



ATWATER

City of Atwater

Initial Study/Mitigated Negative Declaration
JIM BRISCO ENTERPRISES, INC/
READY-MIX CONCRETE BATCH PLANT PROJECT

MAY 2020

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- A Air Quality and Greenhouse Gas Analysis**
- B Traffic Impact Analysis**
- C NAHC Consultation List and Request for Consultation Letters**

Mitigation Measures Included in the Project to Avoid Potentially Significant Effects

BIO MM-1: Within 14 days of the start of Project activities at the WWTF and adjacent grassland habitat, a pre-activity survey shall be conducted by a qualified biologist knowledgeable in the identification of these species. The surveys will cover the Project site plus a 500-foot buffer. Pedestrian surveys achieving 100 percent visual coverage will be conducted.

MM CUL-1: If prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified archaeologist can evaluate the find and make recommendations. Cultural resource materials may include prehistoric resources such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the qualified archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from Project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation. Implementation of the mitigation measure below would ensure that the proposed Project would not cause a substantial adverse change in the significance of a historical resource. Therefore, the Project would have a less than significant impact with incorporation of mitigation measures.

CUL MM-2: If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297), and Senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. Section 7050.5(c) shall guide the potential Native American involvement, in the event of discovery of human remains, at the direction of the Merced County Coroner.

MM GEO-1: If any paleontological resources are encountered during ground disturbance activities, all work within 25 feet of the find shall halt until a qualified paleontologist as defined by the Society of Vertebrate Paleontology Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (2010), can evaluate the find and make recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the Natural History Museum of Los Angeles County or other appropriate facility regarding any discoveries of paleontological resources.

If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations and fossil recovery may be required to mitigate adverse impacts from project implementation. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, they shall be avoided to ensure no adverse effects, or such effects must be mitigated. Construction in that area shall not resume until the resource appropriate measures are recommended or the materials are determined to be less than significant. If the resource is significant and fossil recovery is the identified form of treatment, then the fossil shall be deposited in an accredited and permanent scientific institution. Copies of all correspondence and reports shall be submitted to the Lead Agency.

MM HYD-1: Prior to construction, the Applicant shall submit a copy of: (1) the approved Storm Water Pollution Prevention Plan (SWPPP) and (2) the Notice of Intent (NOI) to comply with the General National Pollutant Discharge Elimination System (NPDES) from the Central Valley Regional Water Quality Control Board. The requirements of the SWPPP and NPDES shall be incorporated into design specifications and construction contracts. The applicant or person responsible shall meet City of Atwater construction site requirements regarding the control of surface water, erosion, and runoff. Runoff created at the project site shall meet the following minimum requirements:

- Sediments generated on the project site shall be retained using adequate treatment control or structural Best Management Practices (BMPs);
- Construction-related materials, wastes, spill or residues shall be retained at the project site to avoid discharge to streets, drainage facilities, receiving waters or adjacent properties by wind or run-off;
- Non-storm water run-off from equipment and vehicle washing and any other activity shall be contained at the site; and
- Erosion from slopes and channels shall be controlled by implementing an effective combination of BMPs such as limiting grading scheduled during the wet season; inspecting graded areas during rain events; planting and maintenance of vegetation on slopes; and covering erosion susceptible slopes.

MM HYD-2: The Applicant shall limit grading to the minimum area necessary for construction and operation of the Project. Final grading plans shall include BMPs to limit on-site and off-site erosion.

MM TRAF-1: The following seven findings are the conclusion of the Traffic Impact Study. These improvements will be covered under a regional road impact assessment of ½-cent per ton of commodity exiting the batch plant facility over the life of the project, to be collected annually by the City. The City of Atwater will undertake implementation of the measures on a scheduled priority basis determined by the City:

- At the intersection of Applegate Road & Sycamore Avenue, optimize the timing of the signal control. With the implementation of this mitigation measure, this intersection would operate at LOS C with 30.6 of delay during the a.m. peak hour and LOS D with 44.2 seconds of delay during the p.m. peak hour. LOS C and D are considered acceptable.
- At the intersection of Industry Way & Commerce Avenue, split the single lane northbound approach into an exclusive northbound-to westbound left-turn lane an exclusive northbound-to-eastbound right-turn lane. With implementation of this mitigation measure, this intersection would operate at LOS B with 12.3 seconds of delay during the a.m. peak hour and LOS D with 30.5 seconds of delay during the p/m peak hour. LOS B and D are considered acceptable.
- At the intersection of Giannini Road & Commerce Avenue:
 - Install AWSC at the intersection, and
 - Split the single lane eastbound approach into an exclusive eastbound through-turn lane and an exclusive eastbound-to-southbound right-turn lane.

With implementation of this mitigation measure this intersection would operate at LOS B with 12.4 seconds of delay during the a.m. peak hour and LOS D with 30.2 seconds of delay the p.m. peak hour. LOS B and D are considerable acceptable.

- At the intersection of Giannini Road & Commerce Avenue, install signalized control at the intersection. With implementation of this mitigation measure this intersection would operate at LOS B with 12.4 seconds of delay during the a.m. peak hour and LOS C with 30.2 seconds of delay during the p.m. peak hour. LOS B and C are considered acceptable.
- The following two alternate mitigation measures are identified for the intersection of Shaffer Road & SP Avenue. This intersection is located adjacent to railroad tracks and in close proximity to the already-signalized intersection of Shaffer Road & Atwater Boulevard. The railroad tracks and signalized intersection are constraints to the improvement of the intersection of Shaffer Road & SP Avenue.
 - **Alternate Mitigation Measure 1:** At the intersection of Shaffer Road & SP Avenue install signalized control at the intersection. With implementation of this Alternate Mitigation Measure 1 this intersection would operate at LOS B with 12.8 seconds of delay during the a.m. peak hour and LOS C with 21.2 seconds of delay during the p.m. peak hour. LOS B and C are considered acceptable.
 - **Alternate Mitigation Measure 2:** At the intersection of Shaffer Road & SP Avenue install roundabout control at the intersection. With implementation of this Alternate Mitigation Measure, this intersection would operate at LOS A with 10.0 seconds of delay during the a.m. peak hour and LOS C with 18.3 seconds of delay during the p.m. peak hour. LOS A and C are considered acceptable.
- At the intersection of Shaffer Road & Atwater Boulevard:
 - Optimize the timing of the signal control; and
 - implement overlap timing on the westbound-to-northbound right-turn movement, which would require prohibiting southbound-to-northbound U-turn movements.

With implementation of this mitigation measure, this intersection would operate at LOS D with 44.9 seconds of delay during the a.m. peak hour and LOS F with 87.2 seconds of delay during the p.m. peak hour. LOS F is considered unacceptable. However, the amount of delay during the p.m. peak hour would be less than delay during the p.m. peak hour under Cumulative No Project Conditions.

- At the intersection of Buhach Road & SP Avenue, install signalized control at the intersection. With mitigation this intersection would operate at LOS B with 16.7 seconds of delay during the a.m. peak hour and LOS C with 18.5 seconds of delay during the p.m. peak hour. LOS B and C are considered acceptable.

MM UTIL-1 – The Applicant shall prepare an analysis of the projected wastewater treatment capacity demands of the project for review and approval by the City of Atwater Department of Public Works. Based on this analysis, the City of Atwater Public Works Department will monitor the status of WWTF treatment capacity as a basis for determine if and when future development within the project site may individually or cumulatively trigger the need for WWTF expansion and the CEQA analysis that must take place at that

time. A building permit will not be approved without verification from the City of Atwater Public Works Department that adequate capacity is available or will be available in the foreseeable future and that environmental impacts of expanding the WWTF are appropriately identified and mitigated. The City requires developers to pay wastewater impact fees prior to approval of a building permit. The fees are used to off-set the costs of expanding the WWTF over time as demand warrants, and to maintain wastewater collection mains and related infrastructure facilities. Future developers of specific projects within the project site are subject to the payment of wastewater impact fees.

1.0 Introduction

1.1 Introduction and Regulatory Guidance

This document is an initial study and has supporting documentation to determine that a Mitigated Negative Declaration is in the proper document for the California Environmental Quality Control Act (CEQA) for the Jim Brisco Enterprises, INC/ Ready-Mix Concrete Batch Plant Project. The Mitigated Negative Declaration is in accordance with the California Environmental Quality Act, Public Resources Code Section 21000 and the State CEQA Guidelines, California Code of Regulations Section 15000.

An initial study is conducted by the lead agency to determine if a project will possibly have a significant impact on the environment. If an initial study reveals a proposed project under review may have a potential significant impact and cannot be avoided or mitigated to less than significant than in accordance with CEQA Guidelines Section 15063 an Environmental Impact Report (EIR) must be completed. A Negative Declaration can be prepared if the Lead Agency briefly describes the reasons that a proposed project, not exempt from CEQ, will not have a significant effect on the environment and therefore does not require the preparation of an EIR. The contents of a Negative Declaration are described in Section 15070. A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

- a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- b) The initial study identifies potentially significant effects, but:
 - Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the impact to a point where undoubtedly no significant impact would occur, and
 - There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment” (Association of Environmental Professionals , 2018).

1.2 Lead Agency

As Lead Agency under the California Environmental Quality Act (CEQA), the City of Atwater reviewed the Project described below to determine whether it could have a significant effect on the environment because of its development. In accordance with CEQA Guidelines Section 15382, “[s]ignificant effect on the environment” means a substantial, or potentially substantial, adverse change in any of 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.

1.3 Purpose and Document Organization

The Initial Study determines the potential environmental impacts of the proposed project. This document has been divided into the following sections.

- 1.0 Introduction – This is an introduction and explains organization and purpose of the document.
- 2.0 Project Information – This section provides general information regarding the project, including the project title, lead agency and address, contact person, brief description of the

project location, General Plan land use designation, and zoning district, identification of surrounding land uses, and identification of other public agencies whose review, approval, and/or permits may be required, and if consultation of the California Native American tribes has begun in accordance to Public Resources Code section 21080.3.1. . Also included in this section is a checklist of the environmental factors that are potentially affected by the project.

3.0 Project Description – This section will have detailed information on the proposed project site.

4.0 Environmental Checklist – This section will consist of the environmental settings appendix G from the Association of Environmental Professionals 2018 CEQA California Environmental Quality Act Statute & Guidelines handbook. The checklist will cover resource areas and determine if the environmental resource will have “no impact,” “less than significant impact,” “less than significant with mitigation incorporated,” and “potentially significant impact.”

5.0 References – This section will contain information on the websites, books, people, and other sources used in the preparation of this document.

1.4 Evaluation of Environmental Impacts

There will be 21 environmental resource areas that will be evaluated in section 4.0 Environmental Checklist. Section 4.0 will show the determination the proposed project will have on the environmental resource. The environmental resources are as follows:

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

The Discussion of Impacts includes a detailed discussion of each of the environmental issue checklist questions. The level of significance for each topic is determined by considering the predicted magnitude of the impact. Four levels of impact significance are evaluated in this Initial Study:

A finding of “no impact” is appropriate if the analysis concludes that the Project would not affect a topic area in any way.

An impact is considered “less than significant” if the analysis concludes that it would cause no substantial adverse change to the environment and requires no mitigation.

An impact is considered “less than significant with mitigation incorporated” if the analysis concludes that it would cause no substantial adverse change to the environment with the inclusion of environmental commitments that have been agreed to by the applicant.

An impact is considered “potentially significant” if the analysis concludes that it could have a substantial adverse effect on the environment.

2.0 Project Information

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1. **Project title:** Jim Brisco Enterprises, INC/ Ready-Mix Concrete Batch Plant Project
 2. **Lead agency name and address:** City of Atwater 750 Bellevue Rd, Atwater, CA 95301
 3. **Contact person and phone number:** Greg Thompson, City Planner (209) 357-6369
 4. **Project location:** 641 Industry Way
 5. **Project sponsor's name and address:** Chris Morrow, 221 Airpark Road, Suite A, Atwater 95301
 6. **General plan designation:** Manufacturing
 7. **Zoning:** Heavy Industrial (M-2)
 8. **Description of project:**

Jim Brisco Enterprises, INC., seeks approval of a Conditional Use Permit (CUP) for the construction of a concrete batch plant facility located on +/-10.8 acres also known as Merced County Assessor's Parcel Number (APN) 056-241-007. The project will include:

- a ready mix batch plant;
- a concrete reclaimer;
- a concrete recycling plant;
- truck and equipment maintenance buildings with wash rack;
- a truck scale and parking;
- a concrete product warehouse building;
- an office/showroom building; and
- customer and employee parking lots.

The proposed project's primary use will be to offer the sale of concrete and landscaping materials to homeowners and the construction industry.

Jim Brisco Enterprises, INC. is a construction and building materials group that currently operates a concrete batch plant in Livingston, California. They wish to construct a new concrete batch plant and materials yard in the City of Atwater. This will allow them to offer the sale of concrete and landscaping material to the construction industry and homeowners in the City of Atwater.

The proposed project site is currently vacant and is zoned for Heavy Industrial that has been previously used drying beds for sewer treatment plant, and as such, the land has been heavily disturbed.

9. **Surrounding land uses and setting:** Briefly describe the project's surroundings: Located to the North of the project are general contractor offices, maintenance facilities and an equipment yard and Hwy 99. To the South of the property is a city storm basin, and a trailer manufacturing facility. To the East of the proposed project are Industry Way and Waste Management's Equipment Yard, a cabinet shop, and vacant land. To the West of the project is vacant land along with a Walmart Supercenter, Target, and Marshalls shopping center (refer to Figure 1).
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)**

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- Merced County Environmental Health Department
 - San Joaquin Valley Air Pollution Control Board
 - Regional Water Quality Control Board

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?**

A tribal consultation list request was sent to the Native American Heritage Commission (NAHC) on March 20, 2020. The City received a response back from the NAHC on March 25, 2020 indicating that North Valley Yokuts Tribe, Amah Mutsun Tribal Band, and the Southern Sierra Miwuk Nation are the applicable tribes in the area that have requested project consultation. Consultation letters were sent to these tribes on April 6, 2020 and no responses were received by the May 6th response deadline.

3.0 Project Description

3.1 Project Location

The proposed project site is located in the County of Merced, City of Atwater (Figure 1). Atwater is located 8 miles west-northwest of Merced on U.S. Route 99 in the County of Merced. The location of the project is on the west side of Industry way and the intersection of Airpark Road and Industry Way located on the East Side of Commerce Ave (Figure 2). The location of the project site is currently vacant and is 10.78 acres.

3.2 Project Setting

The project site is owned by Jim Brisco Enterprises, INC and is under the City of Atwater's jurisdiction, and has been assigned Assessor's Parcel Number 056-241-007 which is designated as Heavy Industrial (M-2) (Figure 3).

3.3 Project History

The project site is located in a Heavy Industrial Zone, and the lot is currently vacant. The Project site is the former location of the City's wastewater treatment facility.

3.4 Project Overview

Jim Brisco Enterprises, INC., seeks approval of a Conditional Use Permit (CUP) for the construction of a concrete batch plant facility located on +/-10.8 acres also known as Merced County Assessor's Parcel Number (APN) 056-241-007. The project will include:

- a ready mix batch plant;
- concrete reclaimer;
- a concrete recycling plant;
- truck and equipment maintenance buildings with wash rack;
- a truck scale and parking;
- a concrete product warehouse building;
- an office/showroom building; and
- customer and employee parking lots.

Jim Brisco Enterprises, Inc. (BEI, Project Applicant) is a construction and building materials group that currently operates a concrete batch plant in Livingston California. BEI wishes to construct a new concrete batch plant and materials yard in the City of Atwater. This will allow them to offer the sale of concrete and landscaping material to the construction industry and homeowners in the City of Atwater. Normal hours of operation will be Monday thru Friday from 6am to 5pm with the occasional need to open prior to and close after those hours. Saturday and Sunday hours will be on an as needed basis but to contractor and delivery requirements, these hours of operation will

be extended or altered as needed. Figure 4, below, depicts the Site Plan for the proposed concrete batch plant facility.

The site will be fenced with gated access to Industry Way. Customer parking will be paved and adjacent to the office/showroom building. Landscaping will be installed along Industry Way as well as the office/showroom building. Behind the office/showroom building will be bulk material sales bins and rental equipment parking. Most of the site will be paved in asphalt concrete and will include areas for truck and equipment parking. The entire site will be graded to collect and treat all storm water run-off on site, then be conveyed to the City of Atwater storm water basin to the south. Daily truck trips will vary between 50-100 daily mixer truck trips and 25-50 daily truck trips. Mixer trucks would deliver cement and trucks would deliver aggregates or other bulk materials to customers.

Recycling Operation

Broken concrete is dropped off from customers and stockpiled for periodic recycling. The material is sized down with the pulverizer then crushed in the impact crusher. The impact crusher sizes the material to meet state specifications for base rock and the base rock is moved from the impact crusher to the stockpile via a 60-foot-long radial stacker (conveyor). The stockpile area will have a volume of approximately 5,153 yards.

Concrete Reclaimer Operation

Concrete mixer trucks and equipment returning to the site with wet material will be washed out in the concrete reclaimer. The concrete reclaimer washes the Portland cement off the rock and sand, the rock and sand are then stockpiled for reuse. The Portland cement slurry is put in a settling pond. The slurry settles out of the water and the water is recycled for use in the batch plant operation and the slurry is dried and recycled for base rock.

Concrete Batch Plant

The batch plant is made up of several pieces of individual equipment, the tallest being the silos for Portland cement and fly ash. These silos can be as tall as 80 feet. The batch plant is a dry plant or Transit mix plant. Sand and gravel are stored in bins and Portland cement and fly ash are stored in air-tight silos. These silos are used to reduce the impact to air quality. The sand, gravel, Portland cement and fly ash are then loaded on a conveyor and discharged into the mixer truck along with water. The trucks then transport the concrete mix to job sites. When the Mixer returns to the plant it is washed out at the Concrete Reclaimer.

Shop Buildings

Each shop will be 12,000 square feet and have approximately 1,600 square feet of storage and 400 square feet of office space. These buildings will be used for equipment maintenance and repair, and fabrication. The storage space will be for storage of parts and tools used to repair, maintain and fabricate.

Office, Showroom and Warehouse

The office/showroom will be 5,000 square feet and will include offices for operations of the business and a showroom are for sales of tools, equipment and materials. The warehouse building will be adjacent to the office/showroom and will be 12,000 square feet. This building will warehouse tools, equipment and materials for sale.

Adjacent to these building will be customer parking areas with Cal Green and ADA designated parking stalls meeting all building condones applicable to such. The parking area will be paved include concrete sidewalks and landscape areas between the parking area and Industry Way. Ingress/Egress will be onto Industry Way.

Bulk Material Area

The bulk materials area will be paved in concrete and include 26 24'x10' bins and 6 rental equipment parking spaces. The bins will be constructed of concrete wall and hold bulk materials such as, bark, rocks, fill dirt, potting soil, etc. These materials will be loaded into customer vehicles and trailers. This area will have 2 points of ingress/egress and they will be gated.

Scale and Truck Parking

The site will include a truck parking area that will provide 21 parking spaces. The area will be paved, and the spaces are 15 feet wide and 75 feet deep. This area will be paved in asphalt concrete. Adjacent to the truck parking spaces will be a scale used for weighing trucks in and out.

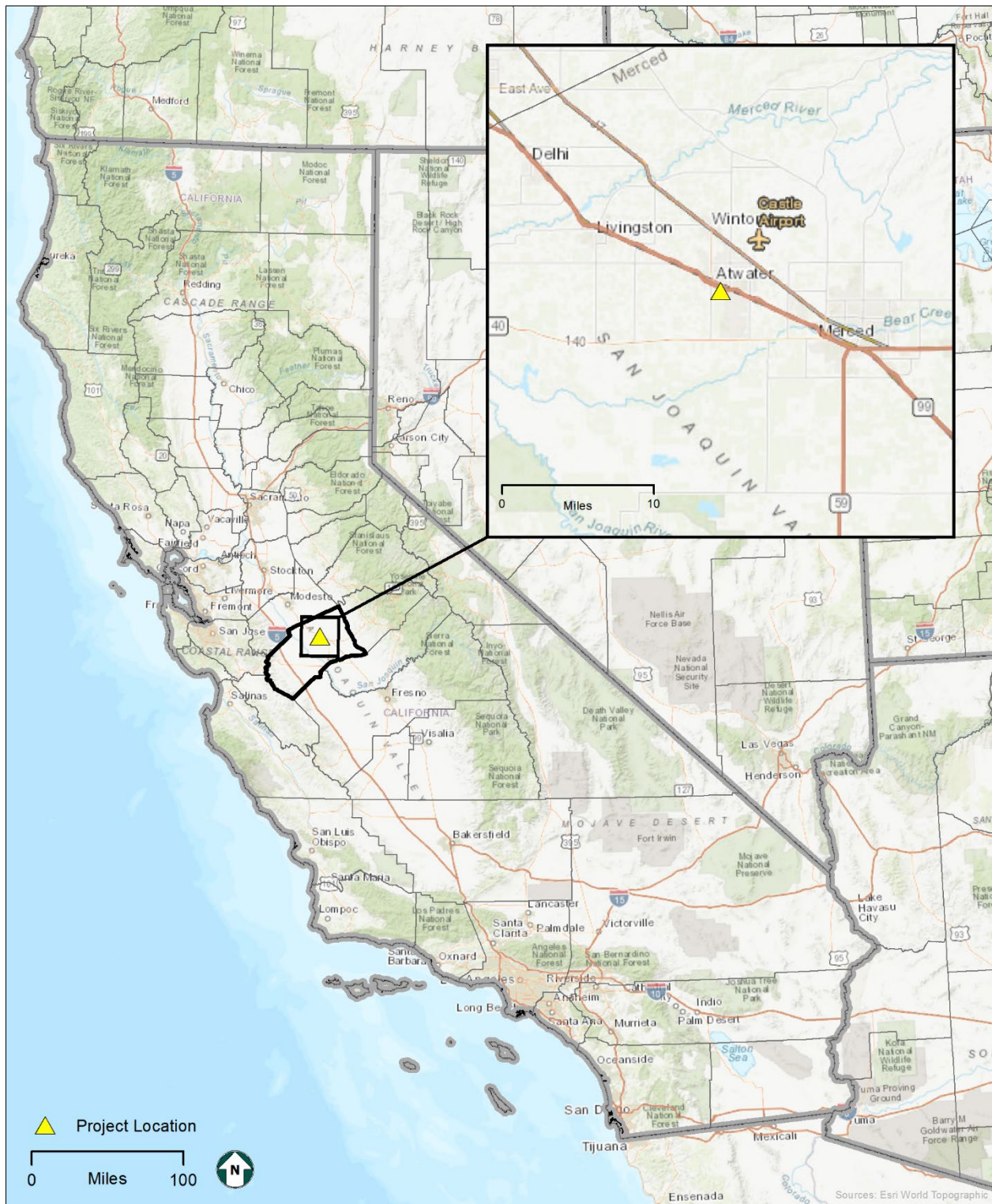
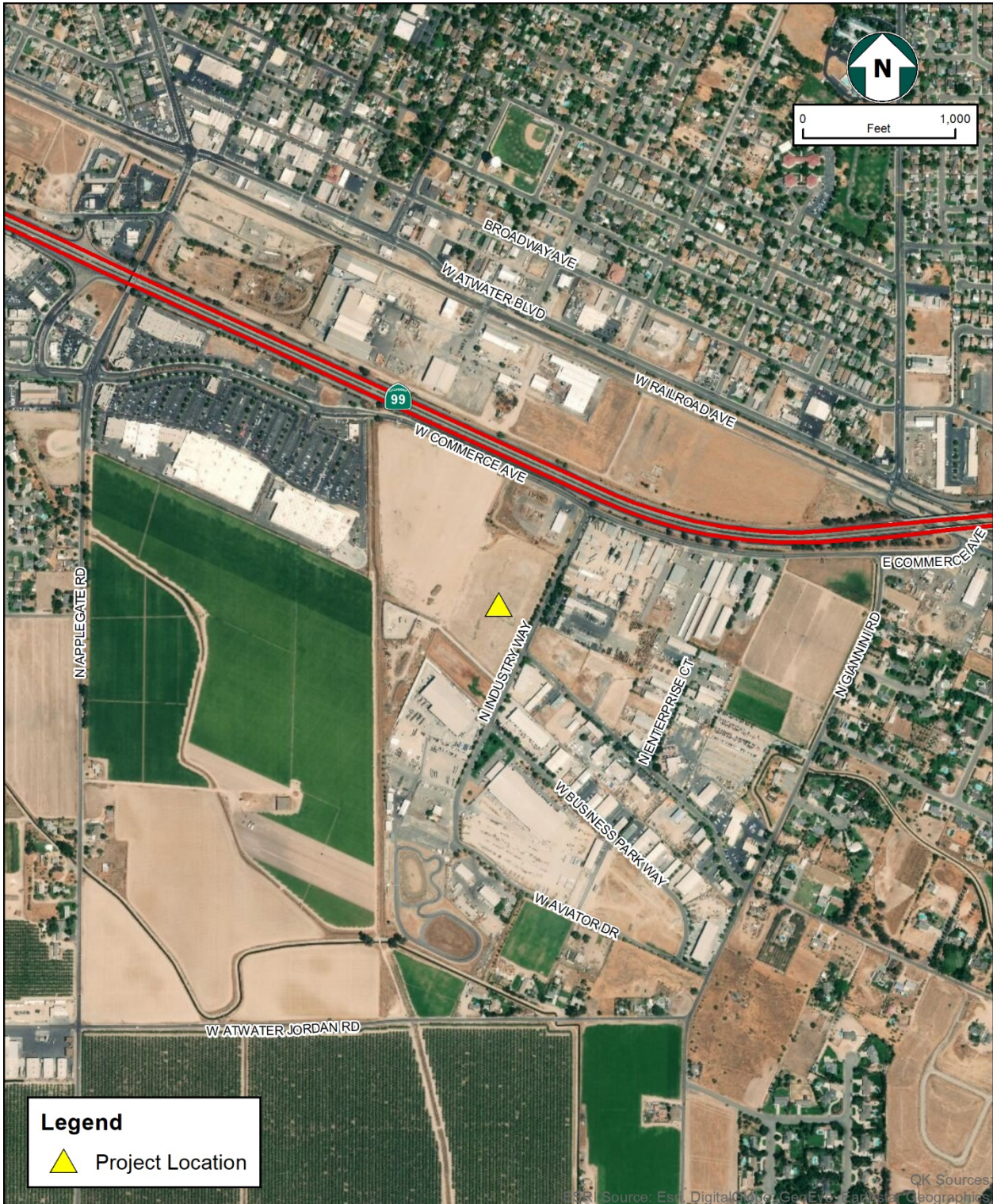
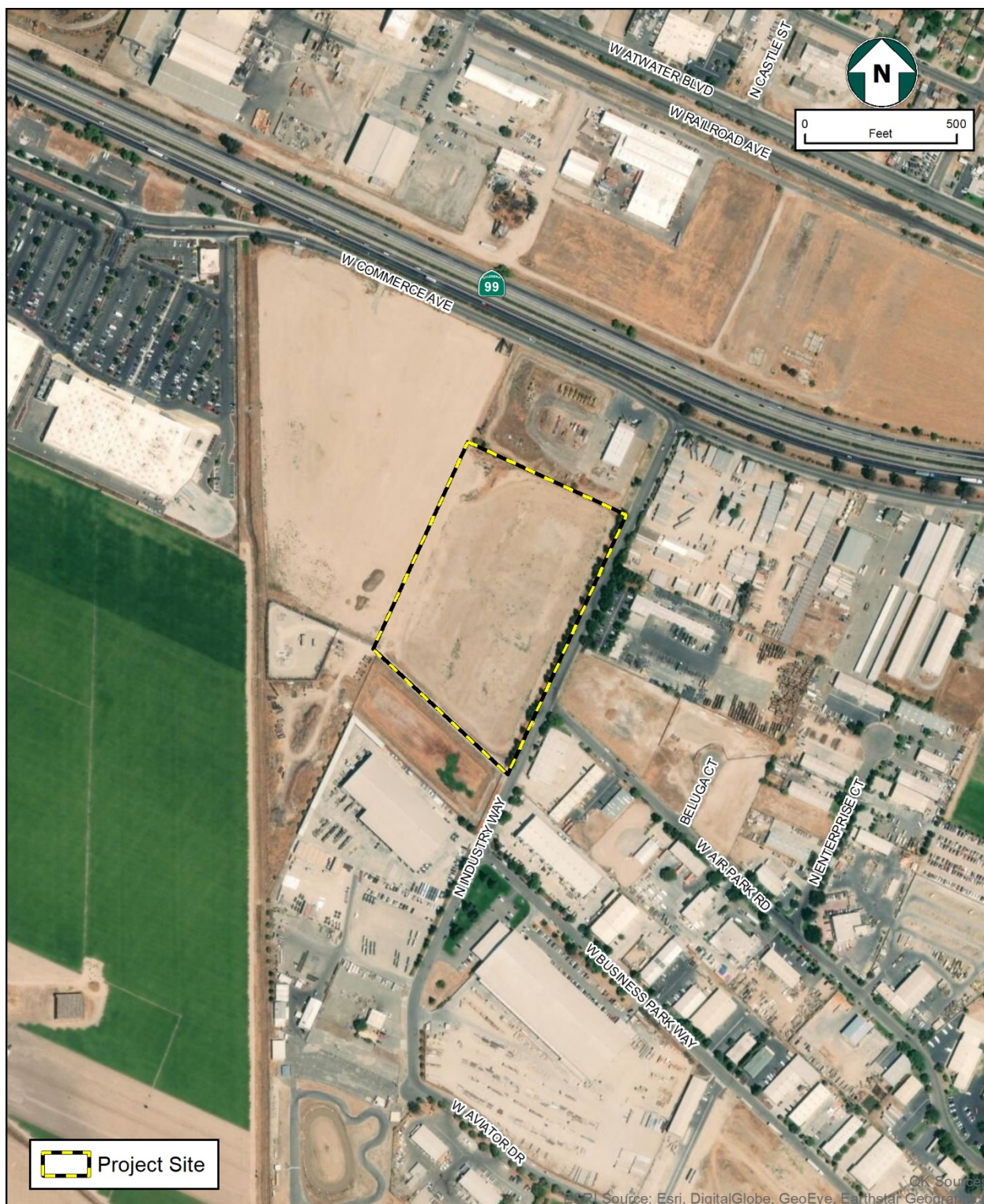


Figure 1
Regional Location Map



	<p align="center">Figure 2 Project Vicinity Map</p>
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4.0 Environmental Checklist

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4.1 AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

The Project site is not located near a scenic vista nor does it have any locally designated highways deemed as scenic highways adjacent to the vicinity of the project. The proposed Project site is currently vacant and to the east of the subject property is U.S. Route 99. The lot itself is zoned as Heavy Industrial (M-2) and is surrounded by businesses such as the Waste Management Winton Hauling, West Mark Manufacturer, and C.R. Cabinets. The Project site is the former location of a wastewater treatment facility.

Impact Explanation

(a): The proposed site is located in an area that has been developed for industrial and manufacturing purposes. The Project consists of constructing a concrete batch plant facility that will include: a concrete reclaimer, a concrete recycling plant, truck and maintenance buildings with wash rack, a truck scale and parking, a concrete product warehouse building, an office/showroom building, and customer and employee parking lots. The Project site is the former location of a wastewater treatment facility (WWTF); the site is presently a vacant brownfield. The Project site would not be considered visually appealing. The Project

would create a more visually appealing site with the installation of landscaping along Industry Way as well as the office/showroom building. The Project would not have a substantial adverse effect on a scenic vista, therefore there would be no impact.

Mitigation Measure(s):

No mitigation required.

Level of Significance

There would be no impact.

(b): See response to Impact 4.1a, above.

Mitigation Measure(s):

No mitigation required.

Level of Significance

There would be no impact.

(c): Although the Project is in an urbanized area, it does not conflict with zoning or other regulations governing scenic quality. The Project site is zoned for Heavy Industrial (M-2); the Project is proposing to construct an industrial concrete batch plant. The Project is compliant with zoning, therefore there will be no impact.

Mitigation Measure(s):

No mitigation required.

Level of Significance

There would be no impact.

(d): Construction will take place during normal daylight hours and will not introduce new light or glare during the construction phase of the project. The project would create a new source of lighting via exterior lighting for early morning and late evening operations. However, exterior street lighting and lights from adjacent industrial areas already exist near the project area, making the project's contribution to existing sources minimal. Therefore, the impact on day or nighttime views would be less than significant.

Mitigation Measure(s):

No mitigation required.

Level of Significance

The impact would be less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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4.2 AGRICULTURE AND FORESTRY RESOURCES.

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

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Explanation

(a): The Project site is designated by the Department of Conservation Farmland Mapping and Monitoring Program's Important Farmland Map as Urban and Build-Up Land (**Department of Conservation, 2016**) as shown in Figure 4. Additionally, the Project site is the former location of the City's wastewater treatment facility. Since there would be no conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a nonagricultural use, there would be no impact.

Mitigation Measure(s):

No mitigation required.

Level of Significance

There would be no impact.

(b): The Project site has a designated land use of Manufacturing and is zoned for Heavy Industrial. The Project site is not zoned for agricultural use and is not under Williamson Act Contract, therefore the Project would not be in conflict with either.

Mitigation Measure(s):

No mitigation required.

Level of Significance

There would be no impact.

(c): The Public Resource Code Section 12220 (g) and Section 4526 defines "Forest Land" as land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The Project site is not identified as forest land. Therefore, implementation of the Project would not conflict with any existing zoning for forest land, timberland, or timberland zoned Timberland Production.

(d): See Impact 4.2c, above.

Mitigation Measure(s):

No mitigation required.

Level of Significance

There would be no impact.

(e): See Impact 4.2a and 4.2c, above.

Mitigation Measure(s):

No mitigation required.

Level of Significance

There would be no impact.



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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4.3 AIR QUALITY. Where available, the Significance criteria established by the applicable Air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

The following analysis is based primarily on an Air Quality Impact Analysis (**VRPA Technologies, 2020**) prepared in accordance with the San Joaquin Valley Air Pollution Control District’s (SJVAPCD) instructions which are included in the District’s *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI) (**San Joaquin Valley Air Pollution Control District, 2015**) for the Project. In addition to providing an assessment of the Project’s impacts to air quality and GHGs, the AQIA includes a detailed description of the regulatory environment as it relates to air quality.

The full Air Quality & Greenhouse Gas Impact Assessment can be found in Appendix A.

Impact Explanation

(a): The primary way of determining consistency with the air quality plan’s (AQP’s) assumptions is determining consistency with the applicable General Plan to ensure that the Project’s population density and land use are consistent with the growth assumptions used in the AQPs for the air basin.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designate locations for land uses to regulate growth. MCAG uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then VMT, which are then

provided to SJVAPCD to estimate future emissions in the AQPs. Existing and future pollutant emissions computed in the AQP are based on land uses from area general plans. AQPs detail the control measures and emission reductions required for reaching attainment of the air standards.

The applicable General Plan for the project is the City of Atwater's General Plan, which was adopted July 24, 2000. The Project is consistent with the currently adopted General Plan for the City of Atwater and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the Project is consistent with the growth assumptions used in the applicable AQPs. As a result, the Project will not conflict with or obstruct implementation of any air quality plans. Therefore, no mitigation is needed.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

(b): Merced County is nonattainment for Ozone (1 hour and 8 hour) and PM₁₀ (State standards) and PM_{2.5}. The SJVAPCD has prepared the 2016 and 2013 Ozone Plan, 2007 PM₁₀ Maintenance Plan, and 2012 PM_{2.5} Plan to achieve Federal and State standards for improved air quality in the SJVAB regarding ozone and PM. Inconsistency with any of the plans would be considered a cumulatively adverse air quality impact. As discussed in Impact #4.3a, above, the Project is consistent with the currently adopted General Plan for the City of Atwater and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the Project is consistent with the growth assumptions used in the 2016 and 2013 Ozone Plan, 2007 PM₁₀ Maintenance Plan, and 2012 PM_{2.5} Plan.

Results of the CALINE analysis, found in Appendix A, show that the intersection of Shaffer Road and Atwater Boulevard is not expected to generate CO concentrations that would exceed the Federal or State 1-hour and 8-hour standards. Further, as indicated in Appendix A, the Project would not create objectionable odors affecting a substantial number of people. The Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

Therefore, no mitigation is needed.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(c): Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses that have the greatest potential to attract these types of sensitive receptors include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. From a health risk perspective, the proposed Project is a Type A Project in that it may potentially place toxic sources in the vicinity of sensitive receptors.

The Project proposes to construct and operate a concrete batch plant facility, which will include a ready-mix batch plant, concrete reclaimer, concrete recycling plant, truck and equipment maintenance building with wash rack, truck scale, concrete product warehouse building, office/showroom building, and customer/employee parking lots. Results of the Health Risk Assessment, found in Appendix D of the Air Quality & Greenhouse Gas Impact Assessment (Appendix A), indicated that the maximum predicted cancer risk, chronic health hazard, and acute health hazard for off-site work places are below the significance threshold of 10 in one million for cancer risks and 1.0 for non-cancer health risks. Therefore, the Projects health risk impacts are considered less than significant, and no mitigation is needed.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(d): The SJVAPCD required that an analysis of potential odor impacts be conducted for the following two situations:

- Generators – projects that would potentially generate odorous emissions proposed to be located near existing sensitive receptors or other land uses where people may congregate, and,
- Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people located near existing odor sources.

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 5 of the Air Quality & Greenhouse Gas Impact Assessment in Appendix A, along with a reasonable distance from the source within which, the degree of odors could possibly be significant. The proposed Concrete Batch Plant is not listed as one of the facilities shown in Table 5 of the Air Quality Impact Analysis. As a result, the Project is not anticipated to generate offensive odors. Therefore, no mitigation is needed.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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4.4 BIOLOGICAL RESOURCES.

Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

-
- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion

The Project site is located at 641 Industry Way and is in a location zoned as Heavy Industrial (M-2). Since the site is a completely vacant brownfield, it is very unlikely that wildlife will be affected by the Project. Figure 5 shows the presence of special species in the Project area.

Impact Explanation

(a): The Project site is the location of the former municipal wastewater treatment plant that was demolished by the City. Despite being considered a brownfield, the Project site contains potential foraging and breeding habitat for species of special status such as the San Joaquin Kit Fox, American Badger, and Western Burrowing Owl. The site also contains potential foraging for Swainson's Hawk. In addition to the burrowing owl, other nesting birds could nest in the trees that line the east side of the Project site along Industry Way. Therefore, this is considered to be a potentially significant impact and mitigation efforts must be made to protect the species of special status.

Mitigation Measure(s)

BIO MM-1: Within 14 days of the start of Project activities at the WWTF and adjacent grassland habitat, a pre-activity survey shall be conducted by a qualified biologist knowledgeable in the identification of these species. The surveys will cover the Project site plus a 500-foot buffer. Pedestrian surveys achieving 100 percent visual coverage will be conducted.

Level of Significance

Impacts would be less than significant with mitigation incorporated.

(b): Riparian habitats are defined as vegetative communities that are influenced by a river or stream, specifically the land area that encompasses the water channel and its current or potential floodplain. No riparian habitat occurs on the Project site. There are no sensitive natural communities occurring on or near the Project site.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

(c): The closest source of water to the Project site would be the Parriera Drain just over 0.3 miles to the west. However, given the distance of the drain from the Project site, the drain will not be affected by the construction or operation of the Project.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

(d): Wildlife movement corridors are routes that provide shelter and sufficient food supplies to support regular movements of wildlife species. A movement corridor is a continuous geographic extent of habitat that either spatially or functionally links ecosystems across fragmented, or otherwise inhospitable, landscapes. Faunal movement may include seasonal or migration movement, life cycle links, species dispersal, re-colonization of an area, and movement in response to external pressures. Movement corridors typically include riparian habitats, ridgelines, and ravines, as well as other contiguous expanses of natural habitats. Movement corridors may be functional on regional, sub-regional, or local scales.

The proposed Project site and surrounding area does not occur within a known migration route, significant wildlife corridor, or linkage area as identified in the Recovery Plan for Upland Species in the San Joaquin Valley or by the Essential Habitat Connectivity Project. The Project site has been previously developed and there is no evidence of a wildlife nursery present and no aquatic habitat on-site to support fish species. However, nearby trees that line the east side of the Project site along Industry Way could serve as a temporary stopover site for migrating birds. The Project would not substantially affect migrating birds or other wildlife. The Project will not restrict, eliminate, or significantly alter a wildlife movement corridor, core area, or Essential Habitat Connectivity area either during construction or after the Project has been constructed. With the implementation of MM BIO-1, Project construction will not substantially interfere with migratory birds, wildlife movements or reduce breeding opportunities.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(e): The Project site is located within the City of Atwater boundaries and must comply with provisions contained in the City of Atwater General Plan. The Project would not conflict with any local policies or ordinances protecting biological resources. There are no applicable local policies protecting biological resources that the Project would conflict with. Implementation of the proposed Project would have no impact related to policies or ordinances protecting biological resources.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

(f): The PG&E San Joaquin Valley Operations and Maintenance Habitat Conservation Plan is the only Conservation Plan overlying the proposed Project, but it does not apply to any projects that are not implemented by PG&E. As such, the proposed Project will not conflict with any adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approval local, regional, or state Habitat Conservation Plan. Therefore, there are no impacts.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

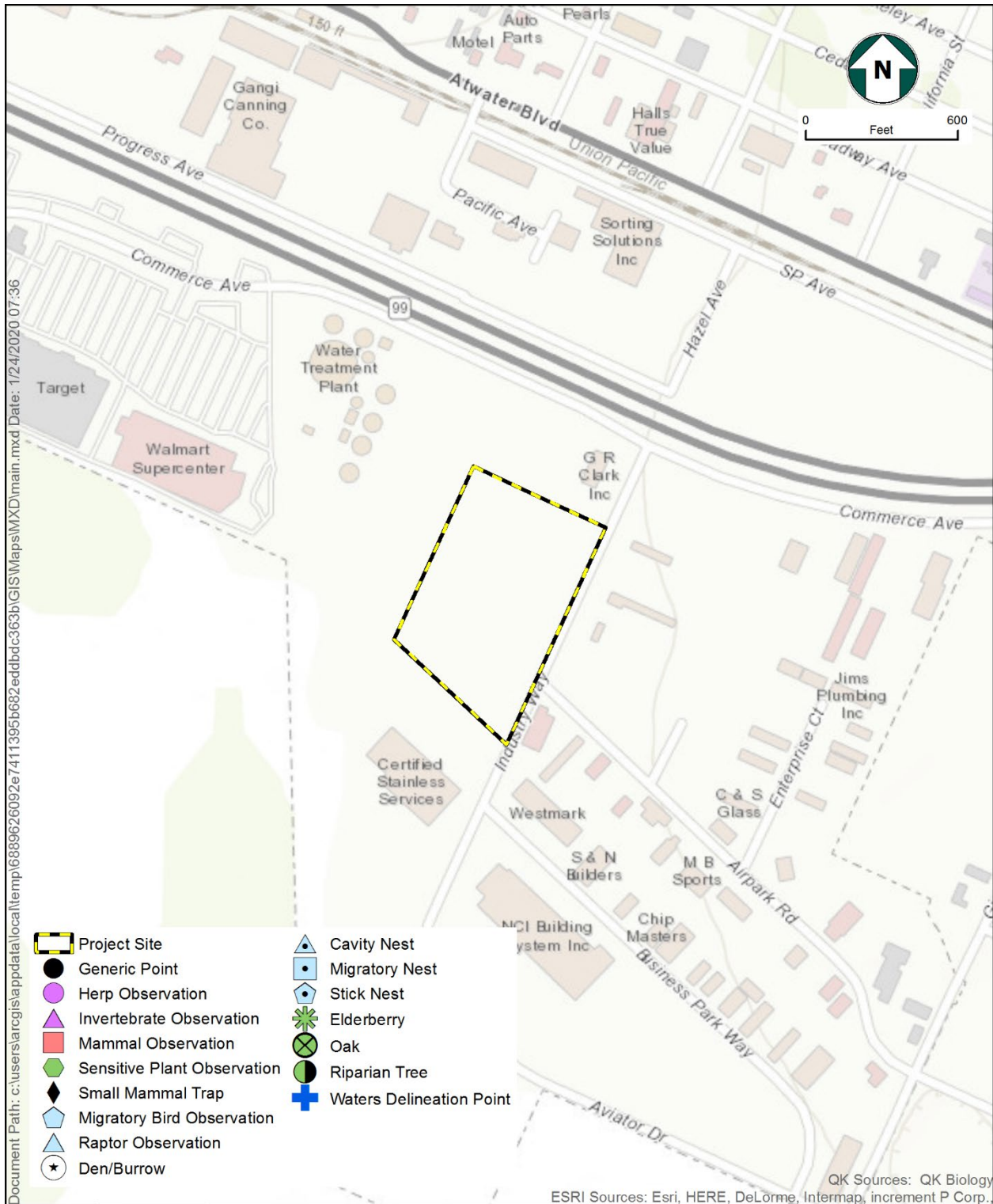


Figure 5
Sensitive Species Map

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4.5 CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Explanation

(a): As defined by CEQA Guidelines Section 15064.5, "historical resources" are:

- A resource listed in, or determined to be eligible by, the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resource Code Section 5024.1, Title 14 California Code of Regulations, Section 4850 et seq.).
- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript which a Lead Agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the Lead Agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the Lead Agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code Section 5024.1, Title 14 CCR, Section 4852) including the following:
 - Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - Is associated with the lives of persons important in our past;
 - Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - Has yielded, or may be likely to yield, information important in prehistory or history.

Impacts on cultural resources can result either directly or indirectly from preconstruction activities and construction of a proposed Project. Direct impacts are those that result from the immediate disturbance of resources from vegetation removal, vehicle travel over the surface, earthmoving activities, excavation, or alteration of a resource. Indirect impacts are those that result from increased erosion due to site clearance and preparation or from inadvertent damage or outright vandalism to exposed resource materials which could occur due to improved accessibility.

Given that the site was previously developed, it is unlikely that there will be a discovery of a significant historical resource. Despite this, there is still the possibility of a presence of undocumented tribal or cultural resources within the Project site. Construction related impacts on tribal or cultural resources could be potentially significant prior to mitigation. Implementation of the following mitigation measure would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including human remains.

Mitigation Measure(s)

MM CUL-1: If prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified archaeologist can evaluate the find and make recommendations. Cultural resource materials may include prehistoric resources such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the qualified archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from Project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation. Implementation of the mitigation measure below would ensure that the proposed Project would not cause a substantial adverse change in the significance of a historical resource. Therefore, the Project would have a less than significant impact with incorporation of mitigation measures.

Level of Significance

Impact would be less than significant with mitigation incorporated.

(b): See discussion of Impact 4.5a, above.

Mitigation Measure(s)

Implementation of Mitigation Measures CUL MM-1.

Level of Significance

Impact would be less than significant with mitigation incorporated.

(c): Although unlikely, subsurface construction activities could cause a potentially significant impact to previously undiscovered human burial sites. Despite no human remains being discovered when the site was previously developed, construction would involve earth-disturbing activities, and it is still possible that human remains may be discovered. Implementation of the below mitigation measure would ensure that the proposed Project would not directly or indirectly destroy previously unknown human remains. The proposed Project would not disturb any known human remains, including those interred outside of formal cemeteries. Therefore, the Project would have a less than significant impact with incorporation of mitigation measures.

Mitigation Measure(s)

CUL MM-2: If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297), and Senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. Section 7050.5(c) shall guide the potential Native American involvement, in the event of discovery of human remains, at the direction of the Merced County Coroner.

Level of Significance

Impact would be less than significant with mitigation incorporated.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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4.6 ENERGY.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient or unnecessary consumption of energy resources, during the Project construction operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with or obstruct a state or local plan for renewable energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Impact Explanation

(a,b): Electrical service to the Project site is provided by Pacific Gas & Electric (PG&E) or the Merced Irrigation Company (MID).

California has implemented numerous energy efficiency and conservation programs that have resulted in substantial energy savings. The State has adopted comprehensive energy efficiency standards as part of its Building Standards Code, California Codes of Regulations, Title 24. In 2009, the California Building Standards Commission adopted a voluntary Green Building Standards Code, also known as CALGreen, which became mandatory in 2011. CALGreen sets forth mandatory measures, applicable to new residential and nonresidential structures as well as additions and alterations, on water efficiency and conservation, building material conservation, interior environmental quality, and energy efficiency. Additionally, California has adopted a Renewables Portfolio Standard, which requires electricity retailers in the state to generate 33 percent of electricity they sell from renewable energy sources (i.e., solar, wind, geothermal, hydroelectric from small generators, etc.) by the end of 2020. In 2018, SB 100 was signed into law, which increases the electricity generation requirement from renewable sources to 60% by 2030 and requires all the state's electricity to come from carbon-free resources by 2045.

The main sources of energy consumption would be construction activities and on-going Project operations. Project construction would involve fuel consumption and use of other nonrenewable resources. Construction equipment used for such improvements typically runs on diesel fuel or gasoline. The same fuels typically are used for vehicles that transport equipment and workers to and from a construction site. However, construction-related fuel consumption would be finite, short-term and consistent with construction activities of a similar character. This energy use would not be considered wasteful, inefficient or unnecessary. Equipment overtime would be more energy-efficient in order to assist with meeting State emissions reduction goals. Additionally, under California's Renewable Portfolio Standard, a greater share

of electricity would be provided from renewable energy sources over time, so less fossil fuel consumption to generate electricity would occur.

The Project would be required to comply with the building energy efficiency standards of California Code of Regulations Title 24, Part 6, also known as the California Energy Code. Compliance with these standards would reduce energy consumption associated with Project operations, although reductions from compliance cannot be readily quantified at this time. Overall, Project construction and operations would not consume energy resources in a manner considered wasteful, inefficient, or unnecessary; the Project would also not conflict or obstruct any state or local plans for renewable energy efficiency. Project impacts related to energy consumption are considered less than significant.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

The impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>4.7 GEOLOGY AND SOILS.</u> Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

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Impact Explanation

(a)(i-ii): The proposed Project is not located within a current Alquist-Priolo Earthquake Fault Zone and there are no known active faults located in the immediate area. The nearest faults of major historical significance within the vicinity of Atwater are: the San Andreas Fault to the west at a distance of approximately 15 miles from the County line, the Hayward, Greenville, and Calaveras Faults to the northwest; and the Bear Mountain Fault Zone about five miles east of and parallel to the eastern border of Merced County. The Alquist-Priolo Earthquake Fault Zoning Act lists the Ortigalita Fault as the only active fault in Merced County. However, it has not been active within historic times (1,800 years ago to present) with the last surface rupture occurring within the Holocene period (11,000 years before present) (**City of Atwater, 2000**). Therefore, this impact is considered less than significant.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(iii): Although there are no specific liquefaction hazard areas identified in Merced County, the potential for liquefaction is recognized in the Atwater General Plan Draft Environmental Impact Report (EIR). However, the site does not have high potential for ground failure or liquefaction. Liquefaction typically requires a significant sudden decrease of shearing resistance in cohesionless soils and a sudden increase in water pressure, which is typically associated with an earthquake of high magnitude. The soils in the Project site, Atwater loamy sand and Atwater sand, are considered to have a low potential for liquefaction. Based on the known conditions of the soils documented in the Project site, the risk of liquefaction or ground failure during a strong earthquake ground shaking is low. The impact is less than significant.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(iv): The City of Atwater lies within the San Joaquin Valley. The Valley has a predominantly flat terrain with few elevated features. Elevations within the City vary little, with the range of elevation going from 145 feet to 170 feet above sea level, but the official elevation of the City is 150 feet above sea level. Given the flat terrain of the region, the construction and operation of the Project would not provoke a landslide to occur. Risk of damage or loss due to landslides is low, therefore, no impact will occur.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

(b): Since the Project site was previously developed, there will be limited or no future grading activities that would increase the potential for erosion during construction. With implementation of MM HYD-1, construction Project proponents will be required to submit a Notice of Intent and Storm Water Pollution Prevention Plan (SWPPP) to the Regional Water Quality Board to obtain a National Pollutant Discharge Elimination System (NPDES) General Construction Permit. The SWPPP will include Best Management Practices (BMPs) to control erosion and siltation on the site in order to prevent water quality degradation. Such measures may include, but are not limited to, covering the graded area with straw or straw matting and using water for dust control. Due to the flat nature of the Project site, and given that the site has been previously developed, future development within the proposed Project site would result in a less than significant soil erosion impact.

Mitigation Measure(s)

No mitigation measures are required.

Level of Significance

Impacts would be less than significant.

(c): The Project site is not located in an earthquake fault zone and is in an area that has a low probability of seismic activity. Lateral spreading, subsidence, and collapse are uncommon in Merced County. Also, see responses 4.7a (iii) and 4.7a (iv) above. Since the proposed Project site is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project. There is little to no potential for result in on- or off- site landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts from these criteria are considered less than significant.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(d): Soils associated with a high risk for expansion are generally characterized as dense material with less air-filled voids, and therefore have a greater potential to undergo volume change. The volume of change is influenced by the quantity of moisture, the kind and amount of clay in the soil, and the original porosity of the soil. According to the U.S. Department of Agriculture, Natural Resources Conservation Services Web Soil Survey, identified soil on the Project site consists of Atwater loamy sand and Atwater sand. The soil characteristics of the Project site can be seen in Figure 6. These soils have a low plasticity and expansion potential when subjected to fluctuations in moisture and a low potential for liquefaction or ground failure. Based on the known conditions of the soils documented on the Project site, risks to life or property as a result of expansive soils are not substantial and the impact of expansive soil on future proposed Project site development will be less than significant.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(e): Construction of the proposed Project would alter the drainage pattern of the Project site by increasing the impermeable surface area. The majority of the 10.8 acre concrete batch plant area would be paved. Since the Project would be affecting more than one acre of land, the Applicant is required to prepare a SWPPP to comply with Section 402 of the Clean Water Act. The SWPPP is required to incorporate best management practices (BMPs) that minimize the amount of water erosion occurring both during and after construction. Because the Project would adhere to these requirements, the impact of the Project is less than significant.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impact would be less than significant.

(f): Although it is unlikely that a paleontological resource would be encountered during Project implementation, construction activities associated with the proposed Project could potentially disturb these previously discovered resources. With mitigation incorporated, the Project would have a less than significant impact.

Mitigation Measure(s)

MM GEO-1: If any paleontological resources are encountered during ground disturbance activities, all work within 25 feet of the find shall halt until a qualified paleontologist as defined by the Society of Vertebrate Paleontology Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (2010), can evaluate the find and make recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the Natural History Museum of Los Angeles County or other appropriate facility regarding any discoveries of paleontological resources.

If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations and fossil recovery may be required to mitigate adverse impacts from project implementation. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, they shall be avoided to ensure no adverse effects, or such effects must be mitigated. Construction in that area shall not resume until the resource appropriate measures are recommended or the materials are determined to be less than significant. If the resource is significant and fossil recovery is the identified form of treatment, then the fossil shall be deposited in an accredited and permanent scientific institution. Copies of all correspondence and reports shall be submitted to the Lead Agency.

Level of Significance

Impacts would be less than significant with mitigation incorporated.

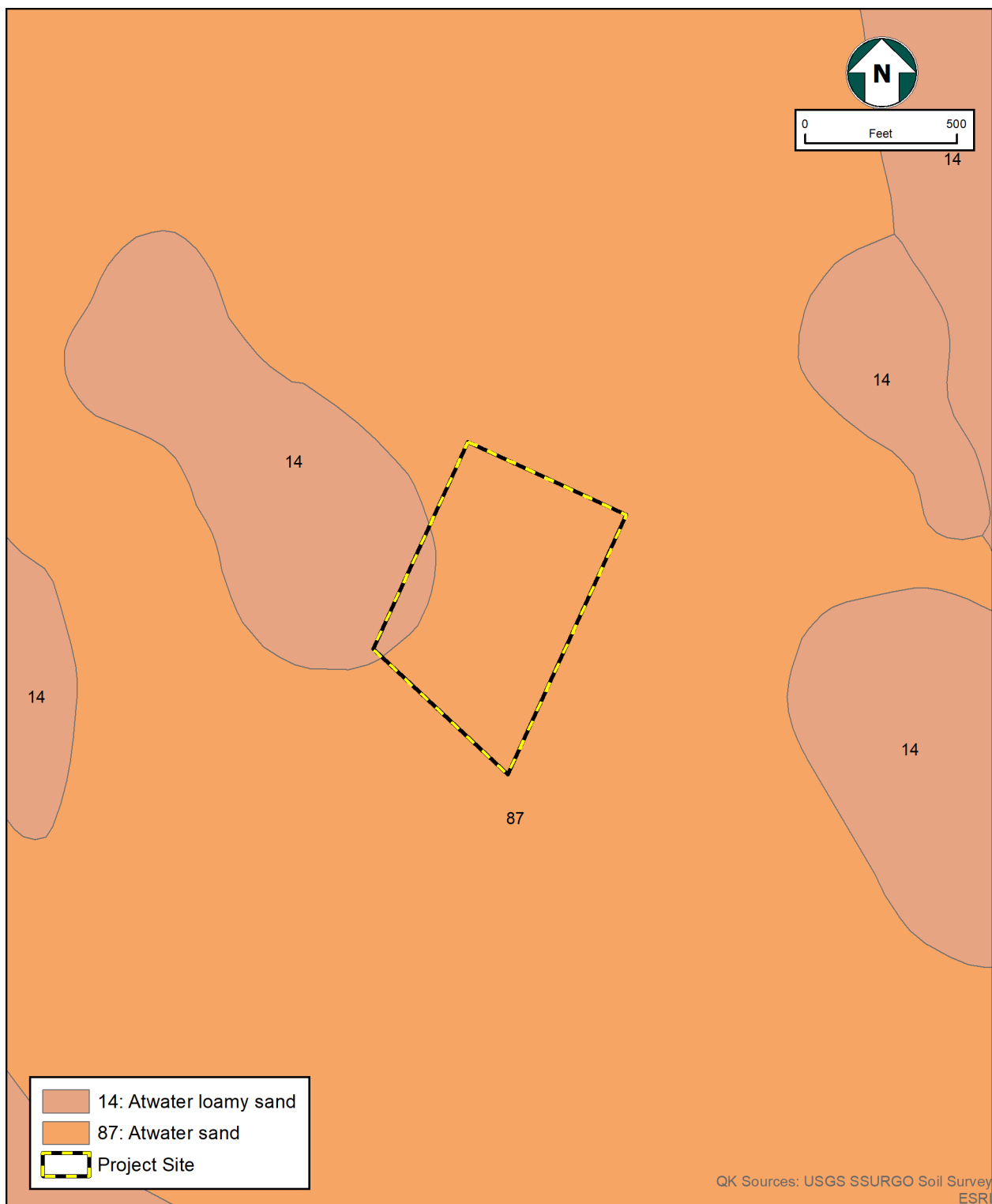


Figure 6
Soil Types in Project Area

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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4.8 GREENHOUSE GAS EMISSIONS.

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

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b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

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Impact Explanation

(a): In 2009, the SJVAPCD adopted the following guidance documents applicable to projects within the San Joaquin Valley:

- Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA (SJVAPCD 2009), and
- District Policy: Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency (SJVAPCD 2009).

This guidance and policy are the reference documents referenced in the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts adopted in March 2015 (SJVAPCD 2015). Consistent with the District Guidance and District Policy above, SJVAPCD (2015) acknowledges the current absence of numerical thresholds and recommends a tiered approach to establish the significance of the GHG impacts on the environment.

In the event that a local air district's guidance for addressing GHG impacts does not use numerical GHG emissions thresholds, at the lead agency's discretion, a neighboring air district's GHG thresholds may be used to determine impacts. On December 5, 2008, the South Coast Air Quality Management District (SCAQMD) Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. The SCAQMD guidance identifies a threshold of 10,000 MTCO₂eq./year for GHG for construction emissions amortized over a 30-year project lifetime, plus annual operation emissions. This threshold is often used by agencies, such as the California Public Utilities Commission, to evaluate GHG impacts in areas that do not have specific thresholds. Therefore, because this threshold has been established by the SCAQMD in an effort to control GHG emissions in the largest metropolitan area in the State of California, this threshold is considered a conservative approach for evaluating the significance of GHG emissions in a more rural area, such as Merced County. Though the Project is under SJVAPCD jurisdiction, the SCAQMD GHG threshold provides some perspective on the GHG

emissions generated by the Project. Table 10 in the Air Quality & Greenhouse Gas Impact Assessment shows the yearly GHG emissions generated by the Project as determined by the CalEEMod model, which is approximately 96% less than the threshold identified by the SCAQMD.

CARB's California GHG Emissions Inventory provides estimates of anthropogenic GHG emissions within California, as well as emissions associated with imported electricity; natural sources are not included in the inventory. California's GHG emissions for 2017 totaled approximately 424.1 MMTCO₂eq. The proposed Project's GHG emissions represents 0.00008% of the total GHG emissions for the state of California when compared to year 2017 emissions data.

The Project has the potential to release hazardous materials that could result in both short-term impacts and long-term emissions. Short-term impacts are generally attributable to the construction phase of the Project while long-term emissions are generated primarily by mobile source (vehicle) emissions from the Project and stationary sources such as the impact crusher concrete reclaimer; both of these phases, construction and operational, have the potential to be a health risk. In order to reduce the amount of harmful exposure to these hazardous materials, the Applicant will adhere to regulations established by the governing agencies. SJVPCD has adopted numerous rules and regulations to implement its air quality plans; these rules and regulations include:

- Regulation VIII – Fugitive PM₁₀ Prohibitions
 - Regulation VIII is Composed of District Rules 8011 through 8081, which are designed to reduce PM₁₀ emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, and more.
- Rule 8021 – Construction, Demolition, Excavation, and Other Earthmoving Activities District Rule 8021 requires owners or operators of construction projects to submit a Dust Control Plan to the District if at any time the project involves non-residential developments of five or more acres of disturbed surface area or moving, depositing, or relocating of more than 2,500 cubic yards per day of bulk materials on at least three days of the project. The proposed Project will meet these criteria and will be required to submit a Dust Control Plan to the District in order to comply with this rule.
- Rule 4641 – Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations
 - If asphalt paving will be used, then paving operations of the proposed project will be subject to Rule 4641. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.
- Rule 9510 – Indirect Source Review (ISR)
 - The purpose of this rule is to fulfill the District's emission reduction commitments in the PM₁₀ and Ozone Attainment Plans, achieve emission reductions from construction activities, and to provide a mechanism for reducing emissions from the construction of and use of development project through off-site measures.

Based on the assessment above, and with compliance with SJVPCD regulations, the Project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, any impacts would be less than significant.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(b): As noted previously, California passed the California Global Warming Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. Under AB 32, CARB must adopt regulations by January 1, 2011 to achieve reductions in GHGs to meet the 1990 emission cap by 2020. On December 11, 2008, CARB adopted its initial Scoping Plan, which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan. SB 375 requires MPOs to adopt a SCS or APS that will prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the MCAG region, CARB set targets at five (5) percent per capita decrease in 2020 and a ten (10) percent per capita decrease in 2035 from a base year of 2005. MCAG's 2018 RTP/SCS, which was adopted in August 2018, projects that the Merced County region would achieve the prescribed emissions targets. Executive Order B-30-15 establishes a California greenhouse gas reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. Executive Order B-30-15 requires MPO's to implement measures that will achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets. As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designate locations for land uses to regulate growth. MCAG uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then VMT, which are then provided to SJVAPCD to estimate future emissions in the AQPs. The applicable General Plan for the project is the City of Atwater General Plan, which was adopted in July of 2000. The Project is consistent with the currently adopted General Plan for the City of Atwater and the adopted 2018 RTP/SCS and is therefore consistent with the population growth and VMT applied in those plan documents. Therefore, the Project is consistent with the growth assumptions used in the applicable AQP. It should also be noted that yearly GHG emissions generated by the Project are approximately 96% less than the threshold identified by the SCAQMD, CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan. The current plan has identified new policies and actions to accomplish the State's 2030 GHG limit. Below is a list of applicable strategies in the Scoping Plan and the Project's consistency with those strategies.

- California Light-Duty Vehicle GHG-Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs for long-term climate change goals.
 - The Project is consistent with this reduction measure. This measure cannot be implemented by a particular project or lead agency since it is a statewide measure. When this measure is implemented, standards would be applicable to light-duty vehicles that would access the site. The Project would not conflict or obstruct this reduction measure.
- Energy Efficiency – Pursuit of comparable investment in energy efficiency from all retail providers of electricity in California. Maximize energy efficiency building and appliance standards.
 - The Project is consistent with this reduction measure. Though this measure applies to the State to increase its energy standards, the Project would comply with this measure through existing regulation. The Project would not conflict or obstruct this reduction measure.
- Low Carbon Fuel – Development and adoption of the low carbon fuel standard.

-
- The Project is consistent with this reduction measure. This measure cannot be implemented by a particular project or lead agency since it is a statewide measure. When this measure is implemented, standards would be applicable to the fuel used by vehicles that would access the site. The Project would not conflict or obstruct this reduction measure.

Based on the assessment above, the Project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Project would further the achievement of Merced County's greenhouse gas reduction goals. Therefore, any impacts would be less than significant.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>4.9. HAZARDS AND HAZARDOUS MATERIALS.</u> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

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Discussion

A Health Risk Assessment was prepared by VRPA Technologies for the analysis of hazards and hazardous materials associated with the Project. For the full report, see Appendix D of the Air Quality & Greenhouse Gas Impact Assessment (Appendix A). Figure 7 shows the proximity of the Project to any oil or gas wells and pipelines.

Impact Explanation

(a, b): Hazardous materials and waste regulations are implemented by a number of governing agencies including, but not limited to, the following:

- United States Environmental Protection Agency (EPA)
- California Air Resources Board (CARB)
- San Joaquin Valley Air Pollution Control District (SJVAPCD)

Each of these agencies has established regulations regarding the proper transportation, handling, management, use, storage, and disposal of hazardous materials for specific Project operations and activities. The Project proposes to construct and operate a concrete batch plant facility, which will include a ready-mix batch plant, concrete reclaimer, concrete recycling plant, truck and equipment maintenance building with wash rack, truck scale, concrete product warehouse building, office/showroom building, and customer/employee parking lots. The principal sources or processes that have the potential to emit various hazardous materials are as follows:

- Concrete Recycling
 - Material Transport
 - Tertiary Crushing
 - Conveyor Transfer Point
 - Recycled Base Pile
- Concrete Batch Plant
 - Material Transport
 - Cement Unloading to Storage Silo
 - Mixer Loading
 - Aggregate Stock Pile
- Miscellaneous
 - Pickup and Delivery of Finished Product
 - Onsite Equipment Usage
 - Truck Delivery of Raw Materials

The Project has the potential to release hazardous materials that could result in both short-term impacts and long-term emissions. Short-term impacts are generally attributable to the construction phase of the Project while long-term emissions are generated primarily by mobile source (vehicle) emissions from the

Project and stationary sources such as the impact crusher concrete reclaimer; both of these phases, construction and operational, have the potential to be a health risk. In order to reduce the amount of harmful exposure to these hazardous materials, the Applicant will adhere to regulations established by the governing agencies. SJVPACD has adopted numerous rules and regulations to implement its air quality plans; these rules and regulations include:

- Regulation VIII – Fugitive PM₁₀ Prohibitions
 - Regulation VIII is Composed of District Rules 8011 through 8081, which are designed to reduce PM₁₀ emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, and more.
- Rule 8021 – Construction, Demolition, Excavation, and Other Earthmoving Activities District Rule 8021 requires owners or operators of construction projects to submit a Dust Control Plan to the District if at any time the project involves non-residential developments of five or more acres of disturbed surface area or moving, depositing, or relocating of more than 2,500 cubic yards per day of bulk materials on at least three days of the project. The proposed Project will meet these criteria and will be required to submit a Dust Control Plan to the District in order to comply with this rule.
- Rule 4641 – Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations
 - If asphalt paving will be used, then paving operations of the proposed project will be subject to Rule 4641. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.
- Rule 9510 – Indirect Source Review (ISR)
 - The purpose of this rule is to fulfill the District's emission reduction commitments in the PM₁₀ and Ozone Attainment Plans, achieve emission reductions from construction activities, and to provide a mechanism for reducing emissions from the construction of and use of development project through off-site measures.

The Project will comply with any federal, state, and regional regulations in order to reduce the concentrations of emissions released, the duration of exposure, and the impact to sensitive receptors. The Project would have a less than significant impact.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(c): The closest school to the Project site is the Atwater Valley Community School, 0.6 miles northwest. Since the Project would not be emitting hazardous emissions or handle hazardous materials, substances, or waste within one quarter mile of a school, the Project would have no impact.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

(d): An online search was conducted on both the California Environmental Protection Agency (CAL EPA) website for Cortese Act locations on or near the Project site and on the Department of Toxic Substances Control (DTSC) website. It was discovered that there were no hazardous or toxic sites in the vicinity of the Project. There is only one facility on the Cortese List within Merced County, specifically in Dos Palos, approximately 30 miles away from the Project site (**California Department of Toxic Substances Control, 2018**). The proposed Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, therefore there would be no impact.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

(e): In order to determine if the Project is within an airport land use plan, the Merced County Regional Airport Land Use Compatibility Plan was consulted (**Merced County, 2012**). The closest airport is over five miles away from the Project site at the Merced County Castle Airport. The proposed Project site is not within an airport land use plan or located within two miles of a public airport or private airport or airstrip, therefore the Project will have no impact.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

(f): According to the City's General Plan, response procedures are outlined in the City of Atwater Emergency Plan. Emergency response and evacuation is dependent upon the public roadway system owned and maintained by the City, which provides for emergency access and evacuation of the proposed Project site. The proposed Project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities, therefore, the proposed Project would have a less than significant impact on emergency response and evacuation plans.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(g): Wildland fires are a common hazard in California. The combination of dry summers, widespread vegetation, and the proximity of vegetated areas has led to many devastating fires. According to the Atwater General Plan, in Merced County, grass and brush lands are the most likely places for wildland fires. Since the City lies outside of these areas, the risk of wildland fires is low (**City of Atwater, 2000**). Although the Project would not exacerbate the risk of wildland fire risk, the Uniform Building Code was adopted by the City to set minimum construction standards to buildings in order reduce the potential for both urban and wildland fires to occur. Adherence to these standards will ensure that the Project has a less than significant impact on the risk of loss, injury, or death involving wildland fires.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

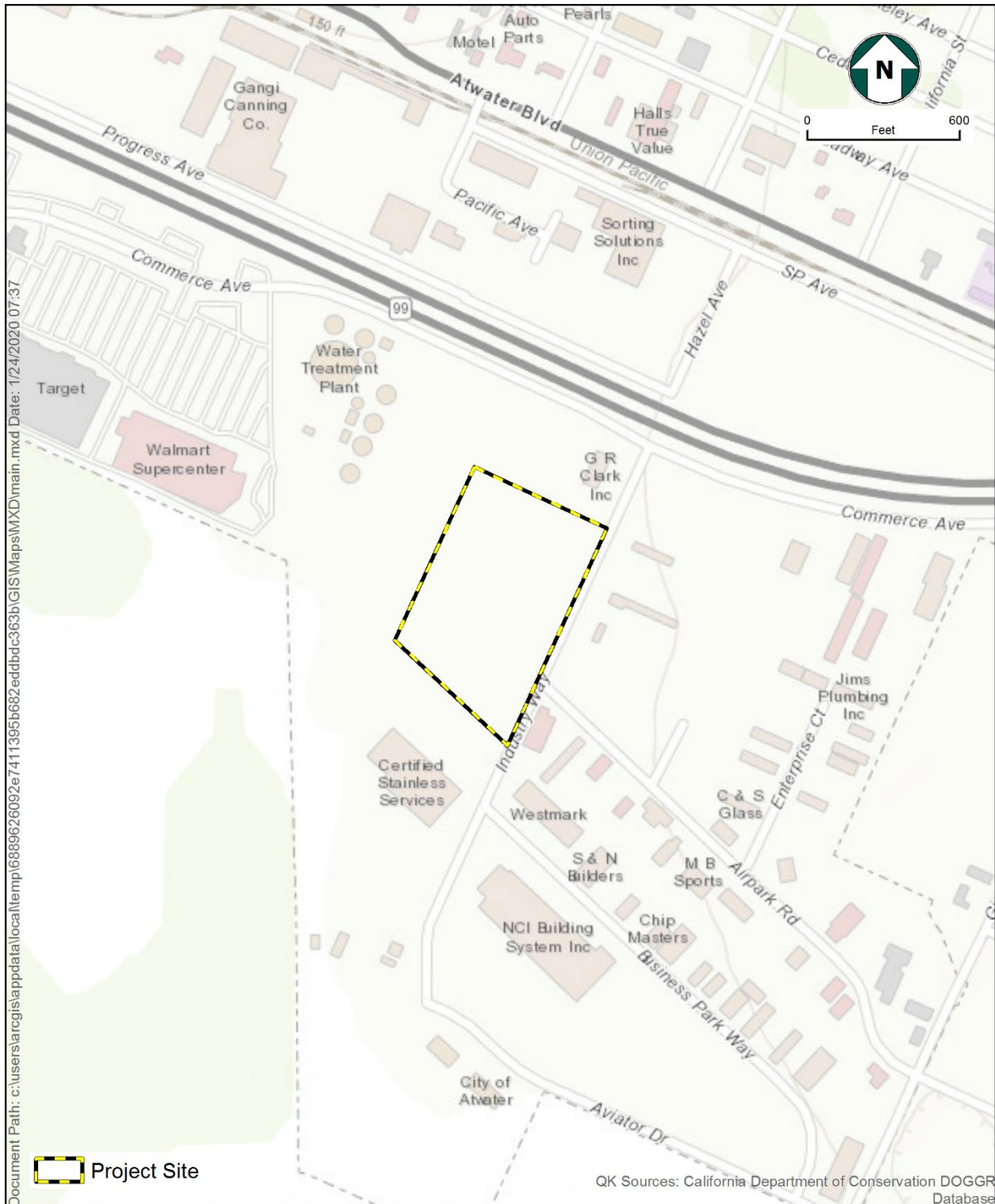


Figure 7
Oil/Gas Wells and Pipelines

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>4.10 HYDROLOGY AND WATER QUALITY.</u>				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

e) Otherwise substantially degrade water quality? Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

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Discussion

According to the City of Atwater Sewer Master Plan, the City's WWTF has a treatment capacity of 6.0 MGD. The current average daily flow from 2017 is 3.23 MGD; this value corresponds to approximately 55% of the current average daily permitted flow (**City of Atwater, 2018**). The City's wastewater flows consist of sewer flow from residential, commercial, and industrial sources referred to as "base wastewater flow," plus extraneous groundwater and stormwater which is referred to as "infiltration/inflow." The Project's wastewater discharge will be limited to bathroom use for the on-site staff and customers. The Project is expected to have up to twelve employees on the site at any given time; because the generation of wastewater will be minimal, the Project shall not exceed the capacity of the WWTF.

Impact Explanation

(a): Site preparation for the concrete batch plant would require the disturbance of approximately 10.8 acres, which could result in erosion and siltation with the potential to violate water quality standards. Additionally, accidental spills or disposal of potentially harmful materials used during construction or operation of the Project could possibly wash into and pollute surface water runoff. A Storm Water Pollution Prevention Plan for construction-related activities would include, but not be limited to, the following types of Best Management Practices (BMPs) to minimize the potential for pollution related to material spills:

- Vehicles and equipment will be cleaned;
- Vehicle and equipment fueling and maintenance requirements will be established; and
- A spill containment and clean-up plan will be in place prior to and during construction activities.

In order to reduce potential impacts to water quality during construction activities, Mitigation Measure MM HYD-1 requires the Project proponent to file a Notice of Intent (NOI) to comply with the NPDES General Construction Permit and prepare a SWPPP. The Project SWPPP would include BMPs targeted at minimizing and controlling construction and post-construction runoff and erosion to the "maximum extent practicable." Mitigation Measure MM HYD-2 requires the Applicant to limit grading to the minimum area necessary for construction and operation of the Project.

With the implementation of a SWPPP, the Project would not violate water quality standards or waste discharge requirements or degrade surface water or groundwater quality during neither the construction nor the operational phases. Therefore, the Project would have a less than significant impact with mitigation incorporated.

Mitigation Measure(s)

MM HYD-1: Prior to construction, the Applicant shall submit a copy of: (1) the approved Storm Water Pollution Prevention Plan (SWPPP) and (2) the Notice of Intent (NOI) to comply with the General National

Pollutant Discharge Elimination System (NPDES) from the Central Valley Regional Water Quality Control Board. The requirements of the SWPPP and NPDES shall be incorporated into design specifications and construction contracts. The applicant or person responsible shall meet City of Atwater construction site requirements regarding the control of surface water, erosion, and runoff. Runoff created at the project site shall meet the following minimum requirements:

- Sediments generated on the project site shall be retained using adequate treatment control or structural Best Management Practices (BMPs)
- Construction-related materials, wastes, spill or residues shall be retained at the project site to avoid discharge to streets, drainage facilities, receiving waters or adjacent properties by wind or run-off;
- Non-storm water run-off from equipment and vehicle washing and any other activity shall be contained at the site; and
- Erosion from slopes and channels shall be controlled by implementing an effective combination of BMPs such as limiting grading scheduled during the wet season; inspecting graded areas during rain events; planting and maintenance of vegetation on slopes; and covering erosion susceptible slopes.

MM HYD-2: The Applicant shall limit grading to the minimum area necessary for construction and operation of the Project. Final grading plans shall include BMPs to limit on-site and off-site erosion.

Level of Significance

Impacts would be less than significant with mitigation incorporated.

(b): The City of Atwater extracts its water supply from groundwater aquifers via a series of wells throughout the City. The City's existing system facilities include nine active water wells with a total pumping capacity of 13,688 gallons per minute, a distribution system that is nearly 97 miles in length with line sizes ranging from four to 14 inches in diameter, two 0.5-million-gallon ground level tanks, and an elevated tank with a capacity of 1.0 million gallons (**City of Atwater, 2016**). With a daily average of 7,500 gallons being consumed, the Project would not exceed the pumping capacity of the City. Therefore, the Project would have a less than significant impact.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

The impact would be less than significant.

(c)

(i) The rate and amount of surface runoff is determined by multiple factors, including the following: topography, the amount and intensity of precipitation, the amount of evaporation that occurs in the watershed and the amount of precipitation and water that infiltrates to the groundwater. Although the site was previously developed, the proposed Project would alter the existing drainage pattern of the site due to the addition of impermeable surfaces. However, this change in existing drainage is not anticipated to result in significant impacts with implementation of MM HYD-1 and MM HYD-2.

As discussed in Impact **(a)** above, potential impacts on water quality arising from erosion and

sedimentation are expected to be localized and temporary during construction. Construction-related erosion and sedimentation impacts as a result of soil disturbance would be less than significant after implementation of an SWPPP and SMPs required by the NPDES. No drainages or other water bodies are present on the Project site, and therefore, the proposed Project would not change the course of any such drainages; however, erosion may occur on site during rain events or high winds. Mitigation measure MM HYD-2 required the Applicant to limit grading to the minimum area necessary for construction and operation of the Project.

With mitigation, the Project would not 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 that would result in substantial erosion or siltation on- or off-site. Therefore, the Project would have a less than significant impact with mitigation incorporated.

(ii, iii, iv): The City's storm drainage system comprises storm water collection, conveyance, and discharge facilities located throughout the City. The majority of the streets in the City have curb and gutter street system with inlets collecting the stormwater. The stormwater is conveyed by a network of pipelines to storm detention or retention basins. Groundwater is recharged by the percolation of stormwater in retention basins into the ground. The City has an agreement with the Merced Irrigation District (MID) to pump stormwater in the detention basins by lift stations into MID's irrigation canals. The storm basin closest to the Project site is the Industry detention storm basin; located south of the Project site, this storm basin is 337,660 sq. ft. large and contains a lift station with two pumps that pump water from the basin into the Atwater Drain (**City of Atwater, 2019**). City staff acknowledge that there are four main drainage areas that experience flooding throughout City. The Industry storm basin is in one of the drainage areas that experiences flooding. In order to not exceed the capacity of the stormwater basin and reduce impacts of flooding, the Applicant will collect and treat stormwater on the Project site before discharging to the downstream City storm drainage basin system, per NPDES, RWQCB and City standards. The Applicant's engineer will size a basin to treat and discharge so that stormwater will not exceed the capacity of the Industry storm basin and cause flooding. With the on-site stormwater treatment basin included in the Project, the impact would be less than significant with mitigation incorporated.

Mitigation Measure(s)

MM HYD-1, MM HYD-2

Level of Significance

The impact would be less than significant with mitigation incorporated.

(d): The proposed Project is not located within a federally designated flood hazard zone. The closest flood hazard zone is over 1.5 miles east of the Project near Canal Creek (**Federal Emergency Management Agency, 2019**). As shown in Figure 8, the Project is not within a flood hazard zone, therefore no impacts would occur from the release of pollutants from Project inundation.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

(e): As described above, in order to ensure that adverse effects from the Project on water quality would be less than significant, mitigation measure MM HYD-1 and MM HYD-2 will be implemented. The SWPPP would employ BMPs to avoid erosion and off-site discharges of polluted surface water runoff.

Mitigation Measure(s)

MM HYD-1, MM HYD-2

Level of Significance

The impact would be less than significant with mitigation incorporated.

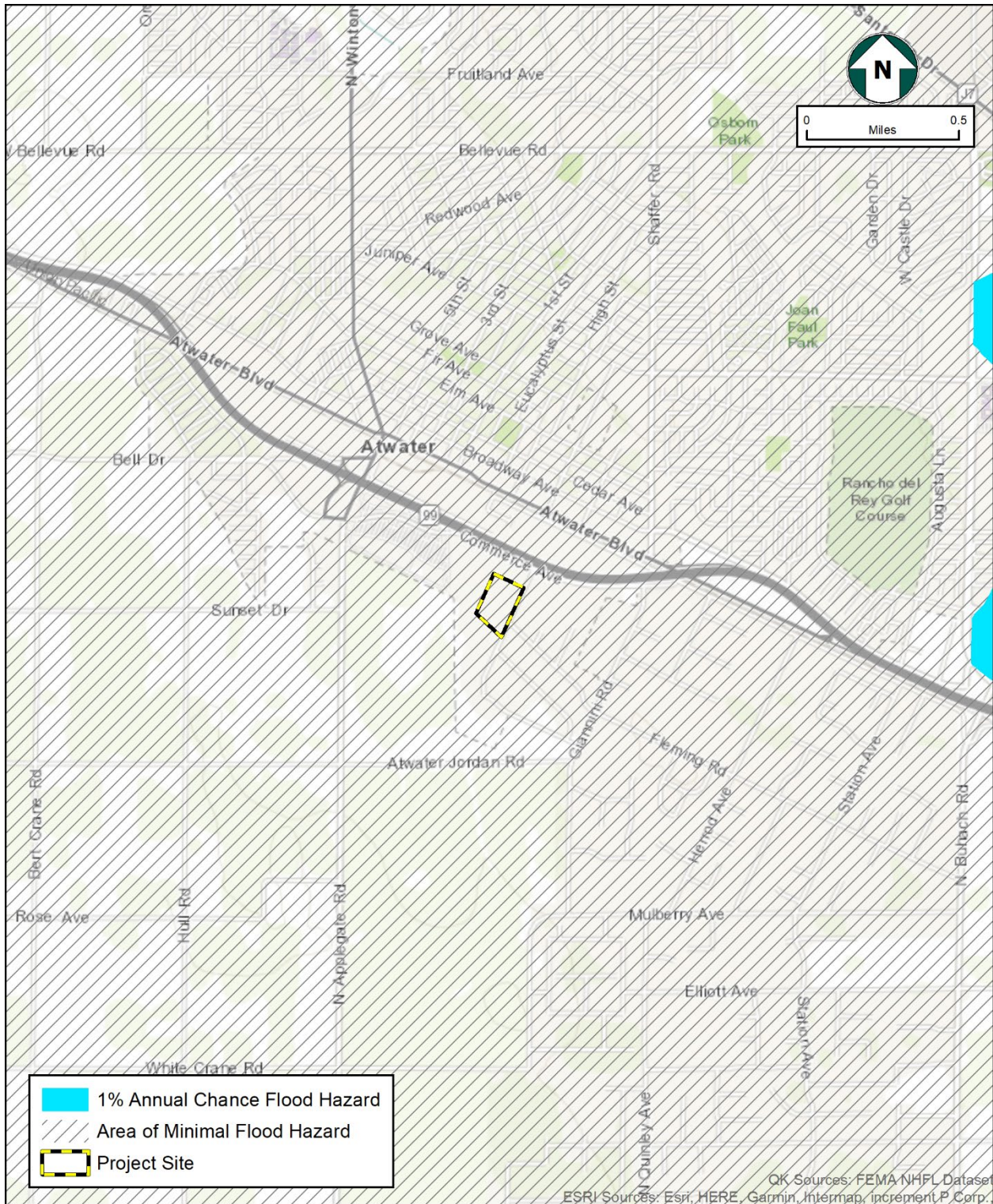


Figure 8
FEMA Flood Map

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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4.11 LAND USE AND PLANNING. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Impact Explanation

(a) The Project site is a brownfield that was once the location of the municipal water treatment facility. There are no communities established on or near the Project site. Therefore, the Project would not physically divide an established community.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

(b) As shown in Figures 9 and 10, the Project site is zoned for Heavy Industrial and designated for Manufacturing in the General Plan. Therefore, the Project is consistent with the intended public land use, general plan, and zoning.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

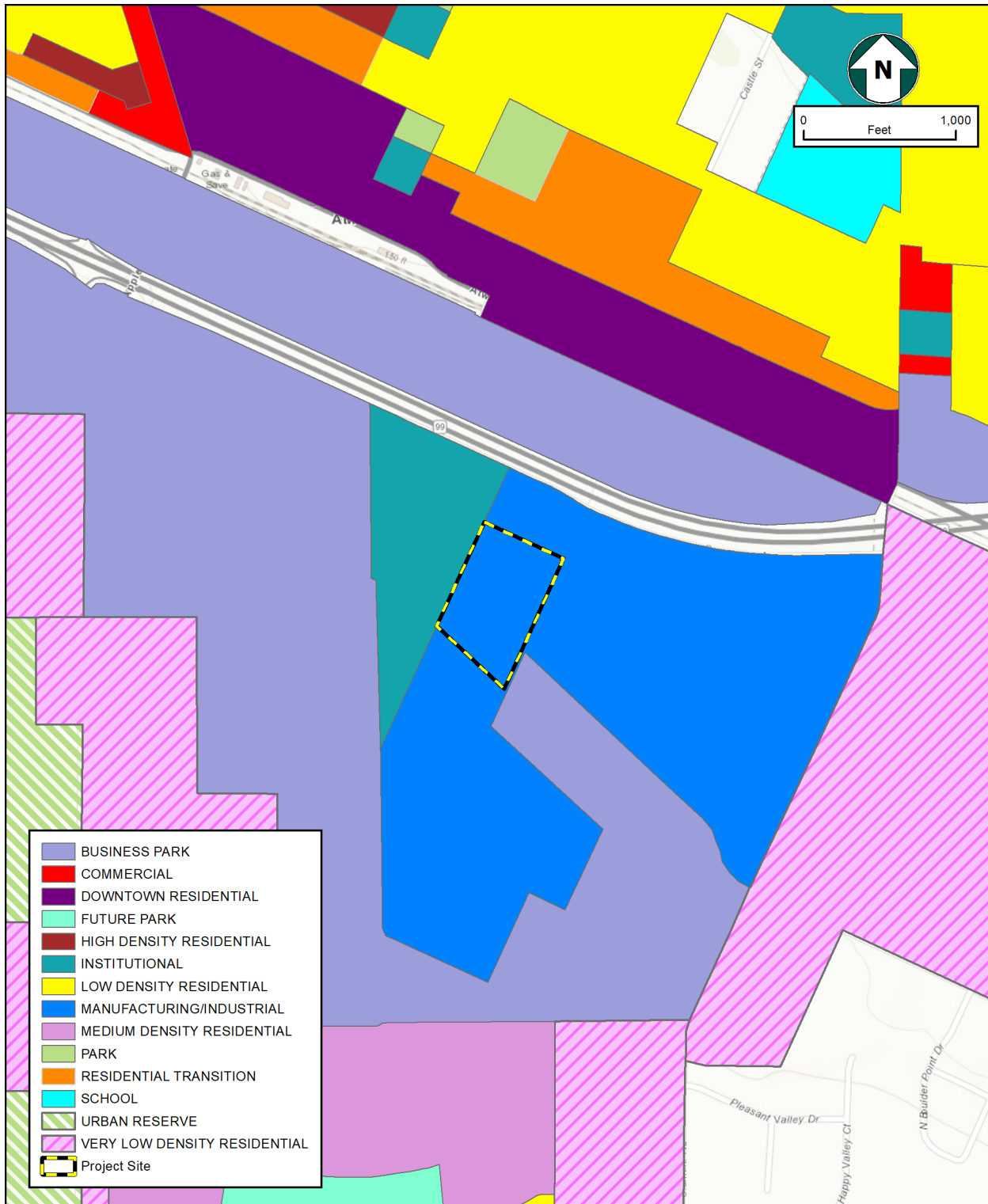


Figure 9
Atwater General Plan Land Use Designations

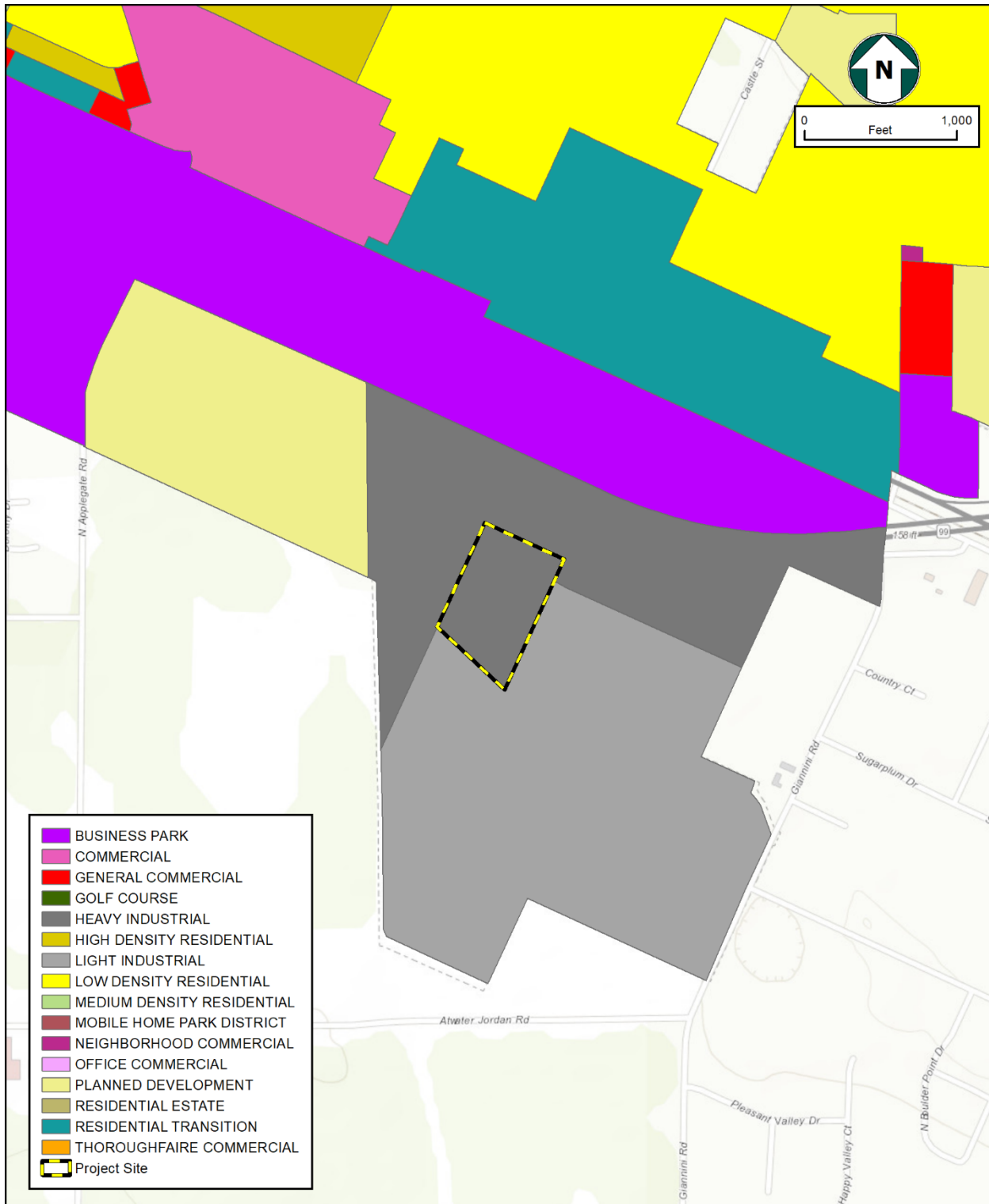


Figure 10
Atwater Zone Districts

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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4.12 MINERAL RESOURCES. Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Explanation

(a) No current mineral extraction activities exist on the Project site nor are any mineral extraction activities included in the Project design. The Project site was once the site of the municipal water treatment facility; the site is currently zoned for Heavy Industrial and is designated as Manufacturing in the Atwater General Plan. The Project is not located in an oilfield and there are no known wells on site. The closest well is located nearly three (3), miles to the southwest of the Project site (CalGEM, 2020). The proposed Project would not result in the loss of availability of mineral resources as the Project does not propose the extraction of mineral resources.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

(b) See Impact 4.12a, above.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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4.13 NOISE. Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Generation of excessive ground-borne vibration or ground-borne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

The proposed Project's short-term construction and long-term operational impacts on the ambient noise environment would be considered substantial if the project would expose sensitive receptors or other identified land uses to noise levels in excess of regulatory standards or codes. In addition to concerns regarding the absolute noise level that might occur when a new source is introduced into an area, it is also important to consider the existing ambient noise environment. If the ambient noise environment is quiet and the new noise source greatly increases the noise exposure, even though a regulatory level might not be exceeded, an impact may occur.

Impact Explanation

(a): The proposed Project would result in noise from long-term operations. Normal hours of operation will be Monday through Friday from 6AM to 5PM with the occasional need to open prior to and close after those hours. Saturday and Sunday hours will be on an as needed basis but to contractor and delivery requirements these hours of operation will be extended or altered as needed. However, this noise does not exceed the standards established by the Atwater General Plan Noise Element (**City of Atwater, 2000**). The Noise Element identifies and appraises noise problems in the City and creates standards for new developments to adhere to; for example, the Noise Element contains guidelines for community noise exposure compatibility with land use. Table 6-5 of the Noise Element establishes a range of noise levels that are considered Generally Acceptable and Conditionally Acceptable for the land use categories of industrial, utilities, manufacturing, and agriculture. It is Generally Acceptable for development within these land uses

to range from 50 to 70 decibels and Conditionally Acceptable from 70 to 85 decibels. In order to determine the operational noise that would be consistently generated from the Project, noise measurements of equipment similar to that proposed by the Project were obtained from an existing concrete batch plant (**City of Signal Hill, 2006**) and utilized to represent a plausible noise environment created by the Project. Based on the measurements obtained at the Signal Hill batch plant, the operational noise levels are expected to be between 55 and 69 decibels; therefore, within the acceptable range for an industrial land use development, according to the General Plan Noise Element. As a result, there would be a less than significant generation of noise in the vicinity of the Project.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(b): The metric for measuring groundborne noise and vibration is peak ground velocity (inches per second). The commonly accepted perception threshold for ground vibration is .01 inches per second. During the site preparation and construction phase, groundborne vibration and groundborne noise may occur. However, these construction activities do not include activities that are known to induce strong vibration effects, such as that produced by tunneling or blasting. Therefore, site preparation and construction-related vibration levels are expected to be well below the .01 inches per second perception threshold at nearby properties. Once the site preparation and construction phase are complete, these activities will cease. Therefore, less than significant impacts related to groundborne vibration and noise will result from Project implementation during the short-term construction period. The Project does not include the types of activities that produce strong groundborne vibration. Therefore, during the long-term operation of the Project, less than significant impacts related to groundborne vibration and noise will result.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(c): In order to determine if the Project is within an airport land use plan, the Merced County Regional Airport Land Use Compatibility Plan was consulted (**Merced County, 2012**). The closest airport is over five miles away from the Project site at the Merced County Castle Airport. The proposed Project site is not within an airport land use plan or located within two miles of a public airport or private airport or airstrip, therefore the Project will have no impact.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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4.14 POPULATION AND HOUSING.

Would the project:

a) Induce substantial unplanned 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)?

☐
☐
☐
☒

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

☐
☐
☐
☒

Impact Explanation

(a) The proposed Project would result in the construction of a concrete batch plant. The Project site, as well as other surrounding land uses, is designated as Manufacturing and zoned for Heavy Industrial and Light Industrial. The Project is consistent with its land use designation in the City's General Plan. Therefore, given the nature of the Project, there will be no direct or indirect substantial population growth induced. The Project will have no impact.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

(b) The Project site is currently vacant and was previously the site of the City's wastewater treatment facility. The Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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4.15 PUBLIC SERVICES.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Explanation

(a) Fire Protection (i): Fire protection and emergency response services are provided by Cal Fire. The closest fire station to the Project site is the Atwater Fire Station 41, located approximately one and a half miles away. The proposed Project site would not substantially impact the City's response time in addressing calls for assistance. During building permit review, each structure will be required to demonstrate fire flow requirements or be subject to State and federal codes which provide for alternate fire safety provisions. Additionally, the building permit applicant will be required to pay impact fees prior to issuance of occupancy permits. The amount of the mitigation fee will be determined by the fee schedule in effect on the date of building permit issuance.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(b) Police Protection (ii): Police protection in Atwater is provided by the Atwater Police Department. The police department is located approximately two and a half miles away at 750 Bellevue Road. The proposed Project does not include any residential uses and is not expected to generate substantial population growth to the area that would result in the need for additional police services. At the time of future development, the Applicant will be required to pay impact fees prior to issuance of occupancy permits. The amount of the mitigation fee will be determined by the fee schedule in effect on the date of building permit issuance.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(c) School Facilities (iii): The proposed Project does not include any residential uses and is not expected to generate substantial population growth to the area that would result in the need for additional school facilities. The proposed Project will not result in a substantial population growth, necessitating the demand for future school facilities. At the time of future development, the Applicant will be required to pay school impact fees in effect for commercial development prior to issuance of occupancy permits.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(d) Park Facilities (iv): The proposed Project will not result in a substantial population growth, necessitating the demand for future park facilities. The proposed Project will not result in adverse physical impacts to any existing park facilities.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(e) Other Public Facilities (v): No other public services will be impacted by implementation of the proposed Project.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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4.16 RECREATION:

Would the project:

a) increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Explanation

(a,b): The proposed Project does not include any uses that would increase the usage of existing neighborhood or regional parks or other recreational facilities. Therefore, the proposed Project is not anticipated to have a substantial impact on parks or other recreational facilities. The proposed Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>4.17 TRANSPORTATION</u>				
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

This section analyzes the existing transportation system in the area of the proposed Project and addresses transportation and circulation impacts resulting from ultimate development at the proposed Project site. The analysis is based on the Traffic Impact Study (TIS) prepared by KD Anderson & Associates, Inc., dated December 11, 2019 (see Appendix B). The analysis includes a brief overview of the Project, regulatory settings, existing traffic conditions (e.g., levels of service, traffic volumes, etc.), and recommended improvements.

The roadways providing access to the Project site include the following:

State Route (SR) 99 is the primary north-south transportation corridor throughout Merced County. State Route 99, in the vicinity of the Project, has a west-northwest to east-southeast alignment. For the Project, access to SR 99 occurs at several interchanges; access is provided via the Applegate Road interchange northwest of the Project site, as well as the Atwater Boulevard ramps to the northeast of the Project site.

Commerce Avenue is a collector street with a generally east-west alignment approximately 350 feet north of the Project site. The eastern terminus of Commerce Avenue is at SP Avenue, approximately one-half mile east of the Project site.

SP Avenue, otherwise known as Southern Pacific Avenue, is a two-lane frontage roadway parallel and adjacent to SR 99. In the vicinity of the Project site, railroad tracks area aligned parallel to and between SR 99 and SP Avenue.

Buhach Road is a north-south arterial roadway approximately one and a half miles east of the Project site. Buhach Road ranges from two-lanes to four-lanes wide, provides access to Santa Fe Drive in northern Atwater, and provide access to SR 140 to the south of Atwater. Access from the Project site to Buhach Road is provided by Commerce Avenue and SP Avenue.

Shaffer Road is a north-south arterial roadway aligned through the center of Atwater. In the vicinity of the project site it is four lanes wide. The southern terminus of Shaffer Road is at SP Avenue. The northern terminus is at the Merced River approximately five miles north of Atwater.

Atwater Boulevard is a four-lane roadway parallel and adjacent to SR 99 in the vicinity of the project site. The eastern terminus is at ramp connections with SR 99. West of Applegate Road, it is two-lanes wide with a center left-turn lane.

Santa Fe Drive is a northwest-southeast arterial road that traverses Merced County from the Stanislaus County line to the City of Merced. Santa Fe Drive is a two-lane wide roadway in the area from the Stanislaus County line to Buhach Road and a four-lane wide facility from Buhach Road to SR 59 on the edge of Merced.

Applegate Road is a north-south arterial roadway approximately one-half mile west of the project site. South of Atwater Boulevard, Applegate Road is generally two lanes wide. North of Atwater Boulevard, it is four lanes wide and continues as Winton Way through the City of Winton. The northern terminus is at Meadow Drive approximately six miles north of the project site. Applegate Road and Winton Way is an important arterial roadway through the western portion of Atwater and provides access to SR 99 via the Applegate Road interchange.

Industry Way is a north-south two-lane wide local roadway that would provide direct access to the project site. The northern terminus of Industry Way is at the intersection with Commerce Avenue. The southern terminus is at Aviator Drive, approximately 1,100 feet south of the southeast corner of the project site.

Giannini Road is a north-south two-lane wide collector roadway approximately one-third mile east of the project site. The northern terminus of Giannini Road is at the intersection with Commerce Avenue. The southern terminus is at Mulberry Avenue, approximately one mile south of the project site. Giannini Road intersects with Atwater Jordan Road, which provides access to Applegate Road.

Impact Explanation

(a): The City of Atwater's General Plan Circulation Element provides an overview of all the means of transport and how they can complement each other to make the circulation system in the City work more efficiently. The TIS prepared addresses transportation within the City with Level of Service (LOS) standards to measure the street and highway system's performance using a letter grade A through F. LOS A through F represents progressively worsening traffic conditions. LOS E and F are associated with severe congestion and delay; the City of Atwater designates LOS D as their minimum standard. According to the City's General

Plan, in order to determine the type and number of transportation projects that may be necessary to accommodate Atwater's expected growth, the freeway, expressway, arterial, and collector facility levels of service were assessed at signalized intersections and unsignalized intersections. Since the quality of traffic flow is often governed by the operation of intersections, the following nine existing intersections were analyzed in the TIS:

1. Applegate Road & Sycamore Avenue
2. Applegate Road & Bell Drive/Commerce Avenue
3. State Route 99 Southbound Ramps & Bell Drive
4. Industry Way & Commerce Avenue
5. Giannini Road & Commerce Avenue
6. Commerce Avenue & SP Avenue
7. Shaffer Road & SP Avenue
8. Shaffer Road & Atwater Avenue
9. Buhach Road & SP Avenue

With the implementation of the Project, three driveway intersections would be created along Industry Way:

1. Industry Way & North Project Site Driveway
2. Industry Way & Central Project Site Driveway
3. Industry Way & South Project Site Driveway

The study area includes freeway ramp junctions at the Applegate Road interchange on SR 99 and its ramps. The following freeway ramp junction areas were analyzed for this study.

1. Southbound SR 99 off-ramp to Applegate Road
2. Southbound SR 99 off-ramp from Applegate Road
3. Northbound SR 99 off-ramp to Applegate Road
4. Northbound SR 99 off-ramp from Applegate Road

Development scenarios analyzed at each of the intersections were: Existing Conditions, Existing Conditions Plus the Project, 2035 Cumulative Conditions without the Project, and 2035 Cumulative Conditions with the Project. Any study intersection that is operating at LOS E or F for any study scenario without Project traffic, shall be mitigated to bring the intersection back to the overall level of service standard established by the City. For in depth review of the development scenarios applied to each of the intersections, see Appendix B. With mitigation, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Mitigation measures are based on the 2035 Cumulative Conditions with the Project development scenario.

Mitigation Measure(s):

MM TRAF-1: The following seven findings are the conclusion of the Traffic Impact Study. These improvements will be covered under a regional road impact assessment of ½-cent per ton of commodity exiting the batch plant facility over the life of the project, to be collected annually by the City. The City of Atwater will undertake implementation of the measures on a scheduled priority basis determined by the City:

-
- At the intersection of Applegate Road & Sycamore Avenue, optimize the timing of the signal control. With the implementation of this mitigation measure, this intersection would operate at LOS C with 30.6 of delay during the a.m. peak hour and LOS D with 44.2 seconds of delay during the p.m. peak hour. LOS C and D are considered acceptable.
 - At the intersection of Industry Way & Commerce Avenue, split the single lane northbound approach into an exclusive northbound-to westbound left-turn lane an exclusive northbound-to-eastbound right-turn lane. With implementation of this mitigation measure, this intersection would operate at LOS B with 12.3 seconds of delay during the a.m. peak hour and LOS D with 30.5 seconds of delay during the p/m peak hour. LOS B and D are considered acceptable.
 - At the intersection of Giannini Road & Commerce Avenue:
 - Install AWSC at the intersection, and
 - Split the single lane eastbound approach into an exclusive eastbound through-turn lane and an exclusive eastbound-to-southbound right-turn lane.With implementation of this mitigation measure this intersection would operate at LOS B with 12.4 seconds of delay during the a.m. peak hour and LOS D with 30.2 seconds of delay the p.m. peak hour. LOS B and D are considerable acceptable.
 - At the intersection of Giannini Road & Commerce Avenue, install signalized control at the intersection. With implementation of this mitigation measure this intersection would operate at LOS B with 12.4 seconds of delay during the a.m. peak hour and LOS C with 30.2 seconds of delay during the p.m. peak hour. LOS B and C are considered acceptable.
 - The following two alternate mitigation measures are identified for the intersection of Shaffer Road & SP Avenue. This intersection is located adjacent to railroad tracks and in close proximity to the already-signalized intersection of Shaffer Road & Atwater Boulevard. The railroad tracks and signalized intersection are constraints to the improvement of the intersection of Shaffer Road & SP Avenue.
 - **Alternate Mitigation Measure 1:** At the intersection of Shaffer Road & SP Avenue install signalized control at the intersection. With implementation of this Alternate Mitigation Measure 1 this intersection would operate at LOS B with 12.8 seconds of delay during the a.m. peak hour and LOS C with 21.2 seconds of delay during the p.m. peak hour. LOS B and C are considered acceptable.
 - **Alternate Mitigation Measure 2:** At the intersection of Shaffer Road & SP Avenue install roundabout control at the intersection. With implementation of this Alternate Mitigation Measure, this intersection would operate at LOS A with 10.0 seconds of delay during the a.m. peak hour and LOS C with 18.3 seconds of delay during the p.m. peak hour. LOS A and C are considered acceptable.
 - At the intersection of Shaffer Road & Atwater Boulevard:
 - Optimize the timing of the signal control; and
 - implement overlap timing on the westbound-to-northbound right-turn movement, which would require prohibiting southbound-to-northbound U-turn movements.

With implementation of this mitigation measure, this intersection would operate at LOS D with 44.9 seconds of delay during the a.m. peak hour and LOS F with 87.2 seconds of delay during the p.m. peak hour. LOS F is considered unacceptable. However, the amount of delay during the p.m. peak hour would be less than delay during the p.m. peak hour under Cumulative No Project Conditions.

- At the intersection of Buhach Road & SP Avenue, install signalized control at the intersection. With mitigation this intersection would operate at LOS B with 16.7 seconds of delay during the a.m. peak hour and LOS C with 18.5 seconds of delay during the p.m. peak hour. LOS B and C are considered acceptable.

Level of Significance:

The impact would be less than significant with mitigation.

(b): Section 15064.3, subdivision (b) of the CEQA Guidelines describes criteria for analyzing transportation impacts. The traffic study provided project-related impacts and the need for improvements based on minimum LOS established by the agencies responsible for maintaining roadways. Mitigation measures were provided in order to offset any traffic impacts that would occur as a result of the Project. With mitigation incorporated, there would be no conflicts or inconsistencies with Section 15064.3, subdivision (b) of the CEQA guidelines.

Mitigation Measure(s):

MM TRAF-1

Level of Significance:

The impact would be less than significant with mitigation incorporated.

(c): The Project will not introduce new curves/hazardous intersections into the Project area. The Project will not be incorporating a design that would substantially increase hazards due to a geometric design feature or incompatible uses. The Project would not result in transportation-related hazards or safety concerns. Therefore, the impact is less than significant.

Mitigation Measure(s):

No mitigation is required.

Level of Significance:

The impact would be less than significant.

(d): The California Fire Code establishes standards by which emergency access may be determined. As described above, with the proposed mitigation incorporated into the Project, the increase of Project-related traffic would not cause a significant increase in congestion and would not reduce the existing LOS on area roads, which could indirectly affect emergency access. The Project is not expected to require closures of public roads, which could inhibit access by emergency vehicles. The proposed Project would not result in inadequate emergency access.

Mitigation Measure(s):

No mitigation is required.

Level of Significance:

The impact would be less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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4.18 TRIBAL CULTURAL RESOURCES.

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

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

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

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

(a): Given that the site is the former site of the City's wastewater treatment facility, it is unlikely that is eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). However, as required under AB 52, the Native American Heritage Commission (NAHC) was consulted to obtain a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the Project. The NAHC identified three tribes: the Amah Mutsun Tribal Band, the North Valley Yokuts Tribe, and the Southern Sierra Miwuk Nation. These tribes were contacted for information about any cultural significance in the Project area, however no responses were received by the May 5th response deadline. The NAHC consultation list and the letters sent to tribes can be found in Appendix C. Nonetheless, construction related impacts on tribal or cultural resources could be potentially significant prior to mitigation. Implementation of the following mitigation

measures would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including human remains.

Mitigation Measure(s)

Implementation of CUL MM-1 and CUL MM-2.

Level of Significance

Impacts would be less than significant with mitigation incorporated.

(b): See discussion of Impact 4.18a, above.

Mitigation Measure(s)

Implementation of CUL MM-1 and CUL MM-2.

Level of Significance

Impacts would be less than significant with mitigation incorporated.

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

Discussion

During the development period of the project, proponents shall submit a Notice of Intent and Stormwater Pollution Prevention Plan (SWPPP) to the Regional Water Quality Control Board to obtain a National Pollutant Discharge Elimination System (NPDES) General Construction Permit. The SWPPP will contain BMPs to prevent water quality degradation and to control erosion and siltation.

Impact Explanation

(a): The City completed construction of a new regional WWTF in 2012. Located on Bert Crane Road south of the City, the new WWTF has a capacity of 6.0 million gallons per day (MGD). Wastewater is collected

through a gravity flow system with approximately 20 lift stations throughout the City. The existing sewer system consists of pipes ranging from 6 inches to 36 inches in diameter (**City of Atwater, 2006**). The new facility meets RWQCB's waste discharge requirements by providing improved treatment quality. The facility is expandable in discrete modules up to a capacity of 12.0 MGD to handle the flow from anticipated future development. The majority of wastewater returning to the WWTF would be from the restrooms and sinks throughout the facility. The entire Project site would be graded to collect and treat all storm water run-off on site, then conveyed to the storm water basin south of the site. Although the current wastewater treatment methods are enough to accommodate the Project, the Applicant is subject to the payment of wastewater impact fees. The proposed Project would not require or result in the relocation or construction of new or expanded water wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. Therefore, the Project would have a less than significant impact with mitigation incorporated.

Mitigation Measure(s)

MM UTIL-1 – The Applicant shall prepare an analysis of the projected wastewater treatment capacity demands of the project for review and approval by the City of Atwater Department of Public Works. Based on this analysis, the City of Atwater Public Works Department will monitor the status of WWTF treatment capacity as a basis for determine if and when future development within the project site may individually or cumulatively trigger the need for WWTF expansion and the CEQA analysis that must take place at that time. A building permit will not be approved without verification from the City of Atwater Public Works Department that adequate capacity is available or will be available in the foreseeable future and that environmental impacts of expanding the WWTF are appropriately identified and mitigated. The City requires developers to pay wastewater impact fees prior to approval of a building permit. The fees are used to off-set the costs of expanding the WWTF over time as demand warrants, and to maintain wastewater collection mains and related infrastructure facilities. Future developers of specific projects within the project site are subject to the payment of wastewater impact fees.

Level of Significance

There would be a less than significant impact with mitigation incorporated.

(b): The City of Atwater extracts its water supply from groundwater aquifers via a series of wells throughout the City. The City's existing system facilities include nine active water wells with a total pumping capacity of 13,688 gallons per minute, a distribution system that is nearly 97 miles in length with line sizes ranging from four to 14 inches in diameter, two 0.5-million-gallon ground level tanks, and an elevated tank with a capacity of 1.0 million gallons (**City of Atwater, 2016**). With a daily average of 7,500 gallons being consumed, the Project would not exceed the pumping capacity of the City. The Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years, therefore there would be a less than significant impact.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(c): See discussion of Impact 4.19a, above.

Mitigation Measure(s)

Implementation of MM UTIL-1.

Level of Significance

Impacts would be less than significant with mitigation incorporated.

(d): According to the City's General Plan, there are no solid waste disposal sites designated within the Atwater Planning area. Solid waste generated within the City is collected by a private contractor, Allied Waste, and transported directly to the Merced County Landfill located off State Highway 59, approximately one and one-half miles north of Old Lake Road. The County of Merced is the contacting agency for landfill operations and maintenance. Solid waste from the proposed Project will be disposed of at the Highway 59 disposal site. The Highway 59 disposal site has a remaining capacity of 28,025,334 cubic yards (**CalRecycle, 2005**). The Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, therefore there would be a less than significant impact.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(e): The proposed Project would comply with all federal, state, and local statutes and regulations relating to solid waste. Therefore, there would be no impact.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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4.20 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impact to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

According to the CAL FIRE Merced County Fire Hazard Severity Zones in State Responsibility Area Map, the City of Atwater is not in or near state responsibility areas or lands classified as a Very High, High, or Moderate fire hazard severity zone (CAL FIRE, 2007).

Impact Explanation

(a): The minimal increase of construction related traffic would not cause a significant increase in congestion which could indirectly affect emergency responsiveness or the emergency evacuation plan. Project construction is temporary in nature and would therefore not substantially impair emergency responsiveness plan or the emergency evacuation plan. Any impacts would be less than significant.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(b): Given the flat topography of the Project site, the risk of fire would not be exacerbated by the development of the Project. Additionally, according to the City of Atwater General Plan, the City is not in a high fire danger area (**City of Atwater, 2000**). However, all construction under the proposed Project shall comply with current California Fire Code and City standards, reducing any potential increases in fire hazards.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

(c): Given the nature of the Project, Atwater Fire Department has not indicated that construction and operation of the batch plant would require additional infrastructure such as fuel breaks, emergency water sources, or other utilities that could exacerbate fire risk or result in a temporary or ongoing impact to the environment. Therefore, there would be no impact.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

There would be no impact.

(d): Due to the low risk of fire in the City of Atwater, the nature of the Project, and the flat topography of the Project site, significant risks exposed to people or structures due to downslope or downstream flooding impacts from runoff, post-fire slope instability, and/or drainage changes would be less than significant.

Mitigation Measure(s)

No mitigation is required.

Level of Significance

Impacts would be less than significant.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE.

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

Impact Explanation:

(a): As evaluated in this IS/MND, the proposed Project would not substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory. With mitigation, the proposed Project would not 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. Therefore, the Project would have a less than significant impact with mitigation incorporated.

Mitigation Measure(s)

MM BIO-1

Level of Significance

The impact would be less than significant with mitigation incorporated.

(b): As described in the impact analyses in Sections 4.1 through 4.20 of this IS/MND, any potentially significant impacts of the proposed Project would be reduced to a less than significant level following incorporation of the mitigation measures detailed in this document. With mitigation, the proposed Project would not have impacts that are individually limited, but cumulatively considerable. Therefore, the Project would have a less than cumulatively considerable impact with mitigation incorporated.

Mitigation Measure(s)

MM BIO-1, MM CUL-1 and CUL-2, MM GEO-1, MM HYD-1 and MM HYD-2, MM TRAF-1, UTIL-1.

Level of Significance

The impact would be less than significant with mitigation incorporated.

(c): All of the Project's impacts, both direct and indirect, that are attributable to the Project were identified and mitigated. The Applicant has agreed to implement mitigation substantially reducing or eliminating impacts from the Project. Therefore, the proposed Project would not either directly or indirectly cause substantial adverse effects on human beings because all potentially adverse direct impacts of the proposed Project are identified as having no impact, less than significant impact, or less than significant impact with mitigation incorporated.

Mitigation Measure(s)

MM BIO-1, MM CUL-1 and CUL-2, MM GEO-1, MM HYD-1 and MM HYD-2, MM TRAF-1, MM UTIL-1.

Level of Significance

The impact would be less than significant with mitigation incorporated.

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Appendix A – Air Quality & Greenhouse Gas Impact Assessment

(Available Upon Request at Atwater City Hall)

Appendix B – Traffic Impact Study

(Available Upon Request at Atwater City Hall)

Appendix C – NAHC Consultation List and Request for Consultation Letters

(Available Upon Request at Atwater City Hall)

