND DESCRIPTION

Water Supplies and Facilities

The City's water supply system consists of four elevated storage tanks with a combined storage capacity of approximately 1.4 million gallons, 22 wells and 14 pumping stations equipped with

variable speed pumps that attempt to maintain 45 to 50 psi (pounds per square inch) nominal water pressure. The City is required to meet State Health pressure requirements, which call for a minimum of 20 psi at every service connection under the annual peak hour condition and maintenance of the annual average day demand plus fire flow, whichever is stricter.

Storm Drainage/Flooding

In accordance with the adopted *City of Merced Standard Designs of Common Engineering Structures*, percolation/detention basins are designed to temporarily collect run-off so that it can be metered at acceptable rates into canals and streams that have limited capacity.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
H. <u>Hydrology and Water Quality.</u> Would the project:				
1) Violate any water quality standards or waste discharge requirements?			✓	
2) 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)?			✓	
3) 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 offsite?			✓	
4) 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 offsite?			✓	
5) 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?			✓	
6) Otherwise substantially degrade water quality?			✓	

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7) 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?	**CEQA does not apply.**			
8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	**CEQA does not apply.**			
9) 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?	**CEQA does not apply.**			
10) Inundation by seiche, tsunami, or mudflow?	**CEQA does not apply.**			

1) **Less Than Significant Impact**

The project is not expected to violate any water quality standards or waste discharge requirements during construction or operation. In addition to compliance with standard construction provisions, the project shall be required to comply with the Draft Merced Storm Water Master Plan and the Storm Water Management Plan, and obtain all required permits for water discharge. During project operations, the City has developed requirements to minimize the impact to storm water quality caused by development and redevelopment. The increase in impervious areas caused by development can cause an increase in the type and quantity of pollutants in storm water runoff. Prior planning and design to minimize pollutants in runoff from these areas is an important component to storm water quality management. These standards are set forth in the City's Post-Construction Standards Plan and provide guidance for post-construction design measures to ensure that stormwater quality is maintained. Compliance with these requirements and permits would reduce the impact to a less than significant level.

APPLICABLE GENERAL PLAN GOALS AND POLICIES:
The *Merced Vision 2030 General Plan* contains policies that address Water Quality and Storm Drainage.

Goal Area P-5: Storm Drainage and Flood Control	
Goal: An Adequate Storm Drainage Collection and Disposal System in Merced	
Policies	
P-5.1	Provide effective storm drainage facilities for future development.
P-5.2	Integrate drainage facilities with bike paths, sidewalks, recreation facilities, agricultural activities, groundwater recharge, and landscaping.

Implementing Actions:	
5.1.a	Continue to implement the City's Storm Water Master Plan and the Storm Water Management Plan and its control measures.
5.1.c	Continue to require all development to comply with the Storm Water Master Plan and any subsequent updates.

2) **Less Than Significant Impact**

The City of Merced is primarily dependent on groundwater sources that draw from the San Joaquin aquifer. The City has storage capacity of approximately 1.4 million gallons in four elevated storage tanks, 22 active well sites with one under construction, and 14 pumping stations, which provide service to meet peak hour urban level conditions and the average daily demand plus fire flows.

The City of Merced has instituted significant water conservation measures in recent years in response to a prolonged drought period in California and the Central Valley. As a result, peak water production declined from its high of 38.3 million gallons per day (MPD) in 1984 to around 31.6 million gallons per day in 1994. In 2007, the amount of water consumed per day had dropped to just over 21.0 million gallons per day. This decline in peak day production has occurred despite the fact that population growth in the City has been occurring.

No water use quantities are available for the former motel use or the proposed project. Implementation of the proposed project would result in a building being constructed on an existing turf area, thereby eliminating a source of irrigation demand on the site. Additionally, renovation of the existing motel as proposed would result in the installation of low flow appliances in both the renovated motel buildings and in the proposed community center. Until its closure within the last several years, the motel represented a source of water demand. Given the replacement of turf and the installation of water conserving appliances, it is unlikely that the proposed project would result in greater water demand than that which previously occurred. Thus, it is likely that there would be no change or a decrease over past conditions in the amount of water use due to the General Plan Amendment and Zone Change.

New development proposed on the project site in the form of the new Community Center, pet area, and bicycle locker could restrict onsite recharge where new impervious surface areas are created. However, the net area of new impervious surface would total less than 0.16 acre. This minor loss of pervious area would not significantly alter groundwater recharge in the City or region.

3) **Less Than Significant Impact**

The proposed project would result in minor modifications to the existing drainage pattern on the site. The existing development on the site currently allows surface water to drain into the City's existing storm drain system along 16th Street. As proposed, stormwater would be rerouted to the rear of the site, to connect to existing drainage facilities along D or E Streets. Because of the increase in impervious surfaces (0.16 acre) some additional stormwater flows would be generated from the site. Because stormwater flows would be

piped or conveyed in concrete gutters, there would be no potential for increased erosion or sedimentation.

Developed storm drainage facilities in the area are adequate to handle this minor increase in flows. The project would not result in a substantial alteration of drainage in the area, and no offsite uses would be affected by the proposed changes.

4) **Less Than Significant Impact**

The proposed project would not substantially alter the existing drainage pattern. Any changes to the site would drain into the City's existing storm drain system. For additional information, see Question 3.

5) **Less Than Significant Impact**

Because of the increase in impervious surfaces (0.16 acre) some additional stormwater flows would be generated from the site. Proposed changes to the site would drain into the City's existing storm drain system, which currently has capacity to handle the additional runoff from the site. This project is not expected to provide a substantial additional source of polluted runoff. For additional information, see Question 3.

6) **Less Than Significant Impact**

The construction project will be served by the City's water system and all water runoff will be contained on site then directed out to the City's storm drain system. The construction of the project would not affect the water quality and would not degrade water quality in the area.

7) **CEQA Not Applicable**

The Flood Insurance Rate Map shows the project within a Zone "X," areas determined to be outside the 0.2% chance floodplain (areas of minimal flood hazard) (Attachment E). Based on its location, the proposed project would not expose housing to flood hazards. Additionally, the implementation of the project would not lead to offsite effects of hazards posed by floods, nor would any existing offsite flood hazards be exacerbated.

8) **CEQA Not Applicable**

As described above, the project site is located within Flood Zone "X," which is defined as a minimal flood hazard area. The site is not located within an inundation zone for Lake Yosemite or Bear Reservoir. Therefore, it is unlikely that the site would be subject to flooding due to a dam or levee break. Additionally, the implementation of the project would not lead to offsite effects of hazards posed by floods due to dam or levee breaks, nor would any existing offsite flood hazards from these sources be exacerbated.

9) **CEQA Not Applicable**

As described above, the project site is located within Flood Zone "X," which is defined as a minimal flood hazard area. The site is not located within a floodplain, and would not impede or redirect flood flows. Implementation of the project would not lead to offsite effects of hazards posed by redirect or impeded flood flows, nor would any existing offsite flood hazards be exacerbated.

10) **CEQA Not Applicable**

The proposed project is located approximately 80 miles from the Pacific Ocean, distant from any large lakes, and not within the inundation zones for Lake Yosemite or Bear Reservoir at an elevation ranging from approximately 173 feet above MSL. Mudslides and other forms of mass wasting occur on steep slopes in areas that contain susceptible soils or geology, typically as a result of an earthquake or high rainfall event. The project site is located on relatively flat ground. Therefore, the proposed project would not be exposed to hazards related to a seiche, tsunami, or mudslides. Additionally, the implementation of the project would not lead to offsite effects of hazards posed by seiche, tsunami, or mudslides, nor would any existing offsite hazards from these sources be exacerbated.

I. Land Use and Planning

SETTING AND DESCRIPTION

The project site is located within the City Limits of Merced and within its Specific Urban Development Plan and Sphere of Influence (SUDP/SOI).

SURROUNDING USES

Refer to Page 2 of this Initial Study and the map at Attachment A for the surrounding land uses.

Current Use

The subject site is a 1.12-acre parcel located at 205 E. 16th Street at the base of the northbound off-ramp from State Route 99 to E. 16th Street. The property is developed with an existing, but unused, 37-unit motel. There is also an existing detached building fronting the alley between D, E, Main, and E. 16th Street on the site.

Project Characteristics

The applicant is requesting to change the General Plan designation from Thoroughfare Commercial (CT) to High Density Residential (HD) and to change the Site zoning designation from Thoroughfare Commercial (C-T) to High Density Residential (R-4) to allow the rehabilitation of an existing motel to provide housing and medical care to those who are at-risk and of low and extremely-low income.

The applicant is proposing to rehabilitate an existing, but unused, 37-unit motel to provide 40 sleeping rooms and a manager's apartment, for a total of 41 units. (Attachment B) Fourteen of the units in the main motel building would provide for medical recovery care. The remaining 26 units would provide permanent, supervised housing. A medical clinic also would be developed within the existing motel building. The existing detached building fronting the alley would be renovated as a project office and apartment for the complex manager. New construction on the site would include a 4,800-square-foot community center with a kitchen and laundry room, internal walkways, a companion animal exercise area, and secured bike parking. Twenty rideshare bicycles would be provided for the use of the residents. With implementation of the proposed project, existing parking on the site would be reduced to 11 spaces with access to E. 16th Street, and four spaces with access to the alley at the rear of the Site. Proposed offsite

improvements include installation of a sidewalk on the east side of E Street between Main Street and the alley, reconstruction of the alley between D and E Streets, reconstruction and extension of the sidewalk along 16th Street, west of the Site, and the expansion of an existing bus stop. (Attachment C)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. <u>Land Use and Planning.</u> Would the project:				
1) Physically divide an established community?				✓
2) 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?			✓	
3) Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

1) **No Impact**

   The project site is fully developed and is surrounded by urban uses. The project would not physically divide the community.

2) **Less Than Significant**

   As previously explained, the site does not currently have the appropriate General Plan and Land Use designations for the proposed use. However, if the requested General Plan Amendment and Zone Change are approved, the site and future residential uses would be consistent with the General Plan and Zoning designations. The requested change would not affect any plan adopted for the purpose of mitigating an environmental effect. All environmental effects caused by this project are being evaluated in this document and appropriate mitigation measure applied to address any negative effects on the environment. Therefore this impact is less than significant.

3) **No Impact**

   No Habitat Conservation Plans or Natural Community Conservation Plans have been adopted by the City of Merced. Therefore, there would be no impact.

J. Mineral Resources

SETTING AND DESCRIPTION

The City of Merced does not contain any mineral resources that require managed production according to the State Mining and Geology Board. Based on observed site conditions and review

of geological maps for the area, economic deposits of precious or base metals are not expected to underlie the City of Merced or the project site. According to the California Geological Survey, Aggregate Availability in California - Map Sheet 52, Updated 2006, minor aggregate production occurs west and north of the City of Merced, but economic deposits of aggregate minerals are not mined within the immediate vicinity of the SUDP/SOI. Commercial deposits of oil and gas are not known to occur within the SUDP/SOI or vicinity.

According to the Merced County General Plan Background Report (June 21, 2007), very few traditional hard rock mines exist in the County. The County's mineral resources are almost all sand and gravel mining operations. Approximately 38 square miles of Merced County, in 10 aggregate resource areas (ARA), have been classified by the California Division of Mines and Geology for aggregate. The 10 identified resource areas contain an estimated 1.18 billion tons of concrete resources with approximately 574 million tons in Western Merced County and approximately 605 million tons in Eastern Merced County. Based on available production data and population projections, the Division of Mines and Geology estimated that 144 million tons of aggregate would be needed to satisfy the projected demand for construction aggregate in the County through the year 2049. The available supply of aggregate in Merced County substantially exceeds the current and projected demand.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
J. <u>Mineral Resources.</u> Would the project:				
1) 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?				✓
2) 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?				✓

1) **No Impact**

Based on observed site conditions and review of geological maps for the area, economic deposits of precious or base metals are not known to occur in the City of Merced or on the project site. Therefore implementation of the proposed project would have no impact on the availability of mineral resources or impact current or future mining operations.

2) **No Impact**

No Mineral Resource Zones or mineral resource recovery sites exist within the City of Merced or on the project site. Therefore implementation of the proposed project would have no impact on the availability of mineral resources or impact current of future mining operations.

K. Noise

SETTING AND DESCRIPTION

Potential noise impacts of the proposed project can be categorized as those resulting from construction and those from operational activities. Construction noise would have a short-term effect; operational noise would continue throughout the lifetime of the project. Construction associated with the development of the project would increase noise levels temporarily during construction. Operational noise associated with the development would occur intermittently with the continued operation of the proposed project. Because the primary method of travel by project residents would be by bicycle, with vehicle use limited to staff and visitors, little vehicle noise would be generated by the project.

Some land uses are considered more sensitive to noise levels than other uses. Sensitive land uses can include residences, schools, nursing homes, hospitals, and some public facilities, such as libraries. The noise level experienced at the receptor depends on the distance between the source and the receptor, the presence or absence of noise barriers and other shielding devices, and the amount of noise attenuation (lessening) provided by the intervening terrain. For line sources such as motor or vehicular traffic, noise decreases by about 3.0 to 4.5A –weighted decibels (dBA) for every doubling of the distance from the roadway.

Noise from Other Existing Sources

Vehicular noise along SR 99 and E. 16th Street would be the primary existing noise source at the project site. State Route 99 is a regionally significant freeway, and E. 16th Street is an arterial road. Both carry a large volume of traffic and would generate noise from traffic. The UPRR tracks are also near the site. According to the *Merced Vision 2030 General Plan, Noise Element, Tables 10.2 and 10.4,* noise generated by traffic on SR 99 is 79.4 dB Ldn at 100 feet from the roadway. Existing noise levels on E. 16th Street are 59.1 dB Ldn at 100 feet from the edge of the roadway. Railroad noise on the UPRR, without horn use, is 72.6 dB Ldn at 100 feet from the tracks.

The distance to the 65 dB Ldn contour for SR 99 at the project's location is 915 feet; that for E. 16th Street, 41 feet; and that for the UPRR, 325 feet according to Tables 10.2 and 10.4. For the 70 dB contour, the distances are 425 feet for SR 99 and 151 feet for the UPRR. The nearest residential unit on the site is located approximately 125 feet from the edge of the raised roadway of SR 99, 60 feet from the edge of pavement of E. 16th Street, and 200 feet from the UPRR tracks. Thus, outdoor areas of the proposed project would be exposed to noise levels in excess of 65 dB ldn from SR 99 and the UPRR, although noise from SR 99 would be the predominating noise source in the project vicinity. Outdoor areas of the project would be exposed to noise levels in excess of 70 dB ldn from SR 99. Therefore, outdoor areas of the site would be exposed to noise levels in excess of those listed in Table N-3 of the *Merced Vision 2030 General Plan, Noise Element.* However, no outdoor activity areas are planned for the proposed project.

According to the *Merced Vision 2030 General Plan,* noise exposure not exceeding 65 dB is considered to a "normally acceptable" noise level for residential uses adjacent to SR 99. Note 5 of Table N-3 permits higher levels of outdoor noise if the interior standard of 45 dB Ldn can be met.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
K. <u>Noise.</u> Would the project result in:				
1) 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?			✓	
2) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
5) 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?	**CEQA does not apply.**			
6) 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?	**CEQA does not apply.**			

1) **Less Than Significant/CEQA Not Applicable**

Construction Noise

Construction of the project would temporarily increase noise levels in the area during the construction period. The duration of construction is expected to be 90 days. Therefore, the noise from construction may be steady for several weeks and then cease all together. Construction activities, including building renovation, building construction, and sidewalk and alley improvements would be considered an intermittent noise impact throughout the construction period. These activities could result in various effects on sensitive receptors, depending on the presence of intervening barriers or other insulating materials. Although construction activities would likely occur only during daytime hours, construction noise could still be considered disruptive to local residents. The City of Merced does not have a noise ordinance, but past practice has been to allow construction activities during daylight hours (between 7:00 a.m. and 7:00 p.m.).

Operational Noise

As noted above, little operational noise would be expected from the proposed project. Because the primary method of travel by project residents would be by bicycle, with

vehicle use limited to staff and visitors, little vehicle noise would be generated by the project. No other noise sources would be associated with the proposed project. An onsite manager would be at the project site 24-hours per day, and would regulate nuisance noise from residents. Implementation of the project would not lead to offsite effects related to noise generated by the project, nor would any existing offsite noise levels be exacerbated.

Exposure of Project Residents to Existing Noise Sources

The California Supreme Court has clarified CEQA practice to limit the evaluation of environmental effects only to the impact of a proposed project on the environment, and not the effects of the environment on a project. The following discussion provides information regarding potential exposure to excess noise levels from existing transportation noise sources. As directed by the Supreme Court, no environmental conclusions are made regarding this hazard. As noted above, the City of Merced maintains noise standards for land uses exposed to transportation noise. According to the *Merced Vision 2030 General Plan, Noise Element*, the project site would be exposed to noise levels in excess of those found to be normally acceptable for outdoor recreation areas. However, the proposed project does not propose to develop any outdoor recreation areas. Most onsite recreation would take place within the proposed Community Center building. Note 5 of Table N-3 permits outdoor noise levels higher than those found to be normally acceptable if indoor noise levels are maintained. The *Noise Element* requires an interior noise level of 45 dB ldn for a proposed residential use. Because the outdoor noise level exceeds *General Plan* standards, it is likely that standard construction would be insufficient to ensure that interior noise standards are met. Implementation of the following recommended condition of approval would evaluate the ability of the existing structure to attenuate noise to meet the City's standards and identify any other measures that may be necessary to meet the City's interior noise requirements.

Recommended Condition of Approval NSE-1

Prior to the issuance of a building permit, the project applicant or any successor in interest, shall retain a licensed professional or firm to evaluate noise levels affecting the project site, and whether the existing structures can attenuate existing transportation noise levels sufficiently to meet the City's interior standard of 45 dB ldn. If interior standards cannot be met by the existing structures, the report shall identify measures necessary to meet the interior standards. Prior to occupancy, all needed structural improvements shall be completed.

2) **Less Than Significant Impact/CEQA Not Applicable**

Implementation of the proposed project would not result in the generation of any groundborne vibration or noise. The project could be exposed to existing potential sources of vibration from SR 99 and the UPRR. Refer to Item 1 above regarding the exposure of project residents to existing sources of environmental hazard.

3) **Less Than Significant Impact**

As noted above, little operational noise would be expected from the proposed project. Because the primary method of travel by project residents would be by bicycle, with vehicle use limited to staff and visitors, little vehicle noise would be generated by the

project. No other noise sources would be associated with the proposed project. An onsite manager would be at the project site 24-hours per day, and would regulate nuisance noise from residents. Implementation of the project would not lead to offsite effects related to noise generated by the project, nor would any existing offsite noise levels be exacerbated.

4) **Less Than Significant Impact**

The project construction will cause temporary and periodic increases in the ambient noise levels. However, because the construction noise will only be temporary and the increase in noise generated from the site would be minimal, the impacts are less than significant.

5) **CEQA Not Applicable**

The project is not located within the noise contours of any public airport. The project site is located approximately 2.2 miles from active areas of the Merced Regional Airport and approximately 7 miles from the Castle Airport. The project site is not located in any area subject to aircraft noise for either airport, and no public or private airfields are within two miles of the project area. Therefore, no population working or living at the site would be exposed to excessive levels of aircraft noise.

6) **CEQA Not Applicable**

The project is not located within the vicinity of a private airstrip. Therefore, no population working or living at the site would be exposed to excessive levels of aircraft noise.

L. Population and Housing

SETTING AND DESCRIPTION

The implementation of the proposed project would result in the rehabilitation of an existing motel to increase the number of rooms from an existing, but unused 37-unit motel to provide 40 sleeping rooms and a manager's apartment, for a total of 41 units. Fourteen of the units in the main motel building would provide for medical recovery care. The remaining 26 units would provide permanent, supervised housing. An existing detached building on the project site would be renovated as a project office and apartment for the complex manager. The project site is surrounded by urban uses.

Expected Population and Employment Growth

According to the State Department of Finance, the City of Merced's population in 2014 was estimated to be 81,130. Population projections estimate that the Merced SUDP area will have a population of 159,900 by the Year 2030.

According to the *Merced Vision 2030 General Plan*, the City of Merced is expected to experience significant employment growth by the Year 2030.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
L. <u>Population and Housing.</u> Would the project:				
1) 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)?			✓	
2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

1) **Less Than Significant Impact**

Temporary construction-related jobs would result due to the renovation and construction associated with the project, but it is unlikely that construction workers would need to relocate to Merced in order to work temporarily on the project site. Although the project would create new jobs during operations, it's unlikely that the types of jobs created would generate a large number of people who would relocate to Merced. Given the high unemployment rate for Merced, it's reasonable to assume a large number of the employees would come from the local area. However, if a large number of the employees relocated from other areas, it would not create a significant impact on the population or housing within the City of Merced. Therefore, this would be a less than significant impact.

2) **No Impact**

Implementation of the project would increase the number of housing units on the project site.

3) **No Impact**

A vacant motel currently is located on the project site. Implementation of the project would not displace any persons, but would provide additional housing and medical resources for those who are at-risk and of low and extremely-low income. Project implementation would result in an increase in the City's housing supply.

M. Public Services

SETTING AND DESCRIPTION

Fire Protection

The City of Merced Fire Department provides fire protection, rescue, and emergency medical services from five fire stations throughout the urban area. The City's Central Fire Station is located in the downtown area at 16th and G Streets. This Station would serve the proposed project.

Police Protection

The City of Merced Police Department provides police protection for the entire City. The Police Department employs a mixture of sworn officers, non-sworn officer positions (clerical, etc.), and unpaid volunteers (VIP). The service standard used for planning future police facilities is approximately 1.37 sworn officers per 1,000 population, per the Public Facilities Financing Plan.

Schools

The public school system in Merced is served by three districts: 1) Merced City School District (elementary and middle schools); 2) Merced Union High School District (MUHSD); and, 3) Weaver Union School District (serving a small area in the southeastern part of the City with elementary schools). The districts include various elementary schools, middle (junior high) schools, and high schools. The Project site falls within the Merced City School District and Merced Union High School District (MUHSD).

As the City grows, new schools will need to be built to serve our growing population. According to the Development Fee Justification Study for the MUHSD, Merced City Schools students are generated by new multi-family development at the following rate:

Table 6 Student Generation Rates

Commercial/Industrial Category	Elementary (K-8) (Students per 1,000 sq.ft.)	High School (9-12) (Students per 1,000 sq.ft.)
Retail	0.13	0.038
Restaurants	0.00	0.157
Offices	0.28	0.048
Services	0.06	0.022
Wholesale/Warehouse	0.19	0.016
Industrial	0.30	0.147
Multi-Family	0.559	0.109

Based on the table above, the proposed change in use from commercial to high density residential would normally result in an increase in the number of students expected to be generated. However, the proposed project would add only 4 dwelling units to the 37 currently existing. Additionally, the proposed project would serve existing members of the community who are at-risk and of very low and extremely low income. The majority of the proposed units on the project site would be single occupancy units; it would be very unlikely that families would be served by the proposed project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
M. <u>Public Services.</u> Would the project:				
1) 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 following public services:				
a) Fire Protection?			✓	
b) Police Protection?			✓	
c) Schools?			✓	
d) Parks?			✓	
e) Other Public Facilities?			✓	

1) **Less Than Significant**

a) Fire Protection

The project site is located within Fire District #1 and would be served by Fire Station #51, located at 99 East 16th Street (approximately 515 feet from the project site). The response from this station would meet the desired response time of 4 to 6 minutes, citywide, 90 percent of the time, within the financial constraints of the City. The proposed change in land use designation would not affect fire protection services, and no new or modified fire facilities would be needed. Any changes to the building or site would be required to meet all requirements of the California Fire Code and the Merced Municipal Code. Compliance with these requirements would reduce any future impacts to a less than significant level.

b) Police Protection

Because the site is already developed, it is currently served by the City Police Department. The proposed change in use from motel to respite care housing could result in more calls to the site. However, all housing provided by the project would be supervised, with the result that all residents would be monitored by a social worker and overseen by the onsite manager. For this reason, implementation of the proposed project would not require any new or modified police facilities.

At the time a building permit is issued to change any use within the building from a motel use to a housing use, the developer would be required to pay Public Facility Impact Fees (PFIF). The developer would be assessed the difference between the commercial rate and the residential rate and would only be required to pay the difference in the two rates based on the size of the area being converted. Compliance with this requirement would reduce any future impacts to a less than significant level.

c) Schools

Based on the table and discussion provided in the "Settings and Description" section above, the proposed General Plan Amendment would be unlikely to generate additional students to the school system. As appropriate, the developer would be required to pay all fees due under the Leroy F. Greene School Facilities Act of 1988. Once these fees are paid, the satisfaction of the developer of his statutory fee under California Government Code §65995 is deemed "full and complete mitigation" of school impacts.

d) Parks

Development of the project would not significantly increase the use of neighborhood or regional parks. However, there could be an increase in the use of nearby bicycle facilities due to residents riding to and from the center. The proposed project will feature a Community Center building that will be open to the public for classes and special events. Payment of the fees required under the Public Facilities Financing Program (PFIF) as described above would be required at time of building permit issuance to help fund future parks and maintenance of existing parks.

e) Other Public Facilities

The development of the project could impact the maintenance of public facilities and could generate impacts to other governmental services. Payment of the fees required under the Public Facilities Financing Program (PFIF) as described above would mitigate these impacts to a less than significant level.

N. Recreation

SETTING AND DESCRIPTION

The City of Merced has a well-developed network of parks and recreation facilities. Eight City parks and recreation facilities are located within a one-mile radius of the Esperanza project site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
N. Recreation. Would the project:				
1) Increase the use of neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
2) 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?				✓

1) **Less the Significant Impact**

   Development of the project would not significantly increase the use of neighborhood or regional parks. However, there could be an increase in the use of nearby bicycle facilities due to residents riding to and from the center. The proposed project will feature a Community Center building that will be open to the public for classes and special events. In addition, development fees would be collected from all new construction on the project site to provide additional park lands and facilities.

2) **No Impact**

   The project is not responsible for the construction or expansion of any recreational facilities.

O. Transportation/Traffic

SETTING AND DESCRIPTION

The project site is located at the base of the northbound off-ramp from State Route 99 to E. 16th Street. 16th Street is considered a "major street", with a portion of it west of the project site designated a "special section." The site includes a driveway on 16th Street, in addition to access to the rear of the site via an alley.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
O. <u>Transportation/Traffic.</u> Would the project:				
1) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e. result in a substantial increase in either vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			✓	
2) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roadways?			✓	
3) 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?			✓	
4) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?			✓	
5) Result in inadequate emergency access?			✓	

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?			✓	

1) **Less Than Significant Impact**

The act of changing the General Plan Amendment and Zone Change would not affect the traffic to the site. However, the change in use and types of tenants that would locate at this site would result in a decrease in traffic.

The Institute of Transportation Engineers (ITE) Trip Generation Rates Manual (9th Edition) is used to estimate the number of trips generated by a particular use. The manual lists 0.47 trips during the PM peak hour per room for a motel. Therefore, the existing motel use would generate 17.39 trips during the PM peak hour. However, not all specific uses are identified in the manual. For the respite care housing project, the listed uses that most closely matches the proposed use is a Congregate Care Facility, with a PM peak hour trip generation rate of 0.17 per dwelling unit. Including the manager's apartment with a 0.62 trip per unit during the PM peak hour, the proposed 40-unit respite care housing project would generate 7.42 trips during the PM peak hour. Further, the project includes features that would reduce the overall vehicle miles traveled, such as: 20 rideshare bicycles and secured bike parking; offsite improvements to the pedestrian and bicycle network, including installation of a sidewalk on the east side of E Street between Main Street and the alley, reconstruction of the alley between D and E Streets, reconstruction and extension of the sidewalk along 16th Street west of the site, and the expansion of an existing bus stop; and residents would be eligible for free bus passes. Since the proposed project would result in fewer trips than the previous motel uses, there would be no reduction in LOS as a result of the project, and a less than significant impact would result.

2) **Less Than Significant Impact**

As described above, the proposed project would not result in a decrease in the level of service of the roadways adjacent to the site. This would be a less than significant impact.

3) **Less Than Significant**

The project will not result in any changes to air traffic patterns. The project site is not located within an airport use zone or in the vicinity of a private airstrip.

4) **Less Than Significant**

The project will not increase hazards due to a design feature or incompatible uses. The roadway design surrounding the project was adopted with the City's General Plan. No changes to the roadway design are being considered with this project.

5) **Less Than Significant**

No changes are proposed to the access of the site. Existing access points provide sufficient emergency access. This impact is less than significant.

6) **Less Than Significant**

The project will not conflict with any policies, plans, or programs supporting alternative transportation. The project includes several features that support alternative transportation, including: 20 rideshare bicycles and secured bike parking; offsite improvements to the pedestrian and bicycle network, including installation of a sidewalk on the east side of E Street between Main Street and the alley, reconstruction of the alley between D and E Streets, reconstruction and extension of the sidewalk along 16th Street west of the site, and the expansion of an existing bus stop; and residents would be eligible for free bus passes.

P. Utilities and Service Systems

SETTING AND DESCRIPTION

Water

The City's water system is composed of 22 groundwater production wells located throughout the City, approximately 350 miles of main lines, and 4 water tower tanks for storage. Well pump operators ensure reliability and adequate system pressure at all times to satisfy customer demand. Diesel powered generators help maintain uninterrupted operations during power outage. The City of Merced water system delivered more than 24 million gallons of drinking water per day in 2013 to approximately 20,733 residential, commercial, and industrial customer locations. The City is required to meet State Health pressure requirements, which call for a minimum of 20 psi at every service connection under the annual peak hour condition and maintenance of the annual average daily demand plus fire flow, whichever is stricter. The City of Merced Water Division is operated by the Public Works Department.

The City of Merced's wells have an average depth of 414 feet and range in depth from 161 feet to 800 feet. The depth of these wells would suggest that the City of Merced is primarily drawing water from a deep aquifer associated with the Mehrten geologic formation. Increasing urban demand and associated population growth, along with an increased shift by agricultural users from surface water to groundwater and prolonged drought have resulted in declining groundwater levels due to overdraft. This condition was recognized by the City of Merced and the Merced Irrigation District (MID) in 1993, at which time the two entities began a two-year planning process to assure a safe and reliable water supply for Eastern Merced County through the year 2030. Integrated Regional Water Planning continues today through various efforts.

Wastewater

Wastewater (sanitary sewer) collection and treatment in the Merced urban area is provided by the City of Merced. The wastewater collection system handles wastewater generated by residential, commercial, and industrial uses in the City.

The City Wastewater Treatment Plant (WWTP), located in the southwest part of the City about two miles south of the airport, has been periodically expanded and upgraded to meet the needs of the City's growing population and new industry. The City's wastewater treatment facility has a capacity of 11.5 million gallons per day (mgd), with an average 2006 flow of 8.5 mgd. The City has recently completed an expansion project to increase capacity to 12 mgd and upgrade to

tertiary treatment with the addition of filtration and ultraviolet disinfection. Future improvements would add another 8 mgd in capacity (in increments of 4 mgd), for a total of 20 mgd. This design capacity can support a population of approximately 174,000. The collection system will also need to be expanded as development occurs.

Treated effluent is disposed of in several ways depending on the time of year. Most of the treated effluent (75% average) is discharged to Hartley Slough throughout the year. The remaining treated effluent is delivered to a land application area and the on-site City-owned wetland area south of the treatment plant.

Storm Drainage

The Draft *City of Merced Storm Drainage Master Plan* addresses the collection and disposal of surface water runoff in the City's SUDP. The study addresses both the collection and disposal of storm water. Systems of storm drain pipes and catch basins are laid out, sized, and costed in the plan to serve present and projected urban land uses.

It is the responsibility of the developer to ensure that utilities, including storm water and drainage facilities, are installed in compliance with City regulations and other applicable regulations. Necessary arrangements with the utility companies or other agencies will be made for such installation, according to the specifications of the governing agency and the City (Ord. 1342 § 2 (part), 1980: prior code § 25.21(f)). The disposal system is mainly composed of MID facilities, including water distribution canals and laterals, drains, and natural channels that traverse the area.

The City of Merced has been involved in developing a Storm Water Management Plan (SWMP) to fulfill requirements of storm water discharges from Small Municipal Separate Storm Sewer System (MS4) operators in accordance with Section 402(p) of the Federal Clean Water Act (CWA). The SWMP was developed to also comply with General Permit Number CAS000004, Water Quality Order No. 2003-0005-DWQ.

Solid Waste

The City of Merced is served by the Highway 59 Landfill and the Highway 59 Compost Facility, located at 6040 North Highway 59, one and one-half miles north of Old Lake Road. The County of Merced is the contracting agency for landfill operations and maintenance, while the facilities are owned by the Merced County Association of Governments. The City of Merced provides services for all refuse pick-up within the City limits and franchise hauling companies collect in the unincorporated areas. In addition to these two landfill sites, there is one private disposal facility, the Flintkote County Disposal Site, at SR 59 and the Merced River. This site is restricted to concrete and earth material.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
P. <u>Utilities and Service Systems.</u> Would the project:				
1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
2) 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?			✓	
3) 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?			✓	
4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
5) 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?			✓	
6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
7) Comply with federal, state, and local statutes and regulations related to solid waste?			✓	

1) **Less Than Significant Impact**

The project site is currently provided with City sewer and water service. As provided by the City, there is sufficient capacity for serving this project and other future developments within the City of Merced.

2) **Less Than Significant Impact**

The City's current water and wastewater system is capable of handling this project and other future developments within the City of Merced. No additional facilities are required.

3) **Less Than Significant Impact**

The existing development on the site currently allows surface water to drain into the City's existing storm drain system along 16th Street. As proposed, stormwater would be rerouted to the rear of the site, to connect to existing drainage facilities along D or E Streets. Because of the increase in impervious surfaces (0.16 acre) some additional stormwater flows would be generated from the site. The City's current storm drain system is sufficient to serve this development. No new facilities or expansions of existing facilities are needed.

4) **Less Than Significant Impact**

As explained above, no new water facilities are needed for this project. The existing water system is sufficient to serve the development.

5) **Less Than Significant Impact**

Refer to item 2 above.

6) **Less Than Significant Impact**

The City of Merced uses the Highway 59 landfill. Sufficient capacity is available to serve the future project. According to the *Merced Vision 2030* General Plan DEIR, the landfill has capacity to serve the City through 2030.

7) **Less Than Significant Impact**

All construction on the site would be required to comply with all local, state, and federal regulations regarding solid waste, including recycling.

Q. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Q. <u>Mandatory Findings of Significance.</u> Would the project:				
1) 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?			✓	

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects.)			✓	
3) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

1) **Less Than Significant Impact**

As previously discussed in this document, the project does not have the potential to adversely affect biological resources or cultural resources because such resources are lacking on the project site, and any potential impacts would be avoided with implementation of the mitigation measures and other applicable codes identified in this report. Also, the project would not significantly change the existing urban setting of the project area. Thus, this impact would be less than significant.

2) **Less Than Significant Impact**

The Program Environmental Impact Report conducted for the *Merced Vision 2030 General Plan, the General Plan Program EIR* (SCH# 2008071069), has recognized that future development and build-out of the SUDP/SOI will result in cumulative and unavoidable impacts in the areas of Air Quality and Loss of Agricultural Soils. In conjunction with this conclusion, the City has adopted a Statement of Overriding Considerations for these impacts (Resolution #2011-63) which is herein incorporated by reference.

The certified General Plan EIR addressed and analyzed cumulative impacts resulting from changing agricultural use to urban uses. No new or unaddressed cumulative impacts will result from the Project that have not previously been considered by the certified General Plan EIR or by the Statement of Overriding Considerations, or mitigated by this Expanded Initial Study. This Initial Study does not disclose any new and/or feasible mitigation measures which would lessen the unavoidable and significant cumulative impacts.

The analysis of impacts associated with the development of the proposed General Plan Amendment and Zone Change would contribute to the cumulative air quality and agricultural impacts identified in the General Plan EIR. In the case of air quality, emissions from the proposed project would be less than the existing motel use, and with respect to agricultural resources, there are no farmlands on or adjacent to the project site

within the urban core of the City. The nature and extent of these impacts, however, falls within the parameters of impacts previously analyzed in the General Plan EIR. No individual or cumulative impacts will be created by the Project that have not previously been considered at the program level by the General Plan EIR or mitigated by this Initial Study.

3) **Less Than Significant Impact**

Development anticipated by the *Merced Vision 2030 General Plan* will have significant adverse effects on human beings. These include the incremental degradation of air quality in the San Joaquin Basin, the loss of prime agricultural soils, the incremental increase in traffic, and the increased demand on natural resources, public services, and facilities. However, consistent with the provisions of CEQA previously identified, the analysis of the proposed Esperanza project is limited to those impacts which are peculiar to the Esperanza project site or which were not previously identified as significant effects in the prior EIR. The previously-certified General Plan EIR and the Statement of Overriding Considerations addressed those cumulative impacts; hence, there is no requirement to address them again as part of this Project.

This previous EIR concluded that these significant adverse impacts are accounted for in the mitigation measures incorporated into the General Plan EIR. In addition, a Statement of Overriding Considerations was adopted by City Council Resolution #2011-63 that indicates that the significant impacts associated with development of the General Plan project are offset by the benefits that will be realized in providing necessary jobs for residents of the City. The analysis and mitigation of impacts has been detailed in the Environmental Impact Report prepared for the *Merced Vision 2030 General Plan*, which are incorporated into this document by reference.

While this issue was addressed and resolved with the General Plan EIR in an abundance of caution, in order to fulfill CEQA's mandate to fully disclose potential environmental consequences of projects, this analysis is considered herein. However, as a full disclosure document, this issue is repeated in abbreviated form for purposes of disclosure, even though it was resolved as a part of the General Plan.

Potential impacts associated with the Project's development have been described in this Initial Study. All impacts were determined to be less than significant.

R. Greenhouse Gas Emissions

SETTING AND DESCRIPTION

The issue of project-generated Greenhouse Gas (GHG) Emissions is a reflection of the larger concern of Global Climate Change. While GHG emissions can be evaluated on a project level, overall, the issue reflects a more regional or global concern. CEQA requires all projects to discuss a project's GHG contributions. However, from the standpoint of CEQA, GHG impacts on global climate change are inherently cumulative. The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; however, it can safely be assumed that existing conditions do not measurably contribute to a noticeable incremental change in the global climate.

A Greenhouse Gas study for this project was prepared by Environmental Planning Partners, Inc. (Attachment F). The study analyzed the emissions associated with the proposed project construction and operations.

The City of Merced has not developed or adopted a CEQA threshold for determining the significance of GHG emissions at the project-level. The San Joaquin Valley Air Pollution Control District (SJVAPCD) thresholds were considered for use in the study; however, based on a recent Supreme Court decision[2] that questioned the use of Scoping Plan targets for individual projects without adequate explanation, this analysis does not use demonstration of a 29 percent reduction in GHG emissions from Business As Usual emissions to determine that a project would have a less than cumulatively significant impact. This analysis uses a numeric threshold for land use projects of 1,100 metric tons CO_2e (carbon dioxide equivalents) per year for both construction and operation emissions. If emissions exceed 1,100 metric tons of CO_2e per year, then a significant impact would result. The project proponent would be required to either mitigate below the 1,100 threshold or implement all feasible mitigation for a project.

To determine the proposed project GHG emissions, the following scenarios were calculated:

- Motel Scenario – historical motel operations were used to reflect baseline emissions.
- Construction Scenario - New construction on the site would include a 4,800-square-foot community center, internal walkways, a companion animal exercise area, and secured bike parking, in addition to offsite sidewalk improvements, alley improvements, and bus stop improvements.
- Project Scenario – this scenario includes voluntary project features and state regulations enacted as a result of AB 32. The state regulations accounted for in the Project Scenario include the Renewable Portfolio Standard, Title 24 Energy Efficiency Building Standards, Low Carbon Fuel Standard, and the Pavley I Standard. The project features accounted for in the Project Scenario include pedestrian access on-site and contiguous with the site, providing affordable housing units, as well as expansion of a bus pullout near the project site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
R. <u>Greenhouse Gas Emissions.</u> Would the project:				
1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

2 Center for Biological Diversity v. Department of Fish and Wildlife (2015) 62 Cal.4th 204.

1) **Less Than Significant Impact**

Construction of the proposed project would generate GHG emissions through on-site use of heavy duty construction equipment and offsite vehicle trips made by construction workers and haul/delivery trucks that would travel to and from the project site. New construction on the site would include a 4,800-square-foot community center, internal walkways, a companion animal exercise area, and secured bike parking.

Operation of the proposed project or the existing motel would result in GHG emissions from the following primary sources: energy (electricity and natural gas used on site), mobile (on-road mobile vehicle traffic generated by the project), solid waste disposal by the land use, water usage by the land use, and area sources (landscaping equipment). Table 7 includes both construction and operation GHG emissions.

Table 7 Summary of Estimated Greenhouse Gas Emissions from Construction and Operation of the Esperanza Project

	Construction-Related Emissions	Existing Motel (Baseline)	Proposed Project
Greenhouse Gas Emissions	65.7 MT CO_2e/year	466 MT CO_2e/year	259 MT CO_2e/year
Significance Threshold	**1,100 MT CO_2e/year**	**1,100 MT CO_2e/year**	**1,100 MT CO_2e/year**
Exceed Threshold?	**NO**	**NO**	**NO**

Notes: MT = metric ton; CO_2e = carbon dioxide equivalent; GHG = greenhouse gas.
Source: Planning Partners 2016. See Attachments F and G for modeling results and assumptions used for calculations.

As shown in Table 7, construction activities associated with the proposed project are estimated to result in a maximum annual emissions of 65.7 metric tons of CO_2e per year, which would not exceed the established construction threshold of significance of 1,100 metric tons of CO_2e per year.

Table 7 shows the proposed project operations would generate an estimated 259 metric tons of CO_2e per year, which would not exceed the significance threshold of 1,100 metric tons of CO_2e per year. The proposed project includes the construction of a bus pullout and several connecting sidewalks leading to the bus stop. According to the project applicant, residents of Esperanza would be eligible for bus passes and participation in Esperanza's bike share program. Improvements to an existing alley behind Esperanza would create a thoroughfare for pedestrians and bicyclists to access the bike lanes and sidewalks on Main Street. All of these improvements would reduce vehicle miles travelled, and associated GHG emissions. Further, baseline GHG emissions from the motel use would be approximately 466 metric tons of CO_2e per year. Therefore, the proposed project GHG emissions would be less than GHG emissions from the existing motel land use, and the project would be considered to have a less-than-significant cumulatively considerable impact on climate change.

Energy Efficiency: The new buildings would be required to meet the Energy Code and Green Building Standards Code. According to the project applicant, the proposed project would include installation of solar panels on some of the new roofed areas. Because the energy to be generated by the photovoltaic system is currently not known, the energy efficiency could not be included in CalEEMod calculations. With implementation of

these energy efficiency features and compliance with building regulations, the proposed project operations would be considered energy efficient.

2) **Less Than Significant Impact**

The proposed project would support many of the goals identified in the City's Climate Action Plan. The project would help reduce vehicle miles traveled by increasing Merced's infill development, providing bicycle parking, a bicycle rideshare program, improved pedestrian access, and improved access to public transit. The proposed project would also generate electricity with the installation of solar panels. As such, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions and impacts would be less-than-significant.

4. ENVIRONMENTAL DETERMINATION

On the basis of this initial environmental evaluation:

X I find that the project could have a significant effect on the environment, and that a NEGATIVE DECLARATION HAS BEEN PREPARED for public review.

April 6, 2016

Julie Nelson, Associate Planner

for

David Gonzalves, Director of Development Services
Environmental Coordinator
City of Merced

Distributed for Public Review: April 14, 2016

5. PREPARERS OF THE INITIAL STUDY

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Mary Wilson - Assistant Planner
Dale Nutley – Graphic Artist
Mary Wilson – Document Preparation

6. LITERATURE CITED

The following documents were referred to as information sources during preparation of this document. They are available for public review at the web addresses shown after the listing. All documents without an Internet address are available at the City of Merced, Planning & Permitting Division, 678 West 18th Street, Merced, CA 95340.

California, State of. 2011. California Department of Transportation (Caltrans). California Scenic Highway Mapping System. "Officially Designated State Scenic Highways and Historic Parkways." Updated September 7, 2011. Accessed on April 1, 2016 by Raadha Jacobstein at < http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm>

Merced County Airport Land Use Commission. 2012. Merced County Airport Land Use Compatibility Plan. Adopted June 21, 2012.

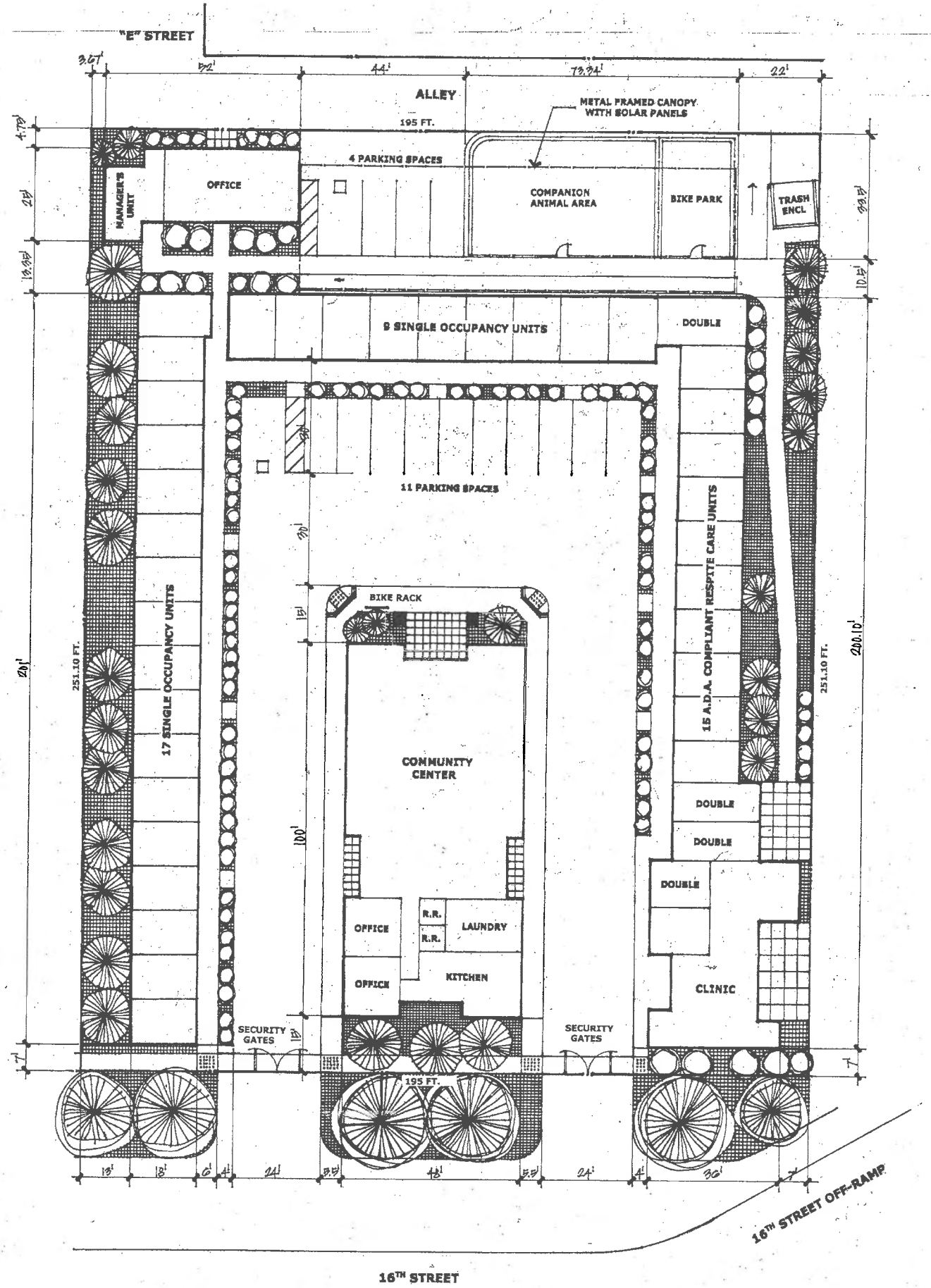
ARB 2005. Air Quality and Land Use Handbook: A Community Health Perspective. Available at: http://www.arb.ca.gov/ch/handbook.pdf

California, State of. Department of Transportation, 2011. 2010 Traffic and Vehicle Systems Data Unit. Available: http://traffic-counts.dot.ca.gov/2010all/index.html

7. ATTACHMENTS:

A) Project Location
B) Site Plan
C) Offsite Improvements
D) School within ¼ mile Radius
E) Flood Map
F) GHG Technical Appendix
G) CalEEMod Emissions Data
H) Public Hearing Notice
I) Public Hearing Notice Map

ATTACHMENT A

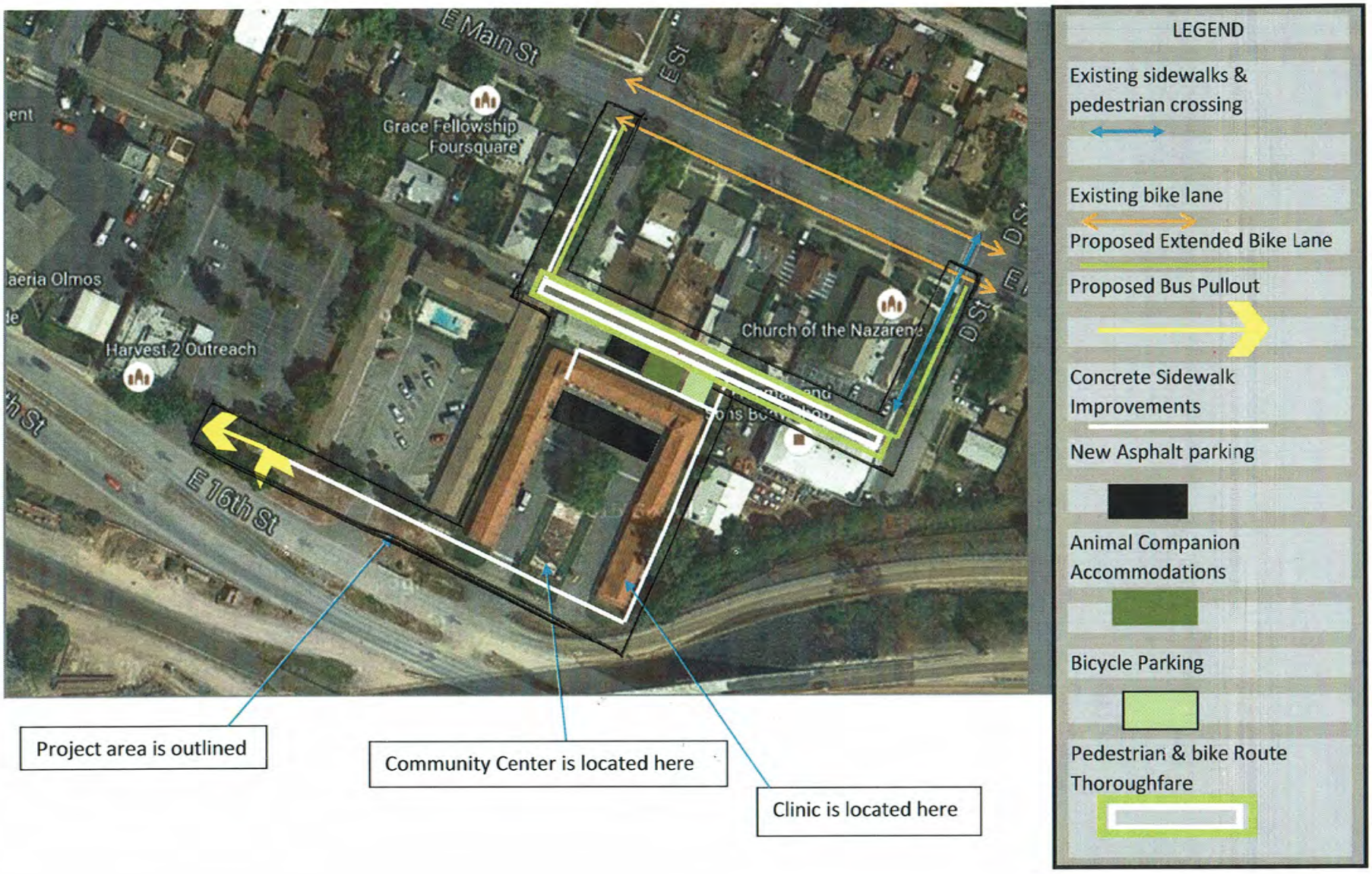


ESPERANZA SITE PLAN

0 5 10 15 20 25 30 35 40

ATTACHMENT B

Esperanza Sustainable Transportation Infrastructures
Improvements to Connectivity Map



We would like to apologize for not having a shapefile available at this time. We currently do not have the expertise or the software to create one and it has been our experience working with MCAG that they would most definitely need more time to create one. We will provide the requested shapefiles during the final application period.

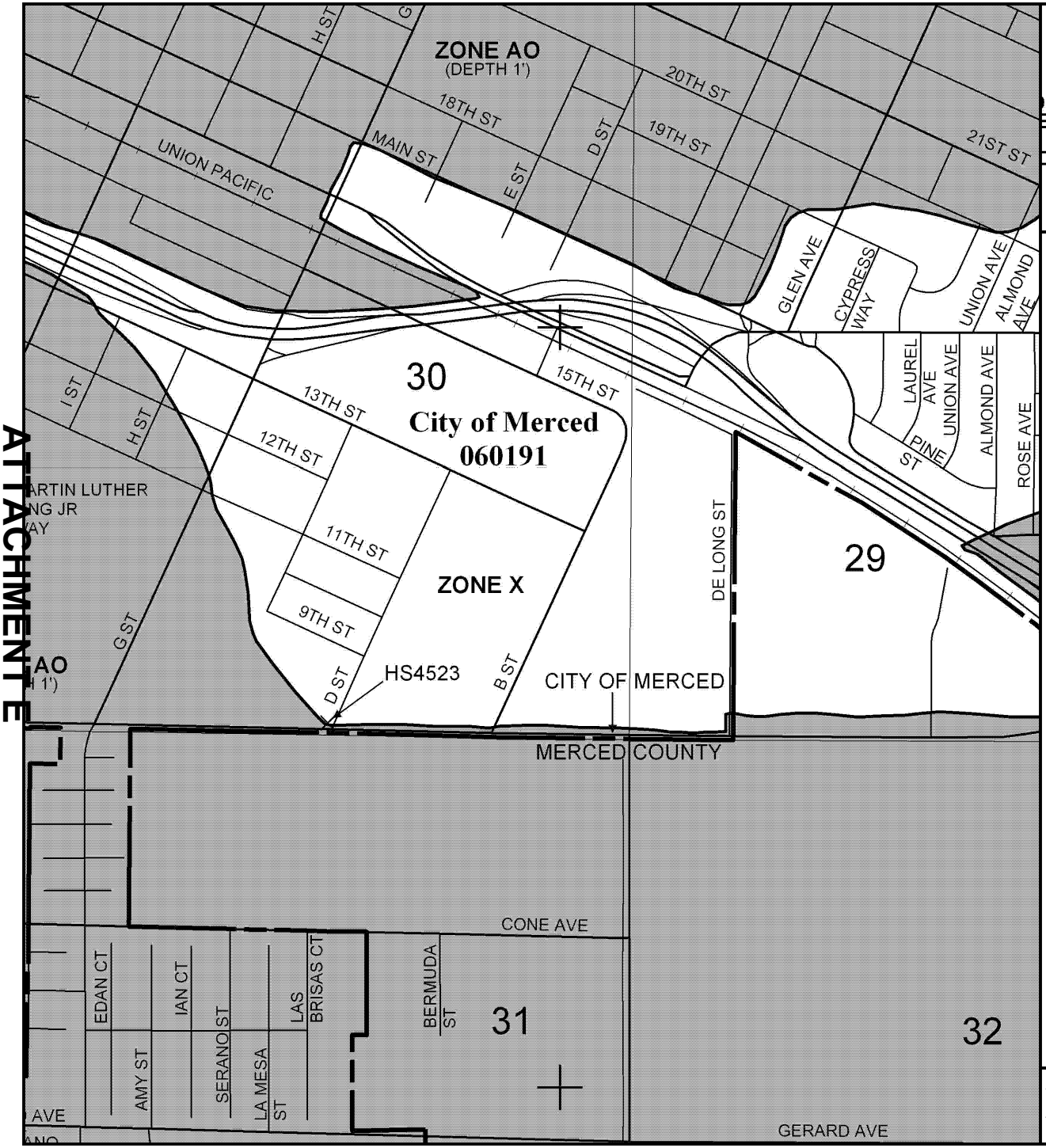
ATTACHMENT C

Attachment D

Schools within 1/4 mile of the Esperanza Site

ATTACHMENT D

ATTACHMENT E



MAP SCALE 1" = 1000'

0 1000 2000 FEET

0 300 600 METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0440G

FIRM

FLOOD INSURANCE RATE MAP

MERCED COUNTY, CALIFORNIA

AND INCORPORATED AREAS

PANEL 440 OF 1225

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MERCED, CITY OF	060191	0440	G
MERCED COUNTY	060188	0440	G

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
06047C0440G

MAP REVISED
DECEMBER 2, 2008

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

GREENHOUSE GAS ANALYSIS FOR THE ESPERANZA DEVELOPMENT PROJECT

This greenhouse gas (GHG) emissions technical analysis was prepared for the proposed Esperanza project to be located at 205 E. 16th Street at the base of the northbound off ramp from State Route 99 to E. 16th Street in the City of Merced. The analysis was prepared pursuant to the California Environmental Quality Act (CEQA) and for the Initial Study prepared for the proposed project.

PROJECT SUMMARY

The subject site is a 1.12-acre parcel located at 205 E. 16th Street (APN 034-204-002). The site is currently zoned Thoroughfare Commercial (C-T) and has a General Plan designation of Thoroughfare Commercial (CT).

The applicant is requesting to change the General Plan designation from Thoroughfare Commercial (CT) to High Density Residential (HD) and to change the Site zoning designation from Thoroughfare Commercial (C-T) to High Density Residential (R-4) to allow the rehabilitation of an existing motel to provide housing and medical care to those who are at-risk and of low and extremely low income.

The proposed project would rehabilitate an existing, but unused, 37-unit motel to provide 40 sleeping rooms and a manager's apartment, for a total of 41 units. New construction on the site would include a 4,800 square foot community center with a kitchen and laundry room, internal walkways, a companion animal exercise area, and secured bike parking. Twenty rideshare bicycles would be provided for the use of the residents. With implementation of the proposed project, existing parking on the site would be reduced to 11 spaces with access to E. 16th Street, and four spaces with access to the alley at the rear of the Site. Proposed offsite improvements include installation of a sidewalk on the east side of E Street between Main Street and the alley, reconstruction of the alley between D and E Streets, reconstruction and extension of sidewalk along 16th Street west of the Site, and the expansion of an existing bus stop.

ENVIRONMENTAL SETTING

Global Warming is a public health and environmental concern around the world. As global concentrations of atmospheric greenhouse gases increase, global temperatures increase, weather extremes increase, and air pollution concentrations increase. Global warming and climate change has been observed to contribute to poor air quality, rising sea levels, melting glaciers, stronger storms, more intense and longer droughts, more frequent heat waves, increases in the number of wildfires and their intensity, and other threats to human health (IPCC 2013). With the exception of 1998, the 10 warmest years in the 136-year record of global temperatures all have occurred since 2000, with 2015 ranking as the warmest year on record (NOAA 2016). Hotter days facilitate the formation of ozone, increases in smog emissions, and increases in public health impacts (e.g., premature deaths, hospital admissions, asthma attacks, and respiratory conditions) (EPA 2015). Averaged global combined land and ocean surface temperatures have risen by roughly 0.85ºC from 1880 to 2012 (IPCC 2013). Because oceans tend to warm and cool more slowly than land areas, continents have warmed the most. If greenhouse gas emissions continue to increase, climate models predict that the average temperature at the Earth's surface is likely to increase by over 1.5ºC by the year 2100 relative

to the period from 1850 to 1900 (IPCC 2013). The City of Merced Climate Action Plan (2012) lists higher temperatures, flooding, and drought as the major potential climate hazards that may be exacerbated by climate change.

Greenhouse Gases

Naturally occurring greenhouse gases include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and ozone (O_3). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also greenhouse gases, but they are, for the most part, emitted solely by human activities. There are also several gases that, although they do not have a direct radiative forcing effect, do influence the formation and destruction of ozone, which does have such a terrestrial radiation absorbing effect. These gases, referred to here as ozone precursors, include carbon monoxide (CO), oxides of nitrogen (NO_X), and non-methane volatile organic compounds (NMVOC). Aerosols (extremely small particles or liquid droplets emitted directly or produced as a result of atmospheric reactions) can also affect the absorptive characteristics of the atmosphere.

State and Local Greenhouse Gas Emissions

California carbon dioxide equivalent emissions were approximately 459.28 million metric tons in 2013 (ARB 2015). While there has been an increase in GHG emissions from 2010 levels of 453.06 million metric tons, there has been an overall decrease from 2004 emissions of 492.86 million metric tons. Of GHG emissions from within California, over 36 percent is from transportation and nearly 20 percent is from electric power. Other sources of GHG emissions include commercial and residential (9.5 percent), agriculture (7.9 percent), industrial (20.2 percent), recycling and waste (1.9 percent), and other sources (4 percent) (ARB 2015).

As reported in the City of Merced 2011 Inventory of Community and Government Operations Greenhouse Gas Emissions (2014), GHG emissions from the City totaled 505,579 metric tons (MT) CO_2e in 2011. Transportation activities contributed the greatest amount of emissions (42 percent), and activities in the commercial/industrial and residential sectors resulted in the second and third greatest emissions (32 percent and 21 percent respectively).

The Greenhouse Effect (Natural and Anthropogenic)

The Earth naturally absorbs and reflects incoming solar radiation and emits longer wavelength terrestrial (thermal) radiation back into space. On average, the absorbed solar radiation is balanced by the outgoing terrestrial radiation emitted to space. A portion of this terrestrial radiation, though, is itself absorbed by gases in the atmosphere. The energy from this absorbed terrestrial radiation warms the Earth's surface and atmosphere, creating what is known as the "natural greenhouse effect." The greenhouse effect is primarily a function of the concentration of water vapor, carbon dioxide, methane, nitrous oxide, ozone, and other trace gases in the atmosphere that absorb the terrestrial radiation leaving the surface of the Earth. Changes in the atmospheric concentrations of these greenhouse gases can alter the balance of energy transfers between the atmosphere, space, land, and the oceans. Holding everything else constant, increases in greenhouse gas concentrations in the atmosphere will likely contribute to an increase in global average temperature and related climate changes (EPA 2015a).

REGULATORY FRAMEWORK

State of California

There are numerous laws that have been signed into effect in California in efforts to reduce GHG emissions. In 2006, the State signed into law the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32, codified at Section 1, Division 25.5, Section 38500 et seq. of the California Health & Safety Code). This law sets a target to reduce statewide GHG emissions to 1990 levels (426.6 MMT CO_2E) by 2020 and represents California's fair share contribution toward stabilizing global warming. AB 32 also required the ARB to design and implement a plan identifying strategies and regulations to meet the statewide target. The resulting Climate Change Scoping Plan (2008 Scoping Plan), adopted in 2008, estimated that GHG emissions in the state need to be reduced by approximately 29 percent below 2020 "business-as-usual" (BAU) forecasted emissions (596 MMT CO_2E), or 15 percent below the GHG emissions levels at the time the 2008 Scoping Plan was prepared. Key elements of the plan include:

- Adopting and implementing measures pursuant to existing state laws and policies, including California's goods movement measures, Clean Car Standards (Pavley Standard) and the Low Carbon Fuel Standard;
- Expanding energy efficiency and green building practices;
- Achieving a statewide renewables energy mix of 33 percent (Renewable Portfolio Standard);
- Reducing methane emissions from landfills;
- Developing a California cap-and-trade program;
- Targets for transportation-related GHG emissions;
- Increasing solid waste diversion; and
- Strengthening water efficiency programs.

In 2011, the ARB updated the 2020 forecast to account for new estimates for future fuel and energy demand as well as other factors. The updated forecast projects statewide BAU emissions to be 506.8 MMT CO_2E in 2020. Considering the updated BAU forecast of 506.8 MMT CO_2E, the ARB now estimates a 16 percent reduction below the estimated statewide BAU levels would now be necessary to return to 1990 emission levels (i.e., 426.6 MMT CO_2E) by 2020, instead of the 29 percent BAU reduction previously reported under the 2008 Scoping Plan (ARB 2014).

Senate Bill (SB) 97, signed August 2007, acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. This bill directs the State Office of Planning and Research to develop guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. These guidelines were adopted in December 2009 and were made effective March 18, 2010. The amendments include an explicit requirement that EIRs analyze GHG emissions resulting from a project when the incremental contribution of those emissions may be cumulatively considerable.

Executive Order B-30-15, signed April 2015, establishes a California greenhouse gas reduction target of 40 percent below 1990 levels by 2030. The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by former Governor

Schwarzenegger in 2005 with Executive Order S-3-05. The Executive Order requires state agencies consider "full life-cycle cost accounting" when making future planning and investment decisions. To help state agencies incorporate climate change impacts into planning and investment decisions, the Executive Order requires the Governor's Office of Planning and Research to establish a technical, advisory group on the issue.

The *California Green Building Standards Code* (CALGreen Code)(California Code of Regulations, Title 24, Part 11) is a part of the California Building Standards Code that comprehensively regulates the planning, design, operation, and construction of newly constructed buildings throughout the state. Both mandatory and voluntary measures are included in the CALGreen Code. Mandatory measures for non-residential structures include standards for light pollution reduction, energy efficiency, and water conservation, among others.

San Joaquin Valley Air Pollution Control District

The SJVAPCD is the regional air quality management agency in the Central Valley and the agency with air permitting authority in the region. On December 17, 2009, the SJVAPCD adopted guidance for assessing and reducing the impacts of project-specific GHG emissions on global climate change: Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. It also adopted the policy: *District Policy – Addressing GHG Emission Impacts for Stationary Source Projects under CEQA When Serving as the Lead Agency*. The SJVAPCD found that the effects of project-specific emissions to be cumulative, and without mitigation, their incremental contribution to global climatic change could be considered cumulatively considerable. The SJVAPCD further found that this cumulative impact is best addressed by requiring all projects to reduce their GHG emissions consistent with the AB 32 target, whether through project design elements or mitigation. In accordance with this guidance, a project would be considered to have a less-than-significant cumulatively considerable impact on climate change if the project:

- Implements SJVAPCD adopted Best Performance Standards (BPS);
- Complies with an approved GHG plan or mitigation program; or
- Demonstrates a 29 percent reduction[1] in GHG emissions from business-as-usual (BAU).

The analysis for the proposed project does not use any of the SJVAPCD criteria for determining the significance of GHG emissions, for the following reasons: (1) There are no adopted BPS for a development project; (2) the City of Merced does not have an adopted GHG reduction plan or climate action plan that qualifies under CEQA; (3) The California Supreme Court[2] questioned the use of Scoping Plan targets for individual projects without adequate explanation. Therefore, this analysis does not use demonstration of a 29 percent reduction in GHG emissions from BAU emissions to determine that a project would have a less than cumulatively significant impact consistent with GHG emission reduction targets established in the ARB's AB 32 Scoping Plan. The SJVAPCD guidance does not limit the lead agency from establishing its own methodology in

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1 The California Attorney General (AG) has expressed opposition to SJVAPCD strategy, claiming it leaves a number of unanswered questions, and the AG's office issued a letter dated November 4, 2009 stating that the proposed approach would "not withstand legal scrutiny and may result in significant lost opportunities for the Air District and local governments to require mitigation of GHG emissions." The AG stated that the threshold does not take into account the need for new development to be more GHG-efficient than existing development to achieve AB 32 goals, given that past and current sources of emissions, which are substantially less efficient than this average, will continue to exist and emit.

2 Center for Biological Diversity v. Department of Fish and Wildlife (2015) 62 Cal.4th 204.

determining the significance of project-related greenhouse gas emissions and global climate change impacts.

City of Merced

On June 6, 2012 the Merced City Council voted to include a GHG reduction target of 1990 levels by 2020, or 15 percent below 2008 levels by 2020, consistent with AB 32 in the City's Climate Action Plan[3]. In August 2012, the City of Merced approved its *Climate Action Plan,* which provides guidance to meet the target and identifies over 150 potential ways to reduce GHG emissions and the community's influence on climate change. The City is in the process of developing a more detailed programmatic climate action plan that will qualify as a plan for the reduction of GHG emissions under CEQA Section 15183.5.

IMPACT ANALYSIS

Introduction

The California Environmental Quality Act (CEQA) requires agencies to identify a project's potentially significant effects on the environment, and to mitigate significant effects whenever feasible. This includes the potential environmental effects of greenhouse gas (GHG) emissions. CEQA encourages public agencies to adopt "thresholds of significance" to use in determining the significance of environmental effects. A threshold of significance is an identifiable quantitative, qualitative, or performance level of a particular environmental effect. Exceedance of a threshold of significance would normally result in a determination that the project would have a significant environmental impact. Conversely, non-exceedance of a significance threshold would normally result in a determination that project would not have a significant environmental impact. In regards to thresholds of significance for GHG emissions, CEQA Guidelines Section 15064.7(c) states that a lead agency "may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

CEQA requires projects to be evaluated for consistency with "applicable general plans and regional plans" (CEQA Guidelines Section 15125(e)). Such plans would include "plans for the reduction of greenhouse gas emissions" (CEQA Guidelines Section 15183.5(b)). These plans involve legislative or regulatory programs applicable to all projects or classes of projects within the region. They establish standards that are independent of the impact analysis described in the CEQA Guidelines (see provisions beginning with Section 15126). The program for GHG emission reductions and maintenance, which ultimately is intended to result from AB 32, would constitute such a regional plan **when adopted**. However, under AB 32, that program does not yet exist. Furthermore, at this time there is no regional or City of Merced greenhouse gas reduction plan or climate action plan that qualifies under CEQA. Therefore, there is no local, regional, or statewide plan regulating global warming by which the proposed project can be measured. The California Air Resources Board (ARB) has established preliminary approaches to establishing significance thresholds, and the San Joaquin Valley Air Pollution Control District has issued guidance for evaluating project-level GHG effects, as discussed above.

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[3] The ARB Scoping Plan (2008) states that reducing GHG emissions to 1990 levels by 2020 is approximately the same as reducing "current" (2005-2008) emissions levels by 15 percent by 2020.

Significance Thresholds

In its significance analysis, CEQA states that a lead agency should consider the following factors, among others:

- The extent to which the project may increase or decrease greenhouse gas emissions as compared to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. (CEQA Guidelines Section 15064.4(b))

When determining the significance of GHG emissions, the State CEQA Guidelines specify that thresholds adopted by other agencies may be considered by lead agencies when determining project significance. In efforts to identify a numeric threshold that could be appropriate for this analysis, the table below summarizes numeric GHG emissions thresholds adopted by other Air Districts, including the South Coast Air Quality Management District (SCAQMD), the Bay Area Air Quality Management District (BAAQMD), and the Sacramento Metropolitan Air Quality Management District (SMAQMD).

Category	SCAQMD	BAAQMD	SMAQMD
Construction	30-yr amortization applied to operational	None recommended	1,100 t/yr CO_2e
Stationary Sources Operation	10,000 t/yr CO_2e	10,000 t/yr CO_2e	10,000 t/yr CO_2e
Land Use Projects	3,000 t/yr CO_2e OR 4.6 t CO_2e/SP/yr	1,100 t/yr CO_2e OR 4.6 t CO_2e/SP/yr	1,100 t/yr CO_2e

SP = Service Population; t/yr = metric tons per year; CO_2e = carbon dioxide equivalents
SCAQMD = South Coast Air Quality Management District; BAAQMD = Bay Area Air Quality Management District; SMAQMD = Sacramento Metropolitan Air Quality Management District

This analysis uses the more conservative and commonly adopted numeric threshold for land use projects of 1,100 metric tons CO_2e per year for both construction and operation emissions. If emissions exceed 1,100 metric tons of CO_2e per year, then a significant impact would result. The project proponent would be required to either mitigate below the 1,100 threshold or implement all feasible mitigation for a project. Additionally, lead agencies must demonstrate how a project does not "conflict with implementation of an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases" in accordance with the CEQA Initial Study checklist (CEQA Guidelines, Appendix G, Section VII).

Establishing the Proper Baseline

To determine whether an impact is significant, a "baseline" set of environmental conditions is required against which agencies can assess the significance of project impacts. As established by CEQA Guidelines Section 15125(a), the existing environmental setting, usually established at the time a Notice of Preparation is issued, should normally constitute the baseline. Therefore, "the impacts of a proposed project are ordinarily to be compared to the actual environmental conditions existing at the time of CEQA analysis, rather than to allowable conditions defined by a plan or regulatory framework" (Communities for a Better Environment v. South Coast Air Quality Management District (2010) 158 Cal.App.4th 1336). Essentially, prior operating permits or permit levels do not in themselves establish a baseline for CEQA review of a new project.

The existing 37-unit motel is currently not in use. However, based on the historical operation as a motel, and since operations at the motel could be re-initiated without further discretionary approvals, the baseline emissions are considered to be those that would occur during operations of the 37-unit motel.

Mitigation Measure Selection

As identified above, for projects that exceed 1,100 metric tons of CO_2e per year, all feasible mitigation measures would need to be implemented. For this analysis, feasible was defined to be all applicable measures included in the CAPCOA report "Quantifying Greenhouse Gas Mitigation Measures" (August 2010) and as included in the CalEEMod mitigation options.

Methodology

GHG emissions associated with project construction and operations were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2. The model was developed in collaboration with and supported by the air districts of California, including the SJVAPCD. The model quantifies direct emissions from project construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. CalEEMod utilizes widely accepted models for emission estimates combined with appropriate default data that can be used if site-specific information is not available. Where project-specific inputs were not available, default data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) for Merced County was used to calculate GHG emissions associated with the project. Complete results from CalEEMod, as well as site-specific inputs and assumptions are included in the Appendix to this report.

To determine the proposed project GHG emissions, the following scenarios were calculated:

- Motel Scenario – this is reflective of baseline emissions.
- Project Scenario – this scenario includes voluntary project features and state regulations enacted as a result of AB 32. The state regulations accounted for in the Project Scenario include the Renewable Portfolio Standard, Title 24 Energy Efficiency Building Standards, Low Carbon Fuel Standard, and the Pavley I Standard. The project features accounted for in the Project Scenario include pedestrian access on-site and contiguous with the site, providing affordable housing units, as well as expansion of a bus pullout near the project site.

Impacts

Would the proposed project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Greenhouse gas emissions would be generated from the proposed project during construction and operation. Temporary GHG emissions would occur during construction activities, predominantly from heavy-duty construction equipment exhaust and worker commute trips. New construction on the site would include a 4,800 square foot community center, internal walkways, a companion animal exercise area, and secured bike parking, in addition to offsite sidewalk improvements, alley improvements, and bus stop improvements. Default CalEEMod construction parameters were used to calculate GHG emissions from project construction.

The estimated construction-related GHG emissions are summarized in Table 1 (see Appendix B for CalEEMod Model output).

Table 1 Summary of Estimated Greenhouse Gas Emissions from Construction of the Esperanza Project

Emissions Source		Greenhouse Gas Emissions (metric tons CO_2e/year)
Construction-Related Emissions	**2017**	65.7

Notes: CO_2e = carbon dioxide equivalent; GHG = greenhouse gas.

Source: Planning Partners 2016. See Appendix B for modeling results and assumptions used for calculations.

Construction activities associated with the proposed project are estimated to result in a maximum annual emissions of 65.7 metric tons of CO_2e per year, which would not exceed the established construction threshold of significance of 1,100 metric tons of CO_2e per year.

Operation of the proposed project or the existing motel would result in GHG emissions from the following primary sources: energy (electricity and natural gas used on site), mobile (on-road mobile vehicle traffic generated by the project), solid waste disposal by the land use, water usage by the land use, and area sources (landscaping equipment). The estimated motel and proposed project operational emissions are summarized in Table 2 (see Appendix B for CalEEMod Model output).

Table 2	Summary of Estimated Greenhouse Gas Emissions for the Esperanza Project	
	Existing Motel (Baseline)	**Proposed Project**
Emissions Category	**Greenhouse Gas Emissions (metric tons CO_2e/year)**	
Area	0.0009	23.7
Energy	201	61.8
Mobile	253	147
Waste	9.2	16.8
Water	2.8	9.3
Total GHG Emissions	**466**	**259**

Notes: CO_2e = carbon dioxide equivalent; GHG = greenhouse gas; numbers may not add up exactly due to rounding.

Source: Planning Partners 2016. See Appendix B for modeling results and assumptions used for calculations.

Table 2 shows the proposed project operations would generate an estimated 259 metric tons of CO_2e per year, which would not exceed the significance threshold of 1,100 metric tons of CO_2e per year. The proposed project includes the construction of a bus pullout and several connecting sidewalks leading to the bus stop. According to the project applicant, residents of Esperanza would be eligible for bus passes and participation in Esperanza's bike share program. Improvements to an existing alley behind Esperanza would create a thoroughfare for pedestrians and bicyclists to access the bike lanes and sidewalks on Main Street. All of these improvements would reduce vehicle miles travelled, and associated GHG emissions. Further, baseline GHG emissions from the motel use would be approximately 466 metric tons of CO_2e per year. Therefore, the proposed project GHG emissions would be less than GHG emissions from the existing motel land use, and the project would be considered to have a less-than-significant cumulatively considerable impact on climate change.

Energy Efficiency: The new buildings would be required to meet the Energy Code and Green Building Standards Code. According to the project applicant, the proposed project would include installation of solar panels on some of the new roofed areas. Because the energy to be generated by the photovoltaic system is currently not known, the energy efficiency could not be included in CalEEMod calculations. With implementation of these energy efficiency features and compliance with building regulations, the proposed project operations would be considered energy efficient.

Would the proposed project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

The proposed project would support many of the goals identified in the City's Climate Action Plan. The project would help reduce vehicle miles traveled by providing bicycle parking, a bicycle rideshare program, improved pedestrian access, and improved access to public transit. The proposed project would also generate electricity with the installation of solar panels. As such, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions and impacts would be less-than-significant.

Works Cited

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"Remarks" for the Esperanza Project Greenhouse Gas Emissions Methodology and Modeling Calculations

April 2016

For the Esperanza project Initial Study (IS), greenhouse gas (GHG) emissions from construction activities and operation of the project were estimated using CalEEMod (Version 2013.2.2). Assumptions used to complete the modeling for each project scenario are outlined below.

"Remarks" are typically used in CalEEMod to explain non-default inputs. For the current modeling this document replaces the "remarks" section of the referenced CalEEMod model to provide more space to both identify non-default inputs and to explain how CalEEMod is used to calculate emissions for the current project. When defaults were retained and no further explanation was necessary, no "remarks" are recorded below.

Baseline Emissions Model Run – Historical Motel Operations

Motel operations were used to represent baseline conditions.

Land Use

- The Motel land use type was selected with 37 units. The lot size was modified to accurately represent the project site (1.12 acres 48,965 sq. ft).

Construction Phase

- Construction is not considered in this scenario.

Esperanza Model Run – Construction

Land Use

- Since the motel is an existing building, this was not included in the construction model. New construction on the site would include a 4,800 square foot community center, internal walkways, a companion animal exercise area, and secured bike parking (approximately 2,500 square feet of paved surfaces). The Recreational Land use closest to a community center was used to represent the proposed project.

Construction Phase

- Default construction parameters were used. This is a construction model only.

ATTACHMENT G

Esperanza Model Run – Operations

Land Use

- The Congregate Care (Assisted Living) land use type was used to represent the respite care housing.

Construction Phase

- Construction is not considered in this scenario.

Traffic Mitigation

- Increase Density LUT-5: The project would result in the expansion of an existing bus stop.
- Increase Diversity LUT-6: The project includes all low-income units.
- Improve Pedestrian Network SDT-1: Offsite improvements include installation of a sidewalk on the east side of E Street between Main Street and the alley, reconstruction of the alley between D and E Streets, and reconstruction and extension of sidewalk along 16th Street west of the Site.
- While the project applicant indicates solar panels would be installed, no specifics were provided and could not be included in the model.

Resource Documents:

CAPCOA 2010. Quantifying Greenhouse Gas Mitigation Measures. A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures. August 2010. Accessed on May 15, 2015 at < http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Esperanza - Motel Operations

Merced County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Motel	37.00	Room	1.12	48,965.00	0
Parking Lot	15.00	Space	0.13	6,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	49
Climate Zone	3			**Operational Year**	2013
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - See notes.

Construction Phase - See notes

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	72,527.40	48,965.00
tblLandUse	LotAcreage	1.67	1.12
tblProjectCharacteristics	OperationalYear	2014	2013

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	9.3000e-004	9.3000e-004	0.0000	0.0000	9.9000e-004
Energy											0.0000	200.0451	200.0451	7.2700e-003	2.4800e-003	200.9677
Mobile											0.0000	253.0382	253.0382	0.0119	0.0000	253.2885
Waste											4.1126	0.0000	4.1126	0.2431	0.0000	9.2166
Water											0.2978	1.5836	1.8814	0.0307	7.4000e-004	2.7536
Total											**4.4104**	**454.6678**	**459.0782**	**0.2929**	**3.2200e-003**	**466.2273**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	9.3000e-004	9.3000e-004	0.0000	0.0000	9.9000e-004
Energy											0.0000	200.0451	200.0451	7.2700e-003	2.4800e-003	200.9677
Mobile											0.0000	253.0382	253.0382	0.0119	0.0000	253.2885
Waste											4.1126	0.0000	4.1126	0.2431	0.0000	9.2166
Water											0.2978	1.5836	1.8814	0.0307	7.4000e-004	2.7531

Total											**4.4104**	**454.6678**	**459.0782**	**0.2929**	**3.2200e-003**	**466.2268**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction											**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	253.0382	253.0382	0.0119	0.0000	253.2885
Unmitigated											0.0000	253.0382	253.0382	0.0119	0.0000	253.2885

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Motel	208.31	208.31	208.31	395,324	395,324
Parking Lot	0.00	0.00	0.00		
Total	208.31	208.31	208.31	395,324	395,324

4.3 Trip Type Information

	Miles	Trip %	Trip Purpose %

Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Motel	9.50	7.30	7.30	19.00	62.00	19.00	58	38	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.399423	0.057294	0.151554	0.169015	0.050774	0.007058	0.017250	0.133611	0.002147	0.001778	0.006811	0.001469	0.001817

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.0000	131.8730	131.8730	5.9600e-003	1.2300e-003	132.3807
Electricity Unmitigated											0.0000	131.8730	131.8730	5.9600e-003	1.2300e-003	132.3807
NaturalGas Mitigated											0.0000	68.1721	68.1721	1.3100e-003	1.2500e-003	68.5870
NaturalGas Unmitigated											0.0000	68.1721	68.1721	1.3100e-003	1.2500e-003	68.5870

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Motel	1.2775e+006											0.0000	68.1721	68.1721	1.3100e-003	1.2500e-003	68.5870
Total												**0.0000**	**68.1721**	**68.1721**	**1.3100e-003**	**1.2500e-003**	**68.5870**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Motel	1.2775e+006											0.0000	68.1721	68.1721	1.3100e-003	1.2500e-003	68.5870
Total												**0.0000**	**68.1721**	**68.1721**	**1.3100e-003**	**1.2500e-003**	**68.5870**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Motel	448030	130.3370	5.8900e-003	1.2200e-003	130.8388
Parking Lot	5280	1.5360	7.0000e-005	1.0000e-005	1.5419
Total		**131.8730**	**5.9600e-003**	**1.2300e-003**	**132.3807**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Motel	448030	130.3370	5.8900e-003	1.2200e-003	130.8388
Parking Lot	5280	1.5360	7.0000e-005	1.0000e-005	1.5419
Total		**131.8730**	**5.9600e-003**	**1.2300e-003**	**132.3807**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	9.3000e-004	9.3000e-004	0.0000	0.0000	9.9000e-004
Unmitigated											0.0000	9.3000e-004	9.3000e-004	0.0000	0.0000	9.9000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	9.3000e-004	9.3000e-004	0.0000	0.0000	9.9000e-004
Total											**0.0000**	**9.3000e-004**	**9.3000e-004**	**0.0000**	**0.0000**	**9.9000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	9.3000e-004	9.3000e-004	0.0000	0.0000	9.9000e-004
Total											**0.0000**	**9.3000e-004**	**9.3000e-004**	**0.0000**	**0.0000**	**9.9000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.8814	0.0307	7.4000e-004	2.7531

Unmitigated	1.8814	0.0307	7.4000e-004	2.7536

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Motel	0.93857 / 0.104286	1.8814	0.0307	7.4000e-004	2.7536
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**1.8814**	**0.0307**	**7.4000e-004**	**2.7536**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Motel	0.93857 / 0.104286	1.8814	0.0307	7.4000e-004	2.7531
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**1.8814**	**0.0307**	**7.4000e-004**	**2.7531**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	4.1126	0.2431	0.0000	9.2166
Mitigated	4.1126	0.2431	0.0000	9.2166

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Motel	20.26	4.1126	0.2431	0.0000	9.2166
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**4.1126**	**0.2431**	**0.0000**	**9.2166**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Motel	20.26	4.1126	0.2431	0.0000	9.2166

Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**4.1126**	**0.2431**	**0.0000**	**9.2166**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Esperanza Construction

Merced County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Recreational Swimming Pool	4.80	1000sqft	0.11	4,800.00	0
Other Asphalt Surfaces	2.50	1000sqft	0.06	2,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	49
Climate Zone	3			**Operational Year**	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Notes

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017											0.0000	65.3621	65.3621	0.0184	0.0000	65.7478
Total											**0.0000**	**65.3621**	**65.3621**	**0.0184**	**0.0000**	**65.7478**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/13/2017	5	10	
2	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
3	Grading	Grading	1/17/2017	1/18/2017	5	2	
4	Building Construction	Building Construction	1/19/2017	6/7/2017	5	100	
5	Paving	Paving	6/8/2017	6/14/2017	5	5	
6	Architectural Coating	Architectural Coating	6/15/2017	6/21/2017	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 10,950; Non-Residential Outdoor: 3,650 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	3.00	1.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	5.3697	5.3697	1.0600e-003	0.0000	5.3919
Total											**0.0000**	**5.3697**	**5.3697**	**1.0600e-003**	**0.0000**	**5.3919**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	0.3407	0.3407	2.0000e-005	0.0000	0.3411
Total											**0.0000**	**0.3407**	**0.3407**	**2.0000e-005**	**0.0000**	**0.3411**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Off-Road											0.0000	0.4336	0.4336	1.3000e-004	0.0000	0.4364
Total											**0.0000**	**0.4336**	**0.4336**	**1.3000e-004**	**0.0000**	**0.4364**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	0.0170	0.0170	0.0000	0.0000	0.0171
Total											**0.0000**	**0.0170**	**0.0170**	**0.0000**	**0.0000**	**0.0171**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	1.0739	1.0739	2.1000e-004	0.0000	1.0784
Total											**0.0000**	**1.0739**	**1.0739**	**2.1000e-004**	**0.0000**	**1.0784**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	0.0681	0.0681	0.0000	0.0000	0.0682
Total											**0.0000**	**0.0681**	**0.0681**	**0.0000**	**0.0000**	**0.0682**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	52.5954	52.5954	0.0161	0.0000	52.9339
Total											**0.0000**	**52.5954**	**52.5954**	**0.0161**	**0.0000**	**52.9339**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	1.0554	1.0554	1.0000e-005	0.0000	1.0556
Worker											0.0000	1.0220	1.0220	6.0000e-005	0.0000	1.0232
Total											**0.0000**	**2.0774**	**2.0774**	**7.0000e-005**	**0.0000**	**2.0788**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	2.4243	2.4243	6.7000e-004	0.0000	2.4384
Paving											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**2.4243**	**2.4243**	**6.7000e-004**	**0.0000**	**2.4384**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Worker											0.0000	0.3066	0.3066	2.0000e-005	0.0000	0.3070
Total											**0.0000**	**0.3066**	**0.3066**	**2.0000e-005**	**0.0000**	**0.3070**

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	0.6383	0.6383	7.0000e-005	0.0000	0.6397
Total											**0.0000**	**0.6383**	**0.6383**	**7.0000e-005**	**0.0000**	**0.6397**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	0.0170	0.0170	0.0000	0.0000	0.0171
Total											**0.0000**	**0.0170**	**0.0170**	**0.0000**	**0.0000**	**0.0171**

Esperanza Project

Merced County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Congregate Care (Assisted Living)	40.00	Dwelling Unit	1.14	47,965.00	114
Apartments Low Rise	1.00	Dwelling Unit	0.06	1,000.00	3
Parking Lot	15.00	Space	0.13	6,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	49
Climate Zone	4			**Operational Year**	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - See notes

Land Use - See notes.

Construction Phase -

Energy Use -

Mobile Land Use Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	40,000.00	47,965.00
tblLandUse	LotAcreage	2.50	1.14
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											4.8513	18.2591	23.1103	0.0235	3.3000e-004	23.7052
Energy											0.0000	61.5679	61.5679	2.3200e-003	7.4000e-004	61.8450
Mobile											0.0000	191.3321	191.3321	6.1000e-003	0.0000	191.4602
Waste											7.5026	0.0000	7.5026	0.4434	0.0000	16.8137
Water											0.8475	5.9197	6.7672	0.0873	2.1100e-003	9.2551
Total											**13.2013**	**277.0787**	**290.2800**	**0.5626**	**3.1800e-003**	**303.0791**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											4.8513	18.2591	23.1103	0.0235	3.3000e-004	23.7052
Energy											0.0000	61.5679	61.5679	2.3200e-003	7.4000e-004	61.8450
Mobile											0.0000	146.9343	146.9343	4.8000e-003	0.0000	147.0352

Waste											7.5026	0.0000	7.5026	0.4434	0.0000	16.8137
Water											0.8475	5.9197	6.7672	0.0873	2.1100e-003	9.2537
Total											**13.2013**	**232.6809**	**245.8822**	**0.5613**	**3.1800e-003**	**258.6527**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction											**0.00**	**16.02**	**15.29**	**0.23**	**0.00**	**14.66**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Integrate Below Market Rate Housing

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	146.9343	146.9343	4.8000e-003	0.0000	147.0352
Unmitigated											0.0000	191.3321	191.3321	6.1000e-003	0.0000	191.4602

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	6.59	7.16	6.07	19,216	14,594
Congregate Care (Assisted Living)	109.60	88.00	97.60	305,252	231,841
Parking Lot	0.00	0.00	0.00		

Total	116.19	95.16	103.67	324,467	246,436

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	46.90	17.40	35.70	86	11	3
Congregate Care (Assisted Living)	10.80	7.30	7.50	46.90	17.40	35.70	86	11	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.394226	0.057992	0.151599	0.163606	0.048805	0.006749	0.019139	0.144370	0.002131	0.001658	0.006588	0.001368	0.001770

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.0000	43.6437	43.6437	1.9700e-003	4.1000e-004	43.8118
Electricity Unmitigated											0.0000	43.6437	43.6437	1.9700e-003	4.1000e-004	43.8118
NaturalGas Mitigated											0.0000	17.9242	17.9242	3.4000e-004	3.3000e-004	18.0333
NaturalGas Unmitigated											0.0000	17.9242	17.9242	3.4000e-004	3.3000e-004	18.0333

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Congregate Care (Assisted Living)	325105											0.0000	17.3488	17.3488	3.3000e-004	3.2000e-004	17.4544
Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Low Rise	10781.5											0.0000	0.5753	0.5753	1.0000e-005	1.0000e-005	0.5788
Total												**0.0000**	**17.9242**	**17.9242**	**3.4000e-004**	**3.3000e-004**	**18.0333**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Congregate Care (Assisted Living)	325105											0.0000	17.3488	17.3488	3.3000e-004	3.2000e-004	17.4544
Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Low Rise	10781.5											0.0000	0.5753	0.5753	1.0000e-005	1.0000e-005	0.5788
Total												**0.0000**	**17.9242**	**17.9242**	**3.4000e-004**	**3.3000e-004**	**18.0333**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			

Apartments Low Rise	3681.71	1.0711	5.0000e-005	1.0000e-005	1.0752
Congregate Care (Assisted Living)	141062	41.0367	1.8600e-003	3.8000e-004	41.1947
Parking Lot	5280	1.5360	7.0000e-005	1.0000e-005	1.5419
Total		**43.6437**	**1.9800e-003**	**4.0000e-004**	**43.8118**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	3681.71	1.0711	5.0000e-005	1.0000e-005	1.0752
Congregate Care (Assisted Living)	141062	41.0367	1.8600e-003	3.8000e-004	41.1947
Parking Lot	5280	1.5360	7.0000e-005	1.0000e-005	1.5419
Total		**43.6437**	**1.9800e-003**	**4.0000e-004**	**43.8118**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											4.8513	18.2591	23.1103	0.0235	3.3000e-004	23.7052
Unmitigated											4.8513	18.2591	23.1103	0.0235	3.3000e-004	23.7052

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth											4.8513	17.7615	22.6128	0.0230	3.3000e-004	23.1971
Landscaping											0.0000	0.4976	0.4976	5.0000e-004	0.0000	0.5081
Total											**4.8513**	**18.2591**	**23.1103**	**0.0235**	**3.3000e-004**	**23.7052**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth											4.8513	17.7615	22.6128	0.0230	3.3000e-004	23.1971
Landscaping											0.0000	0.4976	0.4976	5.0000e-004	0.0000	0.5081
Total											**4.8513**	**18.2591**	**23.1103**	**0.0235**	**3.3000e-004**	**23.7052**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6.7672	0.0873	2.1100e-003	9.2537
Unmitigated	6.7672	0.0873	2.1100e-003	9.2551

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0.065154 / 0.0410754	0.1651	2.1300e-003	5.0000e-005	0.2257
Congregate Care (Assisted Living)	2.60616 / 1.64301	6.6021	0.0852	2.0600e-003	9.0293
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**6.7672**	**0.0873**	**2.1100e-003**	**9.2551**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0.065154 / 0.0410754	0.1651	2.1300e-003	5.0000e-005	0.2257
Congregate Care (Assisted Living)	2.60616 / 1.64301	6.6021	0.0852	2.0600e-003	9.0280
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**6.7672**	**0.0873**	**2.1100e-003**	**9.2537**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.5026	0.4434	0.0000	16.8137
Unmitigated	7.5026	0.4434	0.0000	16.8137

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			

Apartments Low Rise	0.46	0.0934	5.5200e-003	0.0000	0.2093
Congregate Care (Assisted Living)	36.5	7.4092	0.4379	0.0000	16.6044
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**7.5026**	**0.4434**	**0.0000**	**16.8137**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	0.46	0.0934	5.5200e-003	0.0000	0.2093
Congregate Care (Assisted Living)	36.5	7.4092	0.4379	0.0000	16.6044
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**7.5026**	**0.4434**	**0.0000**	**16.8137**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

NOTICE OF PUBLIC HEARING
FOR GENERAL PLAN AMENDMENT #16-01, ZONE CHANGE #423, AND NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

A public hearing will be held by the Merced City Planning Commission on Wednesday, May 4, 2016, at 7:00 p.m., or as soon thereafter as may be heard in the City Council Chambers located at 678 W. 18th Street, Merced, CA, concerning General Plan Amendment #16-01 and Zone Change #423, initiated by Eddie Laplante and Daniel Kazakos, on behalf of Landmark Hill Investments, LLC, property owner. This application is a request to change the General Plan and Zoning designations for an approximately 1.1 acre parcel located on the north side of East 16th Street, approximately 245 feet east of G Street. The requested change is to amend the General Plan designation from Thoroughfare Commercial (CT) to High Density Residential (HD) and to change the Zoning designation from C-T to R-4 to allow the conversion of an existing 37-unit motel to a 41-unit supportive housing complex with an on-site manager's residence. The property is more particularly described as: a portion of Lot B as shown on the map entitled "Ritchey's Addition to Merced," recorded in Book 6, Page 9 of Merced County Records; also known as Assessor's Parcel Number (APN): 034-204-002.

An environmental review checklist has been filed for this project, and a draft negative declaration has been prepared under the California Environmental Quality Act. A copy of this evaluation (Initial Study #16-09) is available for public inspection at the City of Merced Planning Department during regular business hours, at 678 West 18th Street, Merced, California. A copy of this document can also be purchased at the Planning Department for the price of reproduction.

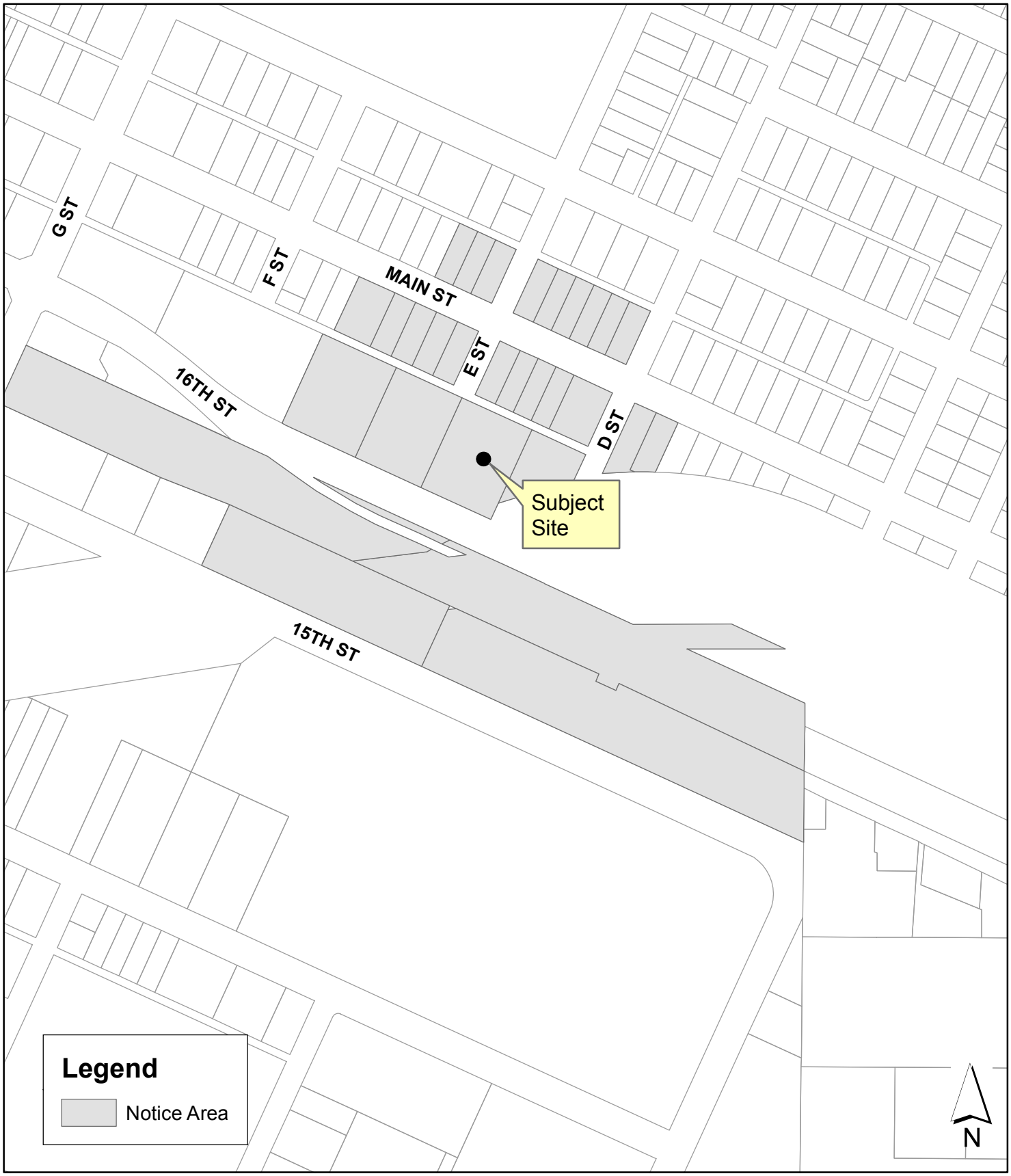
All persons in favor of, opposed to, or in any manner interested in this request for a General Plan Amendment and Zone Change, are invited to attend this public hearing or forward written comments to the Director of Development Services, City of Merced, 678 West 18th Street, Merced, CA 95340. The public review period for the environmental determination begins on April 14, 2016, and ends on May 4, 2016. Please feel free to call the Planning Department at (209) 385-6858 for additional information. If you challenge the decision of the Planning Commission in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Merced at, or prior to, the public hearing.

After the Planning Commission makes its decision on this matter, the General Plan Amendment and Zone Change will also be considered at a public hearing before the City Council. A separate notice of that public hearing will also be given.

/s/ Kim Espinosa

April 11, 2016

Kim Espinosa,
Planning Manager



Disclaimer: This document was prepared for general inquiries only. The City of Merced makes no warranty, representation, or guarantee regarding the accuracy of this map. The City of Merced is not responsible for errors or omissions that might occur. Official information regarding specific parcels should be obtained from official recorded or adopted City documents.

General Plan Amendment #16-01
Zone Change #423
205 E. 16th Street

ATTACHMENT I

CITY OF MERCED
Planning Commission

Resolution #_____

WHEREAS, the Merced City Planning Commission at its regular meeting of May 4, 2016, held a public hearing and considered **General Plan Amendment #16-01 and Zone Change #423,** initiated by Eddie Laplante and Daniel Kazakos, on behalf of Landmark Hill Investments, LLC, property owner. This application is a request to change the General Plan and Zoning designations for an approximately 1.1 acre parcel, located on the north side of East 16th Street, approximately 245 feet east of G Street. The requested change is to amend the General Plan designation from Thoroughfare Commercial (CT) to High Density Residential (HD) and to change the Zoning designation from Thoroughfare Commercial (C-T) to High Density Residential (R-4) to allow the conversion of an existing 37-unit motel to a 41-unit supportive housing complex with an on-site manager's residence; also known as Assessor's Parcel Number (APN): 034-204-002 and,

WHEREAS, the Merced City Planning Commission concurs with Findings A through J of Staff Report #16-10; and,

NOW THEREFORE, after reviewing the City's Initial Study and Draft Environmental Determination, and fully discussing all the issues, the Merced City Planning Commission does resolve to hereby recommend to City Council adoption of a Negative Declaration regarding Environmental Review #16-09, and approval of General Plan Amendment #16-01 and Zone Change #423, subject to the Conditions set forth in Exhibit A attached hereto and incorporated herein by this reference.

Upon motion by Commissioner _____, seconded by Commissioner _____, and carried by the following vote:

AYES: Commissioner(s)

NOES: Commissioner(s)

ABSENT: Commissioner(s)
ABSTAIN: Commissioner(s)

ATTACHMENT I

Adopted this 4th day of May 2016

_____
Chairperson, Planning Commission of
the City of Merced, California

ATTEST:

_____
Secretary

Attachment:
Exhibit A – Conditions of Approval

n:shared:planning:PC Resolutions:GPA#16-01-ZC#423 E. 16th & G Street- Kazakos-Landmark Hill

Conditions of Approval
Planning Commission Resolution #_____
General Plan Amendment #16-01/Zone Change #423

1. The proposed project shall be constructed/designed as shown on Exhibit 1 (site plan), - Attachment C of Staff Report #16-10, except as modified by the conditions.

2. The proposed project shall comply with all standard Municipal Code and Subdivision Map Act requirements as applied by the City Engineering Department.

3. All other applicable codes, ordinances, policies, etc. adopted by the City of Merced shall apply.

4. Approval of the General Plan Amendment and Zone Change is subject to the applicant's entering into a written (developer) agreement that they agree to all the conditions and shall pay all City and school district fees, taxes, and/or assessments, in effect on the date of any subsequent subdivision and/or permit approval, any increase in those fees, taxes, or assessments, and any new fees, taxes, or assessments, which are in effect at the time the building permits are issued, which may include public facilities impact fees, a regional traffic impact fee, Mello-Roos taxes—whether for infrastructure, services, or any other activity or project authorized by the Mello-Roos law, etc. Payment shall be made for each phase at the time of building permit issuance for such phase unless an Ordinance or other requirement of the City requires payment of such fees, taxes, and or assessments at an earlier or subsequent time. Said agreement to be approved by the City Council prior to the adoption of the ordinance, resolution, or minute action.

5. The developer/applicant shall indemnify, protect, defend (with counsel selected by the City), and hold harmless the City, and any agency or instrumentality thereof, and any officers, officials, employees, or agents thereof, from any and all claims, actions, suits, proceedings, or judgments against the City, or any agency or instrumentality thereof, and any officers, officials, employees, or agents thereof to attack, set aside, void, or annul, an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board, or legislative body, including actions approved by the voters of the City, concerning the project and the approvals granted herein. Furthermore, developer/applicant shall indemnify, protect, defend (with counsel selected by the City), and hold harmless the City, or any agency or instrumentality thereof, against any and all claims, actions, suits,

proceedings, or judgments against any governmental entity in which developer/applicant's project is subject to that other governmental entity's approval and a condition of such approval is that the City indemnify and defend such governmental entity. City shall promptly notify the developer/applicant of any claim, action, or proceeding. City shall further cooperate fully in the defense of the action. Should the City fail to either promptly notify or cooperate fully, the developer/applicant shall not thereafter be responsible to indemnify, defend, protect, or hold harmless the City, any agency or instrumentality thereof, or any of its officers, officials, employees, or agents.

6. The developer/applicant shall construct and operate the project in strict compliance with the approvals granted herein, City standards, laws, and ordinances, and in compliance with all State and Federal laws, regulations, and standards. In the event of a conflict between City laws and standards and a State or Federal law, regulation, or standard, the stricter or higher standard shall control.

7. The developer shall work with the City Engineer to determine the requirements for storm drainage on the site and the method used to move the storm water to the City's storm drainage system. The developer shall provide all necessary documentation for the City Engineer to evaluate the storm drain system. All storm drain systems shall be installed to meet City Standards and state regulations.

8. The project shall comply with all the Post Construction Standards required to comply with state requirements for the City's Phase II MS-4 Permit (Municipal Separate Storm Sewer System).

9. Street trees shall be provided per City Standards. Tree species shall be selected from the City's approved street tree list.

10. Appropriate turning radii shall be provided within the parking area to allow for Fire Department access.

11. All driveways into the site shall comply with City Standards and all handicap accessibility requirements.

12. All landscaping in the public right-of-way shall comply with State Water Resources Control Board Resolution No. 2015-0032 "To Adopt an Emergency Regulation for Statewide Urban Water Conservation" or the most recent water regulations adopted by the State and City addressing water conservation measures. If turf is proposed to be installed in park-

strips, high quality artificial turf (approved by the City Engineer and Development Services Director) shall be installed. All irrigation provided to street trees or other landscaping shall be provided with a drip irrigation or micro-spray system.

13. Detailed landscape and irrigation plans shall be submitted at the building permit stage. These plans shall include all on-site landscaping and all required landscaping in the public right-of-way.

14. As required by Merced Municipal Code Section 17.04.050 and 17.04.060, full public improvements shall be installed/repaired if the permit value of the project exceeds $85,000.00. Public improvements may include, but not be limited to, repairing/replacing the sidewalk, alleyway, curb, gutter, and street corner ramp(s), so that they comply with ADA standards and other relevant City of Merced/State/Federal standards and regulations.

15. In order to ensure safe pedestrian access, a sidewalk shall be installed on the west side of E Street from Main Street to the alley and installed or reconstructed as needed from the project site to the proposed bus stop on East 16th Street. The alleyway shall be reconstructed between D and E Streets. Details to be worked out with Engineering staff.

16. All mechanical equipment shall be screened from public view.

17. If the use changes from this specific tenant/business, sufficient parking in compliance with the City's Zoning Ordinance shall be provided to serve the new tenant/business, unless otherwise approved by the Director of Development Services.

18. If gates are installed on the site preventing vehicular access, "click 2 enter" access shall be provided on all gates to provide access to the site for emergency personnel (i.e., police, fire, ambulance, etc.).

19. Sufficient parking shall be provided for the healthcare services being provided on site. If a problem arises due to a lack of parking for the services provided on the site, the developer shall provide sufficient parking or reduce the services provided at the site, or provide an alternate means of transportation to the site for clients seeking services.

20. All units shall comply with the handicap accessibility requirements of the California Building Code.

21. Fire sprinklers shall be provided to all dwelling units and other areas as required by the California Fire Code.

22. If a kitchen is provided in the Community Building, it shall meet the requirements of the building, fire, health and safety, and any other applicable codes for a "commercial kitchen."

23. Prior to any demolition work being done (interior or exterior), the applicant shall obtain all necessary approvals from the San Joaquin Valley Air Pollution Control District and a demolition permit from the City of Merced Inspection Services Department if required.

24. The applicant shall work with the City's Refuse Department to determine the best location for the refuse enclosure. The enclosure shall be constructed per City Standards.

25. A backflow prevention device shall be provided for all water services (i.e., domestic, irrigation, and fire) with appropriate screening of those devices installed. Details to be worked out with staff.

26. All healthcare practitioners operating on the site, shall obtain a City of Merced Business License and possess all required state licenses to operate in such capacity.

27. Prior to the issuance of a building permit, the project applicant or any successor in interest, shall retain a licensed professional or firm to evaluate noise levels affecting the project site, and whether the existing structures can attenuate existing transportation noise levels sufficiently to meet the City's interior standard of 45 dB ldn. If interior standards cannot be met by the existing structures, the report shall identify measures necessary to meet the interior standards. Prior to occupancy, all needed structural improvements shall be completed.

28. The site is located within the City's Design Review boundary. As such, any exterior changes to the building or changes to the site require Design Review approval. Such approval may be granted by staff or referred to the Planning Commission, as determined by the Director of Development Services.

29. Healthcare, including medical, dental, and mental health care, is allowed within the areas designated on the site plan as "clinic" and "office" (in the community center). No other commercial uses, except those meeting the requirements of a Home Occupation, shall be allowed on the site.

30. Sufficient lighting shall be provided on the site to create a safe environment. Lighting shall be provided throughout the site, including along the

alleyway. Lighting from the site shall not spill-over onto any adjacent properties.

31. Animals shall not be housed in the animal companion area overnight.

32. An on-site manager shall be provided and be available 24 hours a day, 7 days a week.

33. The developer and management shall be responsible for keeping the site clean and free of trash, debris, and graffiti.

34. Each single-occupancy unit is allowed one tenant. Each double-occupancy unit is allowed two tenants.

35. Secure access and lighting shall be provided in the bike parking area.

36. Security cameras shall be installed on the site and along the alleyway near the bike parking area.

37. All parking lot and building lighting shall be shielded or oriented in a way that does not allow "spill-over" onto adjacent lots in compliance with the California Energy Code requirements. Any lighting on the building shall be oriented to shine downward and not spill-over onto adjacent parcels.

38. The site would be eligible for a building sign equal to one-square-foot of sign area for each linear foot of building frontage. No freeway signs shall be allowed for this use. The two existing freeway signs shall be removed prior to occupancy of the units. A building permit is required prior to the installation of any permanent signing. A Temporary Banner Permit shall be obtained prior to installing any temporary banners. Freestanding temporary signs (i.e., sandwich board, A-frame, feather, or moveable signs of any type) are not allowed.

39. The property owner shall enter into a Conditional Zoning Agreement with the City to ensure compliance with the above conditions.

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