CITY OF PATTERSON PLANNING COMMISSION AGENDA
REGULAR MEETING
THURSDAY, MAY 26, 2016, AT 7:00 P.M.
City Council Chambers
1 Plaza, Patterson, California

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Planning or Public Works Department at (209) 895-8000. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. [28 CFR 35.102-35.104 ADA Title II]

CALL TO ORDER
PLEDGE OF ALLEGIANCE
ROLL CALL

ITEMS FROM THE PUBLIC The public wishing to address the Planning Commission on items that do not appear on the agenda may do so; however, the Planning Commission will take no action other than referring the item to Staff for study and analysis and may place the item on a future agenda [Resolution 92-25].

Any member of the audience desiring to address the Planning Commission regarding a matter on the agenda, please raise your hand or step to the podium at the time the item is announced by the Chairperson. In order that all interested parties have an opportunity to speak, any person addressing the Planning Commission will be limited to a maximum of five (5) minutes unless the Chairperson grants a longer period of time.

STATEMENT OF CONFLICT BY COMMISSIONERS

RIGHT TO APPEAL Any person who is dissatisfied with the decision of the Planning Commission, may appeal such action to the City Council within ten (10) business days after action.

CORRESPONDENCE None

INFORMATIONAL ITEMS None

CONSENT AGENDA

1. Planning Commission Meeting Minutes of May 12, 2016

AGENDA ITEMS

1. **Public Hearing:** **Architectural &Site Plan Review #16-01, Conditional Use Permit #16-02, Tentative Parcel Map #16-01, Flying J**
   To consider the Pilot/Flying J Use Permit, Vesting Tentative Map and Architectural and Site Plan applications. The proposed project would develop the site with a travel center and a truck yard that includes 20 fuel pumps, of which 10 are for automobiles and recreational vehicles (RVs), and 10 for trucks. The project consists of three components: 1) 14,788 square foot travel center building and parking lot, 2) 2,798 square foot fast-food restaurant within the travel center building, 3) a designated truck yard, and 4) related signs, landscaping, and other site development amenities.

2. **Public Hearing:** **Architectural & Site Plan Review #16-02 – Cuts Unlimited Roll Up Security Door, 40 S. 3rd Street, APN# 131-008-015**
A public hearing to consider an Architectural & Site Plan Review for the placement of roll up security door at 40 S. 3rd Street. Based on the Downtown Design Guidelines, Planning Commission review is required for placement of this type of screening. Planning Commission will determine whether the design is compatible with the guidelines set out for that area. The project is exempt from review under the California Environmental Quality Act.
(THIS ITEM WAS CONTINUED FROM THE 5-12-16 MEETING)

- **ITEMS FROM COMMISSION**
- **ADJOURNMENT**

CITY OF PATTERSON
PLANNING COMMISSION MINUTES
May 12, 2016

The Planning Commission regular meeting of May 12, 2016 was called to order by Chairperson West at 7:01 p.m.

SHOWN PRESENT: Chairperson West, Vice Chairperson Applegate, Commissioner Bendix, and Commissioner Bingham. Also shown present were City Planner Andrews, Associate Planner Rodriguez, City Attorney Fuller and Planning Commission Secretary Ochoa.

ROLL CALL: Chairman West, Vice Chairman Applegate
Commissioner Bendix, Commission Bingham
EXCUSED: Commissioner Barba

ITEMS FROM PUBLIC: None

STATEMENT OF CONFLICT BY COMMISSIONERS: None

CORRESPONDENCE: None

INFORMATIONAL ITEMS: Commissioners enjoyed reading the informational items that were provided in the agenda.

CONSENT AGENDA:

Motion to approve the Planning Commission minutes of April 28, 2016
Commissioner Bendix
Second: Commissioner Bingham
Motion passed: 4-0 Vote

ROLL CALL: Chairman West, Vice Chairman Applegate,
Commissioner Bendix, Commissioner Bingham
EXCUSED: Commissioner Barba

Public Hearing: **Conditional Use Permit #16-06 – Little Angels, Dual Language Childcare, 250 E Street, Patterson, APN # 131-007-026**
A public hearing to consider the establishment of a large daycare center (9-14 children) in a single family home at 250 E Street located in the DR, Downtown Residential Zone. The applicant is currently licensed from the State of California for up to eight children. The project is exempt from review under the California Environmental Quality Act.

Associate Planner Rodriguez gave the staff report

Open Public Hearing: 7:11 p.m.

1. Dalila Ruelas-Vargas, 250 E Street, Patterson- She agrees with all the conditions and answered questions from the Commission.

Close Public Hearing: 7:15 p.m.

Motion to approve Conditional Use Permit #16-06 – Little Angels, Dual Language Childcare, 250 E Street, Patterson, APN # 131-007-026
Vice Chairman Applegate

Conditions of Approval

1. That the daycare operator shall not have more vehicles at the site than can be parked in the garage and that the garage shall remain clear and available to park those vehicles, thereby leaving the driveway available for drop off and pick up. Personal vehicles shall not be parked in or remain in the driveway during operating hours for the facility.

2. No outdoor play or other outside activity likely to cause sounds disturbing to neighbors shall be allowed prior to 9 a.m. Every reasonable attempt to reduce outdoor noise shall be made at all other times.

3. That any construction shall be subject to obtaining permits as required by the applicable construction codes as adopted and enforced by the City of Patterson.

4. That this use permit shall expire and shall be to no effect if the licensee forfeits, is required to surrender, or for any reason abandons the State daycare license.

5. One window sign shall be allowed for display, in accordance with City requirements, and shall be subject to review and approval by the Planning Department.

6. That all on-site landscaping, fences, structures and other improvements shall be kept in a serviceable, well-maintained and presentable manner which makes a positive contribution to the surrounding area.

7. That the use shall be subject to all City, County, State and Federal regulations concerning daycare, child care, health and safety, food preparation and other applicable regulations.

8. Current proof of such certification shall remain on file with the Community Development D Department.

9. That the Use Permit shall be subject to review at a noticed public hearing before the Planning Commission at six (6) months and at one (1) year after commencement of the use. Subsequent annual review shall be at the discretion of the Planning Commission.

10. That the applicant shall indemnify, defend, and hold harmless the City of Patterson, its agents, officers, and employees from any and all claims, actions, or proceedings against the City of Patterson, its agents, officers and employees to attack, set aside, void, or annul, any approval by the City of Patterson and its advisory agency, appeal board, or legislative body concerning the project, which action is brought within the time period provided for by the Government Code of the State of California. The City of Patterson shall promptly notify the applicant of any claim, action or proceeding and shall cooperate fully in the defense. If the City fails to do so, the applicant shall not thereafter be responsible to defend, indemnify or hold the City harmless.

Second: Commissioner Bendix
Motion passed: 4-0 Vote

ROLL CALL: Chairman West, Vice Chairman Applegate, Commissioner Bendix, Commissioner Bingham
EXCUSED: Commissioner Barba

2. Public Hearing: **Architectural & Site Plan Review #16-02 – Cuts Unlimited Roll Up Security Door, 40 S. 3rd Street, APN# 131-008-015**
A public hearing to consider an Architectural & Site Plan Review for the placement of roll up security door at 40 S. 3rd Street. Based on the Downtown Design Guidelines, Planning Commission review is required for placement of this type of screening. Planning Commission will determine whether the design is compatible with the guidelines set out for that area. The project is exempt from review under the California Environmental Quality Act.
(THIS ITEM WAS CONTINUED FROM THE 4-28-16 MEETING)

Open Public Hearing: 7:20 p.m.

1. Adrian Garcia, Patterson - He is the applicant and spoke about the project and presented another picture with measurements to the Commission.

Close Public Hearing: 7:30 p.m.

Commissioners discussed the project with staff

Reopen Public Hearing: 7:34 p.m.

1. Adrian Garcia, Patterson – He stated that he would put anything on the roll up door but wants to put in the door in the meantime until final decision is made regarding the mural.

Close Public Hearing: 7:40 p.m.

Commissioners discussed the project with staff

Reopen Public Hearing: 7:50 p.m.

1. Adrian Garcia, Patterson - He answered questions that the Commission had for him regarding the different types of mural that is required for the project.

Close Public Hearing: 7:52 p.m.

Motion to continue Architectural & Site Plan Review #16-02 – Cuts Unlimited Roll Up Security Door, 40 S. 3rd Street, APN# 131-008-015 to the May 26, 2016 Planning Commission meeting
Vice Chairman Applegate
Second: Commissioner Bendix

ROLL CALL: Chairman West, Vice Chairman Applegate, Commissioner Bendix, Commissioner Bingham
EXCUSED: Commissioner Barba

ITEMS FROM STAFF:

Planner Andrews stated the next meeting will be May 26, 2016 with the continued item from tonight's meeting, Flying J, and possibly the Les Schwab project.

ITEMS FROM COMMISSION:

Vice Chairman Applegate asked about curb and sidewalk issues on Highway 33

ADJOURNMENT: The Planning Commission regular meeting of May 12, 2016 was adjourned by Chairman West at 7:55 p.m.

Prepared by Lisa Ochoa, Secretary
City of Patterson Planning Commission

CITY OF PATTERSON
Planning Commission Staff Report
Pilot-Flying J
Architectural & Site Plan Review #16-01
Conditional Use Permit #16-02
Tentative Parcel Map #16-01
May 26, 2016 Meeting

PROJECT SUMMARY

The applicant proposes to construct a travel center and fast-food restaurant, on the northeast corner of Sperry Avenue and Park Center Drive consisting of a total of 20 fueling stations, eight of which are designated for cars/trucks, two for recreational vehicles, and 10 for truck and trailers only. The travel center would also include a truck yard consisting of 150 parking spaces for trucks and trailers and a weighing station. The fast-food restaurant component of the proposed project would house a Wendy's fast food restaurant with a drive-thru lane, Cinnabon, Auntie Anne's, and PJ Fresh Marketplace. The facility would operate 24 hours a day, 7 days a week.

APPLICANT AND SITE INFORMATION

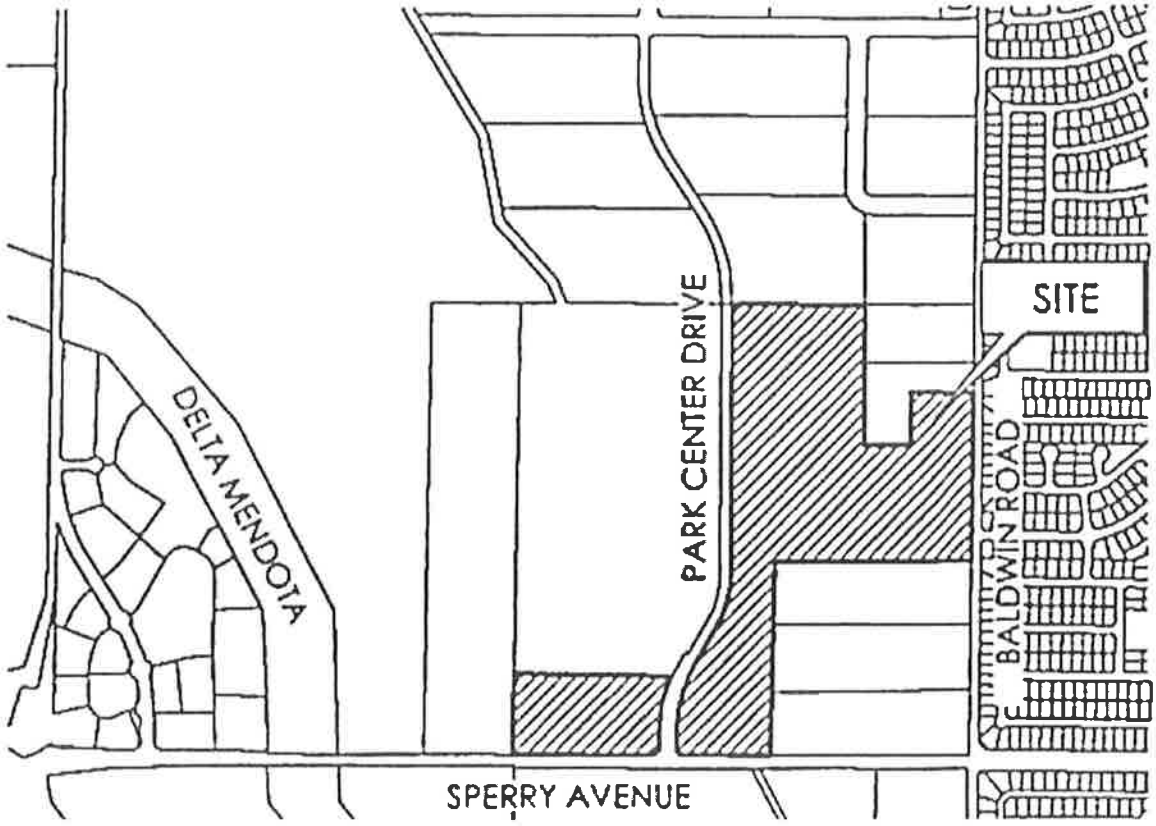
Owner/Applicant:	**Brandon Parks**
Environmental Review:	**Addendum to EIR for the West Patterson Projects EIR**
Location:	**Northeast corner of Sperry Avenue & Park Center Drive**
Assessor Parcel Numbers:	**021-026-061 and a portion of 021-026-062**
Project Size:	**11.3 acres ±**
General Plan Designation:	**Light Industrial**
Zoning:	**West Patterson Industrial Business Park (IBP) & West Patterson Light Industrial (IL)**
Present Use:	**Vacant land**
Surrounding Land Uses:	**Light industrial to the north, low density residential to the east, public service (Cal Fire station) to the south, and Patterson Airport and highway service commercial uses to the west.** [1]
Recommendation:	**Conditional Approval**

[1] According to the Stanislaus County Airport Land Use Compatibility Plan (January 2014 Draft), Patterson Airport has closed. According to a letter from the California Regional Water Quality Control Board, Central Valley Region, dated 2/9/2011, the airport was sold to an industrial developer and the airport runway will be removed when the site receives environmental closure.

PROJECT SITE

The project site is approximately 11.3 acres and located on the northeast corner of Sperry Avenue and Park Center Drive (see **Figure 1**). The project site is currently vacant land. The former Patterson Airport property, the Amazon Fulfillment Center and CVS Warehouse are located northwest of the project site; predominately vacant land is located immediately north of the site, three single family residential lots are located east of the site with low density residential homes located further east of the site, a Cal Fire station is located immediately southeast of the site, and the Villa Del Lago Plaza and Interstate Highway 5 (I-5) is located further west of the project site. The project site is relatively flat.

Figure 1: Location Map



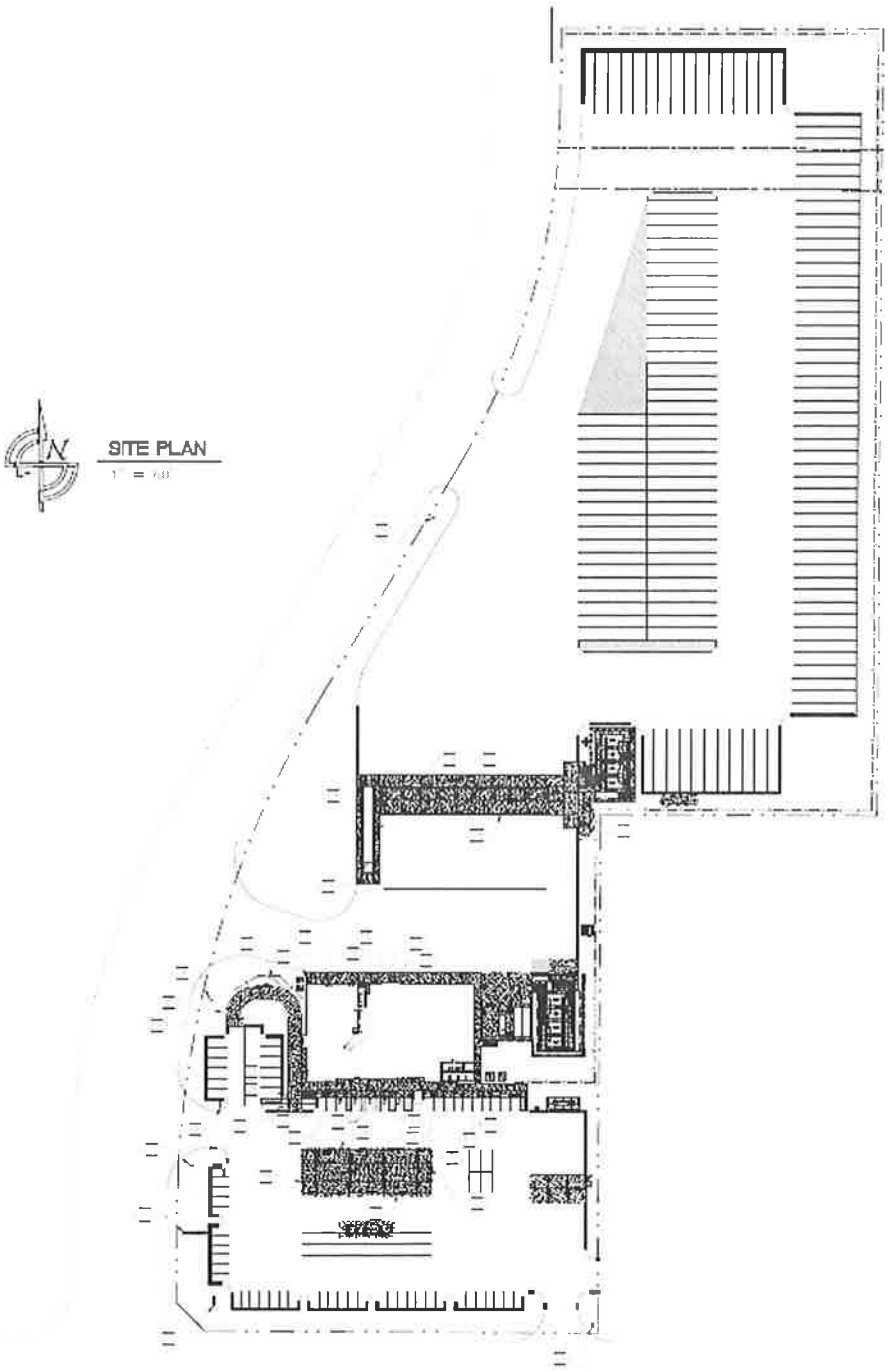
PROJECT DESCRIPTION AND ANALYSIS

The project site consists of one parcel and a portion of a second parcel (APN 021-026-061 and a part of 021-026-062). Historically, the site contained irrigated agricultural land. The project site is located within the West Patterson Projects area and is subject to the West Patterson Business Park Master Development Plan, the Westridge Business Park Development Agreement and associated amendments[2], and the West Patterson Projects EIR.

[2] Ordinance No. 712 adopted the first amendment to the Westridge Business Park Development Agreement on May 18, 2010. Ordinance No. 785 adopted the second amendment to the Westridge Business Park Development Agreement on November 3, 2015.

The proposed project would develop the site with a travel center and a truck yard that includes 20 fuel pumps, of which 10 are for automobiles and recreational vehicles (RVs), and 10 are for semi-trailer trucks (see **Figure 2**). The project consists of three components: 1) 14,788 square foot travel center building and parking lot, 2) 2,798 square fast-food restaurant within the travel center building, and 3) 270,740 square foot designated truck yard.

Figure 2: Proposed Site Plan



Travel Center Building and Drive-Thru Fast-Food Restaurant. The new travel center building would include a driver lounge, laundry facility, shower facility, restrooms, storage facilities, seating area, and retail space for Cinnabon, Auntie Anne's, and PJ Fresh Marketplace. The restaurant component of the proposed project would house a Wendy's fast food restaurant with a drive-thru lane fronting Sperry Avenue. The restaurant area includes a cashier area, kitchen, food preparation areas, cooler and freezer rooms, equipment and storage rooms, employee kiosk, and training room. The restaurant would have a maximum seating capacity of 74. The operational hours would be 24 hours, 7 days a week. The proposed project would generate 100 full-time and part-time employees.

Fueling Stations and Truck Yard. The proposed project includes a fueling station with a 19-foot-tall by 121-foot-long canopy located in the southern portion of the project site. The fueling station includes eight fuel pumps designated for cars. A second fueling station, located in the southeastern portion of the project site includes two fuel pumps and a dump station for recreational vehicles (RV).

The proposed truck yard would be located north of the travel center area and would be accessed from two driveways along Park Center Drive. The truck yard would include a diesel fueling station with a 20-foot tall by 159-foot long canopy and 10 fuel pumps. A truck weighing station is located adjacent to the fueling station. The truck yard includes 150 parking spaces for trucks and trailers, 10 of which are designated for the fueling station and one for the weighing station. The parking spaces within the truck yard would include truck stop electrification (TSE) plug-in stations for trucks and trailers to plug-in instead of idling vehicles for air conditioning, refrigeration, and lighting purposes.

The proposed project also includes two aboveground tank farms, which would each house four 12,000-gallon propane tanks. One tank farm is located adjacent east of the dumpster enclosure area next to the proposed travel center building, and the second tank farm is located in the southern portion of the truck yard, adjacent east of the truck fueling station. The proposed tank farms would be enclosed with an approximately 11-foot tall wall, which includes façade finishes matching the exterior façade of the travel center building.

The General Plan land use designation for the project site is Light Industrial and the zoning designations are West Patterson Industrial Business Park (IBP) and West Patterson Light Industrial (IL). The proposed use is permitted in that zone with a Conditional Use Permit.

General Plan and Zoning Conformance

The General Plan designation for the project site is Light Industrial, which is implemented by the West Patterson Light Industrial (IL) District and West Patterson Industrial Park (IBP) zones. The proposed use of the project site is in conformance with City's General Plan and Zoning in terms of land use and development standards.

Development Standards

Table 1 shows how the proposed project aligns with the development standards of the IL and IBP zoning districts. The proposed project is generally consistent with the development standards summarized in Table 1 except for compliance with minimum building size and maximum impervious surface area. Staff is recommending COA #40 requiring compliance with these

standards. Per Table 18.46.030-1. Permitted Use Matrix for Industrial Districts, restaurants with drive-thru service require consideration of a Conditional Use Permit in both IL and IBP districts. Staff is recommending COA #38 requiring project modifications to adhere to the minimum building and maximum impervious surface area requirements.

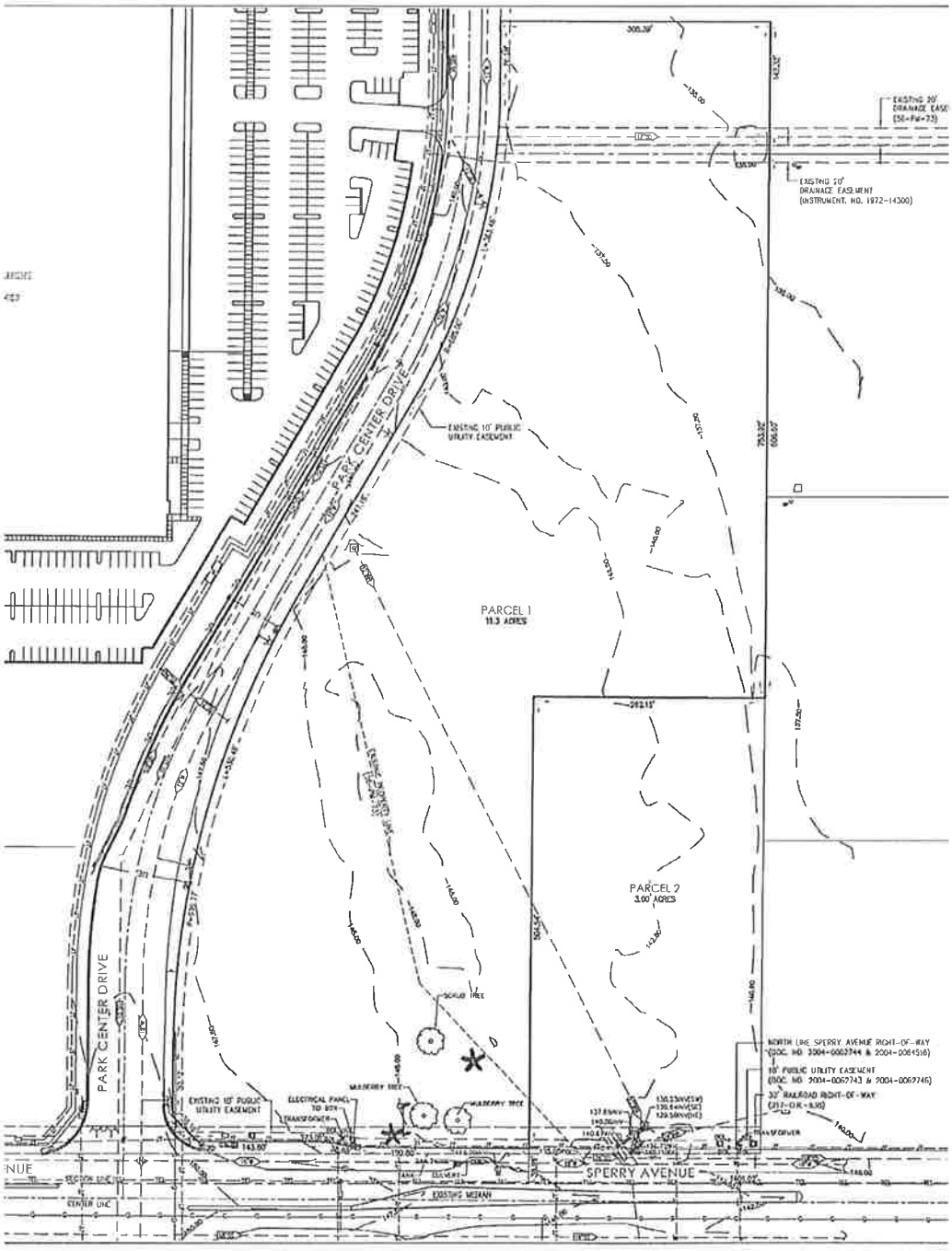
Table 1: Development Standards

	Zoning Ordinance 18.46- Industrial District		**West Patterson Business Park Master Development Plan**		**Proposed Project**
	IBP	**IL**	**IBP**	**IL**	
Density (minimum/maximum)	n/a	n/a	--	--	--
Setbacks (minimum)					
Front	15'	15'	15'	15'	20'
Rear	n/a	n/a	15'	15'	20'
Side	n/a	n/a	10'	10'	20'
Lot Area (minimum SF)	65,340 sf (1.5 acres)	87,120 sf (2 acres)	1.5 acres 75 ft minimum dimensions	5 acres 100 ft minimum dimensions	11.3 acres
Building Size (minimum SF)	15,000 sf	15,000 sf	15,000	25,000	14,788 sf
Lot Dimensions (minimum)			--	--	
Width	75'	100'			635.13'
Depth	75'	100'	--	--	1,105.14'
Building Height (maximum)	45'	45'	45'	45'	24'
Lot Coverage (maximum)					
Buildings	50%	50%	50%	50%	< 10% (including canopies)
Impervious Surface	80%	80%			86%
Parking (Minimum)	30				72

Tentative Map

The Vesting Tentative Map proposes to divide the existing 14.3 acre parcels into two lots (see **Figure 3**). Lot one would contain 11.3 acres and has a lot width of at least 305 feet. Lot two would contain 3.0 acres and has a lot width of at least 262 feet.

Figure 3: Tentative Map

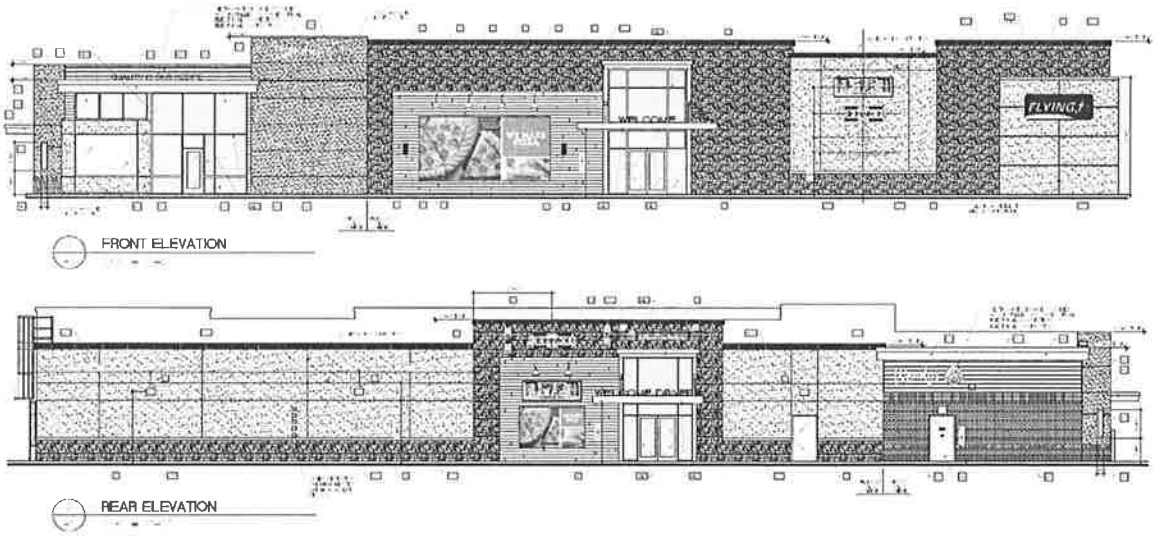


Site and Architectural Design

The proposed project is designed in modern corporate architecture that features flat roof forms, metal awnings, and varied wall material (see **Figure 4**). The exterior wall finishes of the travel center building consists of modular brick, sunset stone, ceramic tile, and dark and light color stucco with dark bronze metal trim and siding. The main front and rear entrances to the travel center consists of glass doors with aluminum framing accentuated with a dark bronze aluminum awning and welcome sign. The entrance to the Wendy's restaurant also consists of a glass door with metal framing accentuated with light and dark stucco and ceramic tile.

The interior of the travel center building includes a driver lounge, laundry facility, shower facility, restrooms, storage facilities, seating area, and retail space for Cinnabon, Auntie Anne's, and PJ Fresh Marketplace. The interior of the Wendy's fast food restaurant includes a cashier area, kitchen, food preparation areas, cooler and freezer rooms, equipment and storage rooms, employee kiosk, and training room.

Figure 4: Proposed Elevations



Signage

In addition to parking and wayfinding signs that would direct drivers to designated parking areas and entry and exit points, the proposed project would include additional signs throughout the project site; including: canopy signs above the fueling stations, logo and welcome signs associated with the travel center building, a sign for the weighing station, a monument sign, and a mid-rise freeway-oriented sign (see **Figure 5**). Table 2 summarizes the characteristics of the proposed signs. The project applicant is required to submit a master sign program for the proposed project.

The City of Patterson's Sign Ordinance (Section 18.82) includes standards for commercial and industrial zones (Section 18.82.060(B)) and standards for specific types of signs (Section 18.82.070). Standards for commercial and industrial zones include maximum sign height, maximum number of signs allowed per parcel, maximum sign area allowed per parcel, and building floor allowed for different sign types.

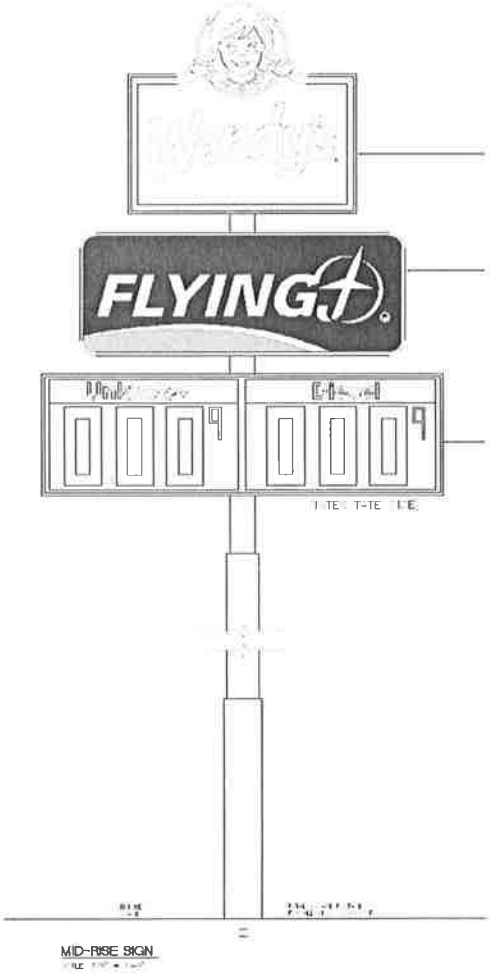
The proposed wall signs for the travel center exceeds the maximum requirements outlined in Table 18.82.060-3 (Maximum Number and Area of Signs Permitted per Parcel), particularly the number of signs and allotted square footage of signs for the project. Per Section 18.82.090, the Planning Commission has the ability to grant an exception to increase the maximum allowed sign area by up to twenty-five percent if the Commission determines the position or setback of the travel center building requires additional area for effective signing, or the site requires additional sign area for effective identification from major approaches to the project site.

Because the proposed freeway-oriented sign is over thirty feet tall, the sign would not be in compliance with Section 18.82.070, including the recent amendment (Ordinance No. 794) adopted for freeway-oriented signs unless the conditional use permit required for the sign allows greater height) Section18.82.070(d)(1)). In addition, Section 18.82.040(m) and 18.82.040(n) prohibits pole sign and freestanding signs over thirty feet in height unless otherwise approved by special permits. In addition, the proposed freeway-oriented sign fails to reflect the general character of the proposed travel center building's exterior facade and the rest of the property. The aesthetic quality of the freeway-oriented sign needs to be better tied to the other components of the project site.

Per amended Section 18.82.070(d), the Planning Commission has the ability to approve a Conditional Use Permit if the Commission first finds that the site cannot be adequately identified by other signs permitted within the applicable zoning district. The Planning Commission also has the ability to allow the proposed freeway-oriented sign if the applicant provides evidence, and the Commission makes a finding, that a majority of the project's anticipated customers will be freeway travelers.

Staff recommends for the Planning Commission to not take action on its decision to approve the project until the project applicant submits adequate information in the required master sign program to make the appropriate findings discussed above.

Figure 5: Mid-Rise and Monument Signs



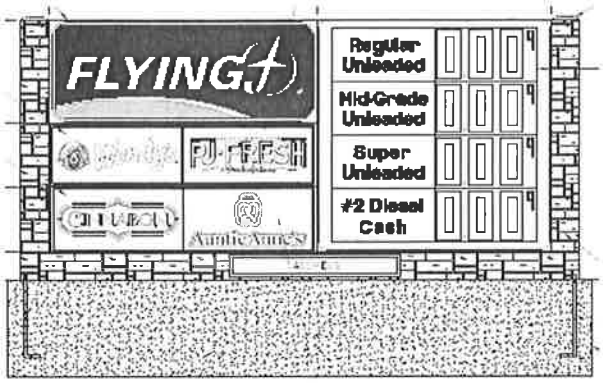


Table 2: Proposed Signs

Sign Type	Description	Quantity	Height (feet)	Sign Area (sf)	Location
Freestanding, Monument	Includes 6 separate, internally-illuminated double-face signs mounted on sunset stone to match project building. Sign includes address sign at the bottom, and is anchored with foundation and anchor bolt. Six signs include: Flying J, Wendy's, Cinnabon, PJ Fresh, Auntie Anne's, and gasoline pricer	1	8	109	NE corner of Park Center Drive and Sperry Avenue
Freestanding, Freeway-Oriented	Includes 3 separate, internally-illuminated double-face signs mounted on a 75-foot-tall pole. Three signs include Wendy's, Flying J, and gasoline pricer	1	75	338	Along Park Center Drive, between first driveway and Sperry Avenue
Awning, Projecting	Includes internally-illuminated, individual letters above raceway, and mounted on awning. Signs include: "Welcome" and "Welcome Drivers"	2	7	8.5 and 16	"Welcome" sign located on awning at front entrance of travel center building. "Welcome Drivers" sign located on awning at rear entrance of travel center building
Wall	Includes text, logo, and photograph signs mounted on building façade that are either internally-illuminated or illuminated with light fixture above:	14 (Total)	Ranges from 1 to 4	Ranges from 11 to 42	Front, rear, and drive-thru sides of travel center building
	Front: "Quality is Our Recipe", Wendy' s logo, "We Make Pizza" poster, PJ Fresh logo, Cinnabon logo, and Auntie Anne's logo, and Flying J logo.	7			
	Rear: Wendy' s logo, "We Make Pizza" poster, PJ Fresh logo, Cinnabon logo, and Auntie Anne's logo	5			
	Drive-Thru: "Quality service that doesn't cut corners is our recipe" sign, and Wendy's logo.	2			
Fuel Station Canopy	Includes Flying J logo on all 4 sides of fuel station canopies for truck/trailers and vehicles	8	4	18	Vehicle fuel station located in front of travel center building in southern portion of project site. Truck/trailer fuel station located north of second driveway on Park Center Drive
Cat Scale Sign	Includes one double-sided, internally-illuminated "Certified Scales" sign mounted on two 16-foot-tall poles	1	21	106	Located adjacent west of truck/trailer fueling station

Circulation and Parking

The adjacent roadways that would service the project site include Sperry Avenue and Park Center Drive. Sperry Avenue is a two- to four-lane major arterial roadway that serves as the major route of travel between I-5 to the west and to Patterson to the east. Park Center Drive is a two-lane north-south industrial collector road that connects Sperry Avenue in the south to Keystone Pacific Parkway in the north. The proposed project includes a parking lot where vehicular ingress and egress would be provided at Sperry Avenue and Park Center Drive. A 32-foot-wide two-way access point at Sperry Avenue would be located at the southeastern corner of the project site and a 35-foot-wide right-in and right-out access point at Park Center Drive would be located at the southwestern portion of the project site. In addition, a right-out and left-out access point at Park Center Drive would be located north of the travel center building for trucks and trailers. The proposed driveways would be installed following the City of Patterson standards for uses permitted in industrial districts.

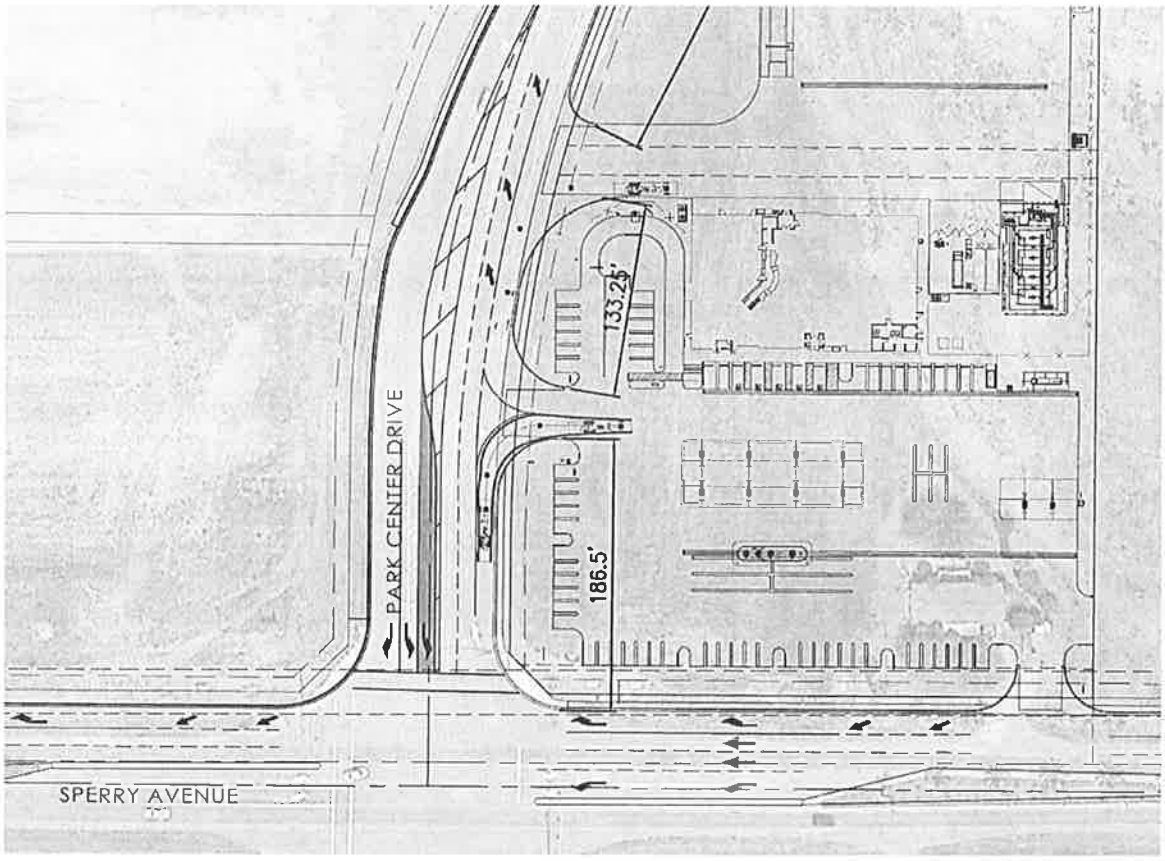
The City's Zoning Ordinance requires one parking space for every 500 square feet in industrial districts. This requirement generates a demand of approximately 30 spaces. The proposed project satisfies this requirement. The proposed travel center parking lot includes 82 standard parking spaces, five of which are accessible in compliance with the Americans with Disabilities Act (ADA), eight are R/V parking spaces, eight spaces are for clean air vehicles, and two spaces are wired to accommodate electric vehicle charging stations. Eight additional spaces are designated for the car fueling stations and two spaces are designated for the RV fueling stations. Primary pedestrian access to the travel center building would be provided from Sperry Avenue. Per Section 18.76.050 and COA #25 and COA #140 of the Westridge Business Park Development Agreement, bicycle parking must be designed and installed in accordance with City standards. Because the purpose of the truck yard is to recharge, refuel, and temporarily store trucks and trailers, it is not considered as a standard parking lot, and therefore not subject to the off-street parking requirements outlined in Chapter 18.76 of the City's Zoning Code.

A traffic analysis was completed for the proposed project and was compared to the future cumulative traffic impact analysis from the West Patterson Projects EIR. The new trips generated by the proposed project would represent a small subset of the total number of traffic volume anticipated on Sperry Avenue for AM and PM peak hours under future conditions analyzed in the West Patterson Projects EIR. Similar to existing conditions, and with the exception of the intersection at Sperry Avenue/Interstate 5 Southbound Ramps, all intersections within the project vicinity would operate at acceptable Level of Service D or better. Project traffic would contribute approximately four percent to the Sperry Avenue/Interstate-5 Southbound Ramps intersection. Therefore, the proposed project would not cause significant traffic impacts to the main local roadway in the project area.

In order to ensure the safety of vehicular travelers entering and exiting the project site, specifically the first driveway on Park Center Drive, which is a short distance between Sperry Avenue and the project frontage, the traffic study recommended limiting left turning movements from vehicles exiting the property. The traffic study found that the first driveway provided inadequate stopping sight distance for passenger vehicles to safely make a left-turn out of the proposed driveway. As depicted in **Figure 6**, the installation of a

right-turn out and acceleration lanes, and a raised median on Park Center Drive ensures vehicles would not exit to make a left-turn from the proposed first driveway.

Figure 6: Park Center Drive Traffic Controls



Landscaping Design

The proposed project would include landscaping features throughout the parking lot in front of the travel center building. Approximately 19 shade trees would be located along the perimeter of the parking lot adjacent to Park Center Drive and Sperry Avenue. Four additional trees would be located along the perimeter of the fast-food restaurant's drive-thru lane, and additional accent trees, hedges, and shrubs would be included as a part of the parking lot's perimeter landscaping. The proposed project would include shrubs, grass, and gravel along the perimeter of the truck yard.

As previously described, because the purpose of the truck yard is to recharge, refuel, and temporarily store trucks and trailers, it is not considered as a standard parking lot, and therefore not subject to the parking lot landscaping requirements outlined in Chapter 18.78 of the City's Zoning Code. The truck yard does not include trees, and only medium to low height landscaping features because taller landscaping features such as trees, could potentially obstruct viewpoints of drivers maneuvering trucks or trailers around the truck yard.

Further, per Section 18.78.010, COA# 38 requires the submittal of a Final Landscape and Irrigation Plan prior to building permit issuance that must be approved by Planning, Public Works, Parks and Recreation, Police, Building and Fire Departments.

Fencing and Screening

The dumpster enclosure is located east of the travel center building and is generally in compliance with the screening requirements for outdoor storage outlined in the West Patterson Business Master Development Plan. The dumpster enclosure uses a combination of sunset stone and block with stucco finish for its CMU wall component to match the travel center building, and galvanized wire mesh fencing with vinyl inserts for its fence component. However, the proposed project does not include required landscaping features that would cover at least 50 percent of the wall in 5 years.

Per COA #31 of the Westridge Business Park Development Agreement, the project would be required to provide screening from truck and vehicle parking with fencing, live plant material, or a combination of the two to the satisfaction of the Community Development Director.

Stormwater

Construction of the proposed project would involve grading and foundation work, which would increase stormwater runoff from the site and contribute to degradation of water quality. Operation of the proposed project also would contribute to the long-term degradation of runoff water quality due to the increase in impermeable surfaces compared to existing conditions.

The proposed project must comply with all Stormwater Pollution Prevention regulations. Because the project will create more than one acre of impervious surface, the applicant must obtain a Construction Activities Storm Water General Permit (2009-0009-DWQ Permit) from State Water Resources Control Board. Per Section 13.32, Urban Storm Water Quality Management and Discharge Control and COA #135 of the Westridge Business Park Development Agreement, a Stormwater Pollution Prevention Plan (SWPPP) must be completed and submitted prior to any construction activities and must address grading, drainage, erosion control and post-construction Best Management Practices (BMPs). The City's Post-Construction Stormwater Standards Manual identifies the proposed project as a hydromodification management project and outlines associated post-construction stormwater standards that also must be completed.

Existing storm drainage basins onsite would also be completed by the project applicant, and per COA #69 as well as the second amendment to the Westridge Business Park Development Agreement, the project applicant must install adequate non-potable infrastructure ("purple pipe") onsite for recycled water that would provide irrigation of all landscaping in the project area:

"3.24 Recycled Water. Developer shall install "purple pipe" onsite, for recycled water or water for agricultural use, for the irrigation of all landscaping on the Remaining Property

in accordance with water reclamation standards set forth in Health and Safety Code Section 116815 and Title 22 (22 Cal. Code Reg. Section 60303 et seq.)."

In order to comply with the Construction Activities Storm Water General Permit and Section 13.32, Urban Storm Water Quality Management and Discharge Control, the proposed project must include source control and low impact development measures to offset the difference between the pre- and post-construction runoff rates and volumes. Per COA# 38 the Final Landscape and Irrigation Plan must include at least two low impact development methods.

Compliance with the above regulations and standards would reduce onsite stormwater run-off and water quality impacts.

Lighting

Lighting for the project consists of 25 light poles and fixtures around the perimeter of the project site and additional light poles and fixtures in the truck yard, drive-thru lane, outside the travel center building, and the RV fueling area. The proposed light poles would be up to 32 feet in height, conforming to the City's lighting development standards. The proposed project would include lighting under the fuel station canopies and outside the travel center building for safety and security. Since the proposed lighting is anticipated to be similar to that of generally used by commercial areas and the nearest sensitive receptors are approximately 800 feet away, there is no potential concern regarding lighting impacts to surrounding properties. In addition, per COA #7, prior to issuance of a building permit, an exterior lighting plan and site lighting footcandle plan must be prepared subject to the review and approval of the Community Development and Police Departments.

Sustainability

Per condition of approval #141 of the Westridge Business Park Development Agreement, if feasible, the project would be required to incorporate features such as energy efficient heating and cooling systems, to reduce area source emissions. In addition to complying with the requirements of Title 24, the applicant will also install conduit to support electric vehicle charging stations.

Public Health and Safety

Gasoline service stations are subject to an array of County and State agencies and their associated laws and policies. The proposed project will be subject to review from the Stanislaus County Department of Environmental Resources related to hazardous waste, storage tanks, and a hazardous material management plan. Air emissions are subject to the San Joaquin Valley Air Pollution Control District. The State Department of Toxic Substances Control reviews businesses that generate, transport, treat, or dispose of hazardous waste. Storage tanks are subject to the State Board of Equalization. Any facility that discharges waste that may affect groundwater quality is subject to review from the State Water Resources Control Board. Further, COA #54 requires that the area under the canopy be graded so as to drain to the sewer system, so that oils and other chemicals that may build up in that area are treated properly rather than discharging into the storm water

system. Lastly, the project is subject to the latest versions of the California Building and Fire Codes.

Altogether, service stations are highly regulated with the intent to protect the public and the environment. Such regulation and review should reasonably ensure the safety of patrons, residents, and others in the vicinity of the proposed project.

ENVIRONMENTAL REVIEW

An Addendum/Initial Study has been prepared for this project concludes that the project will not have any new significant impacts on the environment than those addressed in the certified West Patterson Projects EIR.

RECOMMENDATION

As discussed above, staff is recommending approval of the project based on the findings and subject to the conditions in Attachments A and B of the Resolution. This recommendation includes conditions postponing any action on the sign permit until a more comprehensive sign program is submitted by the applicant. In arriving at this recommendation, staff worked with the applicant to refine project plans in order to:

1) Ensure safe and effective access to the project site and efficient circulation in the project vicinity;
2) Articulate building elevations, diversify roof and building forms, and incorporate building materials to be consistent with design guidelines;
3) Employ a combination of walls, landscaping and fencing to appropriately screen mechanical equipment, fuel tanks, and dumpster areas;
4) Balance the visibility needs of this highway-oriented use while promoting signs that are consistent with the site architecture and respect the scale and aesthetics of surrounding uses; and
5) Incorporate landscaping, site improvements and development amenities to ensure shading, pedestrian amenities and sustainable practices are commensurate with the proposed use.

As modified to address the above issues, and as further modified by recommended conditions of approval, staff is recommending that the Planning Commission approve the proposed project because:

1) Pilot / Flying J provides services that are essential to support the light industrial and logistics uses that have developed and are developing in Patterson;
2) The project complies with the Patterson General Plan, West Patterson Business Park Master Plan, the Patterson Municipal Code, and Westridge Business Park Development Agreement;
3) The project site is not located adjacent to uses that might be sensitive to noise or emissions that would be generated by the project; and

4) The project site is immediately adjacent to the uses that will regularly benefit from proximity to the proposed facilities and services.

Staff's recommendation is that the Commission should:

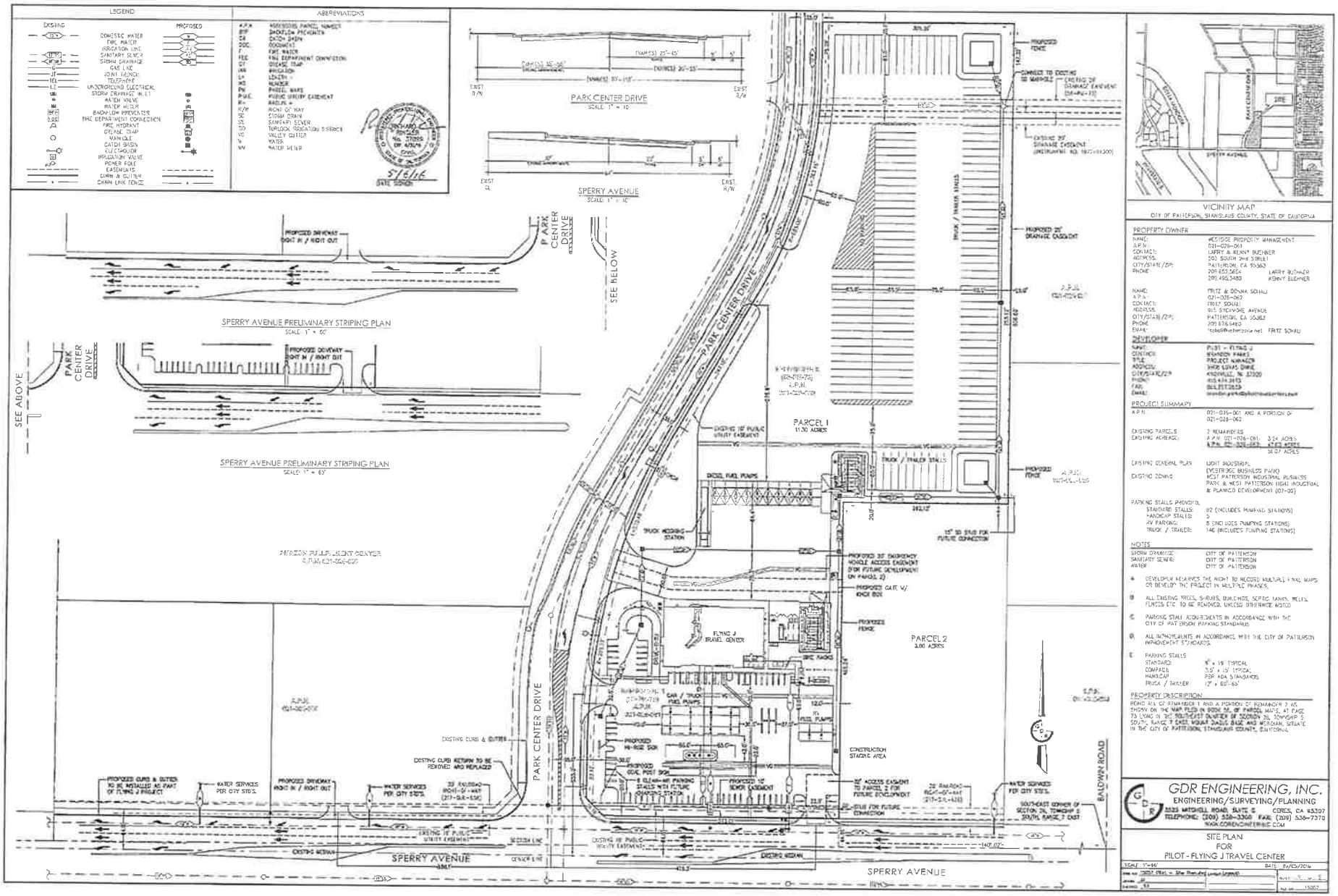
1. Conduct a public hearing and allow members of the public to testify;
2. Consider the issues discussed in this report; and,
3. Adopt Resolution 2016-04 to approve the Architectural & Site Plan Review Permit #16-01, Conditional Use Permit #16-02, and Tentative Map #16-01 based on the findings and subject to the recommended conditions of approval attached to the Resolution.

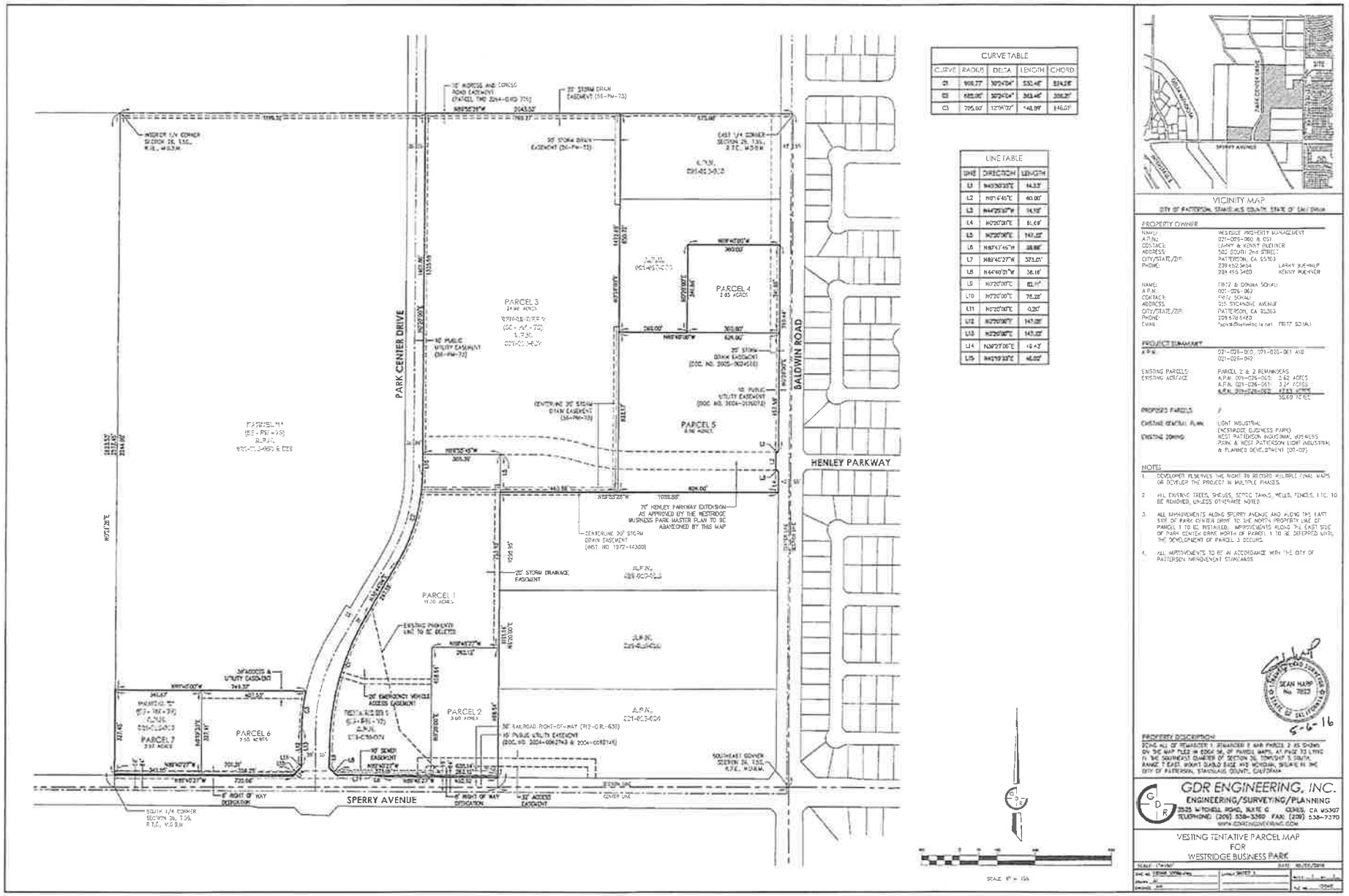
Respectfully submitted,

Joel Andrews
City Planner

Attachments:

1. Project Plans
2. Resolution 2016-04/Conditions of Approval
3. Initial Study/Addendum
4. Public Notice


LEGEND
EXISTING
PROPOSED
DOMESTIC WATER
FIRE WATER
IRRIGATION LINE
SANITARY SEWER
STORM DRAINAGE
GAS LINE
JOINT TRENCH
TELEPHONE
UNDERGROUND ELECTRICAL
STORM DRAINAGE (C.I.)
WATER VALVE
WATER METER
BACKFLOW PREVENTER
FIRE DEPARTMENT CONNECTION
FIRE HYDRANT
GREASE TRAP
MANHOLE
CATCH BASIN
ELECTROLIER
IRRIGATION VALVE
POWER POLE
EASEMENTS
CURB & GUTTER
CHAIN LINK FENCE
ABBREVIATIONS
A.P.N. ASSESSORS PARCEL NUMBER
BFP BACKFLOW PREVENTER
CB CATCH BASIN
DOC. DOCUMENT
F FIRE WATER
FDC FIRE DEPARTMENT CONNECTION
GT GREASE TRAP
IRR. IRRIGATION
LF LENGTH
NO. NUMBER
PM PARCEL MAPS
P.U.E. PUBLIC UTILITY EASEMENT
R= RADIUS =
R/W RIGHT OF WAY
SD STORM DRAIN
SS SANITARY SEWER
T/D TURLOCK IRRIGATION DISTRICT
VG VALLEY GUTTER
W WATER
WM WATER METER
5/6/16
DATE SIGNED
PARK CENTER DRIVE
SCALE: 1" = 10'
SPERRY AVENUE
SCALE: 1" = 10'
SPERRY AVENUE PRELIMINARY STRIPING PLAN
SCALE: 1" = 60'
SPERRY AVENUE PRELIMINARY STRIPING PLAN
SCALE: 1" = 60'
PROPOSED DRIVEWAY RIGHT IN / RIGHT OUT
PARK CENTER DRIVE
SEE BELOW
SEE ABOVE
PROPOSED FENCE
CONNECT TO EXISTING MH MANHOLE
EXISTING 20' DRAINAGE EASEMENT (INSTRUMENT NO. 1977-019300)
PROPOSED 20' DRAINAGE EASEMENT
TRUCK / TRAILER STALLS
PARCEL 1
11.30 ACRES
DIESEL FUEL PUMPS
TRUCK WASHING STATION
15' SD STUB FOR FUTURE CONNECTION
PROPOSED 30' EASEMENT FOR ACCESS, PUBLIC UTILITIES AND SIDEWALK (FOR FUTURE DEVELOPMENT ON PARCEL 2)
PROPOSED GATE W/ KNOX BOX
FLYING J TRAVEL CENTER
PARCEL 2
2.00 ACRES
CAR / TRUCK FUEL PUMPS
PROPOSED 4" RISE SIGN
PROPOSED CANOPY POST SIGN
5 CLEAN-AIR PARKING STALLS WITH FUTURE CHARGING STATION
PROPOSED 10' SEWER EASEMENT
CONSTRUCTION STAGING AREA
EXISTING CURB & GUTTER
EXISTING CURB RETURN TO BE REMOVED AND REPLACED
PROPOSED CURB & GUTTER TO BE INSTALLED AS PART OF FLYING J PROJECT
WATER SERVICES PER CITY STD'S.
PROPOSED DRIVEWAY RIGHT IN / RIGHT OUT
EXISTING 10' PUBLIC UTILITY EASEMENT
EXISTING MEDIAN
SPERRY AVENUE
BALDWIN ROAD
SOUTHEAST CORNER OF SECTION 26, TOWNSHIP 5 SOUTH, RANGE 7 EAST
VICINITY MAP
CITY OF PATTERSON, STANISLAUS COUNTY, STATE OF CALIFORNIA
SITE
PARK CENTER DRIVE
SPERRY AVENUE
BALDWIN ROAD
PROPERTY OWNER
NAME: WESTSIDE PROPERTY MANAGEMENT
A.P.N.: 021-026-061
CONTACT: LARRY & KENNY BUCHNER
ADDRESS: 350 SOUTH 2ND STREET
CITY/STATE/ZIP: PATTERSON, CA 95363
PHONE: 209.852.5654 LARRY BUCHNER
209.495.3480 KENNY BUCHNER
NAME: FRITZ & DONNA SCHALL
A.P.N.: 021-026-062
CONTACT: FRITZ SCHALL
ADDRESS: 915 SYCAMORE AVENUE
CITY/STATE/ZIP: PATTERSON, CA 95363
PHONE: 209.678.6480
EMAIL: fschall@netwoonie.net FRITZ SCHALL
DEVELOPER
NAME: PILOT - FLYING J
CONTACT: BRANDON PARKS
TITLE: PROJECT MANAGER
ADDRESS: 5508 LONAS DRIVE
CITY/STATE/ZIP: KNOXVILLE, TN 37909
PHONE: 865.474.2613
FAX: 865.977.2269
EMAIL: brandon.parks@pilotflyingj.com
PROJECT SUMMARY
A.P.N.: 021-026-061 AND A PORTION OF 021-026-062
EXISTING PARCELS: 2 REMAINDERS
EXISTING ACREAGE: A.P.N. 021-026-061: 3.24 ACRES
A.P.N. 021-026-062: 47.63 ACRES
50.87 ACRES
EXISTING GENERAL PLAN: LIGHT INDUSTRIAL (WESTSIDE BUSINESS PARK)
EXISTING ZONING: WEST PATTERSON INDUSTRIAL BUSINESS PARK & WEST PATTERSON HEAVY INDUSTRIAL & PLANNED DEVELOPMENT (07-05)
PARKING STALLS PROVIDED:
STANDARD STALLS: 82 (INCLUDES PUMP AND STATIONS)
HANDICAP STALLS: 5
RV PARKING: 8 (2ND USES PUMPING STATIONS)
TRUCK / TRAILER: 146 (INCLUDES PUMPING STATIONS)
NOTES
STORM DRAINAGE: CITY OF PATTERSON
SANITARY SEWER: CITY OF PATTERSON
WATER: CITY OF PATTERSON
A. DEVELOPER RESERVES THE RIGHT TO RECORD MULTIPLE FINAL MAPS OR DEVELOP THE PROJECT IN MULTIPLE PHASES.
B. ALL EXISTING TREES, SHRUBS, BUILDINGS, SEPTIC TANKS, WELLS, FENCES ETC. TO BE REMOVED, UNLESS OTHERWISE NOTED
C. PARKING STALL REQUIREMENTS IN ACCORDANCE WITH THE CITY OF PATTERSON PARKING STANDARDS
D. ALL IMPROVEMENTS IN ACCORDANCE WITH THE CITY OF PATTERSON IMPROVEMENT STANDARDS.
E. PARKING STALLS
STANDARD: 9' x 19' TYPICAL
COMPACT: 7.5' x 15' TYPICAL
HANDICAP: PER ADA STANDARDS
TRUCK / TRAILER: 12' x 60'
PROPERTY DESCRIPTION
BEING ALL OF REMAINDER 1 AND A PORTION OF REMAINDER 2 AS SHOWN ON THE MAP FILED IN BOOK 36, OF PARCEL MAPS, AT PAGE 73, LYING IN THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 5 SOUTH, RANGE 7 EAST, MOUNT DIABLO BASE AND MERIDIAN, SITUATE IN THE CITY OF PATTERSON, STANISLAUS COUNTY, CALIFORNIA
GDR ENGINEERING, INC.
ENGINEERING/SURVEYING/PLANNING
2525 MITCHELL ROAD, SUITE G CERES, CA 95307
TELEPHONE: (209) 538-3360 FAX: (209) 538-7370
WWW.GDRENGINEERING.COM
SITE PLAN
FOR
PILOT - FLYING J TRAVEL CENTER
SCALE: 1"=60'
DATE: 04/05/2016
JOB NO: 15007



CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	918.77'	30°24'04"	532.46'	526.28'
C2	665.00'	30°24'04"	383.46'	378.97'
C3	705.00'	12°34'02"	148.99'	148.67'

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N45°30'35"E	14.33'
L2	N01°41'46"E	60.00'
L3	N44°29'57"W	14.15'
L4	N72°20'00"E	81.69'
L5	N72°20'00"E	147.22'
L6	N88°47'46"W	38.86'
L7	N88°40'27"W	371.01'
L8	N44°40'01"W	36.16'
L9	N72°20'00"E	82.91'
L10	N72°20'00"E	76.22'
L11	N72°20'00"E	0.20'
L12	N72°20'00"E	147.22'
L13	N72°20'00"E	147.22'
L14	N39°27'06"E	19.43'
L15	N45°59'35"E	48.05'

VICINITY MAP
CITY OF PATTERSON, STANISLAUS COUNTY, STATE OF CALIFORNIA

PROPERTY OWNER

NAME:	WESTSIDE PROPERTY MANAGEMENT
A.P.No.:	021-055-060 & 061
CONTACT:	LARRY & KENNY PUEHNER
ADDRESS:	502 SOUTH 2nd STREET
CITY/STATE/ZIP:	PATTERSON, CA 95363
PHONE:	209 892 3404 LARRY PUEHNER 209 455 3400 KENNY PUEHNER

NAME:	FRITZ & DONNA SCHALL
A.P.N.	021-026-062
CONTACT:	FRITZ SCHALL
ADDRESS:	515 SYCAMORE AVENUE
CITY/STATE/ZIP:	PATTERSON, CA 95363
PHONE:	209 679 0403
EMAIL	fschall@hotmail.com FRITZ SCHALL

PROJECT SUMMARY

A.P.N.	021-026-060, 021-026-061 AND 021-026-062
EXISTING PARCELS:	PARCEL 2 & 3 REMAINDERS
EXISTING ACREAGE	A.P.N. 021-026-060 5.62 ACRES A.P.N. 021-026-061 3.27 ACRES A.P.N. 021-026-062 43.80 ACRES 52.69 ACRES
PROPOSED PARCELS	7
EXISTING GENERAL PLAN	LIGHT INDUSTRIAL (WESTRIDGE BUSINESS PARK)
EXISTING ZONING	WEST PATTERSON INDUSTRIAL (PLANNED PARK & WEST PATTERSON LIGHT INDUSTRIAL & PLANNED DEVELOPMENT (07-02)

NOTES:

1. DEVELOPER RESERVES THE RIGHT TO RECORD MULTIPLE FINAL MAPS OR DEVELOP THE PROJECT IN MULTIPLE PHASES.
2. ALL EXISTING TREES, SHRUBS, SEPTIC TANKS, WELLS, FENCES, ETC. TO BE REMOVED, UNLESS OTHERWISE NOTED.
3. ALL IMPROVEMENTS ALONG SPERRY AVENUE AND ALONG THE EAST SIDE OF PARK CENTER DRIVE TO THE NORTH PROPERTY LINE OF PARCEL 1 TO BE INSTALLED. IMPROVEMENTS ALONG THE EAST SIDE OF PARK CENTER DRIVE NORTH OF PARCEL 1 TO BE DEFERRED UNTIL THE DEVELOPMENT OF PARCEL 3 OCCURS.
4. ALL IMPROVEMENTS TO BE IN ACCORDANCE WITH THE CITY OF PATTERSON IMPROVEMENT STANDARDS.

SEAN HAPP No. 7823 — 5-6-16

PROPERTY DESCRIPTION:
BEING ALL OF REMAINDER 1, REMAINDER 2 AND PARCEL 2 AS SHOWN ON THE MAP FILED IN BOOK 36, OF PARCEL MAPS, AT PAGE 33 LYING IN THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 5 SOUTH, RANGE 7 EAST, MOUNT DIABLO BASE AND MERIDIAN, SITUATE IN THE CITY OF PATTERSON, STANISLAUS COUNTY, CALIFORNIA.

GDR ENGINEERING, INC.
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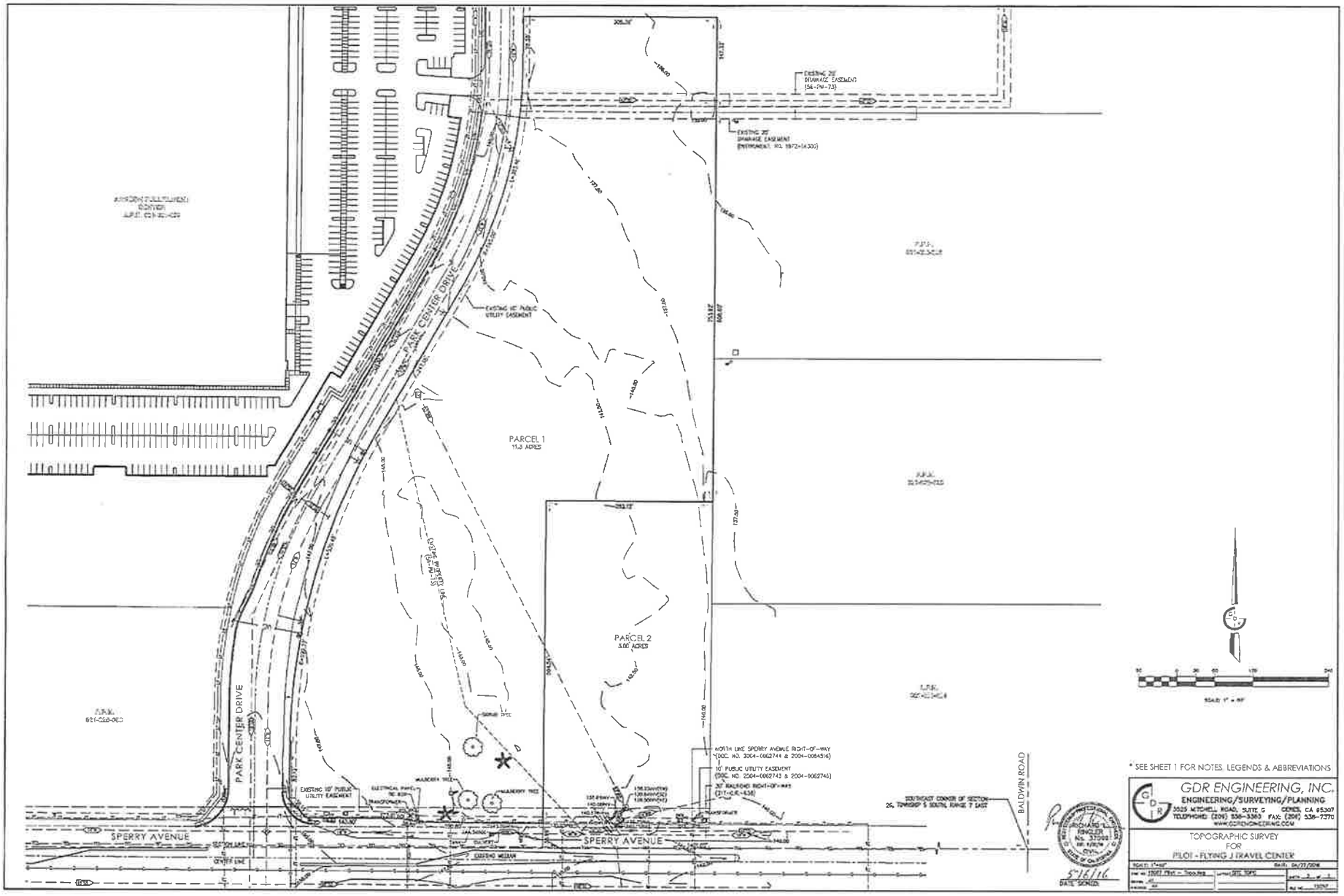
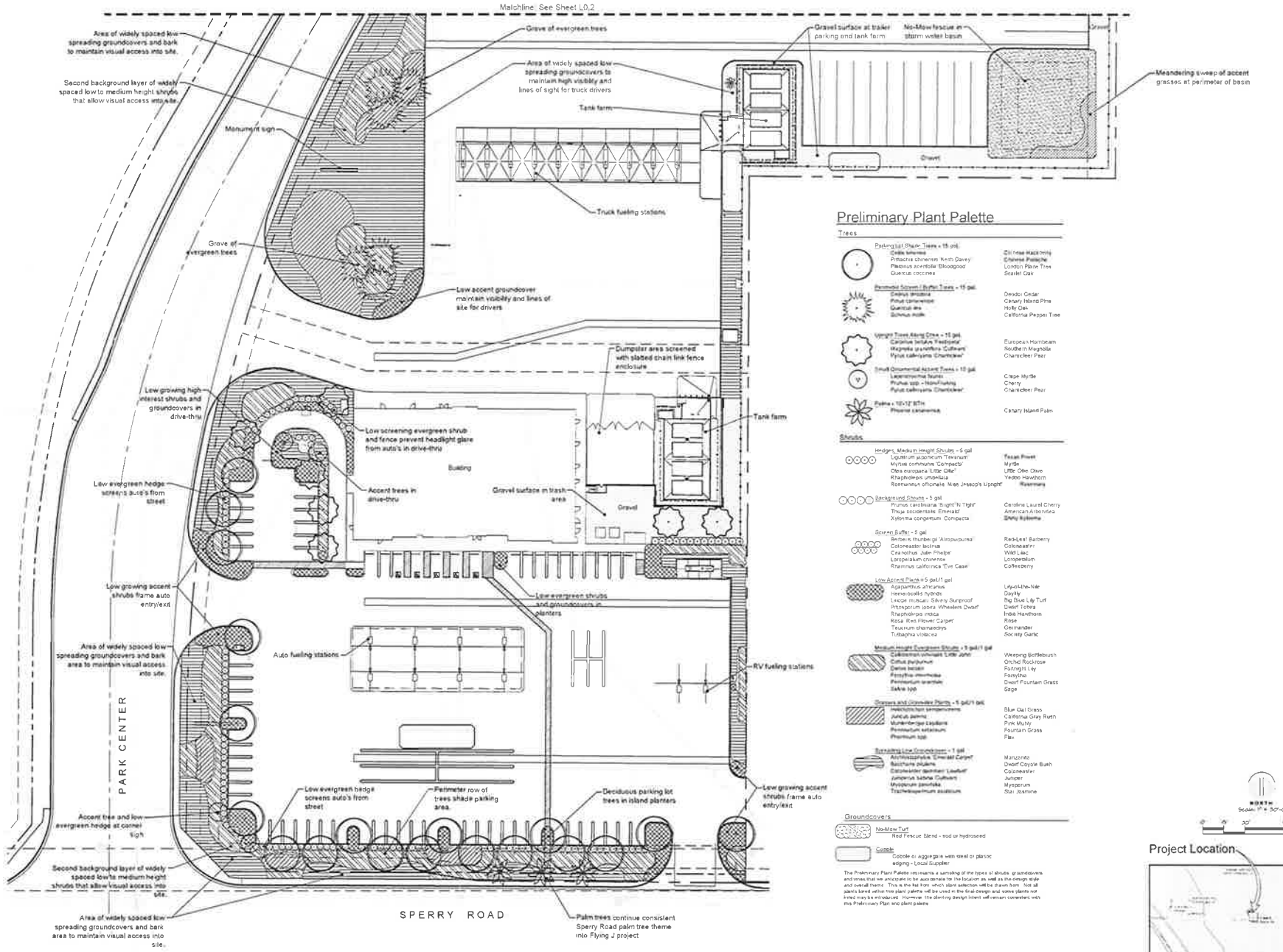
2525 MITCHELL ROAD, SUITE G MODESTO, CA 95307
TELEPHONE: (209) 538-3260 FAX: (209) 538-7370
www.GDRENGINEERING.COM

VESTING TENTATIVE PARCEL MAP
FOR
WESTRIDGE BUSINESS PARK


PARCEL 1
11.3 ACRES
PARCEL 2
3.00 ACRES
PARK CENTER DRIVE
SPERRY AVENUE
BALDWIN ROAD
NORTH LINE SPERRY AVENUE RIGHT-OF-WAY
(DOC. NO. 2004-0062744 & 2004-0064516)
10' PUBLIC UTILITY EASEMENT
(DOC. NO. 2004-0062743 & 2004-0062746)
EXISTING 10' PUBLIC UTILITY EASEMENT
EXISTING 20' DRAINAGE EASEMENT
(56-PM-73)
EXISTING 20' DRAINAGE EASEMENT
(ENVIRONMENT. NO. 1972-14300)
SOUTHEAST CORNER OF SECTION
26, TOWNSHIP 5 SOUTH, RANGE 7 EAST
* SEE SHEET 1 FOR NOTES, LEGENDS & ABBREVIATIONS
GDR ENGINEERING, INC.
ENGINEERING/SURVEYING/PLANNING
3525 MITCHELL ROAD, SUITE G CERES, CA 95307
TELEPHONE: (209) 538-3383 FAX: (209) 538-7370
WWW.GDRENGINEERING.COM
TOPOGRAPHIC SURVEY
FOR
PILOT - FLYING J TRAVEL CENTER
5/16/16
DATE SIGNED



Preliminary Plant Palette

Trees

Parking lot Shade Trees + 15 gal.

Celtis sinensis	Chinese Hackberry
Pistachia chinensis 'Keith Davey'	Chinese Pistache
Platanus acerifolia 'Bloodgood'	London Plane Tree
Quercus coccinea	Scarlet Oak

Perimeter Screen / Buffer Trees + 15 gal.

Cedrus deodara	Deodar Cedar
Pinus canariensis	Canary Island Pine
Quercus ilex	Holly Oak
Schinus molle	California Pepper Tree

Upright Trees Along Drive + 15 gal.

Carpinus betulus 'Fastigiata'	European Hornbeam
Magnolia grandiflora 'Cutleaf'	Southern Magnolia
Pyrus calleryana 'Chanticleer'	Chanticleer Pear

Small Ornamental Accent Trees + 15 gal.

Lagerstroemia fauriei	Crape Myrtle
Prunus spp. - Hono Flushing	Cherry
Pyrus calleryana 'Chanticleer'	Chanticleer Pear

Palms + 10'-12' BTH

Phoenix canariensis	Canary Island Palm

Shrubs

Hedges, Medium Height Shrubs - 5 gal

Ligustrum japonicum 'Texanum'	Texan Privet
Myrtus communis 'Compacta'	Myrtle
Olea europaea 'Little Ollie'	Little Ollie Olive
Rhaphiolepis umbellata	Yedoo Hawthorn
Rosmarinus officinalis 'Miss Jessop's Upright'	Rosemary

Background Shrubs - 5 gal

Prunus carolinana 'Bright 'N Tight'	Carolina Laurel Cherry
Thuja occidentalis 'Emerald'	American Arborvitea
Xylosma congestum 'Compacta'	Shiny Xylosma

Screen Buffer - 5 gal.

Berberis thunbergii 'Atropurpurea'	Red-Leaf Barberry
Cotoneaster lacteus	Cotoneaster
Ceanothus 'Julia Phelps'	Wild Lilac
Loropetalum chinense	Loropetalum
Rhamnus californica 'Eve Case'	Coffeeberry

Low Accent Plants 5 gal./1 gal

Agapanthus africanus	Lily-of-the-Nile
Hemerocallis hybrids	Daylily
Liriope muscari 'Silvery Sunproof'	Big Blue Lily Turf
Pittosporum tobira 'Wheelers Dwarf'	Dwarf Tobira
Rhaphiolepis indica	Indica Hawthorn
Rosa 'Red Flower Carpet'	Rose
Teucrium chamaedrys	Germander
Tulbaghia violacea	Society Garlic

Medium Height Evergreen Shrubs + 5 gal./1 gal

Callistemon viminalis 'Little John'	Weeping Bottlebrush
Cotyledon orbiculata	Orchid Rockrose
Delosperma	Ice Plant
Festuca	Fescue
Pennisetum spathiolatum	Dwarf Fountain Grass
Salvia spp.	Sage

Grasses and Grasslike Plants - 5 gal./1 gal.

Helictotrichon sempervirens	Blue Oat Grass
Juncus patens	California Gray Rush
Muhlenbergia capillaris	Pink Muhly
Pennisetum setaceum	Fountain Grass
Phormium spp.	Flax

Spreading Low Groundcover - 1 gal

Arctostaphylos 'Emerald Carpet'	Manzanita
Baccharis pilularis	Dwarf Coyote Bush
Cotoneaster dammeri 'Lowfast'	Cotoneaster
Juniperus sabina 'Tamariscifolia'	Juniper
Myoporum parvifolium	Myoporum
Trachelospermum asiaticum	Star Jasmine

Groundcovers

No-Mow Turf
Red Fescue Blend - sod or hydroseed

Cobble
Cobble or aggregate with steel or plastic edging - Local Supplier

The Preliminary Plant Palette represents a sampling of the types of shrubs, groundcovers and vines that we anticipate to be appropriate for the location as well as the design style and overall theme. This is the list from which plant selection will be drawn from. Not all plants listed within this plant palette will be used in the final design and some plants not listed may be introduced. However, the planting design intent will remain consistent with this Preliminary Plan and plant palette.

NORTH
Scale: 1" = 30'-0"
0' 15' 30' 60'

Project Location

Vicinity Map NOT TO SCALE

KLA
LANDSCAPE ARCHITECTURE PLANNING

www.klainc.com
151 N. North St. Sonora, CA 95370
(209)532-2856 (209)532-9510 fax

Revisions

© 2015

Flying J Truck Stop
Sperry Road
Patterson, CA

GDR Engineering
3525 Mitchell Road Suite G
Ceres, CA 95307
209-538-1300

Preliminary Landscape Plan

Scale: 1" = 30'-0"
Date: May 6, 2015
Drawn:\Checked: MMS / Staff
Project No.: 5-1164

Sheet Number:
L0.1

General Planting Notes

1. The contractor shall examine the conditions of the site prior to commencement of work. Any conditions that differ from what is shown on the plans that will affect the installation process shall be brought to the attention of the Owner or Landscape Architect prior to work. Commencement of work implies acceptance of the conditions of the site.
2. The contractor shall verify all plant quantities prior to installation. Plant quantities are listed for the convenience of the contractor. Number of symbols shall have priority over quantity given.
3. The contractor shall be responsible for the purchasing of all material to meet the specifications of the plans including plants, soil, fertilizer, stakes, and sod for storm water basin. The contractor shall also be responsible for the protection of these materials until the project has been completely turned over to the owner.
4. All plant material shall be subject to approval or rejection by the Landscape Architect or Owner's Representative prior to installation. Installed and then rejected material shall be replaced by the contractor at his/her expense.
5. All soil preparation shall be installed per the soil agronomy report to be provided and paid for by the Landscape Contractor. The report is to be immediately forwarded to the Land. Arc. upon completion.
6. All planter areas to receive a 3" thick layer of 3/4" minus nitrogen stabilized recycled wood mulch.
7. The planting pits for boxed trees shall be excavated twice the diameter of the rootball and level with existing grade at the bottom of the root ball. The backfill mix for use in all tree and shrub pits shall consist of native soil.
8. Fertilizer tablets shall be Gro-Power, 7 gram fertilizer tablets (12-8-8) placed in all planting pits in quantities as follows:

1 gallon	3 tablets
5 gallon	8 tablets
15 gallon	14 tablets
24 "Box	16 tablets
36 "Box	20 tablets

9. Thirty (30) days after installation all landscape shall be fertilized with 16-6-8 Fertilizer applied at the rate of 6 lbs /1000 sf. Fertilizer application shall be continued thereafter at bimonthly intervals.
10. For weed control prior to planting, the Landscape Contractor shall thoroughly irrigate the site to promote germination of weed seeds that may be in the soil. After germination has taken place spray the site with Round-Up (or equal) in the amount and let sit for the time specified by the manufacturer. Re-apply Round-Up if needed. After all green weeds have been eradicated, apply Ronstar G (or equal) Pre-Emergent weed control in the amounts specified by the manufacturer.
11. All plant material to be nursery grown in similar climate. All plant material shall be vigorous and of normal habit of growth and shall be free of girdling roots, sun scald, abrasions, disease, insects, insect eggs and larvae. Plants shall equal or exceed the standards as outlined by the American Standards for Nursery Stock and to applicable California Agriculture Code.

Landscape Concept

The landscape design concept for the Flying J Truck Stop facility is to provide a functional space for the facility and the employees, as well as the surrounding community. Plant material has been selected that performs well in the special conditions of the Central Valley area. (Sunset Zone #9)

Drought tolerant hardy shrubs and groundcover are proposed for a majority of the landscape such as throughout the parking lot, around the retail area and the street frontage. No turf is proposed other than a 'No-Mow' Fescue in filtration swales within the parking lots. Large masses of ornamental bunch grasses, accent shrubs, and groundcover are used throughout the landscape and set the landscape theme. A combination of bark mulched areas and low growing large spreading groundcovers will fill large expanses of landscape areas.

Special considerations have been provided in selecting plant material that respect the function of the facility. Clear and secure view corridors have been provided to ensure the safety of employees entering the buildings as well as vehicles and pedestrians moving through the site. Shade trees are provided throughout the parking lots at an average of one tree per ten stalls with perimeter/parking shade trees spaced at 30' to provide additional required shading for auto parking. Non-irrigated areas of gravel are proposed where truck trailers overhang landscape areas.

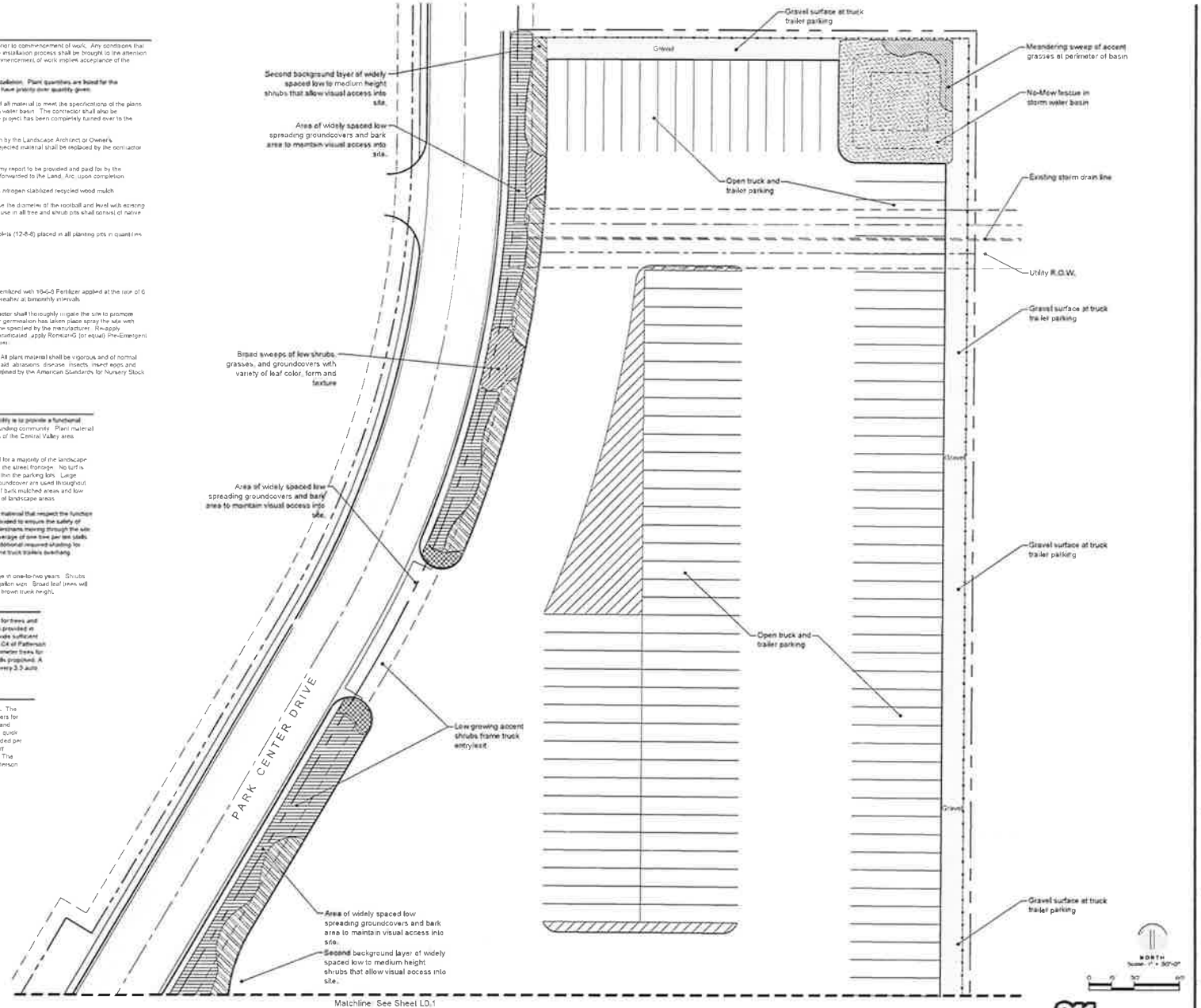
Plants will be installed in a variety of sizes to achieve coverage in one-to-two years. Shrubs, grasses, and groundcover will be installed at 1-gallon and 5-gallon size. Broad leaf trees will be 15-gallon size, while palms will have a minimum of 10'-12' brown trunk height.

Parking Lot Shade

The parking lot has been designed to allow for ample space for trees and low-groundcover/shrubs. Deciduous shade trees have been provided in finger planters and directly adjacent to the parking lot to provide sufficient shading of the parking spaces and associated drive aisles. CA of Patterson requires a ratio of 1 shade tree per 10 parking stalls and perimeter trees for every 30' of landscaped area. There are 71 auto parking stalls proposed. A total of 21 shade trees provide a shading ratio of 1 tree for every 3.3 auto parking stalls.

Irrigation

The entire site will be irrigated using a fully automatic system. The irrigation system will be predominately spot-drip and/or bubblers for shrub and groundcover areas with pop-up rotator for the turf and no-mow fescue areas. The system will include in-line valves, quick couplers, and gate valves. Backflow prevention will be provided per local and UBC codes. The irrigation controller will be a Smart ETo-based controller from Rainbird (Irritrol, Hunter, or equal). The irrigation will be designed to be compliant with the City of Patterson Water-Efficient Landscape Ordinance.



Matchline: See Sheet L0.1

811 Know what's below. Call before you dig. Dial 811 or 800-227-2600

KLA
LANDSCAPE ARCHITECTURE PLANNING
www.klaxla.com
151 N. Nortin St., Sonora, CA 95370
(209)532-2855 (209)532-9510 fx.

Revisions
No. By
1 Modification

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Flying J Truck Stop
Spelry Road
Patterson, CA

GDR Engineering
3525 Mitchell Road Suite G
Ceres, CA 95307
209-634-1368

Preliminary Landscape Plan

Scale: 1" = 30'-0"
Date: May 6, 2016
Drawn/Checked: NVO / TWI
Project No.: 15-1164
Sheet Number: L0.2

PAVING PLAN CONSTRUCTION NOTES

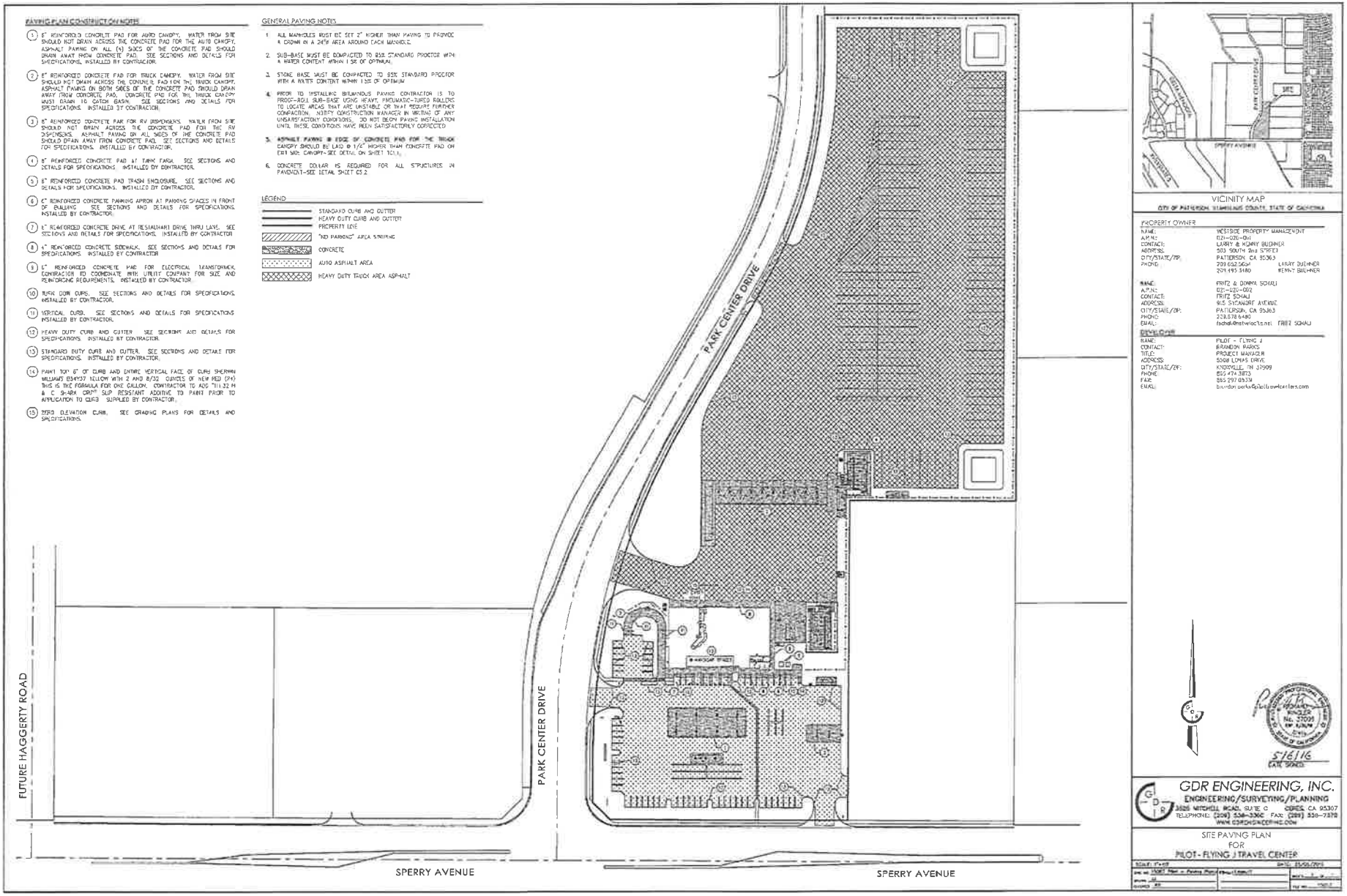
1. 8" REINFORCED CONCRETE PAD FOR AUTO CANOPY. WATER FROM SITE SHOULD NOT DRAIN ACROSS THE CONCRETE PAD FOR THE AUTO CANOPY. ASPHALT PAVING ON ALL (4) SIDES OF THE CONCRETE PAD SHOULD DRAIN AWAY FROM CONCRETE PAD. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
2. 8" REINFORCED CONCRETE PAD FOR TRUCK CANOPY. WATER FROM SITE SHOULD NOT DRAIN ACROSS THE CONCRETE PAD FOR THE TRUCK CANOPY. ASPHALT PAVING ON BOTH SIDES OF THE CONCRETE PAD SHOULD DRAIN AWAY FROM CONCRETE PAD. CONCRETE PAD FOR THE TRUCK CANOPY MUST DRAIN TO CATCH BASIN. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
3. 8" REINFORCED CONCRETE PAD FOR RV DISPENSERS. WATER FROM SITE SHOULD NOT DRAIN ACROSS THE CONCRETE PAD FOR THE RV DISPENSERS. ASPHALT PAVING ON ALL SIDES OF THE CONCRETE PAD SHOULD DRAIN AWAY FROM CONCRETE PAD. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
4. 8" REINFORCED CONCRETE PAD AT TANK FARM. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
5. 8" REINFORCED CONCRETE PAD TRASH ENCLOSURE. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
6. 6" REINFORCED CONCRETE PARKING APRON AT PARKING SPACES IN FRONT OF BUILDING. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
7. 6" REINFORCED CONCRETE DRIVE AT RESTAURANT DRIVE THRU LANE. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR
8. 4" REINFORCED CONCRETE SIDEWALK. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR
9. 6" REINFORCED CONCRETE PAD FOR ELECTRICAL TRANSFORMER. CONTRACTOR TO COORDINATE WITH UTILITY COMPANY FOR SIZE AND REINFORCING REQUIREMENTS. INSTALLED BY CONTRACTOR.
10. TYPE CDW CURB. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
11. VERTICAL CURB. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS INSTALLED BY CONTRACTOR.
12. HEAVY DUTY CURB AND GUTTER. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
13. STANDARD DUTY CURB AND GUTTER. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
14. PAINT TOP 6" OF CURB AND ENTIRE VERTICAL FACE OF CURB SHERWIN WILLIAMS E34Y37 YELLOW WITH 2 AND 8/32 OUNCES OF NEW RED (24) THIS IS THE FORMULA FOR ONE GALLON. CONTRACTOR TO ADD 711.32 M & C SI-ABA GRIPT SLIP RESISTANT ADDITIVE TO PAINT PRIOR TO APPLICATION TO CURB. SUPPLIED BY CONTRACTOR.
15. ZERO ELEVATION CURB. SEE GRADING PLANS FOR DETAILS AND SPECIFICATIONS.

GENERAL PAVING NOTES

1. ALL MANHOLES MUST BE SET 2" HIGHER THAN PAVING TO PROVIDE A CROWN IN A 24'0" AREA AROUND EACH MANHOLE.
2. SUB-BASE MUST BE COMPACTED TO 95% STANDARD PROCTOR WITH A WATER CONTENT WITHIN 1.5% OF OPTIMUM.
3. STONE BASE MUST BE COMPACTED TO 95% STANDARD PROCTOR WITH A WATER CONTENT WITHIN 1.5% OF OPTIMUM
4. PRIOR TO INSTALLING BITUMINOUS PAVING CONTRACTOR IS TO PROOF-ROLL SUB-BASE USING HEAVY, PNEUMATIC-TIRED ROLLERS TO LOCATE AREAS THAT ARE UNSTABLE OR THAT REQUIRE FURTHER COMPACTION. NOTIFY CONSTRUCTION MANAGER IN WRITING OF ANY UNSATISFACTORY CONDITIONS. DO NOT BEGIN PAVING INSTALLATION UNTIL THESE CONDITIONS HAVE BEEN SATISFACTORILY CORRECTED.
5. ASPHALT PAVING @ EDGE OF CONCRETE PAD FOR THE TRUCK CANOPY SHOULD BE LAID @ 1/4" HIGHER THAN CONCRETE PAD ON EAST SIDE CANOPY- SEE DETAIL ON SHEET TC1.1.
6. CONCRETE COLLAR IS REQUIRED FOR ALL STRUCTURES IN PAVEMENT-SEE DETAIL SHEET C5.2

LEGEND

- STANDARD CURB AND GUTTER
- HEAVY DUTY CURB AND GUTTER
- PROPERTY LINE
- "NO PARKING" AREA STRIPING
- CONCRETE
- AUTO ASPHALT AREA
- HEAVY DUTY TRUCK AREA ASPHALT



VICINITY MAP
CITY OF PATTERSON, STANISLAUS COUNTY, STATE OF CALIFORNIA

PROPERTY OWNER

NAME:	WESTSIDE PROPERTY MANAGEMENT
A.P.N.:	021-020-001
CONTACT:	LARRY & KIMMY BUEHNER
ADDRESS:	503 SOUTH 3rd STREET
CITY/STATE/ZIP:	PATTERSON, CA 95363
PHONE:	209.662.9604 LARRY BUEHNER 209.495.3480 KIMMY BUEHNER
NAME:	FRITZ & DONNA SCHALL
A.P.N.:	021-020-002
CONTACT:	FRITZ SCHALL
ADDRESS:	915 SYCAMORE AVENUE
CITY/STATE/ZIP:	PATTERSON, CA 95363
PHONE:	209.678.6480
EMAIL:	fschall@mstvelocity.net FRITZ SCHALL

DEVELOPER

NAME:	PILOT - FLYING J
CONTACT:	BRANDON PARKS
TITLE:	PROJECT MANAGER
ADDRESS:	5508 LOMAS DRIVE
CITY/STATE/ZIP:	KNOXVILLE, TN 37909
PHONE	865.474.3873
FAX:	865.297.0933
EMAIL:	brandon.parks@pilotflyingjcenters.com

GDR ENGINEERING, INC.
ENGINEERING/SURVEYING/PLANNING
3626 MITCHELL ROAD, SUITE G MODESTO, CA 95357
TELEPHONE: (209) 536-3366 FAX: (209) 536-7378
WWW.GDRENGINEERING.COM

SITE PAVING PLAN
FOR
PILOT - FLYING J TRAVEL CENTER

M:\Projects\1080 Patterson, CA\1080 01 Patterson, CA (Original Construction 2016)\Drawings\Architectural\City Submission 04 22 16\1080 01 A5.dwg
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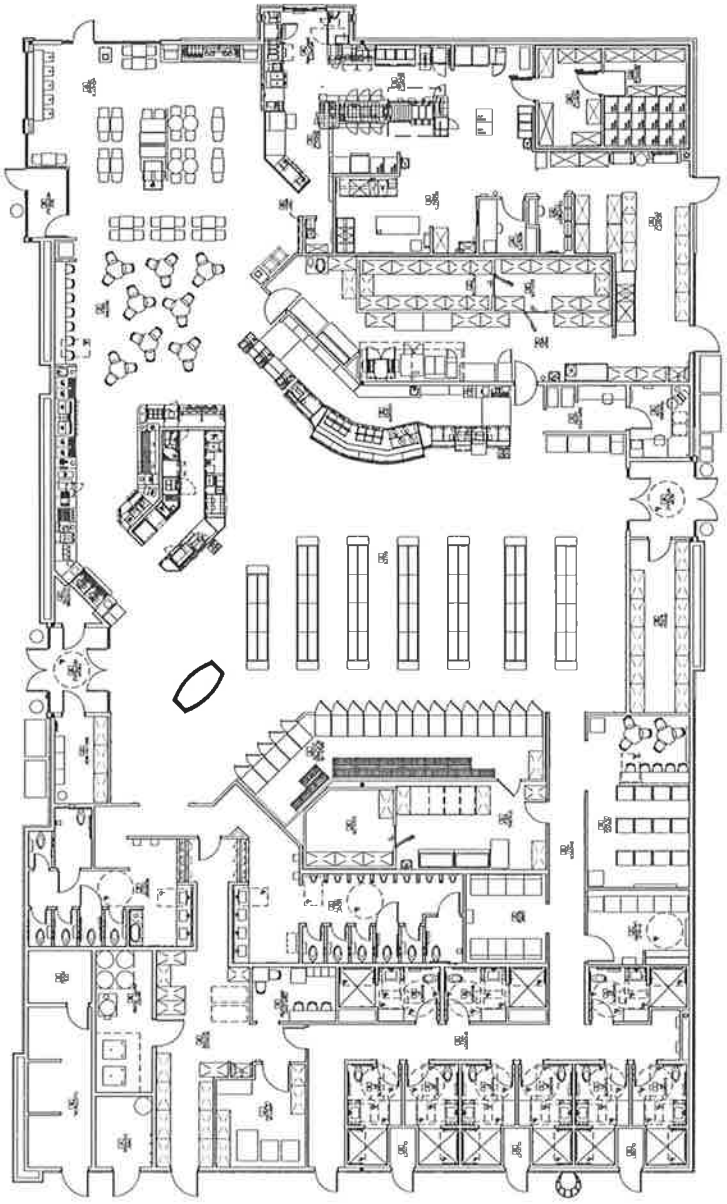


1 A5 FLOOR PLAN
1/8" = 1'-0"

A5

DATE: 01/18/16	DRAWN BY: VAB	PROJECT: 1080-01

DATE:	REV:	REVISION DESCRIPTION	INT:

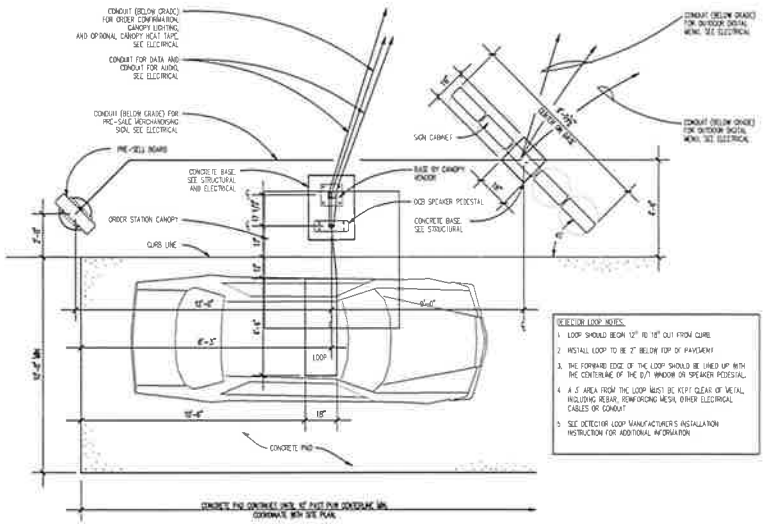
FLOOR PLAN

FLYING J TRAVEL CENTER

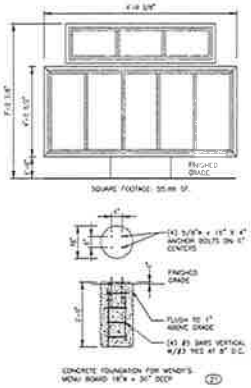
I-5, EXIT 434
PATTERSON, CALIFORNIA

FLYING J

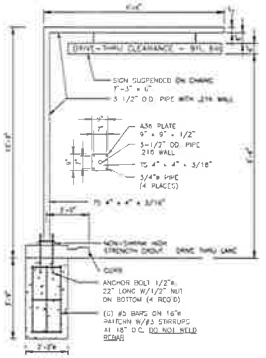
PILOT FLYING J
DESIGN DEPARTMENT
5508 LONAS ROAD
KNOXVILLE, TENNESSEE 37909
(865) 588-7488



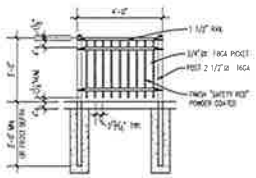
OUTDOOR MENU BOARD/SPEAKER LAYOUT DETAIL
SCALE: 3/8"= 1'-0"



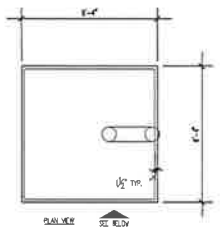
MENU BOARD
SCALE: 3/8" = 1'-0"

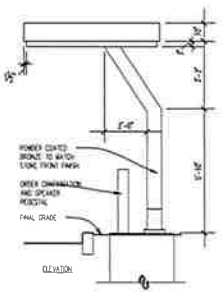


CLEARANCE WARNING ARM
SCALE: 3/8" = 1'-0" (19)

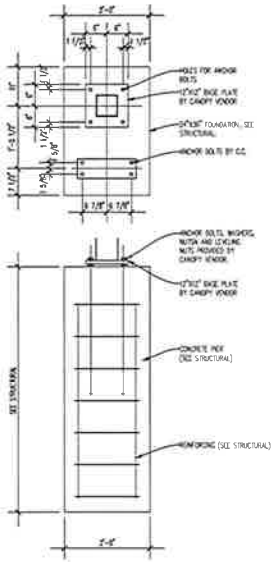


SAFETY RAIL DETAIL
SCALE: 3/8" = 1'-0"

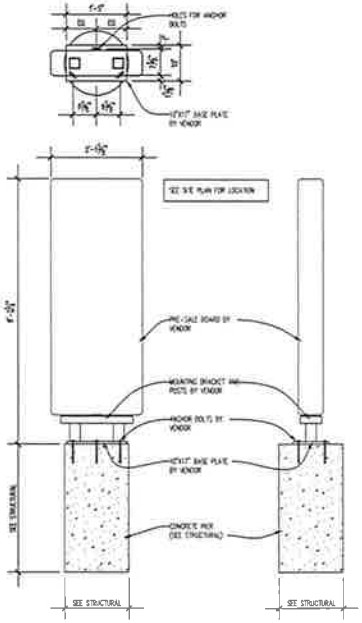




ORDER STATION CANOPY
SCALE: 3/8" = 1'-0"

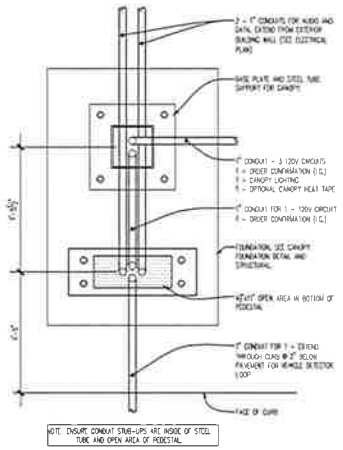


CANOPY FOOTING SECTION
SCALE: 3/4" = 1'-0"



PREVIEW BOARD
SQUARE FOOTAGE: 13.20 SF. (20)

PREVIEW BOARD DETAIL
SCALE: 3/4" = 1'-0"



ORDER STATION CANOPY FOOTING DETAIL
SCALE: 1=1/2" = 1'-0"

SIGN NOTES

(01) "FLYING J" INTERNALLY ILLUMINATED MID-RISE SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION INSTALLED BY SIGN SUPPLIER. FINAL ELECTRICAL CONNECTION INSTALLED BY CONTRACTOR.

(02) "FLYING J" INTERNALLY ILLUMINATED MONUMENT SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION INSTALLED BY SIGN SUPPLIER. FINAL ELECTRICAL CONNECTION INSTALLED BY CONTRACTOR.

(03) "TRUCK SCALE" INTERNALLY ILLUMINATED SIGN FURNISHED AND INSTALLED BY TRUCK SCALE SUPPLIER. CONCRETE FOUNDATION BY TRUCK SCALE SUPPLIER, ELECTRICAL PROVIDED TO SCALE BY CONTRACTOR.

(04) "AUTO/RV ENTRY/EXIT WELCOME" (INTERNALLY ILLUMINATED) DIRECTIONAL SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.

(05) "TRUCK ENTRY/EXIT WELCOME" (INTERNALLY ILLUMINATED) DIRECTIONAL SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.

(06) "TRUCK EXIT ONLY" SIDE ONE "THANK YOU EXIT" SIDE TWO (INTERNALLY ILLUMINATED) DIRECTIONAL SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR

(07) DCT LED PRICER SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.

(08) "FLYING J" CANOPY LOGO FURNISHED AND INSTALLED BY CANOPY SUPPLIER

(09) "FLYING J" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.

(10) "PJ FRESH" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED AND INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.

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(12) "WELCOME DRIVERS" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.

(13) "WENDY'S" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED AND INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.

(14) "CINNABON" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED AND INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.

(15) "AUNTIE ANNE'S" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED AND INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.

(16) "AUNTIE ANNE'S" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED AND INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.

(17) "HANDICAP PARKING" POLE MOUNTED SIGNS, FURNISHED AND INSTALLED BY CONTRACTOR. (SEE CIVIL DETAILS FOR MOUNTING INSTRUCTIONS)

(18) RESTAURANT "PICK-UP WINDOW" (INTERNALLY ILLUMINATED) DIRECTIONAL SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.

(19) "DRIVE-THRU CLEARANCE 9 FT, 6 IN." SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION INSTALLED BY CONTRACTOR.

(20) RESTAURANT PREVIEW BOARD (INTERNALLY ILLUMINATED) FURNISHED BY OWNER, INSTALLED BY CONTRACTOR. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.

(21) "RESTAURANT" MENU BOARD (INTERNALLY ILLUMINATED) AND INTERCOM SYSTEM FURNISHED BY OWNER, INSTALLED BY CONTRACTOR. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.

(22) "THANK YOU / DO NOT ENTER" DIRECTIONAL SIGN (INTERNALLY ILLUMINATED) FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.

(23) "PED-RAIL" SIGN FURNISHED AND INSTALLED BY CONTRACTOR.

(24) "PASSENGER LOADING ZONE ONLY" SIGN FURNISHED AND INSTALLED BY CONTRACTOR.

PILOT FLYING J
CONSTRUCTION MANAGEMENT
DEPARTMENT
KNOXVILLE, TENNESSEE 37909
(865) 588-7488

FREESTANDING SIGNS AND DRIVE THRU DETAILS

FLYING J TRAVEL CENTER
I-5, EXIT 434
PATTERSON, CALIFORNIA

DATE:	BY:	REVISION DESCRIPTION	DRAWN BY: VAB	PROJECT: 15080-01
02/26/16				

SHEET
SS4

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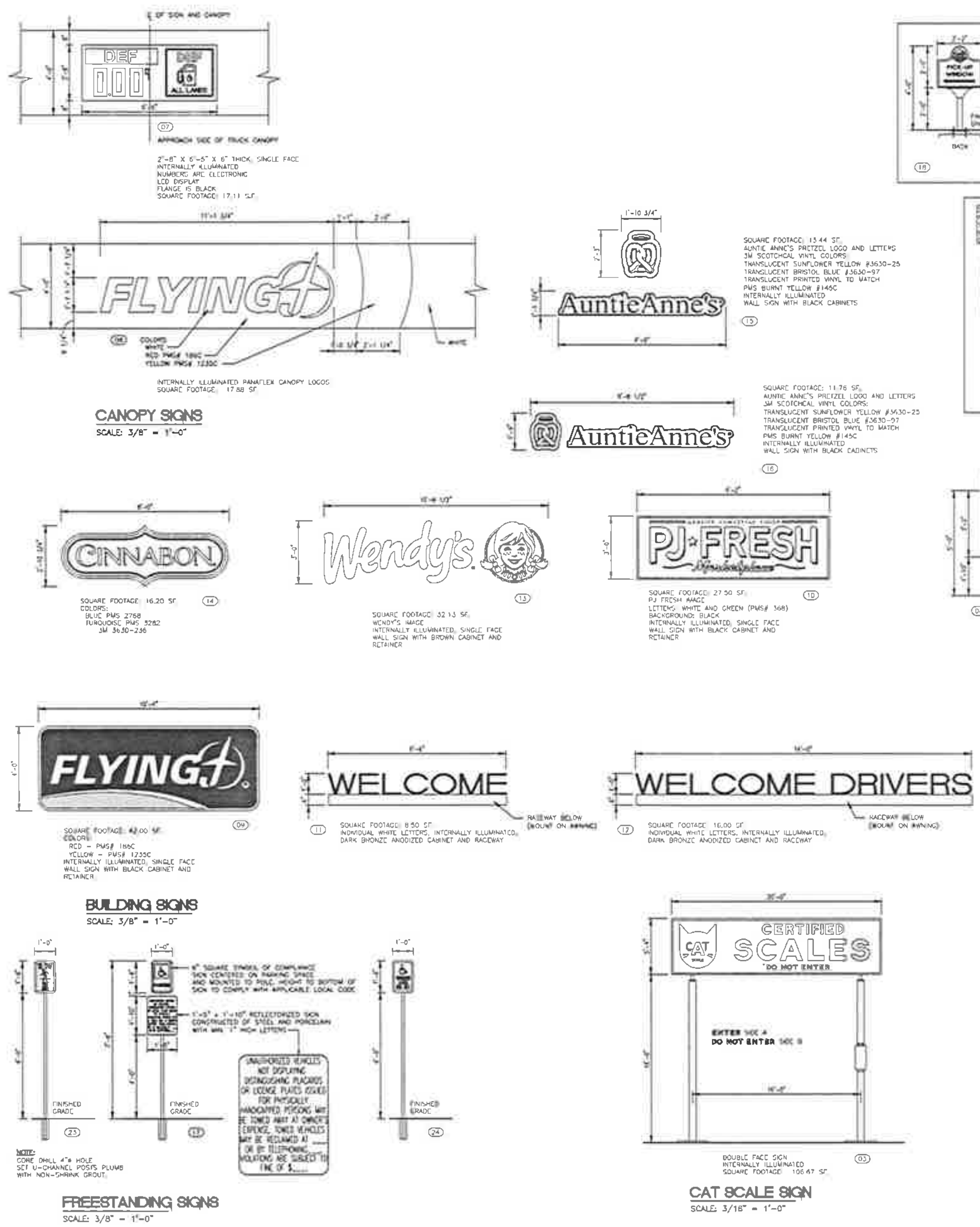

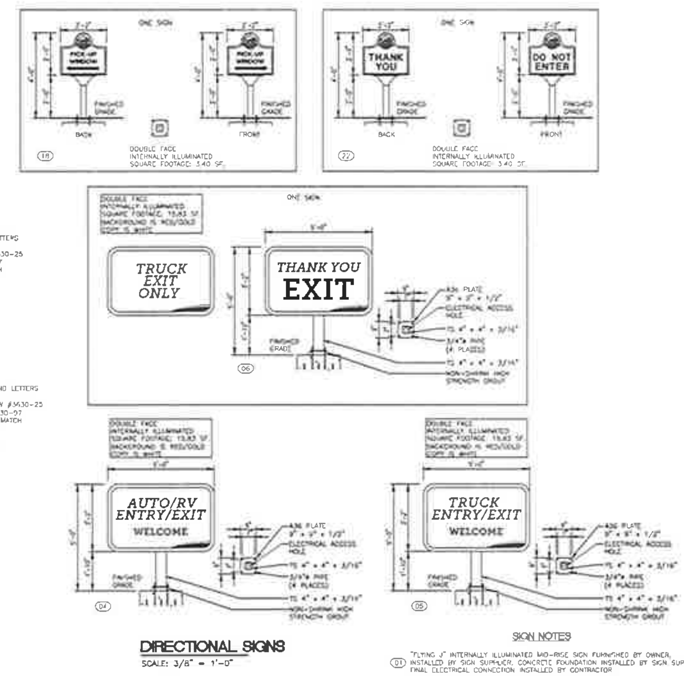

SIGN NOTES

(01) "FLYING J" INTERNALLY ILLUMINATED MID-RISE SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION INSTALLED BY SIGN SUPPLIER FINAL ELECTRICAL CONNECTION INSTALLED BY CONTRACTOR

(02) "FLYING J" INTERNALLY ILLUMINATED MONUMENT SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION INSTALLED BY SIGN SUPPLIER FINAL ELECTRICAL CONNECTION INSTALLED BY CONTRACTOR

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(24) "PASSENGER LOADING ZONE ONLY" SIGN FURNISHED AND INSTALLED BY CONTRACTOR

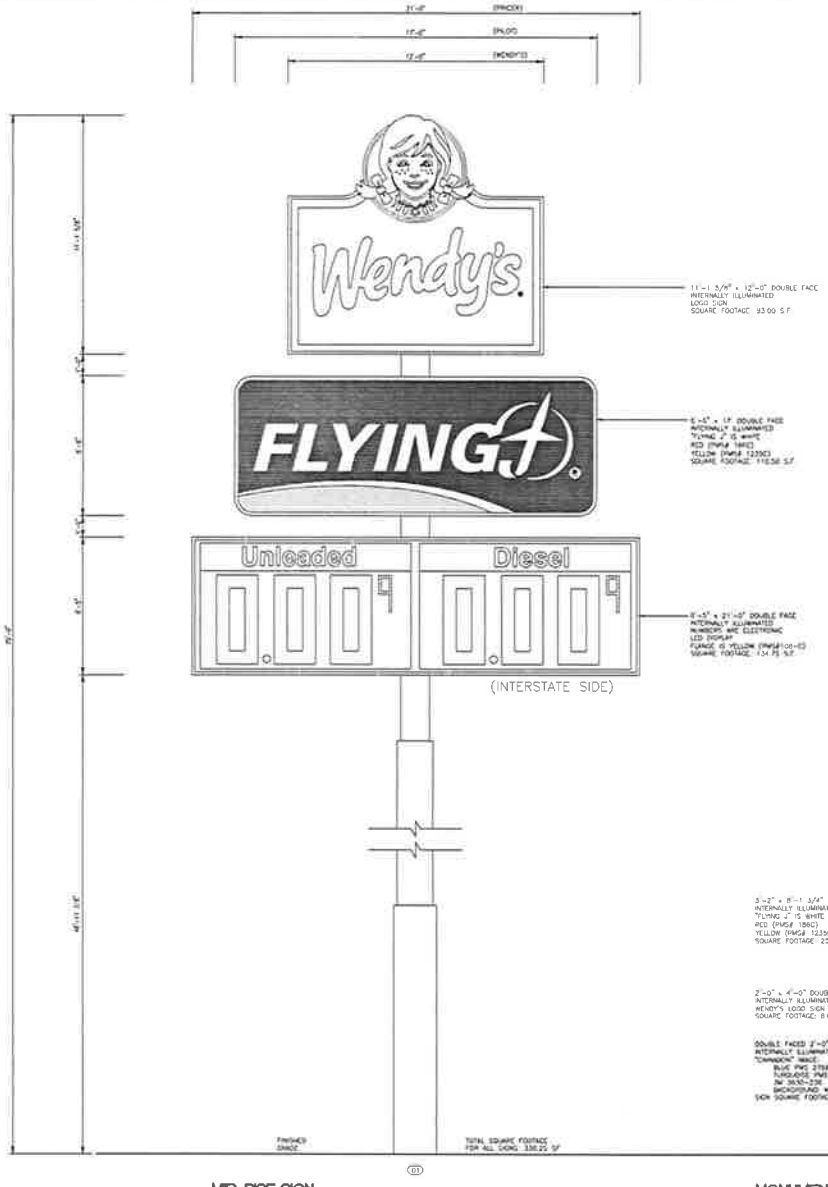
PILOT FLYING J
DESIGN DEPARTMENT
5508 LONAS ROAD
KNOXVILLE, TENNESSEE 37909

FREESTANDING, DIRECTIONAL, AND CANOPY SIGNS

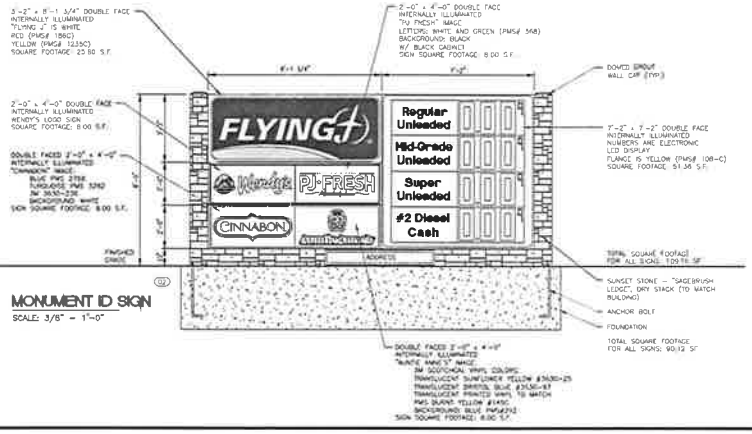
FLYING J TRAVEL CENTER
I-5, EXIT 434
PATTERSON, CALIFORNIA

DATE: 01/15/16	DRAWN BY: VAR	PROJECT: 1060-01
DATE	REV.	REVISION DESCRIPTION

SHEET: SS3



MID-RISE SIGN
SCALE: 3/8" = 1'-0"



MONUMENT ID SIGN
SCALE: 3/8" = 1'-0"

SIGN NOTES

01. "FLYING J" INTERNALLY ILLUMINATED MID-RISE SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER, CONCRETE FOUNDATION INSTALLED BY SIGN SUPPLIER. FINAL ELECTRICAL CONNECTION INSTALLED BY CONTRACTOR.
02. "FLYING J" INTERNALLY ILLUMINATED MONUMENT SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER, CONCRETE FOUNDATION INSTALLED BY SIGN SUPPLIER. FINAL ELECTRICAL CONNECTION INSTALLED BY CONTRACTOR.
03. "TRUCK SCALE" INTERNALLY ILLUMINATED SIGN FURNISHED AND INSTALLED BY TRUCK SCALE SUPPLIER. CONCRETE FOUNDATION BY TRUCK SCALE SUPPLIER, ELECTRICAL PROVIDED TO SCALE BY CONTRACTOR.
04. "AUTO/RV ENTRY/EXIT WELCOME" (INTERNALLY ILLUMINATED) DIRECTIONAL SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.
05. "TRUCK ENTRY/EXIT WELCOME" (INTERNALLY ILLUMINATED) DIRECTIONAL SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.
06. "TRUCK EXIT ONLY" SIDE ONE: "THANK YOU EXIT" SIDE TWO (INTERNALLY ILLUMINATED) DIRECTIONAL SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.
07. DOT LED PRICER SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.
08. ~~"FLYING J" GRAPHIC LOGO FURNISHED AND INSTALLED BY GRAPHIC SUPPLIER.~~
09. "FLYING J" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED BY OWNER INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR
10. "PJ FRESH" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED AND INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.
11. "WELCOME" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED BY OWNER INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.
12. "WELCOME DRIVERS" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED BY OWNER. INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR
13. "WENDY'S" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED AND INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.
14. "CINNABON" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED AND INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.
15. "AUNTIE ANNE'S" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED AND INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.
16. "AUNTIE ANNE'S" (INTERNALLY ILLUMINATED) BUILDING SIGN FURNISHED AND INSTALLED BY SIGN SUPPLIER. ELECTRICAL INSTALLED BY CONTRACTOR.
17. "HANDICAP PARKING" POLE MOUNTED SIGNS, FURNISHED AND INSTALLED BY CONTRACTOR. (SEE CIVIL DETAILS FOR MOUNTING INSTRUCTIONS)
18. RESTAURANT "PICK-UP WINDOW" (INTERNALLY ILLUMINATED) DIRECTIONAL SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.
19. "DRIVE-THRU CLEARANCE 9 FT. 6 IN." SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION INSTALLED BY CONTRACTOR.
20. RESTAURANT PREVIEW BOARD (INTERNALLY ILLUMINATED) FURNISHED BY OWNER, INSTALLED BY CONTRACTOR. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR
21. "RESTAURANT MENU BOARD (INTERNALLY ILLUMINATED) AND INTERCOM SYSTEM FURNISHED BY OWNER, INSTALLED BY CONTRACTOR. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR
22. "THANK YOU / DO NOT ENTER" DIRECTIONAL SIGN (INTERNALLY ILLUMINATED) FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR
23. "PED-KING" SIGN FURNISHED AND INSTALLED BY CONTRACTOR.
24. "PASSENGER LOADING ZONE ONLY" SIGN FURNISHED AND INSTALLED BY CONTRACTOR

PILOT FLYING J
DESIGN DEPARTMENT
5508 LYONS VIEW PIKE
KNOXVILLE, TENNESSEE 37919
(865) 588-7486

ID SIGNS AND SIGN SCHEDULE

FLYING J TRAVEL CENTER
I-5, EXIT 434
PATTERSON, CALIFORNIA

DATE	REV.	REVISION DESCRIPTION	DRAWN BY	PROJECT
01/18/16			MB	1080-01

SS2

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SITE SIGNAGE PLAN

FLYING J TRAVEL CENTER
I-5, EXIT 434
PATTERSON, CALIFORNIA

DATE:	REV:	REVISION DESCRIPTION:	INIT.:
DATE: 01/16/18	DRAWN BY: VAB	PROJECT: 1080-01	

SS1

FLYING J
DESIGN DEPARTMENT
5508 LOMAS ROAD
KNOXVILLE TENNESSEE 37902
(865) 588-7488

PLOT FLYING J

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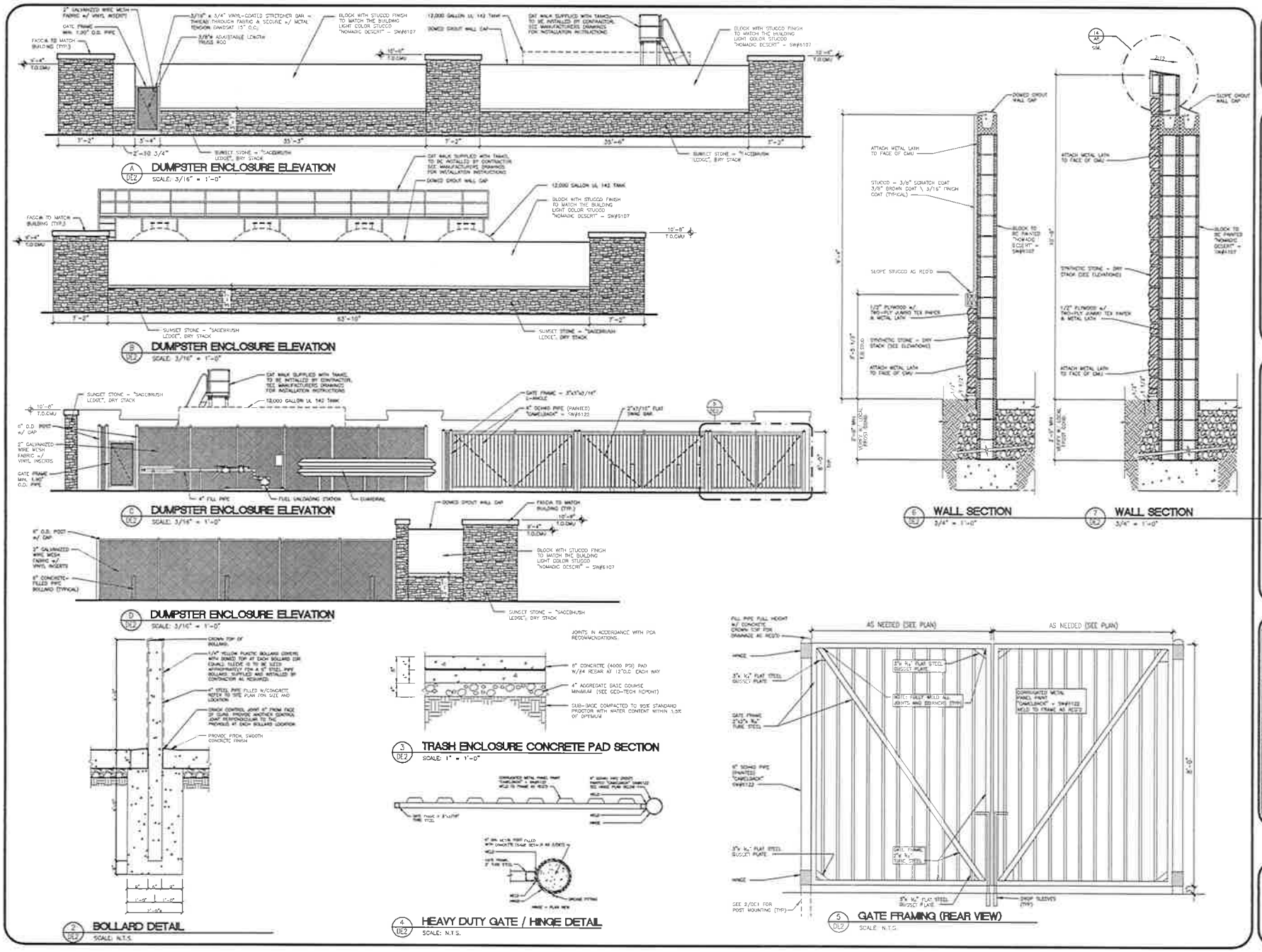

PILOT FLYING J
DESIGN DEPARTMENT
5508 LONAS ROAD
KNOXVILLE, TENNESSEE 37909
(865) 588-7488

FLYING J

DUMPSTER ENCLOSURE
PLAN AND ELEVATIONS

FLYING J TRAVEL CENTER
I-5, EXIT 434
PATTERSON, CALIFORNIA

DATE: 01/18/18 | DRAWN BY: VAB | PROJECT: 1050-03

DATE	REV	REVISION DESCRIPTION	INT

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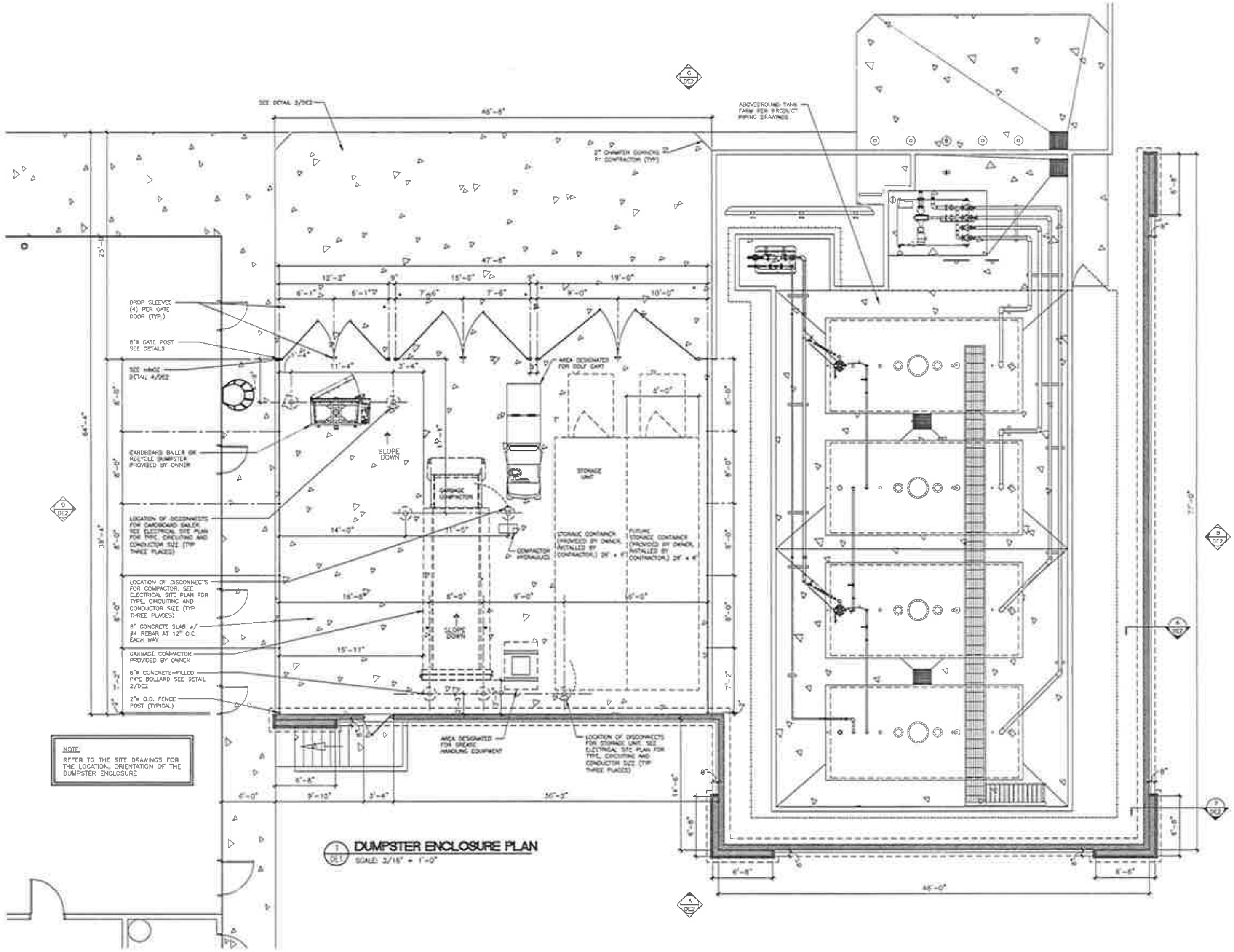

1 DE1 DUMPSTER ENCLOSURE PLAN
SCALE: 3/16" = 1'-0"

DUMPSTER ENCLOSURE
PLAN AND ELEVATIONS

FLYING J TRAVEL CENTER
I-5, EXIT 434
PATTERSON, CALIFORNIA

FLYING J

PILOT FLYING J
DESIGN DEPARTMENT
5508 LONAS ROAD
KNOXVILLE, TENNESSEE 37909
(865) 588-7488

DATE: 01/15/16 | DRAWN BY: UNI | PROJECT: 1080-01

DATE	REV.	REVISION DESCRIPTION	INT.

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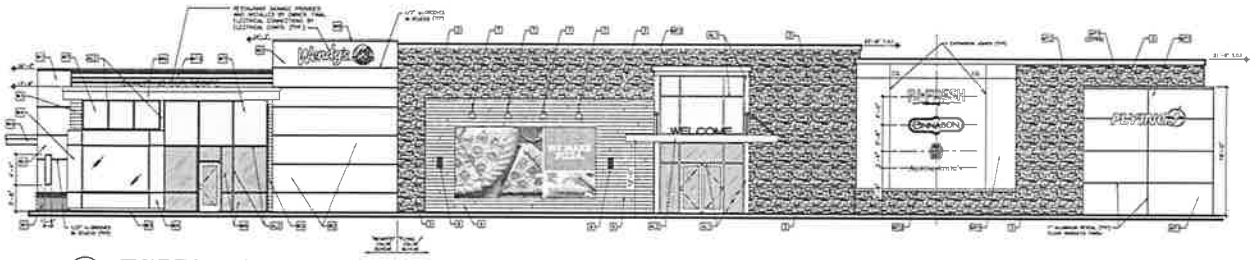
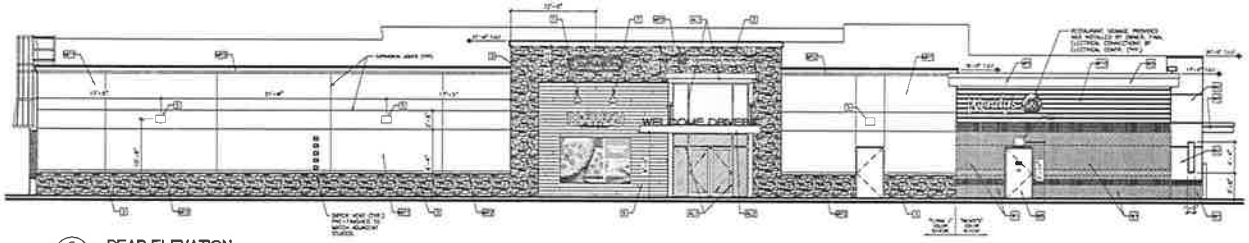
SIGN SCHEDULE

BRAND	SIGN	QUANTITY	AREA (SQ. FT.)	TOTAL
FLYING J	BUILDING LETTERS	1	17.13	17.13
	CANOPY	7	17.88	125.16
	MONUMENT SIGN	1	25.80	25.80
				168.09
WENDY'S	BUILDING LETTERS/ICON	3	32.13	96.39
	"QUALITY IS OUR RECIPE"	1	10.34	10.34
	"QUALITY SERVICE..."	1	24.00	24.00
	MONUMENT SIGN	1	8.00	8.00
				138.73
PJ FRESH	BUILDING LETTERS	2	16.21	32.42
	MONUMENT SIGN	1	8.00	8.00
				40.42
CINNABON/ AUNTIE ANNE'S	CINNABON LETTERS	2	16.20	32.40
	AUNTIE ANNE'S LETTERS (FRONT)	1	10.14	10.14
	AUNTIE ANNE'S LETTERS (REAR)	1	8.72	8.72
	MONUMENT SIGN	1	18.00	18.00
				67.26

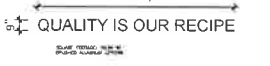
*EXEMPT/EXCLUDED: "WELCOME"
"WELCOME DRIVERS"
**MID-RISE SEPARATE

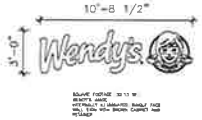


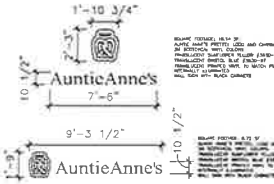
1 A6 FRONT ELEVATION
1/8" = 1'-0"



2 A6 REAR ELEVATION
1/8" = 1'-0"







FLYING J EXTERIOR LEGEND

1	NOT USED	5	CERAMIC TILE, ATLAS CONCORDE, ETIC, ULVO-FINISH, SLIGHTLY TEXTURED, 8"X36" w/ LATICRETE PERMACOLOR GROUT; COLOR #33 MOCHA (TILE TO BE LAID IN A "RANDOM" PATTERN W/ 1/8" GROUT JOINTS)
2	NOT USED	7	GOOSENECK LIGHT FIXTURE
3	SUNSET STONE – "SAGEBRUSH LEDGE", DRY STACK	8	WALL SCONCE
4	"BLACK" LIGHT FIXTURE	MP1	MARKETPLACE LIGHT COLOR STUCCO "NOMADIC DESERT" – SW#6107
5	WALL PACK	MP2	MARKETPLACE DARK COLOR STUCCO "PORTOBELLO" – SW#6102

WENDY'S EXTERIOR LEGEND

W1	BRICK (STANDARD) – BOWERSTON SHALE COMPANY "OLD ENGLISH" MODULAR
W2	WENDY'S DARK COLOR STUCCO – "WENDY'S RED" (STO FINE SAND NA13-0042, STODOAT ACRYL PLUS NA13-0040)
W3	EXTERIOR TILE – CERAMIC TILE, ATLAS CONCORDE, ETIC, ULVO-FINISH, SLIGHTLY TEXTURED, 8"X36" w/ LATICRETE PERMACOLOR GROUT; COLOR #33 MOCHA (TILE TO BE LAID IN A "RANDOM" PATTERN W/ 1/8" GROUT JOINTS)
W4	WENDY'S LIGHT COLOR STUCCO – "WENDY'S GREY" (STO FINE SAND NA13-0042, STODOAT ACRYL PLUS NA13-0042)
W5	METAL TRIM AND BREAM METAL – FACTORY FINISHED ALUMINUM TO MATCH STOREFRONT FINISH COLOR (DARK BRONZE)
W6	1" INSULATED GLASS
W7	1" SPANDREL GLASS
W8	EXTERIOR DOOR – PAINT "WENDY'S DARK BRONZE"
W9	PICK UP WINDOW – ANODIZED ALUMINUM 72"x52" DUAL OPENING WINDOW, DUMSERV MODEL #3PW-7252L-BRONZE_DR DASH-SERV MODEL #3211-100-W DARK BRONZE
W10	CORRUGATED METAL SIDING – "DARK BRONZE"
W11	WENDY'S EXTERIOR WALL SCONCE

GLASS LEGEND

1" TEMPERED SAFETY GLASS
COLOR:
OL-PPG "SOLARBAN 60" (#2) ON 1" CLEAR GLASS
¼" PPG 1" CLEAR
SPACE ½" AIR

1" INSULATED GLASS
COLOR:
OL-PPG "SOLARBAN 60" (#2) ON 1" CLEAR GLASS
¼" PPG 1" CLEAR
SPACE ½" AIR

1" SPANDREL GLASS
COLOR:
OL-PPG "SOLARBAN 60" (#2) ON 1" CLEAR GLASS
¼" PPG 1" CLEAR, OLDCASTLE BLACK FRIT (#4)
SPACE ½" AIR

AL5 CLEAR ANODIZED ALUMINUM FINISH

AL2 DARK BRONZE ALUMINUM FINISH

NOTE

CONTRACTOR IS TO INSTALL ALL JOINTS/REVEALS IN STUCCO AND T&Z ONLY IN THE LOCATIONS SHOWN AND DIMENSIONED ON THE PLANS. ANY DEVIATION MUST BE PRE-APPROVED IN WRITING BY FLYING J'S CORPORATE ARCHITECT. FAILURE TO FOLLOW THIS WILL RESULT IN THE JOINTS BEING REMOVED, REINSTALLED PROPERLY AND THAT AREA REFINISHED AT THE CONTRACTORS EXPENSE

WALL TEXTURE LEGEND

DARK STUCCO TROWELED TEXTURE FINISH	LIGHT STUCCO MEDIUM SAND FLOAT FINISH
DARK STUCCO MEDIUM SAND FLOAT FINISH	LEDGE STONE

PILOT FLYING J
DESIGN DEPARTMENT
6508 LONAS ROAD
KNOXVILLE, TENNESSEE 37909
(865) 588-7488

EXTERIOR ELEVATIONS

FLYING J TRAVEL CENTER
I-5, EXIT 434
PATTERSON, CALIFORNIA

DATE:	REV:	REVISION DESCRIPTION:	DRAWN BY: MB	PROJECT: 1080-01	INT:
07/29/16					

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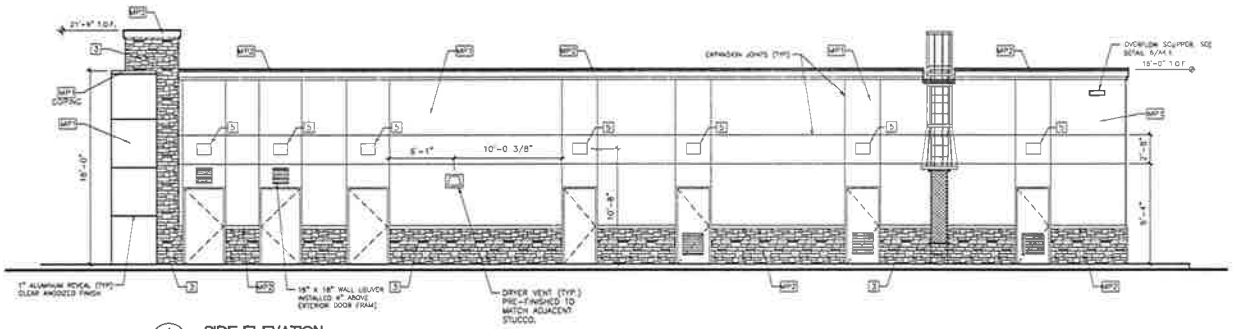
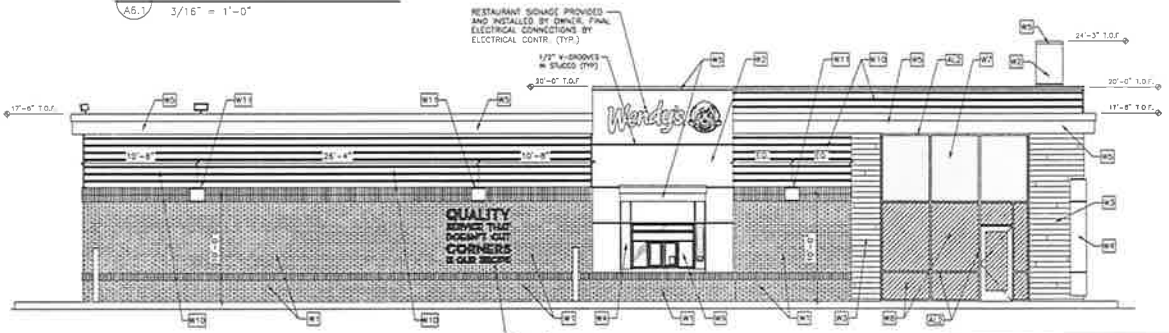


1 A6.1 **SIDE ELEVATION**
3/16" = 1'-0"



2 A6.1 **RESTAURANT ELEVATION**
3/16" = 1'-0"

SIGN SCHEDULE

BRAND	SIGN	QUANTITY	AREA (SQ. FT.)	TOTAL
FLYING J	BUILDING LETTERS	1	17.13	17.13
	CANOPY	7	17.68	125.16
	MONUMENT SIGN	1	25.80	25.80
				168.09
WENDY'S	BUILDING LETTERS/ICON	3	32.13	98.39
	"QUALITY IS OUR RECIPE"	1	10.34	10.34
	"QUALITY SERVICE..."	1	24.00	24.00
	MONUMENT SIGN	1	8.00	8.00
				138.73
PJ FRESH	BUILDING LETTERS	2	16.21	32.42
	MONUMENT SIGN	1	8.00	8.00
				40.42
CINNABON/ AUNTIE ANNE'S	CINNABON LETTERS	2	18.20	32.40
	AUNTIE ANNE'S LETTERS (FRONT)	1	10.14	10.14
	AUNTIE ANNE'S LETTERS (REAR)	1	8.72	8.72
	MONUMENT SIGN	1	18.00	18.00
				67.26

*EXEMPT/EXCLUDED: "WELCOME" "WELCOME DRIVERS"

**MID-RISE SEPARATE

FLYING J EXTERIOR LEGEND

1	NOT USED	6	CERAMIC TILE, ATLAS CONCORDE ETIC, ULVND-FINISH, SLIGHTLY TEXTURED, 9"x26" +/- LATICRETE PERMACOLOR GROUT: COLOR #35 MOCHA (TILE TO BE LAID IN A "RANDOM" PATTERN W/ 1/8" GROUT JOINTS)
2	NOT USED	7	GOOSENECK LIGHT FIXTURE
3	SUNSET STONE - "SAGEBRUSH LEDGE", DRY STACK	8	WALL SCONCE
4	"BLACK" LIGHT FIXTURE	MP1	MARKETPLACE LIGHT COLOR STUCCO "NOMADIC DESERT" - SW6107
5	WALL PACK	MP2	MARKETPLACE DARK COLOR STUCCO "PORTOBELLO" - SW6102

GLASS LEGEND

1" TEMPERED SAFETY GLASS
COLOR:
OLPPG "SOLARBAN 80" (#2) ON 1" CLEAR GLASS
½ PPG 1" CLEAR
SPACE: ½" AIR

1" INSULATED GLASS
COLOR:
OLPPG "SOLARBAN 80" (#2) ON 2" CLEAR GLASS
½ PPG 2" CLEAR
SPACE: ½" AIR

¼" SPANDREL GLASS
COLOR:
OLPPG "SOLARBAN 80" (#2) ON 1" CLEAR GLASS
½ PPG 1" CLEAR, OLDCASTLE BLACK FRIT (#1)
SPACE: ½" AIR

AL1 CLEAR ANODIZED ALUMINUM FINISH
AL2 DARK BRONZE ALUMINUM FINISH

WENDY'S EXTERIOR LEGEND

W1 BRICK (STANDARD) - BOWERSTON SHALE COMPANY "OLD ENGLISH" MODULAR
W2 WENDY'S DARK COLOR STUCCO - "WENDY'S RED" (STO FINE SAND NA13-0042, STOCOAT ACRYL PLUS NA13-0040)
W3 EXTERIOR TILE - CERAMIC TILE, ATLAS CONCORDE, ETIC, ULVND-FINISH, SLIGHTLY TEXTURED, 9"x26" +/- LATICRETE PERMACOLOR GROUT: COLOR #35 MOCHA (TILE TO BE LAID IN A "RANDOM" PATTERN W/ 1/8" GROUT JOINTS)
W4 WENDY'S LIGHT COLOR STUCCO - "WENDY'S GREY" (STO FINE SAND NA13-0042, STOCOAT ACRYL PLUS NA13-0042)
W5 METAL TRIM AND BREAK METAL - FACTORY FINISHED ALUMINUM TO MATCH STOREFRONT FINISH COLOR (DARK BRONZE)
W6 1" INSULATED GLASS
W7 ¼" SPANDREL GLASS
W8 EXTERIOR DOOR - PAINT "WENDY'S DARK BRONZE"
W9 PICK UP WINDOW - ANODIZED ALUMINUM 72"x32" DUAL SPEAKING WINDOW. OAKSERV MODEL #SP-7232-SPRINGL...OR... LASI-SERV MODEL #SB1-700-R DARK BRONZE
W10 CORRUGATED METAL SIDING - "DARK BRONZE"
W11 WENDY'S EXTERIOR WALL SCONCE

NOTE

CONTRACTOR IS TO INSTALL ALL JOINTS/REVEALS IN STUCCO AND TILE ONLY IN THE LOCATIONS SHOWN AND DIMENSIONED ON THE PLANS. ANY DEVIATION MUST BE PRE-APPROVED IN WRITING BY FLYING J'S CORPORATE ARCHITECT. FAILURE TO FOLLOW THIS WILL RESULT IN THE JOINTS BEING REMOVED, REINSTALLED PROPERLY AND THAT AREA REFINISHED AT THE CONTRACTORS EXPENSE.

WALL TEXTURE LEGEND

DARK STUCCO TROWELED TEXTURE FINISH
LIGHT STUCCO MEDIUM SAND FLOAT FINISH
DARK STUCCO MEDIUM SAND FLOAT FINISH
LEDGE STONE

PILOT FLYING J
DESIGN DEPARTMENT
5508 LONAS ROAD
KNOXVILLE, TENNESSEE 37909
(865) 588-7488

FLYING J

EXTERIOR ELEVATIONS

FLYING J TRAVEL CENTER
I-5, EXIT 434
PATTERSON, CALIFORNIA

DATE	BY	DESCRIPTION
DATE: 07/19/15	DRAWN BY: MB	PROJECT NO: 21

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RESOLUTION 2016-04

A RESOLUTION OF THE PLANNING COMISSION OF THE CITY OF PATTERSON, RECOMMENDING THAT THE CITY COUNCIL APPROVAL OF ARCHITECTURAL AND SITE PLAN REVIEW NO.16-01 AND CONDITIONAL USE PERMIT NO. 16-02, TENTATIVE PARCEL MAP 16-01, FOR THE CONSTRUCTION OF A TRAVEL CENTER BUILDING WITH A FAST-FOOD DRIVE-THRU RESTAURANT AND A TRUCK YARD THAT INCLUDES 20 FUEL PUMPS, RELATED SIGNS, LANDSCAPING, AND ASSOCIATED SITE IMPROVEMENTS ON 11.3 ACRES LOCATED AT THE NORTHEAST CORNER OF SPERRY AVENUE AND PARK CENTER DRIVE

WHEREAS, on February 10, 2016, an application was submitted by Brandon Parks, Pilot Travel Centers, 5508 Lonas Drive, Knoxville, TN 37909 to develop the site with a travel center building with a fast-food drive-thru restaurant and a truck yard that includes 20 fuel pumps, related signs, landscaping, and associated site improvements on 11.3 acres located at the northeast corner of Sperry Avenue and Park Center Drive (the "Project"). The property is located within the West Patterson Industrial Business Park (IBP) & West Patterson Light Industrial (IL) Zoning Districts (APN: 021-026-061 and a part of 021-026-062); and

WHEREAS, on January 2003, the City Council of the City of Patterson approved the West Patterson Business Park Master Development Plan to establish an infrastructure and regulatory framework for the development of employment-generating land uses in western Stanislaus County; and

WHEREAS, Patterson City staff conducted a full analysis of the project to ensure compliance with the City's General Plan, West Patterson Business Park Master Development Plan, Zoning Code, and all other applicable laws, regulations and standards, as all further explained in detail in the City's staff report to the Planning Commission; and

WHEREAS, the Planning Division completed an environmental assessment for the project in accordance with the California Environmental Quality Act (CEQA), and recommends that the Planning Commission determine this project is covered under the program of activities identified in the West Patterson Projects Environmental Impact Report (SCH# 2001022031 and 2001032037) certified by the City Council on January 9, 2003 based on the CEQA finding included in this Resolution; and

WHEREAS, on May 26, 2016, the Planning Commission held a duly noticed public hearing on the subject application, and considered evidence presented by City staff; the applicant, and other interested parties,

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Patterson as follows:

SECTION 1. The Planning Commission of the City of Patterson hereby approves Architectural and Site Plan Review No.16-01, Conditional Use Permit No. 16-02, and Tentative Map No. 16-01 to develop a travel center and fast-food restaurant on an 11.3-acre site, known as the Pilot Flying J project, based on the plans findings and conditions identified in Attachments A through D.

SECTION 2: The foregoing resolution of the Planning Commission of the City of Patterson was passed by the Planning Commission at a regular meeting held on the 26th day of May, 2016, by _____, who moved its adoption, which motion was duly seconded by _____, and the resolution adopted by the following vote:

AYES:
NOES:
EXCUSED:

APPROVED:

_____
Ron West, Planning Commission Chair
City of Patterson

ATTEST:

_____
Lisa Ochoa, Planning Commission Secretary
City of Patterson

I hereby certify that the foregoing is a full, correct and true copy of a resolution passed by the Planning Commission of the City of Patterson, a Municipal Corporation of the County of Stanislaus, State of California, at a regular meeting held on the ___ day of _____, 2016, and I further certify that said resolution is in full force and effect and has never been rescinded or modified.

DATED:

_____
Planning Commission Secretary
City of Patterson

RESOLUTION 2016-04
ATTACHMENT B
PILOT FLYING J PROJECT
CONDITIONS OF APPROVAL

1. The project shall comply with all applicable State and Municipal Codes, including the 2010 California Building Codes and the 2010 California Green Code and meet the requirements of the Public Works Department, City Engineer, Building Inspector, Planning Department and Fire Chief.

2. The applicant shall comply with all conditions of approval and adopted mitigation measures.

3. Development shall occur in substantial conformance with the site plan as may be approved by the Planning Commission.

4. The applicant shall agree to defend at his/her sole expense any action brought against the City, its present or former agents, officers, or employees because of the issuance of said approval, or in anyway relating to the implementation thereof, or in the alternative, to relinquish such approval. The applicant shall reimburse the City, its agents, officers, or employees, for any court costs and attorney's fee's which the City, its agents, officers or employees may be required by a court to pay as a result of such action. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve applicant of his/her obligations under this condition.

5. Prior to issuance of a certificate of occupancy, mail receptacles shall be provided as required by the Postmaster of the City of Patterson.

6. The applicant shall obtain an encroachment permit from the Public Works Department for any work conducted within the public right-of-way.

7. Prior to issuance of a building permit, an exterior lighting plan and site lighting footcandle plan shall be prepared, consistent with Chapter 18.80 of the Municipal Code, subject to the review and approval of the Community Development and Police Departments.

8. Construction shall be limited to between the hours of 7:00 a.m. and 6:00 p.m. on non-holiday weekdays, and on Saturdays to between the hours 8:00 a.m. and 6:00 p.m.; that additional hours may be permitted at the discretion of the Public Works Director. Construction activities may be allowed at any time on the interior of buildings once they are entirely enclosed, in conformance with the City's noise ordinance.

9. Prior to issuance of a certificate of occupancy for each building, all ducts, meters, air conditioning equipment and all other mechanical equipment, whether on the ground, on the structure or elsewhere, shall be screened from public view with materials architecturally compatible with the main structure. It is especially important that gas and electric meters, electric transformers, and large water piping systems be completely screened from a standard public viewing height of 6 feet. All roof-mounted equipment which generates noise, solid particles, odors, etcetera, shall cause the objectionable material or effects to be directed away or shielded from adjoining land designated for residential development. A plan for the

treatment of roof top equipment shall be submitted to the Planning Department prior to issuance of a building permit.

10. All planted areas shall be separated from driveways by concrete curbs.

11. Stop signs shall be provided at all project exits and internally as needed to ensure safety.

12. Prior to issuance of a building permit, the applicant shall submit a detailed drawing of the trash enclosure for review and approval by the Planning Department and the Public Works Department. Trash enclosures shall be constructed to City standards and shall be architecturally compatible with the design of the project and shall be laid out for easy access by collection trucks.

13. All on-site utilities shall be underground and all utility fixtures, transformers, switching boxes and other installations shall be screened from view to the satisfaction of the Planning Department.

14. Per Title 24, Section 2-7102 of the State Disabled Access Regulations, the parking lot shall provide the required number of handicapped parking spaces.

15. Prior to the approval of grading and public improvement plans, the applicant shall establish a deposit account for plan check and inspection costs, post bonds as appropriate and obtain an encroachment permit as required.

16. For landscape and irrigation within the public ROW, a deposit shall be required to cover the installation of irrigation, landscaping, and plant materials (relocation) based upon the estimate of costs to be paid for and provided by the applicant. Project landscape plans must comply with AB1881 (Water Use Efficiency) requirements. Once the landscaping is complete an audit must be completed and the certificate sent into the City.

17. Prior to occupancy, the applicant shall provide to the Police Department a SkyHawk pre-incident aerial survey for the facility, to the satisfaction of the Police Chief

18. Prior to issuance of a certificate of occupancy, the address shall be clearly visible on the building per City Standards.

19. Prior to concrete pour inspection, compaction tests are required for all footings.

20. Electrical conduit shall have a separate ground wire installed.

21. Improvements required for project development will include street paving, curb, gutter, street lights, sidewalks, landscaping, the required utilities, grading and drainage.

22. Prior to building permit issuance, the applicant shall submit to the City for review and approval a grading and drainage plan in compliance with all applicable regulations of the City of Patterson.

23. Sewer laterals shall be installed to the building with size to be calculated for the most intensive allowable use to the satisfaction of the Public Works Director.

24. At the time of Public Improvement Plan review, plans shall be submitted to all applicable public utility companies for review. Comments from the utilities regarding required easements, transformer locations, etc. shall be forwarded to Public Works Department for review and approval.

25. The applicant shall pay all applicable fees due the City and other Special Districts providing services to the site.

26. The applicant shall be responsible during construction for cleaning city streets, curbs, gutters and sidewalks of dirt tracked from the subject site. The flushing of dirt and debris to storm drain or sanitary sewer facilities shall not be permitted. The cleaning shall be done after each day's work or as directed by the Director of Public Works or the Planning Department.

27. All required public improvements shall be designed and constructed in accordance with the City of Patterson Standard Specifications and Drawings, including any standards updated prior to approval of the improvement plans.

28. The project shall include provisions for the sharing of parking, driveway access and shall incorporate easements necessary for all utilities to the approval of the City. Reciprocal use agreements shall be required for ingress, egress, and utilities.

29. The applicant shall submit a mitigation plan for review and approval by the City and the San Joaquin Valley Air Pollution Control District (SJVAPCD) for construction-related emissions prior to construction. Such a plan shall include provisions for compliance with District Rule VIII and shall include at least the following requirements:

    a. All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, or vegetative ground cover.

    b. All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.

    c. All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.

    d. With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition.

    e. When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, *or* at least six inches of freeboard space from the top of the container shall be maintained.

    f. All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets if and as needed when operations are occurring. *(The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.) (Use of blower devices is expressly forbidden.)*

g. Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.

h. Limit traffic speeds on unpaved roads to 15 mph; and

i. Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.

30. All signage shall be submitted for a sign permit and shall be in accordance with relevant provisions of the Patterson Zoning Ordinance and that any proposed monument sign shall be constructed with design elements and materials reflective of those of the main building.

31. Setbacks shall be verified by a licensed surveyor.

32. That the project shall participate in a City-Wide Maintenance Community Facility District (CFD), or Benefit Assessment District (BAD) and Landscape Maintenance District (LMD). All costs associated with the formation of any maintenance districts/CSA are the responsibility of the developer/project owner.

33. That all trash enclosure must be constructed to comply with the latest Storm Water regulations (not located in close proximity of a drain inlet, have covers, have adequate secondary containment, etc.). Trash enclosures should be sized to comply with commercial recycling requirements. All trash enclosure plans must be reviewed and approved by the City's Planning Department.

34. The project shall conform to the requirements of AB 936 and AB 1826 (Recycling).

35. Plans for off-site public improvements and landscape plans must be submitted to the City Engineer for review and approval.

36. A "Landscape Maintenance Agreement" will be required to ensure that all landscaping that will be owned and maintained by the project owner onsite. The agreement will be reviewed and approved by the City Council and recorded at the County Recorder's Office.

37. Public records are to be researched for the location of all possible survey monuments within the scope of the project and report shall be furnished to City Engineer and County Surveyor.

38. Prior to issuance of building permit, the applicant shall:

a. Submit revised plans that demonstrate that the building area contains at least 15,000 square feet, and that no more than 80% of the site is developed with impervious surfaces

b. Submit a Final Landscape and Irrigation Plan that is subject to review and approval by the Planning, Public Works, Parks and Recreation, Police, Building and Fire Departments, and in compliance with AB 1881. The landscaping plan shall be consistent with City Standards and shall include the following:

At least two of the following low impact development methods:

- bioretention

- cisterns and rain barrels
- green roofs
- roof leader disconnection
- permeable and porous paving (must be no less than 20% of walking or patio surface per Section 18.78.040)
- vegetative swell and filter strips
- volume retention

Grading

39. Complete grading and drainage plans shall be submitted to and approved by the City Engineer.

40. As required by the Public Works Department, the applicant shall deposit with the City, at time of plan check submittal, adequate funds to employ a qualified independent engineering consultant selected by the City to review grading and drainage improvement plans and to inspect the site prior to and during all major site preparation and grading. A qualified Soils Engineer shall submit tests and reports to certify each parcel as ready for construction prior to starting foundations.

41. Where the difference in average elevations between adjacent lots is in excess of six inches, slope shall not exceed 2 to 1 grade or a grade found reasonable in the soils report, or a retaining wall shall be required.

42. Prior to any site grading or construction, an erosion control plan and program shall be submitted to and approved by the Public Works Department. Said plan and program shall address specific temporary and permanent erosion control measures associated with the project.

43. It is the contractor's responsibility to use watering, dust fences, or other methods as directed by the City, to control dust throughout the construction operation. The applicant shall use all reasonable efforts to obtain non-potable water for construction or dust control purposes. This condition shall not be interpreted as prohibiting the use of City water supplies for the irrigation of street lines and landscaping required in common areas.

44. All grading construction debris materials shall be removed and disposed into an approved dump site prior to any excavation or fill operations and/or as directed by the Public Works Director.

45. The applicant or his/her agents or employees shall be responsible for removal and clean-up of any spill on public streets during his entire grading operations.

46. Lots shall drain into a street or approved drain in such a manner that there will be no undrained depressions. The design of all such drains shall be subject to the review and approval of the City Engineer.

47. An engineering cost estimate shall be submitted with the grading and improvement plans for public improvements. The applicant's engineer shall sign and stamp the calculation and cost estimates prior to issuance of building permits.

48. Prior to issuance of the grading permit, final right-of-way width and routes for drainage channels, pipelines, and service roads needed shall be established.

49. Measures to control erosion during construction shall be incorporated into the grading plans, and shall be subject to review and approval by the City Engineer.

50. Prior to issuance of a grading permit, the applicant shall submit a soils report, prepared by a registered geologist or qualified civil engineer, concerning soil conditions for grading, excavations, slope stabilization and revegetation, and footing and foundation construction.

51. The applicant shall obtain a grading permit for on-site excavation and fill prior to construction.

52. Grading of the pump area under the canopy shall be such that all drainage is captured and discharged to the sanitary sewer system to avoid possible contamination of storm water.

Sewer, Water and Drainage

53. Prior to issuance of a building permit, sufficient water pressure and capacity to serve the portion of the project area where such development is proposed will be assured.

54. Design of the proposed project facilities shall include provisions to minimize water requirements, including the use of the following, to the extent deemed practical by the City:

    a. Use of low-flow fixtures, including shower heads and toilets as per the Uniform Building Code.
    b. Use of drought-tolerant, native landscaping.

55. The applicant shall design, construct and dedicate all water distribution mains and appurtenances, including a 15-foot easement for mains on private property, to the satisfaction of the City. All water distribution systems within project boundaries shall be extended for connection by future development. The applicant may request reimbursements from other future development, which may benefit directly from the oversizing or over capacity of water system improvements installed or paid for by the applicant.

56. Separate water meters shall be installed for landscaping and indoor water services.

57. That all pre-existing sewer laterals and storm drains lines should be video inspected to ensure that the lines are clear of any debris and that they are not damaged.

58. All improvements shall be designed in accordance with the City of Patterson Improvement Standards, to the satisfaction of the Public Works Department.

59. The project shall comply with City of Patterson Best Management Practices as defined in the City's latest Urban Water Management Plan, California Urban Water Conservation Council BMPs, AB 1881, and mandatory water conservation measures defined in the State of California Green Building Code.

60. Water mains shall be installed on-site to provide adequate flow and reliability as required by the City Water Engineer and Fire Marshal. Building fire suppression demands shall not exceed 2,500 gpm, or as limited by the water distribution system.

61. Future drainage system discharges shall comply with applicable state and federal pollutant discharge requirements.

62. Final inspection of the sewer and storm drain system shall be by televised inspection device as approved by the City Engineer at applicant's expense.

63. Appropriate storm and sewer interceptors shall be included to the satisfaction of the City Engineer.

64. Runoff shall be detained and metered into the storm drainage system to the satisfaction of the City Engineer.

65. Storm water collection system shall be installed on Sperry Avenue to collect storm water of new improvements.

66. Existing Baldwin Basin shall be furnished and SCADA system shall be installed.

67. Project must comply with all Stormwater Pollution Prevention and Valley Air Pollution Control District regulations, including the City's Post Construction/LID Standards and the Construction Activities Storm Water General Permit (2009-0009-DWQ Permit.

68. A Stormwater Pollution Prevention Plan (SWPPP) must be completed and submitted to the City prior to any construction activities and must address grading, drainage, erosion control, and Post Construction Best Management Practices (BMPs). In compliance with the City's Post-Construction Stormwater Standards Manual, an Operations and Maintenance Plan also must be submitted. A SWPPP Inspection Deposit must be posted with the City to cover all SWPPP Inspections for the duration of the project.

69. Project will be required to install 100 percent full trash capturing devices to comply with Stormwater Regulations and provide the City with a copy of the maintenance plan. Devices must be adequately maintained and business must sign up with the City's FOG program to ensure maintenance.

70. Per the Westridge Development Agreement, the project must install adequate non-potable infrastructure and hook up to non-potable system for all landscaping/irrigation/non-potable water needs including the detention basin(s). Non-potable water system and installation shall be in accordance with the latest version of the City's non-potable water standards or guidelines, including pipe color, signage, cross connection control program, etc.

71. The existing stormwater detention basin must be completed. An Encroachment Permit from the Public Works Department is required for a water service connection and a Traffic Control Plan must be submitted with the Encroachment Permit application to the City of Patterson for review and approval.

72. Project must tie in- to the storm drainage main line running on Park Center Drive and Sperry Avenue.

73. Project must install a storm Interceptor prior to discharge to City storm system and a Grease Interceptor with adequate sample points.

74. A Backflow Prevention Device is required on all water services and shall be installed per City Standards 5-D and/or 5-E and must use lead free fittings. A building permit must be obtained from the City's Building Department and the device inspected and approved by the Public Works Department.

75. All facilities must be connected to the City's municipal system and set up with an individual meter and have a service account established for water, sewer and storm a prior to being in operation.

Roads

76. All sight distances for all corners and driveways shall conform to the City's sight distance requirements to the satisfaction of the City Engineer.

77. All streets, alleys, sidewalks, curbs, and gutters adjacent to the project shall be improved as necessary to provide safe vertical and horizontal transitions to connect improvements constructed within this project to existing improvements, as directed by the City Engineer. Any street, alley, sidewalk, or curb damaged by the applicant or its agents or employees shall be repaired, prior to final acceptance of tract improvements by the City Council or sooner at the discretion of the City Engineer.

78. The applicant shall install street frontage improvements per ordinance to the satisfaction of the Department of Public Works. These improvements may include, but are not limited necessarily to, grading, curb and gutter, sidewalk, paving, storm drain, sanitary sewer, and water facilities.

79. The applicant shall pay for, and the Applicant shall install, to the City's satisfaction, street name signs, traffic regulatory and warning signs, and any necessary street striping and markings as required by the City Engineer. The signs shall conform to the City's requirements and shall be purchased by the applicant. Striping and signing shall be paid for by the applicant subject to review and approval of the City, and made a part of the improvement plans.

80. That the developer must update all ADA ramps within the project limits to current standards/requirements.

81. That the developer must replace all damaged existing concrete sidewalks within the project limits per City Standards.

82. That the developer must replace all damaged existing curb and gutter within the project limits per City Standards.

83. That the developer must install new sidewalk along Park Center Drive and Sperry Avenue that's within the project limits.

84. That the Sperry Avenue driveway shall be signed for right-turn exit only.

85. That the developer shall install a median on Park Center Drive.

86. That the southernmost Park Center Drive driveway shall be signed for right-turn exit only.

87. Traffic signal timing and detection loops shall be adjusted to accommodate the truck traffic.

88. Traffic signal shall be upgraded to new standards, such as Accessible Pedestrian Signal (APS) System to provide audible sounds during WALK interval.

89. Existing curb ramp and surrounding concrete improvements on northeast corner of Sperry and Park Center intersection shall be removed and replaced to current City Standards.

90. The signal light intersection located at Park Center and Sperry Avenue must be upgraded to comply with the latest City standards and comply with all ADA requirements.

91. Any changes done to the Sperry Avenue Median as part of this project that will cause the re-location of any existing palm trees located on the Sperry Avenue Median must be approved by the City of Patterson.

Utilities

92. All on-site utilities shall be underground. All existing overhead utilities adjacent to the property or within the property shall be placed underground.

93. Street lights will be provided and installed to the satisfaction of the City of Patterson Department of Public Works. The type, height, and design of street lights shall be subject to review and approval by the City and will direct lighting downward, shielding to the greatest extent practical, light exposure beyond that needed for proper intersection or street lighting. Street lighting installed on public right-of-way shall be LED.

94. That all existing utilities (fire hydrants, storm drain inlet, street lights, pullbox, transformer, etc.) must be protected in place or replaced per city standards if damaged during construction.

95. The applicant is to be responsible for all damages to existing and new telephone facilities caused by workers or subcontractors under the direction of the applicant.

96. All new telephone facilities shall be underground except where indicated by the telephone company upon engineering of the project.

97. The applicant shall provide all necessary on-site easements for streets, sewers, water facilities, utilities, drainage facilities, and other facilities as required by the City. Said easements shall be subject to the review and approval of the Public Works Department, City Engineer and the City Attorney.

98. All water, gas, sewer, underground electrical power, cable T.V., or telephone lines, or conduits, or underground drain lines shall be installed before any paving is placed. Utility stub connections to property boundaries of each parcel may be omitted only with the express and written permission of the City Engineer.

99. The applicant shall install adequately sized utility services and laterals prior to final acceptance.

Fire Department

100. All new construction shall meet the requirements of the City Fire Department.

101. That Fire Department connections shall be within 75' of a fire hydrant and located at the street.

102. Fire hydrants shall be located to Fire Chief's specifications. Fire hydrants and fire hydrant flows shall meet all City of Patterson standards.

103. Prior to occupancy, approved fire extinguishers shall be installed at approved locations and all fire suppression requirements be followed as approved by the Fire Department.

104. Prior to issuance of a certificate of occupancy, all buildings must be fully sprinkled per Building and Fire Department guidelines.

105. If construction water will be obtained from the City's Fire Hydrant(s), a Fire Hydrant Use Permit Application must be submitted and approved by the Public Works Department. Fees, Deposits, and Water Rates are listed on the application

106. Project shall be in accordance with 2013 California Fire Code, Stanislaus County Department of Environmental Resources requirements and 2013 City of Patterson Fire Code Amendments.

107. That fire sprinklers be installed for buildings and canopies over 5000 sq. ft.

108. That fire alarm/fire sprinkler monitoring for any sprinkler system. The fire alarm system shall be U.L. certified for the life of the project.

109. That onsite fire hydrants be installed when any portion of buildings or canopies are farther than 150' from the curb

110. A Fire Department Connection (FDC) shall be located at the street, on Park Center Drive. The FDC shall be within 75' of a fire hydrant, and 25' away from a driveway. The FDC shall be equipped with locking FDC plugs.

111. That detailed information regarding proposed fuel storage and dispensing (in accordance with CFC chapter 23) shall be submitted. (Tank sizes, Specifications, Tank Locations, Shut-off locations, etc.)

112. That detailed information regarding proposed Liquefied Petroleum Gas storage and dispensing (in accordance with 2013 CFC Chapters 23 and 61) shall be submitted.

113. That the Fire Department shall approve plan to provide supervision for fuel dispensing operations. CFC 2304 requires fuel dispensing operations to be under the supervision of a qualified attendant at all times.

114. Driveway on Sperry shall maintain at least a 20' fire apparatus access in and out. (If a right-in, right-out medium is installed, access width cannot be compromised).

115. City of Patterson standard for crash protection shall be adhered to:

a. Constructed of steel not less than six inches in diameter.
b. Spaced not more than 3 feet between posts on center.
c. Set in not less than 3 feet deep in a concrete footing of not less than 15-inch diameter.
d. Set with the top of the posts not less than three feet above ground.
e. Located not less than 5 feet from the protected object.

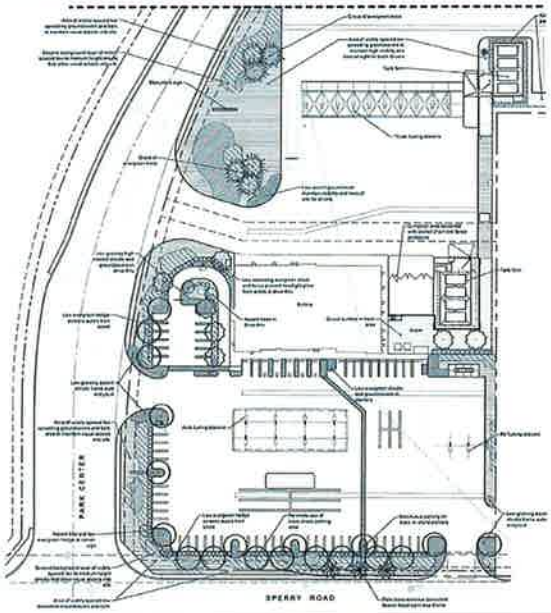
116. The main electrical service to the project shall be accessible for emergency shut off from the outside of the building, or from an electrical control room with a marked door that is directly accessible from the outside of the building. (See City of Patterson Fire Code Amendments)

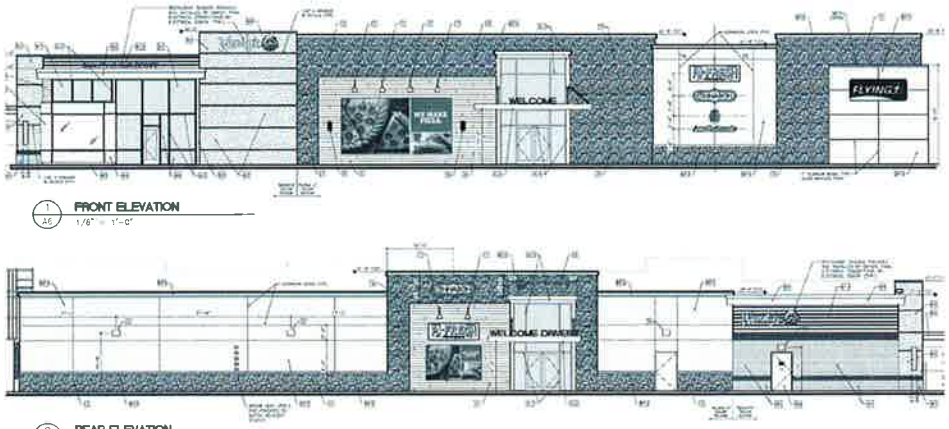
117. Address numerals shall be at least 6" tall with ¾" stroke, illuminated between dusk and dawn daily, contrasting with background color and clearly visible from street.

MAY 2016

Initial Study/Addendum to the Final Environmental Impact Report for the West Patterson Projects

Pilot Flying J Project





PREPARED BY THE CITY OF PATTERSON
ASSISTED BY MIG

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1. INTRODUCTION

1.1 REPORT PURPOSE

This Addendum and Initial Study of environmental impacts has been prepared to conform to the requirements of the Public Resources Code California Environmental Quality Act (CEQA Statutes), the California Code of Regulations Section 15000 et. Seq. (CEQA Guidelines), and the regulations and policies of the City of Patterson. The report is intended to inform City of Patterson (City) decision-makers, responsible agencies, and the general public of the Pilot Flying J project (proposed project) and its environmental consequences. The City of Patterson is the Lead Agency under CEQA and has prepared this Initial Study and Addendum to address the impacts implementing the proposed project on the project site.

1.2 TIERING OF THE ENVIRONMENTAL REVIEW

CEQA Statutes Section 21093(b) states that Environmental Impact Reports (EIR) shall be tiered whenever feasible, as determined by the Lead Agency. "Tiering" refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan) in subsequent EIRs or Initial Studies/Negative Declarations on narrower projects; and concentrating the later environmental review on the issues specific to the later project.[1] Tiering is appropriate when it assists a public agency to focus on issues at each level of environmental review and to avoid or eliminate duplicative analysis of environmental effects examined in previous EIRs.[2]

In compliance with CEQA Statutes Sections 21093(a) and 21093 (b) and CEQA Guidelines Sections 15152(a) and 15168(c)(1), this Initial Study tiers off the West Patterson Projects EIR.[3] The West Patterson Projects EIR is a program-level EIR that evaluated the impacts of a group of related actions that were related geographically, including the potential impacts of development under the West Patterson Business Park Master Development Plan, the Keystone Pacific Business Park, and the Patterson Gardens project. The EIR addressed impacts of the West Patterson Business Park Master Development Plan at a general level of detail commensurate with the amount of information that was available regarding anticipated potential development. A program EIR allows decision-makers to consider the environmental implications of broader policy decision and develop mitigation measures that would apply to all development within a proposed planning area.

The proposed project would add a one-story travel center building with a drive-thru fast-food restaurant and a truck yard within the project area evaluated in the West Patterson Projects EIR. Subsequent environmental analysis is required only when there are significant departures from the group of related actions referenced above, or if there are circumstances particular to a specific project site that have not been analyzed in the EIR.

In accordance with CEQA Guideline Section 15063 and 15162 and CEQA Statutes Section 21166, this Initial Study has been prepared to evaluate the environmental impacts of the proposed project, to determine what impacts, if any, might be significant, and to determine whether the project's impacts were adequately addressed in the West Patterson Projects EIR. This Initial Study is used to determine the extent to which the impacts of the currently proposed development are the same or different than those addressed in the West Patterson Projects EIR. In accordance with the CEQA Guidelines, each potential impact will be evaluated as to whether it was adequately identified in the previous Final EIR, or is a substantially new or greater impact. If a new significant impact is identified from the proposed project, the Initial Study will evaluate the extent to which it can be mitigated.

[1] CEQA Guidelines Section 15152(a).
[2] CEQA Statutes Section 21093(a).
[3] A paper copy of the West Patterson Projects EIR is available for public review at the Planning Division office, located at City Hall, 1 Plaza, 2nd Floor. State Clearinghouse Numbers 2001022031 and 2001032037 certified by the City Council on January 9, 2003.

1.3 ADDENDUM TO THE FINAL EIR

CEQA Guidelines Section 15164 states that an addendum to a previously certified EIR should be prepared if some changes or additions are necessary but none of the conditions require the preparation of a subsequent EIR. A subsequent EIR would be required if:

a) Substantial changes are proposed in the project involving new significant impacts or a substantial increase in the severity of previously identified significant impacts

b) Substantial changes occur with respect to the circumstances under which the project will occur, involving new significant impacts or a substantial increase in the severity of previously identified significant impacts;

c) New important information not previously known shows:
   - The project will have one or more significant impacts not discussed in the previous EIR;
   - Significant impacts will be substantially more severe than shown in the previous EIR;
   - Mitigation or alternatives previously found to not be feasible would, in fact, be feasible and would substantially reduce one or more significant impacts, but the project proponents decline to adopt the mitigation or alternative; or
   - Mitigation or alternatives which are considerably different from those in the previous EIR would substantially reduce one or more significant impacts, but the project proponents decline to adopt the mitigation or alternative.

1.4 PROJECT INFORMATION

1.4.1 Project Title:	**Pilot Flying J Project**
1.4.2 Lead Agency Name and Address:	City of Patterson City Hall, 1 Plaza, 2nd Floor Patterson, CA 95363
1.4.3 Contact Person and Phone Number:	Joel Andrews, City Planner Planning Division (209) 895-8020 jandrews@ci.patterson.ca.us
1.4.4 Project Location:	The proposed project is located at the intersection of Sperry Avenue and Park Center Drive in the City of Patterson in Stanislaus County.
1.4.5 Project Sponsor Names and Addresses:	Brandon Parks 5508 Lonas Drive Knoxville, TN 37909
1.4.6 General Plan Designation:	Light Industrial
1.4.7 Zoning:	West Patterson Industrial Business Park (IBP) and West Patterson Light Industrial (IL)

1.5 PROJECT DESCRIPTION

1.5.1 Project Location, Surrounding Land Uses and Setting

As shown in Figures 1 and 2, the 11.3-acre project site is located at the northeast corner of Sperry Avenue and Park Center Drive in the City of Patterson in Stanislaus County.

(a) North. The project site is bounded by vacant land to the north, and Patterson Airport, the Amazon Fulfillment Center and CVS Warehouse to the northwest.

(b) East. The project site is bordered immediately to the east by three single family residential lots and low density residential homes further east.

(c) South. The project site is bounded by a segment of Sperry Avenue to the south, and a Cal Fire station further southeast.

(d) West. The project site is bounded by a segment of Park Center Drive to the west, and the Villa Del Lago Plaza and Interstate Highway 5 (I-5) further west.

The project site is currently vacant consisting of fairly flat and undeveloped land. No vehicular access is available on the site. There is a public sidewalk at the intersection of Sperry Avenue and Park Center Drive along the southwest edge of the project site.

The General Plan land use designation for the project site is Light Industrial and the zoning designations are West Patterson Industrial Business Park (IBP) and West Patterson Light Industrial (IL).

1.5.2 Project History and Background

The project site consists of a parcel and a portion of a second parcel on the northern portion of the project site (APN 021-026-061 and a part of 021-026-062). Historically, the site area was comprised of irrigated agricultural land. In 1999, Stanislaus County conducted a feasibility study to locate light industrial and business park uses at one of five locations along the I-5 corridor in the western portion of the County as an ongoing strategy for economic development. The study concluded that the land between the Sperry Avenue/I-5 interchange and the City of Patterson offered the best opportunity for this light industrial and business park development and represented a logical area for urban growth. The West Patterson Business Park Master Development Plan was then prepared by the City of Patterson, in collaboration with the County, to achieve these land use planning, economic development, and job creation goals.

The project site is located within the West Patterson Projects area, for which the West Patterson Projects EIR was certified in January 9, 2003. The West Patterson Projects EIR analyzed the potential impacts of development under the West Patterson Business Park Master Development Plan, the Keystone Pacific Business Park, and the Patterson Gardens project. The EIR addressed impacts of the West Patterson Business Park Master Development Plan at a general level of detail commensurate with the amount of information that was available regarding anticipated potential development. The City of Patterson and Stanislaus County chose the Business Park Master Development Plan as the appropriate instrument to regulate the development of approximately nine million square feet of light industrial and business park uses. The Business Park Master Development Plan recommends land uses and zoning, established allowable uses, development standards, and a program for providing infrastructure and public services.

1.5.3 Description of Proposed Project

The proposed project would develop the site with a travel center and a truck yard that includes 20 fuel pumps, of which 10 are for automobiles and recreational vehicles (RVs), and 10 for trucks. The project consists of three components: 1) 14,788 square foot travel center building and parking lot, 2) 2,798 square fast-food restaurant within the travel center building, and 3) 270,740 square foot designated truck yard.

(a) Travel Center Building and Drive-Thru Fast-Food Restaurant. The new travel center building would include a driver lounge, laundry facility, shower facility, restrooms, storage facilities, seating area, and retail space for Cinnabon, Auntie Anne's, and PJ Fresh Marketplace. The restaurant component of the proposed project would house a Wendy's fast food restaurant with a drive-thru lane fronting Sperry Avenue. The restaurant area includes a cashier area, kitchen, food preparation areas, cooler and freezer rooms, equipment and storage rooms,

employee kiosk, and training room. The restaurant would have a maximum seating capacity of 74. The operational hours would be 24 hours, 7 days a week. The proposed project would generate 100 full-time and part-time employees.

(b) Truck Yard. The proposed truck yard would be located north of the travel center area and would be accessed from two driveways along Park Center Drive. The truck yard would include a diesel fueling station with 10 pumps, and a 20-foot tall by 159-foot long canopy, a truck weighing station, and 150 parking spaces for trucks and trailers, 10 of which are designated for the fueling station and one for the weighing station. The parking spaces within the truck yard would also include truck stop electrification (TSE) plug-in stations for trucks and trailers to plug-in instead of idling vehicles for air conditioning, refrigeration, and lighting purposes.

(c) Signage. In addition to parking and wayfinding signs that would direct drivers to designated parking areas and entry and exit points, the proposed project would also include additional signs throughout the project site; including: canopy signs above the fueling stations, logo and welcome signs associated with the travel center building, a sign for the weighing station, and two large-scale signs. The two large-scale signs would include one 75-foot-tall mid-rise sign to be located along Park Center Drive, between the first driveway and Sperry Avenue, and one eight-foot-tall monument sign to be located at the northeast corner of Park Center Drive and Sperry Avenue at the southwest corner of the project site.

(d) Access, Circulation, and Parking. The proposed project includes a parking lot where vehicular ingress and egress would be provided at Sperry Avenue and Park Center Drive. The 32-foot-wide two-way access point at Sperry Avenue would be located at the southeastern corner of the project site and the 35-foot-wide access point at Park Center Drive would be located at the southwestern portion of the project site. The parking lot includes a fueling station with eight pumps and a 19-foot-tall by 120-foot-long canopy designated for cars, and a fueling station with two pumps and a dump station for RVs.

The proposed travel center parking lot would include 82 standard parking spaces, five of which are American Disabilities Act (ADA) accessible, eight are R/V parking spaces, eight spaces are for clean air vehicles, and two spaces are for electric vehicle plug-in. Eight additional spaces are designated for the car fueling stations and two spaces are designated for the RV fueling stations. Bicycle racks would be provided east of the proposed travel center building.

(e) Landscape and Open Space. The proposed project would include landscaping features throughout the parking lot in front of the travel center building. Approximately 23 shade trees would be located along the perimeter of the parking lot along Park Center Drive and Sperry Avenue. Four additional trees would be located along the perimeter of the fast-food restaurant's drive-thru lane, and additional accent trees, hedges, and shrubs would be included as a part of the parking lot's perimeter landscaping.

(f) Grading. The project site is predominately undeveloped and level. Grading and excavation activities would occur during project construction within the project site. Construction debris would be collected and off-hauled.

(g) Utilities and Infrastructure. The proposed project would connect to existing water, wastewater, storm drainage, electricity, and telecommunication infrastructure, although upgrades for existing infrastructure in the vicinity of the project site may be required. The proposed project would also install recycled water infrastructure on the site.

(h) Project Construction and Excavation. Construction of the proposed project would be expected to begin by late July 2016 and would last up to four months. The total surface area of excavations associated with the proposed project would be limited to the minimum necessary to install foundations and utility connections. Construction debris would be collected and off-hauled.

(i) City Actions/Approvals. The proposed project would require the following City approvals:

- Conditional Use Permit
- Vesting Tentative Parcel Map
- Architectural and Site Plan

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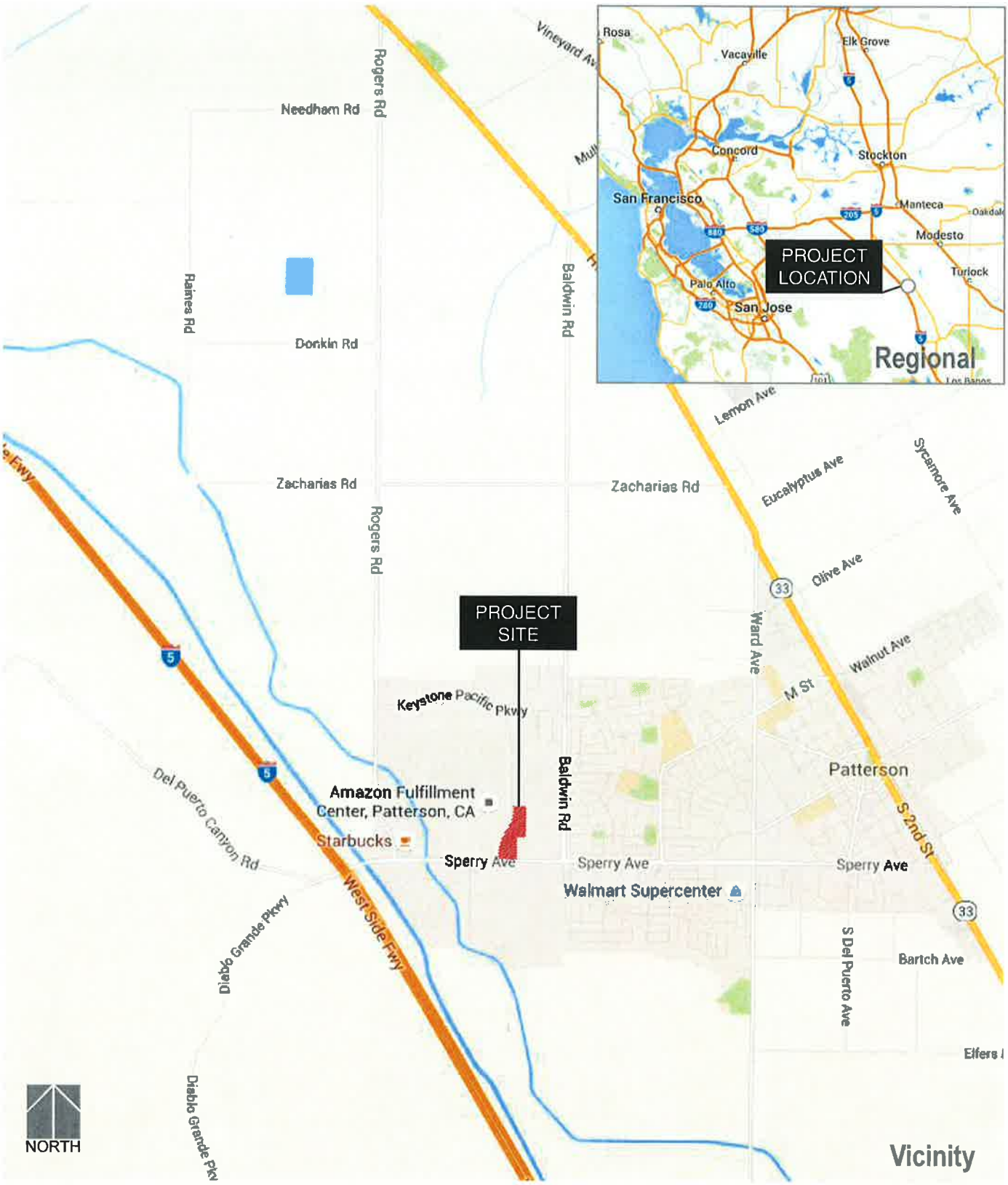

Source: Google Maps

Figure 1: Project Vicinity and Regional Local Map

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Source: Google Maps

Figure 2: Aerial Photograph

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2. SUMMARY OF FINDINGS: IMPACTS AND MITIGATIONS

Impacts and mitigation measures identified in Section 3 of this report, the completed Initial Study checklist and narrative, are summarized below. The mitigations listed below represent conditions for the Addendum/Initial Study for the proposed project.

2.1 Aesthetics

No new significant impacts have been identified; no mitigations are necessary.

2.2 Agriculture and Forestry Resources

No new significant impacts have been identified; no mitigations are necessary.

2.3 Air Quality

No new significant impacts have been identified. Implementation of the following mitigation measures identified as part of the certified West Patterson Projects EIR would ensure impacts remain less than significant:

Impact: Development of the West Patterson Projects would cause violations of air quality standards or contribute substantially to an existing or project air quality violation.

Mitigation Measure F.1(a): The developers, and the City for infrastructure improvements, shall implement the following measures to control construction emissions of PM_{10}:

- All disturbed areas, including storage piles, which are not being actively used for construction purposes, shall be effectively stabilized to limit dust emissions using water, chemical stabilizer/suppressant, or vegetative ground cover.
- All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized to limit dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled to limit fugitive dust emissions utilizing application of water or by presoaking.
- When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, or at least six inches of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of med or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.)
- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized to limit fugitive dust emissions utilizing sufficient water or chemical stabilizer or suppressant.
- Any site with 150 or more vehicle trips per day shall prevent carryout and trackout.
- Traffic speeds on unpaved roads shall be limited to 15 mph.
- Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.

When construction covers a site that is large in area or located near residences, schools, or other sensitive receptors, the developers and/or the City shall implement the following additional measures to control construction emissions of PM_{10}:

- Wheel washers shall be installed for all exiting trucks or wash off all trucks and equipment leaving the site.
- Wind breaks shall be installed at windward side(s) of construction areas.
- Excavation and grading activity shall be suspended when winds exceed 20 mph/
- The area subject to excavation, grading, or other construction activity at any one time shall be limited.

Mitigation Measure F.1(b).: The developers shall implement the following measures to control construction emissions of ozone precursors:

- Alternative fueled or catalyst equipped diesel construction equipment, or NOx or PM10 controlled equipment shall be used, where possible.
- Idling time for all equipment shall be minimized (e.g. to less than 10 minutes)
- The hours of operation of heavy duty equipment and/or the amount of equipment in use shall be limited, where possible.
- Fossil-fueled equipment shall be replaced with electrically driven equivalents, where possible (provided they are not run by a portable generator set).
- Construction during periods of high ambient pollutant concentrations shall be curtailed (e.g., this may include ceasing construction activity during the peak hours of vehicular traffic on adjacent roadways).

Mitigation Measure F.2.: Implement Mitigation Measures associated with Transportation and Circulation to reduce local CO emissions to less than significant levels. See mitigation measures E.1. through E.6. in the Transportation and Circulation section

Impact: Development of the West Patterson Projects would cause emissions from increased motor vehicle activity and new area sources associated with the project would cause or contribute to ongoing violations of air quality standards or contribute substantially to an existing or project air quality violation.

Mitigation Measure F.6(a).: The West Patterson Business Park Master Development Plan shall incorporate, if feasible, the following features to reduce motor vehicle emissions:

- Development of the Business Park Plan area shall incorporate park-and-ride lots as determined by the City at the time of project approvals.
- New uses/occupants requiring a discretionary approval and employing 100 or more full-time-equivalent employees shall submit to the reviewing authority (the City of Patterson or Stanislaus County) an employee trips reduction plan. Such a plan may include, but need not be limited to, the following:
    - Incentives for carpooling, bicycling, and/or walking;
    - Provision of secured bicycle storage and employee showers;
    - Disincentives for single occupant vehicle ridership;
    - Provision of shuttle service to food and/or commercial centers during lunch hours;
    - Development of park-and-ride lots;
    - Use of low-emission vehicles by businesses in the Business Park shall be encouraged by permitting additional parking exclusively for use by alternative fuel vehicles; and
    - Clean-fuel fueling stations, such as electric charging stations or natural gas fueling stations, open to the public, shall be permitted as an allowable use in the Business Park.
    - Providing pedestrian amenities such as benches, water fountains, and shelters;
    - Providing street trees and plants that would create an effective canopy; and
    - Providing sidewalks with an unobstructed path at least five feet wide throughout the development, including at the Patterson Sports Complex and the potential school site.

Mitigation Measure F.6(c).: The West Patterson projects shall incorporate, if feasible, the following features to reduce motor vehicle emissions:

- Commercial and light industrial development projects shall incorporate measures to reduce vehicle trips and on-site parking demand for the review and approval of the City. Such measures may include, but need not be limited to, the following:
    - Providing pedestrian amenities such as benches, water fountains, and shelters;
    - Providing bicycle parking and connections to bicycle features in the Patterson Gardens proposal and elsewhere;
    - Including canopy trees in the parking lots of neighborhood commercial development to shade parked cars and reduce evaporation of fuel; and
    - Provisions for carpooling.

Mitigation Measure F.6(d).: The West Patterson projects shall incorporate, if feasible, the following features to reduce area source emissions:

- Energy-efficient heating and cooling systems and lighting shall be used throughout the project.
- Energy efficiency measures shall be incorporated into the design of new or substantially remodeled structures (including new residential structures) to increase energy efficiency. Such measures may include, but need not be limited to:
  - The use of insulation in attics and walls that exceeds Title 24 requirements;
  - Orientation of buildings to maximize heating and cooling;
  - Planting of deciduous trees on south- and west-facing sides of buildings;
  - The use of double-paned windows; and
  - The use of solar water heaters.
- New wood-burning fireplaces or stoves shall be prohibited.
- Natural gas lines or electrical outlets shall be installed in patio areas when feasible to discourage use of charcoal or wood barbeques.

Impact: Development of the West Patterson project area would result in substantial pollutant concentrations affecting sensitive receptors near the project site.

Mitigation Measure F.3.: The West Patterson Business Park Master Development Plan shall include adequate buffer zones for TACs and odors by prohibiting centers of intense diesel vehicle activity or odor sources from locating near existing or planned residences, schools, or other sensitive uses.

Impact: Development of the West Patterson project area would result in objectionable odors affecting a substantial number of people.

Mitigation Measure: The following mitigation measures are identified as part of the certified West Patterson Projects EIR and proposed by the project:

Mitigation Measure F.3.: The West Patterson Business Park Master Development Plan shall include adequate buffer zones for TACs and odors by prohibiting centers of intense diesel vehicle activity or odor sources from locating near existing or planned residences, schools, or other sensitive uses.

2.4 Biological Resources

No new significant impacts have been identified. Implementation of the following mitigation measures identified as part of the certified West Patterson Projects EIR would ensure impacts remain less than significant:

Impact: Development of the West Patterson project area would result in loss of habitat for, and potential take of, San Joaquin kit fox.

Mitigation Measure D.1.a: Compensation for loss of habitat

The existing rights-of way for the Delta Mendota Canal and California Aqueduct provide potential movement corridors for kit foxes as does the area between the canals. Approximately 47 acres of agricultural-fallow habitat within the Business Park Plan area lies between the canals and approximately 24.5 acres of orchard. Conversion of this habitat for industrial or commercial purposes shall be mitigated for in one of the following manners:

- Fee title purchase and/or dedication of a permanent conservation easement of land in the high quality kit fox habitat (under 1,000 feet in elevation) west of Interstate 5 within Stanislaus County at a ratio of 2:1 (two acres protected for each acre developed). Lands will be dedicated prior to grading activities on the property; or,
- Payment of an in-lieu fee of $2,000 per developed acre, to be held by the County, the Center for Natural Lands Management, the California Wildlife Foundation, the California Department of Fish and Wildlife (CDFW), or other entity approved by the Unite States Fish and Wildlife Service (USFWS), for the ultimate purpose of establishing a permanent movement corridor in western Stanislaus County below 1,000 feet elevation and west of Interstate 5, pursuant to the existing recovery planning goals for kit fox in the County. Fees shall be paid prior to grading of the site. When these funds are ultimately applied for mitigation purposes, should the actual cost of setting aside and protecting lands under this provision be less than the

$2,000 per developed acre, then the unused portion of the funds shall be reimbursed to the original payee, less reasonable administrative costs for the account holder.

Lands selected for conservation shall be approved by the USFWS.

Mitigation Measure D.1.b: Construction avoidance and minimization measures.

Although kit foxes are not known to currently occupy the project area, they could, on rare occasions, move through it. To avoid and/or minimize any potential impacts, the following pre-construction and construction activities will be carried out, consistent with USFWS (1999) pre-construction and construction guidelines.

- Pre-construction surveys shall be conducted no less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities for any project activity likely to impact the San Joaquin kit fox. Pre-construction survey reports shall be provided to the USFWS within five days of completing surveys. If construction is phased, pre-construction surveys shall be conducted for each phase according to the timing and schedule state above.
- A worker education program shall be conducted.
- Project-related vehicles shall observe a 20-mph speed limit in the project area, except on county roads and State and Federal highways; this is particularly important at night when kit foxes are most active.
- To the extent practicable, nighttime construction shall be minimized.
- Off-road traffic outside of designated project areas shall be prohibited.
- To prevent inadvertent entrapment of kit foxes or other animals during the construction phases of the project, all excavated, steep-walled holes or trenches more than two feet deep shall be covered at the close of each working day by plywood or similar materials, or equipped with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped animals.
- All construction pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the USFWS has been consulted. If necessary, and under the direct supervision of a qualified biologist, the pipe may be moved once to remove it from the path of construction activity.
- All food-related trash items such as wrappers, cans, bottles, and food scraps, shall be disposed of in a closed container and removed at least once a week from a construction or project site.

Impact: Development of the West Patterson project area and wastewater evaporation pond site(s) would result in loss of foraging habitat for Swainson's hawk.

Mitigation Measure D.2.a: Pre-construction surveys.

In order to assure that nesting Swainson's hawks will not be disturbed by construction in the project area, a qualified ornithologist shall conduct pre-construction surveys. Survey Period I occurs from January 1-March 20, Period II from March 20-April 5, Period III from April 5-April 20, Period IV from April 21-June 10 (surveys not recommended during this period), and Period V from June 10-July 30. Three surveys shall be completed in at least each of the two survey periods immediately prior to a project's initiation but are recommended during periods II, III, and IV. If a nest site is found, consultation with CDFW shall be required.

Mitigation Measure D.2.b: Compensation for loss of habitat.

For each acre of Swainson's hawk foraging habitat developed within five miles of an active nest tree but greater than one mile from the nest tree, 0.75 acres of "Habitat Management" land (land managed so as to provide long-term foraging habitat for Swainson's Hawks) shall be provided (0.75:1 ratio). For projects within one mile of an active nest, the ratio is 1:1.

Habitat Management lands protected under this requirement may be protected through either of the following:

1. Placement of a permanent conservation easement on agricultural lands or other suitable habitats that provide foraging habitat for Swainson's hawks. As previously identified, preferred foraging habitats for Swainson's hawks

include grasslands, dry-land and irrigated pastures, alfalfa, fallow fields, low-growing row or field crops, rice land, and cereal grain crops. Lands will be dedicated prior to grading activities on the property; or

2. Payment of in-lieu fee of $600 per developed acre, to be held by the County, the Center for Natural Lands Management, the California Wildlife Foundation, the CDFW, or other entity approved by the CDFW for the ultimate purpose of purchasing permanent conservation easements over Swainson's hawk foraging habitat. Fees will be paid prior to grading of the site. When these funds are ultimately applied for mitigation purposes, should the actual cost of setting aside and protecting lands under this provision be less or greater than the $600 per developed acre, then the project proponent will, as applicable, be reimbursed the amount less than the $600 per acre, or, will add additional funds to the account as required to match the actual cost of setting aside the mitigation lands, including reasonable administrative costs for the account holder.

   Easements purchased under either the above methods may be located in the grassland communities west of Interstate 5 and may be established in conjunction with efforts to establish a permanent movement corridor for San Joaquin kit fox in western Stanislaus County.

Implementation of Mitigation Measure D.2.a, and one of the alternative measures D.2.b would reduce impacts to Swainson's hawk to less-than-significant levels.

Impact: Development of the West Patterson project area and wastewater evaporation pond site(s) would result in loss of habitat for burrowing owls and potentially could result in take of individual burrowing owls.

Mitigation Measure D.3: Pre-construction surveys.

Pre-construction surveys for burrowing owls shall be conducted by a qualified biologist prior to any soil-altering activity occurring within the project area and a surrounding area of potential effect. The pre-construction surveys shall be conducted per CDFW guidelines, and will be required regardless of the time of year in which work occurs. If no owls are found, no further mitigation will be warranted since recent extensive surveys of the site have resulted in no evidence of their presence. If burrowing owls are found close enough to the construction/demolition activities, consultation with, and authorization by, the CDFW shall we required. Mitigation measures proposed for Swainson's hawk and/or San Joaquin kit foxes would benefit burrowing owls, and would compensate for any other potential impacts to the species, so no additional mitigation is necessary.

Implementation of this measure would reduce impacts to burrowing owls or its habitat to less-than-significant levels.

Impact: Development of the West Patterson project area would potentially result in disturbance of nesting raptors during construction.

Mitigation Measure D.5.a: Avoidance.

To the extent possible, demolition and construction shall be scheduled to avoid the nesting season, which extends from January through August.

Mitigation Measure D.5.b: Pre-construction/pre-disturbance surveys.

If it is not possible to schedule demolition and construction between August and January, then one of the following options shall be implemented:

1. With the approval of the CDFW, trees containing known or potential raptor nest sites may be removed to discourage future nesting attempts on the condition that no raptor pair is currently utilizing the site; or
2. Pre-construction surveys for nesting raptors shall be conducted by a qualified ornithologist or wildlife biologist to ensure that no raptor nests will be disturbed during project implementation. A pre-construction survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (January through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the qualified surveyor shall inspect all trees in and immediately adjacent to the impact areas for raptor nests. If an active raptor nest is found close enough to the construction area to be disturbed by these activities, the ornithologist, in consultation with CDFW, shall determine the extent of a construction-free buffer zone to be established around the nest.

Implementation of these mitigation measures would reduce the impacts of the proposed project on raptors nesting within the project site or immediately adjacent to the site to less-than-significant levels.

2.5 Cultural Resources

No new significant impacts have been identified; no mitigations are necessary.

2.6 Geology and Soils

No new significant impacts have been identified; no mitigations are necessary.

2.7 Greenhouse Gas Emissions

Greenhouse Gas (GHG) Emissions analysis was not prepared in conjunction with the original environmental analysis, and there was no challenge to the environmental conclusions based on GHG. Because the proposed project would not generate GHG emissions in excess of those originally contemplated, no new significant impacts have been identified and no mitigations are necessary.

2.8 Hazards and Hazardous Materials

No new significant impacts have been identified; no mitigations are necessary.

2.9 Hydrology and Water Quality

No new significant impacts have been identified. Implementation of a modified Mitigation Measure H.4 and Mitigation Measure H.2 from the certified West Patterson Projects EIR, would address current stormwater pollution prevention requirements and ensure water quality and localized flooding impacts remain less than significant.

Impact H.4: Construction activities and post-construction land uses could result in degradation of water quality in nearby surface water bodies by reducing the quality of storm water runoff

Mitigation Measure H.4: Each developer who proposes to construct a project within the project area shall ~~prepare a~~ submit a SWPPP prepared by qualified SWPPP practitioner that is designed to reduce potential impacts to surface water quality through the construction and life of the project whether or not the development site is over ~~five~~ one acre~~s~~.

The SWPPP would act as the overall program document designed to provide measures to mitigate potential water quality impacts associated with implementation of the proposed project. It is not required that the SWPPP be submitted to the RWQCB, but must be maintained on-site and made available to RWQCB staff upon request. The SWPPP shall include:

> **Specific and detailed BMPs designed to mitigate construction-related pollutants.** At minimum, BMPs shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with storm water. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain.
>
> An important component of the storm water quality protection effort is knowledge of the site supervisors and workers. To educate on-site personnel and maintain awareness of the importance of stormwater quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention. The frequency of the meetings and required personnel attendance list shall be specified in the SWPPP.
>
> The SWPPP shall specify a monitoring program to be implemented by construction site supervisor, and must include both dry and wet weather inspections. In addition, in accordance with State Water Resources Control Board Resolution No. 2001-046 (SWRCB, 2001), monitoring would be required during the construction period for pollutants that may be present in the runoff that are "not visually detectable in runoff". Each developer shall retain an independent monitor to conduct regular inspections and provide written reports to the City of Patterson Planning Director to ensure compliance with the SWPPP. RWQCB personnel, who may make unannounced site inspections, are empowered to levy considerable fines if it is determined that the SWPPP has not been properly prepared and implemented.

BMPs designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fence, placement of hay bales, and sediment basins. The potential for erosion is generally increased if grading is performed during the rainy season as disturbed soil can be exposed to rainfall and storm runoff. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control, that is, keeping sediment on the site. End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. If hydroseeding is selected as the primary soil stabilization method, then these areas shall be seeded by September 1 and irrigated to ensure that adequate root development has occurred prior to October 1. Entry and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities shall be designed to be accessible and functional during both dry and wet conditions.

Measures designed to mitigate post construction-related pollutants. The SWPPP shall include measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development, including residential, light industrial, and commercial areas. In general, passive, low-maintenance BMPs (e.g., grassy swales, porous pavements) are preferred. If the SWPPP includes higher maintenance BMPs (e.g., sedimentation basins, fossil filters), then funding for long-term maintenance needs must be specified (the City will not assume maintenance responsibilities for these features).

Yet to be developed residential, commercial, and light industrial parcels generally provide many opportunities for innovative stormwater management, including permeable pavers, concave lawn/infiltration basins, grassy swales, and dry-wells connected to roof downspouts. The final design team for each development project shall review and incorporate the concepts included in *Start at the Source, Design Guidance Manual for Stormwater Quality Protection* (BASMAA, 1999), in the project design.

The City of Patterson Department of Public Works shall ensure the SWPPP is prepared prior to approval of the grading plan for each development project or each phase of a large-phased development project. Implementation of this mitigation would reduce the level of significance of this impact to a less-than-significant level.

Impact H.2: Impervious surfaces and placement of structures in a floodplain would increase the amount of runoff, potentially exacerbating existing local flooding problems.

Mitigation Measure H.2: Each phase of development must design and install drainage systems in compliance with the intent of the recommended drainage plan detailed in the *2001 Master Storm Drainage Plan, City of Patterson, Western Expansion Area* (Stoddard & Assoc., 2001). The detention basins shall be designed so that flow to the creek could be interrupted when insufficient capacity was available in the creek for conveyance of the flows. The drainage improvements shall be designed and constructed so that no increase in the peak flow in Salado Creek would occur during the 100-year flood event as a result of project implementation.

Design-level drainage plans for each phase of development of the West Patterson projects would be submitted to the City of Patterson for review. Drainage plans and detention basin design details would be reviewed for compliance with the "no increase in peak flow" requirement prior to approval of the project and to ensure that the final drainage plans are consistent with 2001 Master Storm Drainage Plan, City of Patterson, Western Expansion Area.

Implementation of this mitigation measure would reduce this impact to a less-than-significant level.

2.10 Land Use and Planning

No new significant impacts have been identified; no mitigations are necessary.

2.11 Mineral Resources

No new significant impacts have been identified; no mitigations are necessary.

2.12 Noise

No new significant impacts have been identified. Implementation of the following mitigation measures identified as part of the certified West Patterson Projects EIR would ensure impacts remain less than significant:

Impact: Project-related construction could cause a substantial, though intermittent and short-term, increase in noise levels.

Mitigation Measure G.1: Construction-related activities shall be conducted in accordance with the following:

- Construction activities shall be restricted to the hours between 7:00 a.m. and 7:00 p.m., Monday through Saturday (excluding federal and State holidays), with no construction on Sundays; minor construction equipment servicing and maintenance will be excepted from this restriction.
- During construction, mufflers shall be provided for all heavy construction equipment and all stationary noise sources. Stationary construction noise sources shall not be located near from occupied dwelling units, or contractors shall be required to provide appropriate noise-reducing engine housings or screens.
- Staging areas shall be places as far from existing residences as possible.

2.13 Population and Housing

No new significant impacts have been identified; no mitigations are necessary.

2.14 Public Services

No new significant impacts have been identified; no mitigations are necessary.

2.15 Recreation

No new significant impacts have been identified; no mitigations are necessary.

2.16 Transportation/Traffic

No new significant impacts have been identified; no mitigations are necessary.

2.17 Utilities and Service Systems

No new significant impacts have been identified. Implementation of the following mitigation measures identified as part of the certified West Patterson Projects EIR would ensure impacts remain less than significant:

Impact: Expansion of the City's wastewater collection system to serve the West Patterson projects would require fair-share funding contributions from the project sponsors of future development in the Business Park Plan area. Because a Community Facilities District (CFD) funding mechanism would not be automatic for the future development in the Business Park Plan area, these projects would result in potentially significant impacts related to wastewater collection.

Mitigation Measure J.1: The project sponsors for Patterson Gardens and the Keystone Pacific Business Park, and project applicants for future development in the Business Park Plan area shall construct all necessary wastewater system improvements on their property, or contribute to a new community facilities district to construct these improvements.

The City shall, through a combination of sewer development fees and other funding mechanisms, ensure that new development pays its share of the costs of sewer system improvements (General Plan Policy IV.B.4 in 1992 General Plan and Policy PS-2.4 in 2010 General Plan)

Implementation of this mitigation measure would reduce this impact to a less-than-significant level.

Impact: The West Patterson projects would generate wastewater in excess of the existing capacity of the City's wastewater treatment facility.

Mitigation Measure J.2: Project applicants for future development in the West Patterson Business Park Master Development Plan area shall participate in a new CFD or similar financing district established to finance the necessary second wastewater treatment plant expansion of 0.5 mgd.

With implementation of this measure, the significant impacts of additional wastewater flows would be reduced to less-than-significant levels.

3. ENVIRONMENTAL SETTING, CHECKLIST, AND DISCUSSION OF IMPACTS

In accordance with CEQA Section 21093(b) and CEQA Guidelines Section 15152(a), this Initial Study tiers off the West Patterson Projects EIR, certified on January 2003, which is, hereby, incorporated by reference, as it addressed a group of related actions, including land uses and zoning standards, development standards, and a program for providing infrastructure and public services. The amount of commercial development proposed herein was included and analyzed in the certified West Patterson Projects EIR.

This section describes the existing environmental conditions on and near the project site, and the environmental impacts associated with the proposed project. The environmental checklist, as recommended in Appendix G of the CEQA Guidelines, was used to compare the environmental impacts of the "proposed project" with those of the "approved project" (i.e., development approved in the West Patterson Projects EIR) and to identify whether the proposed project would likely result in new significant environmental impacts. The purpose of this Initial Study is to identify any new potentially significant adverse environmental impacts associated with the project, and to identify mitigation measures that would reduce these impacts to a less-than-significant level. The analysis is based on: 1) review of information provided by the City; and 2) an independent evaluation conducted by the City's consultants. The answer choices for each environmental topic include:

- New Potentially Significant Impact
- New Less Than Significant With Mitigation Incorporated
- New Less Than Significant Impact
- Same Impact as "Approved Project"
- Less Impact that "Approved Project"

3.1 AESTHETICS

Would the project:

	New Potentially Significant Impact	New Less Than Significant with Mitigation	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒	☐

a) Have a substantial adverse effect on a scenic vista? ***(Same Impact as "Approved Project")***

The West Patterson Projects EIR did not identify significant impacts to existing views from public areas that would result from development associated with the Business Park Master Development Plan. Direct views of the project site would occur from Park Center Drive and Sperry Avenue where views into the project site would be slightly obstructed by low landscape accents and shade trees that delineate space and screen parking on the project site. Views of the Diablo Range to the west would be minimally obstructed by the proposed building, landscaping, and free-standing signs.

The project site is located in a rural area and has a flat topography. Because of the project site's flatness and openness, views of the project site are limited to the immediate area. In addition, the project site is not prominent in distant views from scenic viewpoints, such as the hills of Diablo Range, located two miles west of the City of Patterson. The project site is located approximately one mile east of I-5, which is a designated California Scenic Highway for its entire length through Stanislaus County. I-5 is elevated above the project area by approximately 150 to 200 feet. Expansive scenic vistas to the east over the project area, enjoyed by I-5 motorists, would therefore not be obstructed. I-5 motorists would be able to view the San Joaquin Valley to the east over the rooftops of buildings located in the project area.

Although the proposed project would include a 75-foot-tall mid-rise sign located along Park Center Drive identifying its services, and an eight-foot-tall monument sign located at the northeast corner of Park Center Drive and Sperry Avenue, these signs would not significantly obstruct panoramic views of the San Joaquin Valley to the east. The purpose of the mid-rise sign is to inform vehicle drivers of the project site's services. The mid-rise sign would partially obstruct panoramic views of the San Joaquin Valley for several seconds as vehicle travelers move northbound on I-5.

As a result, construction of a new one-story building and freeway-oriented and freestanding signs onto the site would not substantially alter views of the site from surrounding areas and development of the proposed project would not result in any new or more significant impacts to scenic vistas that were described in the West Patterson Projects EIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ***(Same Impact as "Approved Project")***

Refer to 3.1.a. The project site is located approximately one mile east of I-5, which is a designated California Scenic Highway for its entire length through Stanislaus County. I-5 is elevated above the project area by approximately 150 to 200 feet. Expansive scenic vistas to the east over the project area, enjoyed by I-5 motorists, would therefore not be obstructed. I-5 motorists would be able to view the San Joaquin Valley to the east over the rooftops of buildings located in

the project area. Therefore, development of the proposed project would not result in the removal of trees, rock outcroppings, or historic resources nor would it otherwise substantially damage scenic resources within view of a State scenic highway. As a result, no new impact or more significant impacts to scenic resources that were described in the West Patterson Projects EIR would occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings? ***(Same Impact as "Approved Project")***

The West Patterson Projects EIR did not identify significant impacts to the agricultural visual character of the project area that would result from development associated with the Business Park Plan. The West Patterson Projects EIR identified the project site for potential light industrial and business park development. The proposed project would include the construction of a one-story 24-foot tall commercial building, a 75-foot-tall mid-rise sign, an eight-foot tall monument sign, landscaped parking lot, fueling stations with up to 20-foot tall canopies, and a truck yard.

The proposed project would change the visual character of the project site from expansive unpaved dirt lots to an urban style building with fueling stations and a truck yard. The introduction of a new one-story building, fueling station canopies, and truck yard would be located in an area with vacant land and single-story light industrial buildings, but would not substantially alter views of the site from surrounding areas. The visual changes to the project site would seem appropriate and beneficial to the Business Park Plan area as it would develop an unoccupied and underutilized site that would increase daytime and nighttime activity within and around the area and enhance the visual appeal to the Park Center Drive and Sperry Avenue intersection. In addition, the proposed project would generally blend with the recent development of the Amazon Fulfillment Center Warehouse and CVS Warehouse buildings located adjacent northwest of the project site. The proposed project would be visually compatible with the new development in the Business Park plan area and would overall enhance the visual quality of the project site and surroundings.

The implementation of the City's General Plan policies and the West Patterson Business Park Master Development Plan design guidelines associated to urban design, site planning, and landscaping would ensure that no new significant impacts would result from the implementation of the proposed project. The proposed project also is subject to the City's design review process and a development application, which requires compliance with the City's development standards and policies related to parking, landscaping, lighting, and signs.

Development of the proposed project would not substantially degrade the visual quality of the project area and its surroundings. Therefore, no new impact would occur.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ***(Same Impact as "Approved Project")***

The West Patterson Projects EIR did not identify significant impacts to light and glare that would result from development associated with the Business Park Plan.

The existing sources of nighttime lighting within the vicinity of the project site are typical of low-density urbanized areas, and include lighting sources such as street lights on power poles, vehicle headlamps, and building lights. The lighting associated with the proposed project would increase the light in the project area. The proposed project would include 25 light poles and fixtures around the perimeter of the project site and additional light poles and fixtures in the truck yard, drive-thru lane, outside the travel center building, and the RV fueling area. The proposed light poles would be up to 32 feet in height, conforming with the City's lighting development standards. The proposed project would include lighting under the fuel station canopies and outside the travel center building for safety and security.

Proposed lighting on the project site would include indoor lighting and outdoor lighting for safety purposes, specifically in the building, parking, and truck yard areas. The travel center building would be open 24 hours a day, 7 days a week and would create new sources of light. The proposed lighting is anticipated to be similar to that used an area that is generally used by commercial areas. However, the new source of light and glare would not significantly affect surrounding uses within the project vicinity. The nearest sensitive receptors, which are single family homes is located approximately 800 feet east of the project site. In addition, the proposed project would be required to conform with the City's regulations associated with lighting. Therefore, development of the proposed project would not substantially create a new source of substantial light or glare, which would adversely affect nighttime views in the area, and no new impact would occur.

3.2 AGRICULTURE AND FOREST 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 the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	New Potentially Significant Impact	New Less Than Significant with Mitigation	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☐	☒

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? ***(Less Impact than "Approved Project)***

According to the State Department of Conservation, the project area is classified as "Grazing Land", and is generally surrounded by additional "Grazing Land" to the north and northeast, Prime Farmland to the adjacent southeast,

Farmland of Local Importance to the south, and "Urban and Built-Up" land to the west.[4] Grazing land is considered as land where existing vegetation is suited to the grazing of livestock.

Implementation of the proposed project would convert agricultural land to non-agricultural uses; however, the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. Therefore, no new impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? ***(Less Impact than "Approved Project)***

The project site is zoned as West Patterson Industrial Business Park (IBP) and West Patterson Light Industrial (IL) on the City's zoning map. Therefore, the proposed project would not conflict with existing zoning for agricultural use.

The eastern portion of the project site is identified as a non-renewal Williamson Act contract.[5] Filing of a Notice of non-renewal initiates a nine-year period after which the contract is terminated and the land is no longer enforceably restricted. According to the West Patterson Projects EIR (see Figure III.C.2, Active Williamson Act Contracts), the Notice of non-renewal for the eastern portion of the project site (labeled as "Schali" property in the West Patterson Project EIR) was filed in 1999. Therefore, the contract expired in 2008 and the proposed project would not conflict with a Williamson Act contract.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? ***(Less Impact than "Approved Project)***

The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland. Therefore, no impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use? ***(Less Impact than "Approved Project)***

The proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses. Therefore, no impact would occur.

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? ***(Less Impact than "Approved Project)***

Refer to Sections 3.2.a and 3.2.c. The proposed project would not 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. Therefore, no impact would occur.

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[4] California Department of Conservation, Division of Land Resource Protection, 2015. *Stanislaus County Important Farmland 2014* (map). Website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/sta14_so.pdf (accessed April 6, 2016).
[5] California Department of Conservation, Division of Land Resource Protection, 2012. *Stanislaus County Williamson Act Lands 2010/2011* (map). Website: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Stanislaus_south_10_11_WA.pdf (accessed April 6, 2016).

3.3 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:

	New Potentially Significant Impact	New Less Than Significant with Mitigation	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒	☐

a) Conflict with or obstruct implementation of the applicable air quality plan? ***(Same Impact as Approved Project)***

The San Jose Valley Air Pollution Control District (SJVAPCD, or District) is the local agency responsible for the development of attainment plans and the implementation of control measures designed to attain national and state ambient air quality standards within the San Joaquin Valley Air Basin (SJVAB). These standards apply to criteria pollutants include ozone, respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. An updated list of San Joaquin Valley Air Pollution Control District's (SJVAPCD) attainment status for the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are listed in Table 1 below.

Table 1: Ambient Air Quality Attainment Status for San Joaquin Valley

Pollutant	NAAQS Attainment Status	CAAQS Attainment Status
Ozone (1 hr)	No federal standard	Nonattainment (severe)
Ozone (8 hr)	Nonattainment (extreme)	Nonattainment (?)
PM_{10}	Attainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment

Source: SJVAPCD 2016. Website: www.valleyair.org/aqinfo/attainment.htm

The SJVAPCD adopts and enforces plans and regulations in order to achieve these requirements. SJVAPCD regulations include prohibitions on fugitive dust, known as Regulation VIII, which reduce PM_{10} and visible dust

emissions generated from construction activities. Mitigation Measure F.1(a). is based on the rules in Regulation VIII; see section (b).

The proposed project would not conflict or obstruct implementation of applicable air quality plans developed by the SJVAPCD, and would have a less than significant impact.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? ***(Same Impact as Approved Project)***

As shown in Table 1, the SJVAB is currently in nonattainment for ozone, PM_{10} (state only), and $PM_{2.5}$. The West Patterson EIR (p. III.F.9) concludes that development of any aspect of the West Patterson projects has the potential to cause construction activities that would generate emissions of fugitive dust (PM_{10}) and ozone precursors (exhaust from construction equipment). Implementing the APCD-recommended mitigation measures would reduce PM_{10} levels to less than significant levels, but impacts to ozone precursors from construction equipment exhaust would remain significant and avoidable. The SJVAB is currently in attainment for CO, but development of projects in the West Patterson plan area could cause localized violations of carbon monoxide standards due to emissions from heavy project traffic from motor vehicles. All intersections near the project site is operating at a level of service (LOS) of D or better, with the exception of Sperry Ave and I-5 intersection, which is operating at LOS F. However, the project's vehicle contributions to the existing level of service is considered to be less than significant and will not substantially increase the severity of the previously identified impacts.

Impact: Development of the West Patterson Projects would cause violations of air quality standards or contribute substantially to an existing or project air quality violation.

Mitigation Measure: The following mitigation measures are identified as part of the certified West Patterson Projects EIR and proposed by the project:

Mitigation Measure F.1.a: The developers, and the City for infrastructure improvements, shall implement the following measures to control construction emissions of PM_{10}:

- All disturbed areas, including storage piles, which are not being actively used for construction purposes, shall be effectively stabilized to limit dust emissions using water, chemical stabilizer/suppressant, or vegetative ground cover.
- All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized to limit dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled to limit fugitive dust emissions utilizing application of water or by presoaking.
- When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, or at least six inches of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of med or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.)
- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized to limit fugitive dust emissions utilizing sufficient water or chemical stabilizer or suppressant.
- Any site with 150 or more vehicle trips per day shall prevent carryout and trackout.
- Traffic speeds on unpaved roads shall be limited to 15 mph.
- Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.

When construction covers a site that is large in area or located near residences, schools, or other sensitive receptors, the developers and/or the City shall implement the following additional measures to control construction emissions of PM_{10}:

- Wheel washers shall be installed for all exiting trucks or wash off all trucks and equipment leaving the site.

- Wind breaks shall be installed at windward side(s) of construction areas.
- Excavation and grading activity shall be suspended when winds exceed 20 mph/
- The area subject to excavation, grading, or other construction activity at any one time shall be limited.

Mitigation Measure F.1.b: The developers shall implement the following measures to control construction emissions of ozone precursors:

- Alternative fueled or catalyst equipped diesel construction equipment, or NOx or PM10 controlled equipment shall be used, where possible.
- Idling time for all equipment shall be minimized (e.g. to less than 10 minutes)
- The hours of operation of heavy duty equipment and/or the amount of equipment in use shall be limited, where possible.
- Fossil-fueled equipment shall be replaced with electrically driven equivalents, where possible (provided they are not run by a portable generator set).
- Construction during periods of high ambient pollutant concentrations shall be curtailed (e.g., this may include ceasing construction activity during the peak hours of vehicular traffic on adjacent roadways).

Mitigation Measure F.2: Implement Mitigation Measures associated with Transportation and Circulation to reduce local CO emissions to less than significant levels. See mitigation measures E.1. through E.6. in the Transportation and Circulation section.

Although the proposed project would have significant and unavoidable impacts to ozone precursors, the proposed project would not create new significant environmental effects or substantially increase the severity of previously identified significant effects.

Once the proposed project is operational, it would contribute to the increase in motor vehicle activity in the region by generating and attracting vehicle trips. Table 2 below quantifies the motor vehicle and area source emissions that the West Patterson Business Park buildout and operation would contribute, along with updated APCD significance thresholds for CO and PM_{10} and project significance impacts.

Table 2: West Patterson Projects Mobile Source and Area Source Emissions

Source Category	NOx	VOC	CO	PM_{10}
Motor vehicle emissions (lb/day)	325	267	1933	626
Area Source Emissions (lb/day)	57	55	43	<1
Total Daily Emissions (lb/day)	382	323	1976	626
Total Annual Average Emissions (tpy)	69.8	58.9	360.7	114.2
APCD significance thresholds (tpy)	10	10	100	15
Project significance impact?	**Yes**	**Yes**	**Yes**	**Yes**

lb/day = pounds per day
tpy = tons per year
Source: West Patterson Projects EIR, 2003; SJVUCAPVD 2015b.

Impact: Development of the West Patterson Projects would cause emissions from increased motor vehicle activity and new area sources associated with the project would cause or contribute to ongoing violations of air quality standards or contribute substantially to an existing or project air quality violation.

Mitigation Measure: The following mitigation measures are identified as part of the certified West Patterson Projects EIR and proposed by the project:

Mitigation Measure F.6.a: The West Patterson Business Park Master Development Plan shall incorporate, if feasible, the following features to reduce motor vehicle emissions:

- Development of the Business Park Plan area shall incorporate park-and-ride lots as determined by the City at the time of project approvals.
- New uses/occupants requiring a discretionary approval and employing 100 or more full-time-equivalent employees shall submit to the reviewing authority (the City of Patterson or Stanislaus County) an employee trips reduction plan. Such a plan may include, but need not be limited to, the following:
    - Incentives for carpooling, bicycling, and/or walking;
    - Provision of secured bicycle storage and employee showers;
    - Disincentives for single occupant vehicle ridership;
    - Provision of shuttle service to food and/or commercial centers during lunch hours;

- Development of park-and-ride lots;
- Use of low-emission vehicles by businesses in the Business Park shall be encouraged by permitting additional parking exclusively for use by alternative fuel vehicles; and
- Clean-fuel fueling stations, such as electric charging stations or natural gas fueling stations, open to the public, shall be permitted as an allowable use in the Business Park.
- Providing pedestrian amenities such as benches, water fountains, and shelters;
- Providing street trees and plants that would create an effective canopy; and
- Providing sidewalks with an unobstructed path at least five feet wide throughout the development, including at the Patterson Sports Complex and the potential school site.

Mitigation Measure F.6.c: The West Patterson projects shall incorporate, if feasible, the following features to reduce motor vehicle emissions:

- Commercial and light industrial development projects shall incorporate measures to reduce vehicle trips and on-site parking demand for the review and approval of the City. Such measures may include, but need not be limited to, the following:

  - Providing pedestrian amenities such as benches, water fountains, and shelters;
  - Providing bicycle parking and connections to bicycle features in the Patterson Gardens proposal and elsewhere;
  - Including canopy trees in the parking lots of neighborhood commercial development to shade parked cars and reduce evaporation of fuel; and
  - Provisions for carpooling.

Mitigation Measure F.6.d: The West Patterson projects shall incorporate, if feasible, the following features to reduce area source emissions:

- Energy-efficient heating and cooling systems and lighting shall be used throughout the project.
- Energy efficiency measures shall be incorporated into the design of new or substantially remodeled structures (including new residential structures) to increase energy efficiency. Such measures may include, but need not be limited to:

  - The use of insulation in attics and walls that exceeds Title 24 requirements;
  - Orientation of buildings to maximize heating and cooling;
  - Planting of deciduous trees on south- and west-facing sides of buildings;
  - The use of double-paned windows; and
  - The use of solar water heaters.
- New wood-burning fireplaces or stoves shall be prohibited.
- Natural gas lines or electrical outlets shall be installed in patio areas when feasible to discourage use of charcoal or wood barbeques.

Since the total number of employees for the proposed project is less than 100 full time equivalents, the proposed project would not be subject to Mitigation Measure F.6.a. The employee estimates for the proposed project is 100 full time and part time employees for all businesses. Sheets A6 and A6.1 demonstrate that the buildings incorporate double-paned windows for the building that will house Wendy's, PJ Fresh Marketplace, and Cinnabon. The Preliminary Landscape Plan (Sheet L0.1) demonstrate that deciduous trees will be planted along the southern and western boundaries of the lot, but not along the buildings. These trees will also shade parked cars to reduce evaporation of fuel. There are no sidewalks, pedestrian amenities (benches, water fountains, shelters) or bicycle facilities as part of the proposed project. The EIR concluded that implementation of these mitigation measures would reduce impacts of motor vehicle and area source emissions, but impacts would remain significant and unavoidable.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? ***(Same Impact as Approved Project)***

The West Patterson Business Park Master Development Plan EIR (p. III.F.9) concluded that construction activities would generate PM_{10} and ozone precursors (VOCs, NOx, NO, SO2, toxic diesel particulate matter) could cause or contribute to violations of air quality standards. As discussed in section (b), the proposed project would implement mitigation measure F.1.a to reduce project impacts from PM_{10} to less than significant levels, but impacts to ozone

precursors would remain significant and unavoidable even after implementation of Mitigation Measure F.1.b. Mitigation Measure F.2. would also be implemented to prevent impacts to localized CO levels.

Using the project type and size, the SJVAPCD has pre-quantified emissions and determined a size below which it is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants. According to the SJVAPCD's Small Project Analysis Level (SPAL) guidance document, the proposed project would have a less than significant impact on air quality due to criteria pollutant emissions and would not need to quantify criteria pollutants since the vehicle trips generated per day and footprint of the proposed project is less than the trip per day and size thresholds established by the District. The threshold for Industrial Land Use is 1,506 trips per day; the proposed project would generate 298 total new and pass-by trips per day (Traffic Impact Study of Proposed Pilot Flying J Center in Patterson, CA). The second threshold used for "General Light Industry" land use category is 510,000 square feet; the project footprint is 492,228 square feet (SJVAPCD, 2012).

The proposed project's impacts were adequately analyzed in the West Patterson Projects EIR and would not create new significant environmental effects or substantially increase the severity of previously identified significant effects.

d) Expose sensitive receptors to substantial pollutant concentrations? ***(Same Impact as Approved Project)***

Sensitive receptors are facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants; for example, this would include schools, day care facilities, nursing homes, and health care facilities. There is an assisted living facility ½ mile (2,640 feet) southeast of the proposed project site (Marigold Home), a health care facility ¼ mile (1,320 feet) north of the proposed project site (Del Puerto Health Care), a school ½ mile (2,640 feet) east of the project site (Apricot Valley School), and residential uses adjacent (east) of the project site. The adjacent homes to the east are approximately 700 feet away from the fueling stations within the project site. The proposed project includes 20 fueling stations – 10 for diesel trucks, 8 for private passenger vehicles, and 2 for recreational vehicles (RVs).

Impact: Development of the West Patterson project area would result in substantial pollutant concentrations affecting sensitive receptors near the project site.

Mitigation Measure: The following mitigation measures are identified as part of the certified West Patterson Projects EIR and proposed by the project:

Mitigation Measure F.3: The West Patterson Business Park Master Development Plan shall include adequate buffer zones for TACs and odors by prohibiting centers of intense diesel vehicle activity or odor sources from locating near existing or planned residences, schools, or other sensitive uses.

This mitigation measure is consistent with the City of Patterson's General Plan policy and the California Air Resource Board's recommendations to create buffers around sensitive land uses. The CARB has existing recommendations on siting new sensitive land uses near pollutant sources, and the City of Patterson's General Plan refers to the thresholds developed in the CARB's Air Quality and Land Use Handbook (Handbook) as the basis of Air Resources policy AR-4.1: "The City shall, to the extent practicable, separate sensitive land uses from significant sources of air pollutants or odor emissions." Table 1-1 of the Handbook recommends a 300-foot distance between sensitive uses and a large gasoline dispensing facility[6]. Since all of the sensitive uses are more than 300 feet away from fuel dispensing facilities at the project site, this impact is considered to be less-than-significant.

e) Create objectionable odors affecting a substantial number of people? ***(Same Impact as Approved Project)***

During construction, on- and off-road vehicle emissions and the use of common materials (concrete, bonding agents, etc.) during project construction would generate intermittent odors at receptors in the immediate vicinity of construction activities (i.e. 100 feet). These odors would disperse quickly, would not persist at any receptor location for more than a few minutes at a time for a period of no more than several days. Project construction would not result in the frequent and persistent exposure of members of the public to objectionable odors and would therefore be a less than significant impact.

Once operational, the proposed project would include a number of potential odor sources, including fueling stations, diesel truck activity, and food facilities. The West Patterson Projects EIR concluded that the proposed light industrial

[6] Defined by the Handbook as a facility with a throughput of 3.6 million gallons per year or greater

uses would allow new stationary sources or intense diesel truck activity that could generate odors. The implementation of buffer zones, as discussed in section (d), would reduce impacts to a less than significant level.

Impact: Development of the West Patterson project area would result in objectionable odors affecting a substantial number of people.

Mitigation Measure: The following mitigation measures are identified as part of the certified West Patterson Projects EIR and proposed by the project:

Mitigation Measure F.3: The West Patterson Business Park Master Development Plan shall include adequate buffer zones for TACs and odors by prohibiting centers of intense diesel vehicle activity or odor sources from locating near existing or planned residences, schools, or other sensitive uses.

Since all sensitive uses and residences are more than 300 feet away from potential odor sources, implementation of this measure would ensure that the impact caused by potential odors would be reduced to a less-than-significant level.

3.4 BIOLOGICAL RESOURCES

Would the project:

	New Potentially Significant Impact	New Less Than Significant with Mitigation	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☐	☒

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

State and federal "endangered species" legislation has provided the California Department of Fish and Game (CDFG) and the U.S. Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Species listed as "threatened" or "endangered" under provisions of the state and federal Endangered Species Acts, candidate species for such listing, state species

of special concern, and some plants listed as endangered by the California Native Plant Society (CNPS) are collectively referred to as "species of special status."

The West Patterson Projects EIR identified the project site as an agricultural/row crop habitat. Wildlife species associated with this habitat are primarily those common to disturbed agricultural and ruderal habitats that are predominately throughout the region. This habitat generally provides lower quality wildlife habitat than non-native grasslands because periodic cultivation removes most, if not all vegetation. Because the West Patterson project area does not contain the microhabitat requirements to support certain special status species found in the project vicinity, no special-status plant species were identified in the West Patterson project area.

However, as shown in Table 3 the West Patterson Projects EIR identified three special-status animal species as likely to occur in the West Patterson project area. Additionally, the West Patterson Projects EIR identified red-tailed hawks, barn owls (*Tyto alba)*, and several other raptor species as known, or expected, to nest in the vicinity of the West Patterson project area. Raptors (e.g., eagles, hawks, and owls) and their nests are protected under both federal and State law. Construction disturbance during the breeding seasons could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment and could constitute a significant impact.

Table 3: Special-Status Animal Species in the West Patterson Project Area

Species Name	Federal and State Statuses	Potential Occurrence
San Joaquin Kit Fox (*Vulpes macrotis mutica*)	Federal: Endangered State: Threatened	In the rare occurrences during which kit foxes may pass through, they are most likely to occur within the Business Park Plan area, utilizing potential movement corridors along the California Aqueduct and the Delta Mendota Canal, or the area between these canals.
Swainson's Hawk (*Buteo swainsoni*)	Federal: None State: Threatened	The project area provides a foraging habitat for the hawks.
Burrowing Owl (*Athene cunicularia*)	Federal: None State: Species of Special Concern	The project area is considered as a potential habitat for the owls.

Source: West Patterson Projects EIR, 2003.

Although, the 11.3-acre project site is located in an urbanizing area and consists of vacant parcels, devoid of any structures, implementation of the following mitigation measures from the West Patterson Projects EIR would ensure potential impacts to special-status animal species would be less than significant.

Implementation of Mitigation Measures D.1.a and D.1.b from the West Patterson Projects EIR would ensure impacts to the San Joaquin kit fox and its habitat to less-than-significant levels.

Impact: Development of the West Patterson project area would result in loss of habitat for, and potential take of, San Joaquin kit fox. **(Significant)**

Mitigation Measure: The following mitigation measure is identified as part of the certified West Patterson Projects EIR and proposed by the project:

Mitigation Measure D.1.a: Compensation for loss of habitat

The existing rights-of way for the Delta Mendota Canal and California Aqueduct provide potential movement corridors for kit foxes as does the area between the canals. Approximately 47 acres of agricultural-fallow habitat within the Business Park Plan area lies between the canals and approximately 24.5 acres of orchard. Conversion of this habitat for industrial or commercial purposes shall be mitigated for in one of the following manners:

- Fee title purchase and/or dedication of a permanent conservation easement of land in the high quality kit fox habitat (under 1,000 feet in elevation) west of Interstate 5 within Stanislaus County at a ratio of 2:1 (two acres protected for each acre developed). Lands will be dedicated prior to grading activities on the property; or,
- Payment of an in-lieu fee of $2,000 per developed acre, to be held by the County, the Center for Natural Lands Management, the California Wildlife Foundation, the California Department of Fish and Wildlife (CDFW), or other entity approved by the Unite States Fish and Wildlife Service (USFWS), for the ultimate purpose of establishing a permanent movement corridor in western Stanislaus County below 1,000 feet

elevation and west of Interstate 5, pursuant to the existing recovery planning goals for kit fox in the County. Fees shall be paid prior to grading of the site. When these funds are ultimately applied for mitigation purposes, should the actual cost of setting aside and protecting lands under this provision be less than the $2,000 per developed acre, then the unused portion of the funds shall be reimbursed to the original payee, less reasonable administrative costs for the account holder.

Lands selected for conservation shall be approved by the USFWS.

Mitigation Measure D.1.b: Construction avoidance and minimization measures.

Although kit foxes are not known to currently occupy the project area, they could, on rare occasions, move through it. To avoid and/or minimize any potential impacts, the following pre-construction and construction activities will be carried out, consistent with USFWS (1999) pre-construction and construction guidelines.

- Pre-construction surveys shall be conducted no less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities for any project activity likely to impact the San Joaquin kit fox. Pre-construction survey reports shall be provided to the USFWS within five days of completing surveys. If construction is phased, pre-construction surveys shall be conducted for each phase according to the timing and schedule state above.
- A worker education program shall be conducted.
- Project-related vehicles shall observe a 20-mph speed limit in the project area, except on county roads and State and Federal highways; this is particularly important at night when kit foxes are most active.
- To the extent practicable, nighttime construction shall be minimized.
- Off-road traffic outside of designated project areas shall be prohibited.
- To prevent inadvertent entrapment of kit foxes or other animals during the construction phases of the project, all excavated, steep-walled holes or trenches more than two feet deep shall be covered at the close of each working day by plywood or similar materials, or equipped with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped animals.
- All construction pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the USFWS has been consulted. If necessary, and under the direct supervision of a qualified biologist, the pipe may be moved once to remove it from the path of construction activity.
- All food-related trash items such as wrappers, cans, bottles, and food scraps, shall be disposed of in a closed container and removed at least once a week from a construction or project site.

Implementation of these mitigation measures would reduce impacts to the San Joaquin kit fox and its habitat to less-than-significant levels.

Implementation of Mitigation Measures D.2.a and D.2.b from the West Patterson Projects EIR would ensure impacts to the Swainson's hawk and its habitat to less-than-significant levels.

Impact: Development of the West Patterson project area and wastewater evaporation pond site(s) would result in loss of foraging habitat for Swainson's hawk. **(Significant)**

Mitigation Measure: The following mitigation measures are identified as part of the certified West Patterson Projects EIR and proposed by the project:

Mitigation Measure D.2.a: Pre-construction surveys.

In order to assure that nesting Swainson's hawks will not be disturbed by construction in the project area, a qualified ornithologist shall conduct pre-construction surveys. Survey Period I occurs from January 1-March 20, Period II from March 20-April 5, Period III from April 5-April 20, Period IV from April 21-June 10 (surveys not recommended during this period), and Period V from June 10-July 30. Three surveys shall be completed in at least each of the two survey periods immediately prior to a project's initiation but are recommended during periods II, III, and IV. If a nest site is found, consultation with CDFW shall be required.

Mitigation Measure D.2.b: Compensation for loss of habitat.

For each acre of Swainson's hawk foraging habitat developed within five miles of an active nest tree but greater than one mile from the nest tree, 0.75 acres of "Habitat Management" land (land managed so as to provide long-term foraging habitat for Swainson's Hawks) shall be provided (0.75:1 ratio). For projects within one mile of an active nest, the ratio is 1:1. Habitat Management lands protected under this requirement may be protected through either of the following:

1. Placement of a permanent conservation easement on agricultural lands or other suitable habitats that provide foraging habitat for Swainson's hawks. As previously identified, preferred foraging habitats for Swainson's hawks include grasslands, dry-land and irrigated pastures, alfalfa, fallow fields, low-growing row or field crops, rice land, and cereal grain crops. Lands will be dedicated prior to grading activities on the property; or

2. Payment of in-lieu fee of $600 per developed acre, to be held by the County, the Center for Natural Lands Management, the California Wildlife Foundation, the CDFW, or other entity approved by the CDFW for the ultimate purpose of purchasing permanent conservation easements over Swainson's hawk foraging habitat. Fees will be paid prior to grading of the site. When these funds are ultimately applied for mitigation purposes, should the actual cost of setting aside and protecting lands under this provision be less or greater than the $600 per developed acre, then the project proponent will, as applicable, be reimbursed the amount less than the $600 per acre, or, will add additional funds to the account as required to match the actual cost of setting aside the mitigation lands, including reasonable administrative costs for the account holder.

   Easements purchased under either the above methods may be located in the grassland communities west of Interstate 5 and may be established in conjunction with efforts to establish a permanent movement corridor for San Joaquin kit fox in western Stanislaus County.

   Implementation of Mitigation Measure D.2.a, and one of the alternative measures D.2.b would reduce impacts to Swainson's hawk to less-than-significant levels.

Implementation of Mitigation Measure D.3 from the West Patterson Projects EIR would ensure impacts to the burrowing owls and its habitat to less-than-significant levels.

Impact: Development of the West Patterson project area and wastewater evaporation pond site(s) would result in loss of habitat for burrowing owls and potentially could result in take of individual burrowing owls. **(Significant)**

Mitigation Measure: The following mitigation measures are identified as part of the certified West Patterson Projects EIR and proposed by the project:

Mitigation Measure D.3: Pre-construction surveys.

Pre-construction surveys for burrowing owls shall be conducted by a qualified biologist prior to any soil-altering activity occurring within the project area and a surrounding area of potential effect. The pre-construction surveys shall be conducted per CDFW guidelines, and will be required regardless of the time of year in which work occurs. If no owls are found, no further mitigation will be warranted since recent extensive surveys of the site have resulted in no evidence of their presence. If burrowing owls are found close enough to the construction/demolition activities, consultation with, and authorization by, the CDFW shall we required. Mitigation measures proposed for Swainson's hawk and/or San Joaquin kit foxes would benefit burrowing owls, and would compensate for any other potential impacts to the species, so no additional mitigation is necessary.

Implementation of this measure would reduce impacts to burrowing owls or its habitat to less-than-significant levels.

Implementation of Mitigation Measures D.5.a and D.5.b from the West Patterson Projects EIR would ensure impacts to raptors nesting within the project vicinity to less-than-significant levels.

Impact: Development of the West Patterson project area would potentially result in disturbance of nesting raptors during construction. **(Significant)**

Mitigation Measure: The following mitigation measures are identified as part of the certified West Patterson Projects EIR and proposed by the project:

Mitigation Measure D.5.a: Avoidance.

To the extent possible, demolition and construction shall be scheduled to avoid the nesting season, which extends from January through August.

Mitigation Measure D.5.b: Pre-construction/pre-disturbance surveys.

If it is not possible to schedule demolition and construction between August and January, then one of the following options shall be implemented:

1. With the approval of the CDFW, trees containing known or potential raptor nest sites may be removed to discourage future nesting attempts on the condition that no raptor pair is currently utilizing the site; or

2. Pre-construction surveys for nesting raptors shall be conducted by a qualified ornithologist or wildlife biologist to ensure that no raptor nests will be disturbed during project implementation. A pre-construction survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (January through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the qualified surveyor shall inspect all trees in and immediately adjacent to the impact areas for raptor nests. If an active raptor nest is found close enough to the construction area to be disturbed by these activities, the ornithologist, in consultation with CDFW, shall determine the extent of a construction-free buffer zone to be established around the nest.

In summary, for the kit fox, the project applicant would be required to: 1) either pay a fee title purchase and/or dedicate a permanent conservation easement of land, or pay an in-lieu fee of $2,000 per developed acre; and 2) conduct a pre-construction survey. For the Swainson's hawks, the project applicant would be required to 1) conduct a pre-construction survey; 2) either place a permanent conservation easement on suitable habitats or pay an in-lieu fee of $600 per developed acre if an active tree nest is found within five miles of the project site but is greater than one mile from the nest tree. For the burrowing owl and nesting raptors, the project applicant would be required to conduct a pre-construction survey.

Implementation of these mitigation measures would reduce the impacts of the proposed project on raptors nesting within the project site or immediately adjacent to the site to less-than-significant levels.

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? ***(Same Impact as "Approved Project")***

According to the West Patterson Projects EIR, the Business Park plan area, which includes the project site, is not located in an area that supports riparian habitat or other sensitive natural communities. Therefore, no impact to riparian habitats or communities would occur as a result of the proposed project.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ***(Same Impact as "Approved Project")***

Jurisdictional waters include rivers, creeks, and drainages that have a defined bed and bank that, at the very least, carry ephemeral flows. Jurisdictional waters also include lakes, ponds, reservoirs, and wetlands. Such waters may be subject to the regulatory authority of the U.S. Army Corps of Engineers (USACE), CDFG, and the California Regional Water Quality Control Board (RWQCB).

According to the West Patterson Projects EIR, the Business Park plan area, which includes the project site, is not located in an area that supports any wetlands, drainages, or water bodies as defined by Section 404 of the Clean Water Act and would not result in the direct removal, filling, or hydrological interruption of such wetlands. Therefore, no impact to federally protected wetlands would occur as a result of the proposed project.

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? ***(Same Impact as "Approved Project")***

Refer to Section 3.4.a. The West Patterson Projects EIR identified three special-status animal species (San Joaquin kit fox, Swainson's hawk, and burrowing owl) as likely to occur in the West Patterson project area. Additionally, the West Patterson Projects EIR identified several other raptor species as known, or expected, to nest in the vicinity of the West Patterson project area. Implementation of Mitigation Measures D.1.a, D.1.b, D.2.a, D.2.b, D.3, D.5.a, and D.5.b from the West Patterson Projects EIR would ensure the proposed project would not substantially interfere with the movement of wildlife species or impede the use of native wildlife nursery site. Therefore, no new impact would occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ***(Same Impact as "Approved Project")***

The proposed project would result in the removal of up to five existing trees on the project site. Existing trees include two Mulberry trees, two palm trees, and one scrub tree. The proposed project would be subject to City of Patterson Municipal Code 18.78.050, which requires a tree removal permit for the removal of any tree on an approved landscape plan, and replacement of trees. Compliance with the City's tree removal and replacement policy would ensure that the risks associated with vegetation impacts would be less than significant.

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? ***(Less Impact than "Approved Project")***

The project site is not located within the boundaries of an adopted or pending conservation plan. Therefore, the proposed project would not conflict with the provisions of a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

3.5 CULTURAL RESOURCES

Would the project:

	New Potentially Significant Impact	New Less Than Significant with Mitigation	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒	☐

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? ***(Same Impact as "Approved Project")***

The existing project site is not considered as a historical resource as defined by Section 15064.5 of the CEQA Guidelines and, as a result, would not cause a substantial adverse change in the significance of a known historical resource.

The West Patterson Projects EIR identified existing buildings and structures in the West Patterson project area were not designated, listed, identified, or determined eligible for listing in any local, State, or federal registers of historical resources, nor otherwise identified as historical resources. The structures did not appear to possess the requisite architectural distinction or historic significance to be eligible for the California Register of Historical Resources. Therefore, the proposed project would not cause a substantial adverse change in significance of a known historical resource, and no new impact would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? ***(Same Impact as "Approved Project")***

Ground disturbing construction activities could directly affect potential archaeological resources in the project area by disturbing both surface and subsurface soils during foundation preparation and excavation, and the preparation and installation of associated improvements including utilities and sewers.

The West Patterson Projects EIR identified no evidence of the presence of archeological resources from the prehistoric or historic eras in the West Patterson project area. However, the presence of unique archeological resources from the prehistoric or historic eras cannot be conclusively ruled out without excavation or test borings. The West Patterson Projects EIR described that the City of Patterson requires compliance with procedures set forth in CEQA Guidelines, Section 15064.5 (e and f) as a condition of its approval of building permits in the event a previously unknown human remains or archeological resources are accidentally discovered in the course of construction.

In addition, the City's 2010 General Plan Policies PR-6.1 through PR-6.5 provides policies, which reaffirm the City's commitment to protect the area's potential archaeological resources. Compliance with the City's condition of approval procedures would ensure that potential impacts from the West Patterson projects on archeological resources would be less than significant. Therefore, no new impacts would occur from implementation of the proposed project.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ***(Same Impact as "Approved Project")***

The West Patterson Projects EIR did not identify the West Patterson project area as sensitive for paleontological resources. Therefore, implementation of the proposed project would not result in impacts related to paleontological resources.

d) Disturb any human remains, including those interred outside of formal cemeteries? ***(Same Impact as "Approved Project")***

See Section 3.5.b. At the West Patterson Projects area, the probability of ground-disturbing activities uncovering human remains are unlikely since no evidence of the presence of archeological resources from the prehistoric and historic eras in the project area exist. The City of Patterson requires compliance with procedures set forth in CEQA Guidelines, Section 15064.5 (e and f) as a condition of its approval of building permits in the event a previously unknown human remains or archeological resources are accidentally discovered in the course of construction. Compliance with the City's condition of approval procedures would ensure that potential impacts from the West Patterson projects to human remains would be less than significant. Therefore, no new impacts would occur from implementation of the proposed project.

3.6 GEOLOGY AND SOILS

Would the project:

	New Potentially Significant Impact	New Less Than Significant with Mitigation	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	☐
c) Be located on a 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?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☐	☒

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? ***(Same Impact as "Approved Project")***

The San Andreas fault is located in the San Francisco Bay area, approximately 30 miles west of Patterson west of the Diablo Range. Other active faults located closer to the City of Patterson include the Hayward, Calaveras, and Clayton-Greenville faults. The Tesla-Ortigalita Fault system is located closest to Patterson, in the Diablo Range to the west of the West Patterson Projects area. All structures and their occupants are at risk of damage or injury from ground

shaking in the event of an earthquake. The amount of ground shaking would depend on the magnitude of the earthquake, the distance from the epicenter, and the type of earth materials in between.

The project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone and there are no known active or inactive faults recognized by the State of California crossing the project area.[7] Therefore, the likelihood of surface fault rupture on the project site is low and impacts related to earthquake faults would be considered less than significant.

ii) Strong seismic ground shaking? ***(Same Impact as "Approved Project")***

See Section 3.6.a.i. All structures and their occupants are at risk of damage or injury from ground shaking in the event of an earthquake. The amount of ground shaking would depend on the magnitude of the earthquake, the distance from the epicenter, and the type of earth materials in between.

The proposed structures on the site would be designed and constructed in conformance with the California Building Code to avoid and minimize potential damage from seismic shaking on the site. As indicated in the West Patterson Projects EIR and pursuant to the requirements of the City's 2010 General Plan (Policies HS-1.1 and HS-1.2) and Municipal Code (Chapter 16.100, Vesting Tentative Map) geotechnical reports would be required for all new construction in the West Patterson project area. The West Patterson Projects EIR concluded that potential damage to structures from geologic hazards would be reduced to less-than-significant levels through the requirement of a geotechnical report and review of the building permit application pursuant to implementation of the Building Code. Final project plans and specifications of the proposed project would be subject to the Planning Commission review and approval process. Implementation of the Planning Commission recommendations would also ensure that potential impacts associated with geologic hazards would be less than significant. Therefore, no new impacts associated with seismic groundshaking would occur.

iii) Seismic-related ground failure, including liquefaction? ***(Same Impact as "Approved Project")***

Liquefaction of soils can occur when ground shaking causes saturated soils to lose strength due to an increase in pore pressure. Liquefaction susceptibility depends on the engineering properties of the sediments below or near structures, and the potential for liquefaction is generally limited to the upper 40 feet of the soil subsurface. Liquefaction potential within Patterson exists in low-lying areas composed of unconsolidated, saturates, clay-free sands and silts. Patterson is theoretically subject to liquefaction resulting from earthquakes on several faults. The expected degree of earthquake-caused shaking is, however, relatively low, and it is unlikely that significant liquefaction would occur.[8]

As described in See Section 3.6.a.ii, the proposed structures on the site would be designed and constructed in conformance with the California Building Code to avoid and minimize potential damage from seismic shaking on the site. As indicated in the West Patterson Projects EIR and pursuant to the requirements of the City's 2010 General Plan (Policies HS-1.1 and HS-1.2) and Municipal Code (Chapter 16.100, Vesting Tentative Map), geotechnical reports would be required for all new construction in the West Patterson project area. The West Patterson Projects EIR concluded that potential damage to structures from geologic hazards would be reduced to less-than-significant levels through the requirement for a geotechnical report and review of the building permit application pursuant to implementation of the Building Code. Final project plans and specifications of the proposed project would be subject to the Planning Commission review and approval process. Implementation of the Planning Commission recommendations would also ensure that potential impacts associated with geologic hazards would be less than significant. Therefore, no new impacts associated with liquefaction would occur.

iv) Landslides? ***(Same Impact as "Approved Project")***

Slope stability issues can result in either slow slumping earth movements or rapid landslide events. The project site is relatively flat and there are no hills adjacent to the site. Therefore, persons or structures would not be adversely affected by landslides at the project site, and no impact would likely occur. The requirement for a geotechnical report and review of the building permit application pursuant to implementation of the Building Code would ensure potential impacts associated with geologic hazards, including landslides, would be less than significant.

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[7] California Department of Conservation, 2016. CGS Information Warehouse: Regulatory Maps. Website: maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps (accessed April 19).
[8] Patterson, City of, 2010. *2010 General Plan Background Report*. July.

b) Result in substantial soil erosion or the loss of topsoil? ***(Same Impact as "Approved Project")***

The proposed project would occur on relatively flat grounds and would not likely be subject to substantial soil erosion. With present construction techniques, agency requirements, and local regulations that limit soil erosion during construction, the potential for soil erosion on the project site would be reduced. Long-term soil erosion on the project site also would be reduced by landscaping and hardscape areas, such as walkways, designed with appropriate surface drainage facilities.

As indicated in the West Patterson Projects EIR and pursuant to the requirements of the City's 2010 General Plan (Policy PS-3.14) and Municipal Code (Chapter 16.100, Vesting Tentative Map and Chapter 13.32, Urban Storm Water Quality Management and Discharge Control), in addition to geotechnical reports, Stormwater Pollution Prevention Plans (SWPPP) would be required for all new construction in the West Patterson project area. SWPPPs include erosion control measures to reduce sediment runoff from construction sites and would reduce any construction-related impacts to less-than-significant levels. The requirement for a SWPPP, in addition to a geotechnical report and review of the building permit application pursuant to implementation of the Building Code would ensure potential impacts associated with geologic hazards, would be less than significant. Therefore, no new impacts associated with soil erosion would occur.

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? ***(Same Impact as "Approved Project")***

Collapsible soils are fine sandy and silty soils that have been laid down by flowing water, usually in alluvial deposits and lateral spreading is the horizontal movement or spreading of soil toward an open face such as a stream bank, the open side of fill embankments, or the sides of levees. The potential for lateral spreading is highest in areas where there is a high ground-water table, relatively soft and recent alluvium deposits, and where creek banks are relatively high.

The project site contains Capay Clay and Stomar clay loam soils, which exhibit a degree of expansiveness (shrink-swell) that requires remediation in the form of soil preparation and/or special design of building foundations as would be required by applicable sections of the Uniform Building Code.[9] Pursuant to the requirements of the City's Municipal Code (Chapter 16.68 Soils Report), a preliminary soils report would be required for the proposed project to identify any presence of critically expansive soil or other soil problems on the project site. If soil problems that would lead to structural defects are identified, a soil investigation would then be required by a State-registered civil engineer, who would recommend corrective actions to ensure that potential damage related to expansive soils is minimized.

In addition, as described in Sections 3.6.a.iii and 3.6.a.iv, the West Patterson Project EIR concluded that potential damage to structures from geologic hazards would be reduced to less-than-significant levels through the requirement for a geotechnical report and review of the building permit application pursuant to implementation of the Building Code. Final project plans and specifications of the proposed project would be subject to the Planning Commission review and approval process. Implementation of the Planning Commission recommendations would also ensure that potential impacts associated with geologic hazards would be less than significant. Therefore, no new impacts associated with unstable soils would occur.

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? ***(Same Impact as "Approved Project")***

See Section 3.6.c. Expansive soils expand when they are wet and shrink when they are dry. This soil characteristic can result in damage to foundations, pavements, and utilities. The project site contains Capay Clay and Stomar clay loam soils, which exhibit a degree of expansiveness (shrink-swell) that requires remediation in the form of soil preparation and/or special design of building foundations as would be required by applicable sections of the Uniform Building Code.[10] Pursuant to the requirements of the City's Municipal Code (Chapter 16.68 Soils Report), a preliminary soils report would be required for the proposed project to identify any presence of critically expansive soil or other soil problems.

[9] Ibid.
[10] Ibid.

In addition, as described in Sections 3.6.a.iii and 3.6.a.iv, the West Patterson Project EIR concluded that potential damage to structures from geologic hazards would be reduced to less-than-significant levels through the requirement for a geotechnical report and review of the building permit application pursuant to implementation of the Building Code. Therefore, no new impacts associated with expansive soils would occur.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? ***(Less Impact than "Approved Project)***

The proposed project does not include the installation of septic tanks or on-site wastewater disposal systems, and would not substantially change the existing connections to the City's sanitary sewer system. Therefore, the proposed project would have no impacts associated with soils incapable of supporting alternative wastewater disposal systems.

3.7 GREENHOUSE GAS EMISSIONS

Would the project:

	New Potentially Significant Impact	New Less Than Significant with Mitigation	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ***(New Less than Significant Impact)***

On December 30, 2009, the California Natural Resources Agency adopted CEQA Guidelines Amendments related to Climate Change. These amendments became effective on March 18, 2010 and state that Lead Agencies retain discretion to determine the significance of impacts from greenhouse gas emissions based upon individual circumstances and may be described, calculated or estimated using a model and/or qualitative analysis or performance based standards to assess impacts.

Global climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other significant changes in climate (such as precipitation or wind) that last for an extended period of time. Changes to the global climate system, ecosystems, and the environment of California could include higher sea levels, drier or wetter weather, changes in ocean salinity, changes in wind patterns or more energetic aspects of extreme weather, including droughts, heavy precipitation, heat waves, extreme cold and increased intensity of tropical cyclones. Specific effects in California might include a decline in the Sierra Nevada snowpack, erosion of California's coastline, and seawater intrusion in the Sacramento-San Joaquin River Delta.

Greenhouse Gasses (GHGs) are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. However, over the last 200 years, human activities have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere, and enhancing the natural greenhouse effect, which is believed to be causing global climate change. The gases that are widely seen as the principal contributors to human-induced global climate change are: Carbon dioxide (CO_2), Methane (CH_4), Nitrous oxide (N_2O), Hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs), Sulfur Hexafluoride (SF_6). While GHGs produced by human activities include naturally-occurring GHGs such as CO_2, methane, and N2O, some gases, like HFCs, PFCs, and SF_6 are completely new to the atmosphere. Certain other gases, such as water vapor, are short-lived in the atmosphere as compared to these GHGs that remain in the atmosphere for significant periods of time, contributing to climate change in the long term.

The City of Patterson 2010 General Plan includes policies related to greenhouse gas emissions that would apply to the proposed project:

AR-6.1: *Energy efficient design*. The City shall work with the local energy providers and developers on voluntary incentive-based programs to encourage the use of energy efficient designs and equipment.

AR-7.4: *Greenhouse gas emissions from new development*. The City shall implement measures to reduce the emission of greenhouse gases from new development. Such measures may include, but are not limited to, the following:

a. Discouraging auto-dependent patterns of development;
b. Promoting compact, mixed-use, pedestrian-friendly, and transit oriented development;
c. Promoting energy-efficient building design and site planning using either Build It Green and LEED™ Silver standards for residential and non-residential buildings, respectively; and
d. Working to improve the ratio of jobs to housing.

AR-7.5: *Passive solar heating.* To the extent feasible, the City shall require the orientation of buildings to maximize passive solar heating during cool seasons, avoid solar heat gain in warm seasons, enhance natural ventilation and effective use of daylight, and to maximize opportunities for the installation of solar panels.

Direct GHG emissions from operational activities are characterized by energy consumed for space and water heating, lighting, and operation of electrical appliances. The introduction of restaurant services, retail, and other traveler services at the project site would contribute directly to GHG emissions.

Indirect GHG emissions from transportation activities are dominated by consumption of gasoline and diesel for movement of goods and people. The proposed project serves as a stopping point for motorists along the Interstate 5 (I-5) highway corridor and would not significantly increase vehicle miles traveled for the motorists that visit the proposed project site.

The proposed project creates 100 job opportunities that is a combination of both full time and part time, but these positions are expected to be filled with employees from the local community. The proposed project would not induce growth or result in new, long-term worker vehicle trips that could impede regional VMT goals since the transportation impacts were already considered in the West Patterson Projects EIR.

The SJVAPCD establishes regional guidelines for reducing GHG emissions through the Climate Change Action Plan (CCAP)[11]. The CCAP establishes that projects implementing Best Performance Standards (BPS) would not require quantification of project specific GHG emissions. Consistent with CEQA Guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

Per Title 24, the proposed building would comply with some of the BPS in the the CCAP recommendations. For example, Title 24 requires the proposed project to implement energy efficiency and conservation measures for the building, building and appliance standards, green building strategies, vehicle use, and energy efficiency and land use planning.

The CCAP also states "the 2009 [building] standards contain numerous requirements for improving energy efficiency in both residential and non-residential structures. The appliance standards were updated in 2003, 2005 and again in 2006, with further updates planned. Thus, it is reasonable to conclude that new development projects occurring after 2004 are already implementing measures that reduce GHG emissions below the 2002-2004 emissions." Since the CCAP was written, the Building Energy Efficiency Standards have been updated in 2013 and 2016, and the Appliance Efficiency Regulations were updated in 2015.

Since the proposed project complies with the BPS recommended in the CCAP, the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment. The Greenhouse Gas (GHG) Emissions analysis was not prepared in conjunction with the West Patterson Projects EIR, and there was no challenge to the environmental conclusions based on GHG. Because the proposed project would not generate GHG emissions in excess of those originally contemplated, no new significant impacts have been identified and no mitigations are necessary.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? ***(New Less than Significant Impact)***

Refer to Section 3.7.a. As previously described, the SJVAPCD establishes regional guidelines for reducing GHG emissions through the CCAP. The SJVAPCD's Final Draft Guidance for Assessing and Mitigating Air Quality Impacts (p.32) states "there are no 'attainment' concentration standards established by the Federal or State government for greenhouse gases." Because the proposed project complies with the BPS recommended in the CCAP, the proposed

[11] SJVAPCD. 2009. Climate Change Action Plan: Addressing Greenhouse Gas Emissions Impacts under the California Environmental Quality Act.

project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

3.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	New Potentially Significant Impact	New Less Than Significant with Mitigation	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☐	☒

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ***(New Less than Significant Impact)***

Construction of the proposed project would involve the use of and disposal of chemical agents, solvents, paints, and other hazardous materials that are commonly associated with construction activities. The amount of these chemicals present during construction would be limited, would be in compliance with existing government regulations (federal, State, regional, and local) and would not be considered a significant hazard. Therefore, construction of the proposed project is unlikely to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Because the proposed project includes the operation of fuel stations, the storage and use of diesel and unleaded fuels would involve routine transport, use, or disposal of hazardous waste. The transportation of hazardous materials on area roadways is regulated by the California Highway Patrol, U.S. Department of Transportation (Hazardous Materials Transportation Act), and Caltrans. Use of these materials is regulated by the DTSC (22 Cal. Code of Regulations Section 66001, et seq.) and is intended to provide an acceptable level of protection to the public from accidental releases. Similarly, the transportation of hazardous liquids is regulated by the U.S. Department of Transportation and the California State Fire Marshal.[12]

In addition, the use, storage, and transport of hazardous materials by developers, contractors, business owners, and others are required to be in compliance with local, State, and federal regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards and regulations designed to avoid hazardous material releases. All existing and future development would be required to comply with federal, State, and local regulations regarding the handling and transportation of hazardous materials.[13] Therefore, development of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts associated with these activities would be considered less than significant.

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? ***(Less Impact than "Approved Project")***

Based on the West Patterson Projects EIR, the project area was used for agricultural purposes and the soil in these areas could contain levels of pesticides and metals. In addition, Patterson Airport, located 0.3 mile from the project site, was used primarily to house planes and chemicals for crop dusting on agricultural fields within 20 miles of the airport site. Both the spraying and short-term storage of hazardous chemicals could be considered a source of potential contamination.

A surface-soil testing was completed for the proposed residential site of the West Patterson project area and the analysis concluded contaminated soils were at or below levels established by the US EPA for Region 9, and their levels would decrease over time. Because the soil contamination levels for the residential area were lower than those for lands slated for industrial and business uses, the West Patterson Projects EIR concluded significant levels of contamination would not likely be found in the soils of the project site in the future. Therefore, development of the proposed project would not expose soil hazards to the public and no new impacts or significant impacts than those addressed in the West Patterson Projects EIR would occur.

Crop dusting only occurs over agricultural fields and no spraying occurs directly over residential or industrial/business sites. The West Patterson Projects EIR concluded that as development associated with the West Patterson projects progressed closer to buildout, agricultural fields in the area would decrease so effects from spraying would diminish, and any impacts from crop dusting originating at the Patterson Airport would be considered less than significant. In 2008, the Patterson Airport ceased its aerial pesticide operations and site remedial activities were conducted and later approved by the California Regional Water Quality Control Board, Central Valley Region.[14] Therefore, impacts related to the exposure of hazardous materials from Patterson Airport would be less than those addressed in the West Patterson Project EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ***(Less Impact than "Approved Project")***

The project site is not located within ¼ mile of an existing or proposed primary or secondary public school. Therefore, the proposed project would not pose a health risk related to proximity to an existing or proposed school site.

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[12] Patterson, City of, 2010. *2010 General Plan Draft Environmental Impact Report*. July.
[13] Ibid.
[14] Creedon, Pamela, 2011. Executive Officer, California Regional Water Quality Control Board, Central Valley Region. Letter to Elwood Schut regarding No Further Action Determination, Patterson Airport, 2549 Sperry Avenue, Stanislaus County. February 9.

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? ***(Less Impact than "Approved Project")***

The project site is not listed on the Regional Water Quality Control Board's (Water Board) leaking underground storage (LUST) database or the RWQCB spills, leaks, investigations, and cleanups(SLIC) database, two of the component databases that comprise the State Cortese List of known hazardous materials sites compiled pursuant to Government Code Section 65962.5.[15] The project site also is not listed on other components of the Cortese List, including the DTSC hazardous waste and substances list.[16] Therefore, the proposed project would have no impact to the public or the environment with respect to a reported release or disposal of hazardous materials related to a listed site.

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? ***(Less Impact than "Approved Project")***

The project site is located within the safety zone boundaries of Patterson Airport, a private airport, located approximately 0.3 mile west of the project site. However, according to the updated draft of the Stanislaus County Airport Land Use Compatibility Plan, Patterson Airport has closed.[17] A letter from the California Regional Water Quality Control Board, Central Valley Region, dated February 9, 2011, described Patterson Airport was sold to an industrial developer and the airport runway will be removed when the site receives environmental closure.[18] Therefore, the project site is no longer subject to that airport land use plan.

The project site is not located within two miles of a public airport or public use airport. The nearest public airport to the project site is Crows Landing Airfield, which is located approximately 6.8 miles southeast of the project site. Currently, the airfield is not in use. Stanislaus County has proposed the airfield to be reopened as a general aviation airport as part of the Stanislaus County public airport system.

Therefore, the proposed project would not result in a safety hazard to people working or residing in the area due to the proximity of an airport.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? ***(Less Impact than "Approved Project")***

The Patterson Airport is located approximately 0.3 mile west of the project site. The Patterson Airport is a private airport consisting of a single 2,500-foot-long runway. According to the Stainislaus County Airport Land Use Compatibility Plan (January 2014 Draft), Patterson Airport has closed.[19] A letter from the California Regional Water Quality Control Board, Central Valley Region, dated February 9, 2011, described Patterson Airport was sold to an industrial developer and the airport runway will be removed when the site receives environmental closure.[20] Therefore, the proposed project would not result in a safety hazard to people working or residing in the area due to the proximity of a private airstrip.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ***(Less Impact than "Approved Project")***

The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Construction staging would be required to occur on the project site. If construction staging would to occur on a public street, the encroachment permit process required by the City would ensure impacts related to emergency response are less than significant. Therefore, the project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

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[15] California State Water Resources Control Board, 2016. *Geotracker*. Website: geotracker.waterboards.ca.gov (accessed April 12).
[16] California Department of Toxic Substances Control, 2016. *Envirostor*. Website: www.envirostor.dtsc.ca.gov/public (accessed April 12).
[17] Stanislaus County Airport Planning and Community Development Department, 2014. *Stanislaus County Airport Land Use Compatibility Plan (Draft)*. January.
[18] Creedon, Pamela, 2011. Executive Officer, California Regional Water Quality Control Board, Central Valley Region. op. cit.
[19] Ibid.
[20] Ibid.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? ***(Less Impact than "Approved Project")***

Development of the proposed project would not expose people or structures to a significant risk associated with wildland fires. The closest open space most susceptible to wildland fires is located approximately one mile west of the project site, located in the western portion of the City, west of I-5. Therefore, the proposed project would not expose people or structures to a significant impact related to loss, injury, or death involving wildland fires.

3.9 HYDROLOGY AND WATER QUALITY

Would the project:

	New Potentially Significant Impact	New Less Than Significant with Mitigation	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒	☐

a) Violate any water quality standards or waste discharge requirements? ***(New Less than Significant Impact)***

The State Water Resources Control Board and nine Regional Water Quality Control Boards regulate water quality of surface water and groundwater bodies throughout California. In the Central Valley, including the project site, the Central Valley Regional Water Quality Control Board (Regional Water Board) is responsible for implementation the Water Quality Control Plan (Basin Plan). The Basin Plan establishes beneficial water uses for waterways and water bodies within the region. Runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the federal Clean Water Act). The NPDES program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES Program is administered by the Regional Water Board.

As described in the West Patterson Projects EIR, projects disturbing more than five acres of land during construction are required to file a Notice of Intent (NOI) with the Regional Water Board to be covered under the State NPDES General Construction Permit for discharges of stormwater associated with construction activity.[21] Since certification of the West Patterson Projects EIR, the State Water Board has made numerous changes to the General Construction Permit related to the following topics: rainfall erosivity waiver; technology-based numerical action levels; risk-based permitting approach; minimum Best Management Practices (BMPs) and requirements specified; project site soil characteristics monitoring and reporting; effluent monitoring and reporting; receiving water monitoring and reporting; post-construction stormwater performance standards; rain event action plan; annual reporting; certification/training requirements for key project personnel; and linear underground/overhead projects.[22] In addition, in 2013, the State Water Resources Control Board adopted a NPDES general permit for Phase II MS4 communities, which includes the City of Patterson. As part of the Phase II Permit, local agencies are required to develop and/or update post-construction standards to address stormwater quality for regulated new development and redevelopment projects, which is also known as Provision E.12.

The City of Patterson Municipal Code Chapter 13.32, Urban Storm Water Quality Management and Discharge Control, passed in September 2015, reflects the changes made in the General Construction and Phase II Permits and requires project proponents to comply with the NPDES storm water discharge permit (Municipal Code Chapter 13.32.120) and provide proof of compliance with the permit. Requirements for business-related, construction, and post-construction activities to prevent, control, and reduce storm water pollutants (Municipal Code Chapter 13.32.130) are summarized as below:

- *Business-Related Activities.* The development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) with an employee training program, may be required for any business engaging in activities that may result in pollutant discharges.

- *Construction.* All construction projects must comply with all applicable federal, state and local laws, ordinances or regulations, including but not limited to the current California NPDES general permit for storm water discharges associated with construction activity (construction general permit).

  All construction projects, regardless of size, having soil disturbance or activities exposed to storm water must, at a minimum, implement Best Management Practices (BMPs) for erosion and sediment controls, soil stabilization, dewatering, source controls, pollution prevention measures, and prohibited discharges.

  Proof of compliance with the NPDES storm water discharge permit may be required in a form acceptable to the enforcement official prior to, or as a condition of, a subdivision map, site plan, building permit, grading permit, or development or improvement plan, upon inspection of the facility, during any enforcement proceeding or action, or for any other reasonable cause. Prior to issuance of a construction permit or approval of the proposed improvement plans, the SWPPP must also be submitted to the City of Patterson.

  As required by its Phase II MS4 NPDES permit, the City of Patterson will conduct storm water compliance inspections at applicable construction sites that have areas of soil disturbance exposed to storm water. The inspection will be conducted by a city inspector or agent working for the City who is a qualified SWPPP practitioner (QSP) or is supervised by a QSP.

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[21] The regulations provide that discharges of stormwater to waters of the United States from construction projects that encompass five or more acres of soil disturbance are effectively prohibited unless the discharge is in compliance with the NPDES Permit. Regulations that became final on December 8, 1999 lowered the permitting threshold from five acres to one acre.

[22] California State Water Resources Control Board, 2013. *2009-0009-DWQ Construction General Permit, Fact Sheet.* Updated January 23.

- *Development.* Controls may be required as appropriate, to minimize the long-term, post-construction activity discharge of storm water pollutants from new development(s) or modifications to existing development(s). Controls may include source control measures to prevent pollution of storm water, treatment controls designed to remove pollutants from storm water, low impact development measures, and/or hydromodification measures to offset the difference between the pre- and post-construction peak flow runoff rates and volumes.

  Proponents of all applicable development and redevelopment projects will be required to meet the requirements and design standards specified in the current state of California Phase II MS4 NPDES permit and as described in further detail in the City's Storm Water Design Standards Manual for New Development and Redevelopment.

  Project proponents are required to conduct a site assessment and submit a site map that shows how runoff will be managed using site design measures, source controls, treatment controls, and hydromodification measures as defined by the current MS4 permit. Documentation of the site's post-construction storm water design measures must be submitted to the city's planning department for review and approval prior to the commencement of the project. Project proponents also must sign an operation and maintenance agreement and submit a written operation and maintenance plan for the proposed storm water design measures.

The policies above directly relate to the City's Post-Construction Stormwater Standards Manual, which identifies the proposed project as a hydromodification management project since the proposed project will create more than one acre of impervious surface.[23] As a hydromodification management project, the proposed project will be subject to the following post-construction stormwater standards: site assessment, site design, source control measures, treatment control measures, baseline hydromodification management, full hydromodification management, and operations and maintenance.

In addition, the City of Patterson 2010 General Plan includes policies related to water quality that were not included in the West Patterson Projects EIR:

- Policy HS-2.18: *Low Impact Development.* New development shall incorporate provisions for low impact development as defined by as minimizing or eliminating pollutants in storm water through natural processes and maintaining pre-development hydrologic characteristics, such as flow patterns, surface retention, and recharge rates.

- Policy NR-1.5: *New Development.* The City shall require new development to protect the quality of water bodies and drainage systems through adaptive site design, stormwater management, and the implementation of BMPs. The City shall apply the following principle of Low Impact Development in the review of development projects for purposes of minimizing runoff and potential water quality impacts:

  a. *Make Sensitive Choices in Site Layout.* Identify the most sensitive natural areas and, where possible, leave them undeveloped. To the extent possible, set back development from creeks, wetlands, and riparian habitats. Preserve significant trees. Conform the site along natural land forms, avoid excessive grading and disturbance of vegetation and soils, and mimic the site's natural drainage patterns. Where possible, concentrate development on portions of the site with less permeable soils, and preserve areas that can promote infiltration. To the extent possible, limit overall coverage of paving and roofs by designing compact structures, narrower and shorter streets and sidewalks, smaller parking lots, and indoor or underground parking.

  Where possible, detain and retain runoff throughout the site. Use drainage design elements such as depressed landscape areas, vegetated buffers, and bioretention facilities (consisting of a shallow surface reservoir, a layer of imported planting medium, and a gravel underlayer with perforated pipe underdrains) as amenities and focal points within the site and landscape design.

  b. *Use Pervious Surfaces.* In new buildings and major retrofits, evaluate the technical and economic feasibility of green roofs. Identify where permeable pavements, such as crushed aggregate, turf block, unit pavers, pervious concrete, or pervious asphalt could be substituted for impervious concrete or asphalt paving.

[23] Larry Walker Associates, 2015. *Multi-Agency Post-Construction Stormwater Standards Manual.* June.

c. *Disperse Runoff to Adjacent Pervious Areas.* Where possible, direct roof downspouts across pervious areas. A maximum 2:1 ratio between impervious and pervious surfaces is recommended. Receiving pervious areas should be relatively flat, and soils should be amended as needed to promote infiltration. Similarly, parking areas should be designed so that runoff can sheet flow to landscaped areas. Where feasible, use curb cuts or no curbs to allow runoff to flow to vegetated areas.

d. *Direct runoff to bioretention facilities, flow-through planters, dry wells, or cisterns.* On densely developed sites, and where runoff from impervious roofs and paved areas cannot be dispersed to landscaping, consider directing runoff to facilities designed to detain and treat runoff before letting it seep away slowly. Dry wells or infiltration basins may be used if soils are sufficiently permeable and geotechnical considerations allow. Bioretention facilities canbe a suitable option for many sites.

- Policy PS-3.5: *Pollutant requirements.* Future drainage system discharges shall comply with applicable state and federal pollutant discharge requirements.

- Policy PS-3.13: *Surface pollutant control.* The City shall require new development to incorporate runoff control measures to minimize discharge of surface pollutants into drainage systems. Examples of potential programs include:

    - The use of "bioswales" and similar features (such as infiltration trenches, filter trips, and vegetated buffers) to trap contaminants;
    - Installation of grease/oil separators to keep these contaminants out of storm runoff;
    - Regular street sweeping programs to prevent the buildup of oil, grease, and other contaminants and keep them from being swept into creeks and rivers;
    - Minimizing pesticide use and promoting the use of natural pest controls;
    - Encouraging the installation of "gray water" systems.
    - Provisions in new development aimed at protecting native water courses, wetlands or other sensitive habitats from adverse water quality impacts associated with post-development storm water runoff (i.e., hydromodification plan).

The project site is relatively level and is vacant, undeveloped and unpaved. Development of the proposed project would create 422,689 square feet of impervious surface area, covering approximately 86 percent of the project site. Construction of the proposed project would involve grading and foundation work and as a result would substantially increase impervious surfaces on the site and would substantially increase stormwater runoff from the site. Most stormwater runoff from the project site flows overland into the City maintained storm drainage system, and eventually discharges into the San Joaquin River. Storm drain lines are located along Park Center Drive and the northern and eastern perimeter of the project site, and a storm drainage basin is located along Baldwin Road. The project site includes two storm drainage basins located in the northeast and southeast corners of the proposed truck yard.

Construction activities associated with the proposed project would cause disturbance of soils during excavation work, which would contribute to degradation of water quality. Contaminants from construction vehicles and equipment and sediment from soil erosion could increase the pollutant load in runoff being transported to receiving waters during project development. Operation of the proposed project would contribute to the long-term degradation of runoff water quality due to the increase in impermeable surfaces compared to existing conditions.

Potential impacts to water quality that would occur with new development were addressed in the West Patterson Projects EIR and Mitigation Measure H.4 was identified to reduce potential impacts associated with construction-period and operation-period impacts to a less-than-significant level. These measures would generally reduce potential impacts of the project by requiring implementation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of Best Management Practices (BMPs) that increase infiltration and decrease total runoff.

While Mitigation Measure H.4 would generally reduce potential water quality impacts of the proposed project, new stormwater management requirements that were not considered in the West Patterson Projects EIR are now in effect and are applicable to the development of the project site. Compliance with Municipal Code 13.32 and the 2010 General Plan policies associated with water quality would ensure potential water quality impacts remain at a less-than-significant level.

Therefore, modification of Mitigation H.4, in accordance with the updated NPDES storm water discharge permit, and compliance with the City's Urban Storm Water Quality Management and Discharge Control policy would address

current stormwater pollution prevention requirements and further reduce water quality impacts already identified in the West Patterson Projects EIR.

Impact H.4: Construction activities and post-construction land uses could result in degradation of water quality in nearby surface water bodies by reducing the quality of storm water runoff **(Significant).**

Mitigation Measure: The following mitigation measure is identified as part of the certified West Patterson Projects EIR and proposed by the project:[24]

Mitigation Measure H.4: Each developer who proposes to construct a project within the project area shall ~~prepare a~~ submit a SWPPP prepared by qualified SWPPP practitioner that is designed to reduce potential impacts to surface water quality through the construction and life of the project whether or not the development site is over ~~five~~ one acre~~s~~.

The SWPPP would act as the overall program document designed to provide measures to mitigate potential water quality impacts associated with implementation of the proposed project. It is not required that the SWPPP be submitted to the RWQCB, but must be maintained on-site and made available to RWQCB staff upon request. The SWPPP shall include:

Specific and detailed BMPs designed to mitigate construction-related pollutants. At minimum, BMPs shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with storm water. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain.

An important component of the storm water quality protection effort is knowledge of the site supervisors and workers. To educate on-site personnel and maintain awareness of the importance of stormwater quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention. The frequency of the meetings and required personnel attendance list shall be specified in the SWPPP.

The SWPPP shall specify a monitoring program to be implemented by construction site supervisor, and must include both dry and wet weather inspections. In addition, in accordance with State Water Resources Control Board Resolution No. 2001-046 (SWRCB, 2001), monitoring would be required during the construction period for pollutants that may be present in the runoff that are "not visually detectable in runoff". Each developer shall retain an independent monitor to conduct regular inspections and provide written reports to the City of Patterson Planning Director to ensure compliance with the SWPPP. RWQCB personnel, who may make unannounced site inspections, are empowered to levy considerable fines if it is determined that the SWPPP has not been properly prepared and implemented.

BMPs designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fence, placement of hay bales, and sediment basins. The potential for erosion is generally increased if grading is performed during the rainy season as disturbed soil can be exposed to rainfall and storm runoff. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control, that is, keeping sediment on the site. End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. If hydroseeding is selected as the primary soil stabilization method, then these areas shall be seeded by September 1 and irrigated to ensure that adequate root development has occurred prior to October 1. Entry and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities shall be designed to be accessible and functional during both dry and wet conditions.

Measures designed to mitigate post construction-related pollutants. The SWPPP shall include measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development, including residential, light industrial, and commercial areas. In general, passive, low-maintenance BMPs (e.g., grassy swales, porous pavements) are preferred. If the SWPPP includes higher maintenance BMPs (e.g., sedimentation basins, fossil filters), then funding for long-term

[24] Additional text for Mitigation Measure H.4 is underlined.

maintenance needs must be specified (the City will not assume maintenance responsibilities for these features).

Yet to be developed residential, commercial, and light industrial parcels generally provide many opportunities for innovative stormwater management, including permeable pavers, concave lawn/infiltration basins, grassy swales, and dry-wells connected to roof downspouts. The final design team for each development project shall review and incorporate the concepts included in *Start at the Source, Design Guidance Manual for Stormwater Quality Protection* (BASMAA, 1999), in the project design.

The City of Patterson Department of Public Works shall ensure the SWPPP is prepared prior to approval of the grading plan for each development project or each phase of a large-phased development project. Implementation of this mitigation would reduce the level of significance of this impact to a less-than-significant level.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? ***(Same Impact as "Approved Project")***

As indicated in the West Patterson Projects EIR, the City of Patterson, which relies exclusively on groundwater as its domestic water source, operates five wells that draw groundwater from a confined aquifier. Although the increase of impervious surfaces as a result of project construction is substantial, the West Patterson Projects EIR concluded that projects would not be expected to result in a significant impact to groundwater recharge because: 1) the project area is small relative to the size of the groundwater basin, which is largely undeveloped; and 2) features included in project designs, including substantial on-site detention of stormwater, would to some degree offset the reduced infiltration that would occur in those areas covered by impervious surfaces. The entire West Patterson projects area represents approximately one tenth of one percent of the surface area of the groundwater basin.

In addition, no long-term groundwater extraction is proposed as part of the proposed project. Project construction would not result in the substantial dewatering or otherwise affect the groundwater table and as a result, groundwater quantity would not be significantly affected by the proposed project. Therefore, impacts are considered less than significant and no new impact would occur.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? ***(New Less than Significant Impact)***

The courses of streams and rivers would not be affected by the proposed project. However, the increase in impervious surfaces as a result of project construction would be substantial. Implementation of Mitigation Measure H.4, discussed in Section 3.9.a, would ensure potential impacts associated with on- or off-site erosion and siltation would be less than significant.

The City of Patterson 2010 General Plan also includes policies related to addressing potential impacts related storm drainage and flooding that were not included in the West Patterson Project EIR:

HS-2.14: *Runoff control.* The City shall require all new urban development projects to incorporate runoff control measures to minimize peak flows of runoff and/or assist in financing or otherwise implementing comprehensive drainage plans. All such control measures shall consider potential affects to adjacent property owners.

PS-3.4: *Fair share costs.* The City shall, through a combination of drainage improvement fees and other funding mechanisms, ensure that new development pays its fair share of the costs of drainage system improvements.

PS-3.11: *Conditions for grading.* The City shall impose appropriate conditions on grading projects performed during the rainy season to ensure that silt is not conveyed to storm drainage systems.
PS-3.12: *Detention basins.* The City shall ensure that stormwater detention basin designs provide safety for the public, are visually appealing and unobtrusive, incorporate wildlife habitat, and, where feasible, offer recreational opportunities.

PS-3.14: *Erosion control.* The City shall require new development to incorporate erosion control measures to minimize sedimentation of streams and other natural drainage features.

Compliance with the above 2010 General Plan policies associated with storm drainage and flooding, and the City's Urban Storm Water Quality Management and Discharge Control policy would further ensure potential impacts remain at a less-than-significant level. Therefore, the proposed project would have a less-than-significant impact on existing drainage patterns.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? ***(New Less than Significant Impact)***

Refer to Sections 3.9.a and 3.9.c. The proposed project would not substantially alter existing drainage. The project site includes two storm drainage basins located in the northeast and southeast corners of the proposed truck yard, and surface runoff is directed into the existing storm drainage system. However, the West Patterson Projects EIR indicated that increased runoff volume and the increased rate of runoff to storm water conveyances could exceed the capacity of downstream drainage ways, causing localized flooding.

Implementation of Mitigation Measure H.2 from the West Patterson Projects EIR would reduce potential impacts to localized flooding to a less-than-significant level.

Impact H.2: Impervious surfaces and placement of structures in a floodplain would increase the amount of runoff, potentially exacerbating existing local flooding problems. **(Significant)**

Mitigation Measure: The following mitigation measure is identified as part of the certified West Patterson Projects EIR and proposed by the project:

Mitigation Measure H.2: Each phase of development must design and install drainage systems in compliance with the intent of the recommended drainage plan detailed in the *2001 Master Storm Drainage Plan, City of Patterson, Western Expansion Area* (Stoddard & Assoc., 2001). The detention basins shall be designed so that flow to the creek could be interrupted when insufficient capacity was available in the creek for conveyance of the flows. The drainage improvements shall be designed and constructed so that no increase in the peak flow in Salado Creek would occur during the 100-year flood event as a result of project implementation.

Design-level drainage plans for each phase of development of the West Patterson projects would be submitted to the City of Patterson for review. Drainage plans and detention basin design details would be reviewed for compliance with the "no increase in peak flow" requirement prior to approval of the project and to ensure that the final drainage plans are consistent with 2001 Master Storm Drainage Plan, City of Patterson, Western Expansion Area.

Implementation of this mitigation measure would reduce this impact to a less-than-significant level.

Implementation of Mitigation Measures H.2 and H.4, and compliance with the 2010 General Plan policies associated with water quality, storm drainage, and flooding, in addition to the City's Urban Storm Water Quality Management and Discharge Control policy, would ensure potential impacts associated with surface runoff and flooding remain at a less-than-significant level. Therefore, the proposed project would have a less-than-significant impact on existing drainage patterns.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? ***(New Less than Significant Impact)***

Refer to Section 3.9.d. Runoff from the project site area currently drains to the City-maintained storm drainage system, which drains into the San Joaquin River. The project site also includes two storm drainage basins located in the northeast and southeast corners of the proposed truck yard. With the implementation of Mitigation Measures H.2 and H.4, recommended in the West Patterson Projects EIR, runoff from construction or operation of the proposed project would not exceed the capacity of existing or planned stormwater drainage system nor provide substantial additional sources of polluted runoff.

f) Otherwise substantially degrade water quality? ***(New Less than Significant Impact)***

Refer to Section 3.9.a. Operation of the proposed project would not result in substantial changes to on-site water quality, with the exception of potential impacts associated with stormwater runoff described above. Implementation of Mitigation Measure H.4 would reduce potential impacts associated with water quality standards and waste discharge to a less-than-significant level.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? ***(Less Impact than "Approved Project")***

The proposed project does not include housing. Therefore, the proposed project would not result in placement of housing in a flood hazard area, and no impact would occur.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? ***(Less Impact than "Approved Project")***

The Flood Insurance Rate Map issued by FEMA, effective September 26, 2008, indicates the proposed project is located within Zone X (Other Areas), which is defined as being outside the 0.2 percent annual chance floodplain.[25] Properties located adjacent to the eastern portion of the project site are defined as Special Flood Hazard (SFHAs) subject to inundation by the one percent annual chance flood. The one percent chance flood (100-year flood), also known as the base flood, is the flood that has a one percent chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the one percent annual chance flood.

The project site is not located within a 100-year flood zone as mapped by FEMA and the proposed project would not impede or redirect flows. Therefore, the proposed project would have a less-than-significant effect on flood flows, and no new impact would occur.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? ***(Same Impact as "Approved Project")***

The West Patterson Projects EIR concluded that the West Patterson project area is not located within identified dam failure inundation hazard areas. The project site is not located in an area that is protected by levees. Therefore, there would be no impact on the project related to dam or levee failure inundation, and no new impact would occur.

j) Inundation by seiche, tsunami, or mudflow? ***(Same Impact as "Approved Project")***

As indicated in the West Patterson Projects EIR, the West Patterson project area is not located within identified dam failure inundation hazard areas, and the elevation of the area (ranging from 120 to 200 feet above mean sea level) and distance from the Sacramento-San Joaquin Delta preclude potential inundation by coastal hazards such as tsunamis, extreme high tides, or future sea level rise. The proposed project is not located adjacent an enclosed body of water, and would not face the risk of inundation from seiche. A seiche is an oscillation of the surface of a lake or landlocked sea varying in period from a few minutes to several hours. Because the project site is relatively flat, it is not prone to mud flows during heavy storm events. Therefore, the proposed project would not be subject to inundation by seiche, tsunami, or mudflows, and no new impacts would occur.

[25] Federal Emergency Management Agency, 2009. Flood Insurance Rate Map, City of Patterson, Community Panel 06099C0733E. Website: msc.fema.gov/portal (accessed April 19, 2016).

3.10 LAND USE AND PLANNING

Would the project:

	New Potentially Significant Impact	New Less Than Significant with Mitigation	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"
a) Physically divide an established community?	☐	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☐	☒

a) Physically divide an established community? ***(Less Impact than "Approved Project")***

Projects that have the potential to physically divide an established community include projects such as new freeways and highways, major arterials, streets, and railroad lines. The proposed project includes the construction of a one-story travel center building and truck yard on vacant parcels. The construction of the travel center building and truck yard would improve the utilization of the parcels and better integrate the site with the surrounding area because the building and landscaping components of the proposed project would have a stronger presence in the vacant surrounding area.

As indicated in the West Patterson Projects EIR, development would continue a pattern of land use change in an area from agricultural uses toward light industrial and commercial uses. Although Patterson began as an agricultural service center, and continues to be, the City has been evolving into a more suburban community, and growing commercial, industrial, and services sectors continue to provide a diversified base for the County and City's labor forces. The proposed project would contribute to the build out of the Business Park Master Development area. Therefore, the proposed project would not result in the physical division of any established community or adversely affect the continuity of land uses in the vicinity.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? ***(Less Impact than "Approved Project")***

Since certification of the West Patterson Projects EIR in 2003, the City of Patterson updated its General Plan. The City's updated General Plan was adopted in November 30, 2010 and reflects the recommended land uses included in the West Patterson Business Park Master Development Plan. The Master Development Plan is intended to supplement the City's General Plan by establishing area-specific development standards and design guidelines that would apply to all new development within the Plan area. All development proposals within the Plan area must be found to be consistent with the Master Development Plan, which in turn must be consistent with the City's General Plan.

The updated General Plan includes policies supporting land uses and development associated with the West Patterson Business Park Master Development Plan:

> Policy LU-7.1 *West Patterson Business Park*. The City shall promote and assist the maintenance and expansion of Patterson's industrial sector by implementing the West Patterson Business Park Master Development Plan.
>
> Policy ED-1.3 *Opportunity areas*. The City shall continue to strategically market its business/industrial park opportunity areas including the West Patterson Business Park.

Policy NR-2.2 *Compact development*. The City shall encourage infill development within existing urbanized areas of the city in order to minimize pressure to convert agricultural lands to urban uses. Conversely, the City shall support the continuation of agricultural uses on lands for urban uses until urban development is imminent.

The 2010 General Plan identifies the project site as Light Industrial, and the project site is zoned for West Patterson Light Industrial (IL) and West Patterson Industrial Business Park (IBP) with a Planned Development overlay.[26] Surrounding properties immediately north, east, south, and west of the project site are designated Light Industrial. Surrounding properties located immediately north and northwest are zoned for IL, and properties to the immediate east, south, and west of the project site are zoned for IBP. The IL and IBP Districts are consistent with the Light Industrial land use designation of the updated General Plan. The proposed project includes a travel center with restaurant and retail components and fueling stations. Fuel stations, retail, and restaurants with drive-thru service are permitted uses in the IL and IBP districts.[27]

No land use incompatibilities or conflicts with existing plans or policies would result from the proposed project. Therefore, the proposed project would not conflict with any applicable land use plan, policy or regulation.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan? ***(Less Impact than "Approved Project")***

Refer to Section 3.4.f. The project site is not located within the boundaries of an adopted or pending conservation plan. Therefore, the proposed project would not conflict with the provisions of a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

[26] Patterson, City of, 2014. *City of Patterson General Plan Map* and *City of Patterson Zoning Map*. January.
[27] Patterson, City of, 2013. *Patterson Municipal Code, Chapter 18.46 Industrial Districts. Table 18.46.030-1: Permitted Use Matrix for Industrial Districts*. August.

3.11 MINERAL RESOURCES

Would the project:

	New Potentially Significant Impact	New Less Than Significant with Mitigation	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved 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?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒

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? ***(Less Impact than "Approved Project")***

The project site is located in an area where no known significant mineral resources are present. Mineral exploration and extraction is not performed in the project vicinity, and the project site is not located in an area designated as containing mineral resource deposits of regional importance. Therefore, the proposed project would not result in the loss of availability of a known mineral resource of value to the region and the residents of the State, and no impact would occur.

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? ***(Less Impact than "Approved Project")***

Refer to Section 3.11.a. The proposed project would not result in the loss of availability of a locally-important mineral resource recovery site and no impact would occur.

3.12 NOISE

Would the project result in:

	New Potentially Significant Impact	New Less Than Significant with Mitigation	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ***(Same Impact as "Approved Project")***

The proposed project is influenced primarily by noise sources from local vehicle traffic on Park Center Drive and Sperry Avenue. Existing noise levels within the project vicinity, specifically the CVS Pharmacy Distribution Center, located approximately half a mile northwest of the project site, were documented ranging from approximately 33 to 48 dBA at a distance of approximately 500 feet from the east side of the facility.[28] These noise levels are within the normally acceptable noise standards for industrial land use development in the City's 2010 General Plan Noise Compatibility Guidelines.[29]

The City of Patterson addresses noise in the Health and Public Safety Element of the City's 2010 General Plan and in the Municipal Code. The Health and Public Safety Element contains the City's land use compatibility standards for community noise environments. For example, the City considers environments with noise levels of up to 70 dBA CNEL to be normally acceptable for new industrial development, while it considers environments with noise levels of up to 65.5 dBA CNEL as normally acceptable for new commercial developments. The noise standards specify an exterior noise limit of 60 dBA L_{dn} for commercial land uses impacted by transportation related noise sources.

[28] dB = standard rating of sound loudness measurement
dBA = typical environmental noise loudness, A-weighted decibel scale.
[29] Patterson, City of, 2010. *2010 General Plan,* Figure HS-1: Noise Compatibility Guidelines and Appendix HS-1 Noise.

Standards from the City's General Plan for maximum allowable noise exposure from both stationary and transportation-related sources described in the West Patterson Projects EIR remain the same as the noise-related policies in the updated 2010 General Plan. Policies related to the proposed project include:

HS-5.2: *Noise levels resulting from non-transportation noise sources*. Noise levels resulting from non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table HS-1 as measured immediately within the property line of lands designated for noise-sensitive uses. This policy does not apply to noise sources associated with agricultural operations on lands zoned for agricultural uses.

HS-5.4: *Noise standards*. The feasibility of proposed projects with respect to existing and future transportation noise levels shall be evaluated by comparison to Figure HS-1.

HS-5.6: *Transportation noise sources and mitigation*. Noise created by new transportation noise sources, including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Table HS-1 at outdoor activity areas or interior spaces of existing noise-sensitive land uses in either the incorporated or unincorporated areas.

Table HS-1: Noise Level Performance Standards for New Projects Affected By or Including Non-Transportation Sources

Noise Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly Leq. Db	50	45
Maximum Level, Db	70	65
Each of the noise levels specified above shall be lowered by five dBA for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).		

Construction-Period Impacts. Construction noise impacts are evaluated for compliance with the City's Noise Control Ordinance Chapter 6.44, which limits the permissible hours of noise-producing construction activities to 7:00 a.m. to 10:00 p.m. Implementation of the proposed project would result in noise levels from construction activities (operation of heavy equipment) that could exceed the standards noted above.

As noted in the West Patterson Projects EIR, noise levels from construction equipment such as heavy trucks, backhoes, and graders may range up to 85 dBA at a distance of 100 feet from the active construction area for a limited time period. More intense construction work, such as rock drilling could cause intermittent noise levels up to 94 dBA at a distance of a 100 feet. Beyond 300 feet, the maximum intermittent noise levels would be less than 75 dBA. The closest existing sensitive receptor would be the single-family residences located approximately 800 feet east of the project. At this distance, noise from project construction would be sufficiently distant from the closest noise-sensitive location. Implementation of Mitigation Measure G.1 would further ensure that impacts associated with construction noise would remain less than significant.

Impact: Project-related construction could cause a substantial, though intermittent and short-term, increase in noise levels. **(Significant)**

Mitigation Measure: The following mitigation measure is identified as part of the certified West Patterson Projects EIR and proposed by the project:

Mitigation Measure G.1: Construction-related activities shall be conducted in accordance with the following:

- Construction activities shall be restricted to the hours between 7:00 a.m. and 7:00 p.m., Monday through Saturday (excluding federal and State holidays), with no construction on Sundays; minor construction equipment servicing and maintenance will be excepted from this restriction.
- During construction, mufflers shall be provided for all heavy construction equipment and all stationary noise sources. Stationary construction noise sources shall not be located near from occupied dwelling units, or contractors shall be required to provide appropriate noise-reducing engine housings or screens.
- Staging areas shall be places as far from existing residences as possible.

Operation-Period Impacts. Implementation of the proposed project would result in noise levels from operational noise sources (from traffic noise from vehicles and trucks) that could exceed the standards noted above. As indicated in the West Patterson Projects EIR, future occupation and operation of the West Patterson projects area would contribute to substantial additional traffic to existing roadways in the project vicinity and create new traffic on roadways internal to the project area. The new traffic throughout the West Patterson projects area would be part of generally increased noise from increased activity eventually replacing a rural noise environment with one that would seem more suburban. The West Patterson Projects EIR analyzed future noise levels for 2025 along roadway segments and concluded that noise from truck traffic associated with the Business Park plan area could significantly impact residences along Baldwin Road. However, because the residences along Baldwin Road is located approximately over 1,000 feet east of the project site, traffic noise impacts would not cause substantial noise increase for existing sensitive receptors in the project vicinity.

The proposed long-term use of the project site is commercial land use. The occupation and operation of the proposed project as a fast-food restaurant, fueling station, and truck yard would generate noise primarily from vehicles and trucks entering and leaving the parking lot and truck yard. No routine truck loading activities would occur on the project site since the purpose of the truck yard is to temporarily store trucks and trailers onsite.

As shown in Table 4, the 2010 General Plan included generalized traffic noise exposure estimates for several roadway segments in Patterson, including the Sperry Avenue and Baldwin Road intersection, under the following scenarios: year 2030 and General Plan buildout (Refer to Appendix 6.1, Noise References). Under the 2030 scenario, traffic noise would be approximately 68 dB, and under the General Plan buildout scenario, traffic noise would be approximately 63.4 dB. The West Patterson Projects EIR also included future traffic noise projections with the West Patterson projects for the Sperry Avenue/Baldwin Road intersection (Table III.G-3 in the West Patterson Projects EIR). Future traffic noise levels with the implementation of the West Patterson Projects would be approximately 70.7 day-night noise levels (Ldn) at distance of 50 feet. Under the future and West Patterson Projects conditions, a distance of 160 and 460 feet would be needed to achieve the planning criteria for 60 and 65 Ldn, respectively.

Based on information provided by the applicant, included in Appendix 6.1, average noise levels generated from truck movement on a Flying J facility similar to the proposed project, would be 67 dBA during daytime hours (7:00 a.m. to 10:00 p.m.), 63 dBA during evening hours (8:00 p.m. to 10:00 p.m.), and 61 dBA during nighttime. According to the Health and Public Safety Element, Table HS-1 shown above, these measurements are below the maximum level (70 Db) allowed, and within the range estimated in the 2010 General Plan and West Patterson Projects EIR. As previously described, because the closest sensitive receptor is located approximately over 1,000 feet east of the project site, operational traffic noise impacts would be less than significant.

Table 4: Traffic Noise Estimates for Sperry Avenue and Baldwin Road Intersection

2010 General Plan		West Patterson Projects EIR	Flying J[a]		
2030 (dB)	Buildout (dB)	Future plus Project (Ldn)	Daytime (7 a.m. to 10 p.m.) (dBA)	Evening (8 p.m. to 10 p.m.) (dBA)	Nighttime (dBA)
68.0 (westbound) 67.9 (eastbound)	63.4	70.7	67	63	61

Source: City of Patterson 2010 General Plan; West Patterson Projects EIR, 2003; Power Acoustics, Inc., 2012.
[a] Flying J estimates are displayed for comparison and were not measured at Sperry Avenue and Baldwin Road intersection.

The proposed project would not result in any new or more significant construction-period and operational noise impacts than were described in the certified West Patterson Projects EIR. Implementation of Mitigation Measure G.1 from the West Patterson Projects EIR and included below would reduce this impact to less-than-significant levels.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? ***(Same Impact as "Approved Project")***

Construction activities are a known source of groundborne noise and vibration. Construction of the proposed project could require the use of heavy excavation equipment. Typical groundborne vibration levels measured at a distance of 25 feet from heavy construction equipment in full operation, such as vibratory rollers, range up to approximately 94 velocity decibels (VdB). Pile driving can result in typical groundborne vibration levels of 104 VdB at a distance of 25 feet from the operating equipment. As described in greater detail in Section 3.12.a above, the closest existing sensitive receptor would be the single-family residences located approximately 800 feet east of the project site. At this

distance, noise from project construction would be sufficiently distant and implementation of Mitigation Measure G.1 would further ensure that impacts associated with construction noise and groundborne noise and vibration would remain less than significant. Therefore, the proposed project would not result in any new or more significant groundborne vibration or groundborne noise levels impacts than were described in the certified West Patterson Projects EIR.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ***(Same Impact as "Approved Project")***

Refer to Section 3.12.a. The commercial land use proposed for the project would not generate additional ambient noise levels above those that already exist in the project vicinity. As such, stationary noise sources associated with implementation of the proposed project would result in a less-than-significant impact and no mitigation would be required. In addition, the proposed project would not generate substantial traffic to create a perceptible change in existing and projected traffic noise in the vicinity of the project site. Therefore, the project would not result in a perceptible permanent increase in ambient noise levels in the project vicinity above levels existing without the project and no mitigation would be required to reduce the project's operational noise impacts to off-site uses.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ***(Same Impact as "Approved Project")***

See Section 3.12.a. While construction activity could result in periodic increases in ambient noise levels, such increases would be consistent with the ambient noise levels described in the certified West Patterson Projects EIR. In addition, implementation of Mitigation Measure G.1 from the West Patterson Projects EIR would further ensure that impacts associated with construction noise would remain less than significant. Therefore, the proposed project would not result in any new or more significant ambient noise levels impacts than were described in the certified West Patterson Projects EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? ***(Less Impact than "Approved" Project)***

Refer to Sections 3.8.e and 3.8.f. The project site is located within the safety zone boundaries of Patterson Airport, a private airport, located approximately 0.3 mile west of the project site. However, according to the updated draft of the Stanislaus County Airport Land Use Compatibility Plan, Patterson Airport has closed.[30] Therefore, the project site is no longer subject to that airport land use plan.

The project site is not located within two miles of a public airport or public use airport. The nearest public airport to the project site is Crows Landing Airfield, which is located approximately 6.8 miles southeast of the project site. Currently, the airfield is not in use. Stanislaus County has proposed the airfield to be reopened as a general aviation airport as part of the Stanislaus County public airport system. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? ***(Less Impact than "Approved" Project)***

See Section 3.12.e. The Patterson Airport is a private airport consisting of a single 2,500-foot-long runway. Patterson Airport is closed and the airport runway will be removed when the site receives environmental closure. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels.

[30] Stanislaus County Airport Planning and Community Development Department, 2014. *Stanislaus County Airport Land Use Compatibility Plan (Draft)*. January.

3.13 POPULATION AND HOUSING

Would the project:

	New Potentially Significant Impact	New Less Than Significant with Mitigation	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
(Less Impact than Approved Project)

The proposed project does not include housing and would neither directly or indirectly affect the residential population of the City of Patterson. Therefore, the proposed project would have no impact on population increase or population projections.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
(Less Impact than Approved Project)

No permanent housing is located within the project site and the proposed project would not remove existing housing. Therefore, the proposed project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. The proposed project would not result in any new population and housing impacts.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
(Less Impact than Approved Project)

See Section 3.13.b. The proposed project would not displace any people and would not require the construction of replacement housing. Therefore, the proposed project would not result in any new population and housing impacts.

3.14 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:

	New Potentially Significant Impact	New Less Than Significant with Mitigation	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"
i) Fire protection?	☐	☐	☐	☐	☒
ii) Police protection?	☐	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☐	☒

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.** ***(Less Impact than "Approved" Project)*** The description of existing fire protection services provided in the West Patterson Projects EIR remain generally accurate. Since certification of the West Patterson Projects EIR, a second fire station, the Diablo Grande Station, located at 1950 Keystone Pacific Parkway has been added to serve the City, and a third fire station may be constructed in the east side of the City. In addition, as of 2010, the Patterson Fire Department is staffed by 15 full-time staff and 28 volunteers, where typically two personnel are on duty at each station at any given time.[31] The Patterson Fire Department and West Stanislaus County Fire Protection District also added additional equipment and services, and now have seven Type I engines, four Type 3 engines, two water tenders, three rescue vehicles, one air unit, one truck, three command vehicles, and three utility vehicles. In addition to fire suppression services, the Patterson Fire Department currently offers services in advanced life support, hazardous materials mitigation, urban search and rescue, water rescue, community education, disaster preparedness, and fire prevention and code compliance.[32]

The closest fire station to the project site is the Diablo Grande Station (Patterson Fire Station #2), located 0.8 mile north of the project site. The West Patterson Projects EIR identified that a significant impact on fire protection services would occur if a new fire station was not provided prior to project buildout. The Diablo Grande Station serves as the City's new station serving the western portion of the City. The proposed project is anticipated to marginally increase demand for fire protection services but it is not expected to compromise response times, exceed planned staffing levels or equipment, nor require the construction of additional fire facilities. In addition, the Patterson Fire Department would review the design of the proposed project prior to issuance of building permits to ensure the incorporation into the design of adequate fire and life safety features. Therefore, development of the proposed project would not result in new fire protection impacts.

[31] Patterson, City of. 2010. *2010 General Plan Background Report*. July.
[32] Patterson, City of. 2016. Fire Department. Website: www.ci.patterson.ca.us/214/Fire-Department (accessed April 8).

ii) **Police protection.** ***(Same Impact as "Approved" Project)*** The description of existing police protection services provided in the West Patterson Projects EIR remains generally accurate. As of 2010, the Patterson Police Department is located at 33 South Del Puerto Avenue and is staffed by 18 officers and 3 volunteers, where three to six officers plus a shift supervisor are on patrol at any given time.[33] The Police Department is located 2.2 miles northeast of the project site.

The West Patterson Projects EIR identified that a significant impact on police protection services would occur if a new police facility was not provided prior to project buildout and identified development impact fees associated with the West Patterson Projects would contribute towards the construction of a new police facility in the project area. The proposed project is anticipated to marginally increase demand for police protection services but it is not expected to compromise response times, exceed planned staffing levels or equipment, nor directly require the construction of additional police facilities. In addition, the City's General Plan Implementation Measures, which would periodically update Capital Improvement Programs, establish and collect development impact fees, and prepare and adopt a master plan for the provision of police services, would help minimize impacts related to staffing and response time for police protection services. Therefore, development of the proposed project would not result in new police protection impacts.

iii) **Schools.** ***(Less Impact than "Approved" Project)*** Implementation of the proposed project would not result in an increase of the local resident population and therefore would not directly affect the Patterson Unified School District student population or increase school enrollment, such that new school facilities would have to be physically altered or newly constructed. As a result, the proposed project would have no impact on school facilities.

iv) **Parks.** ***(Less Impact than "Approved" Project)*** The nearest parks to the project site are Aprigold, Floragold, and Early Gold Parks, each approximately one mile east of the project site. Implementation of the proposed project would not result in an increase of the local resident population. Therefore, the proposed project would not result in increased demand for park facilities such that new park facilities would have to be constructed. As a result, the proposed project would have no impact on park facilities.

v) **Other public facilities.** ***(Less Impact than "Approved" Project)*** Implementation of the proposed project would not result in an increase of the local resident population. Therefore, the proposed project would not result in increased demand for other public facilities such as libraries and community centers, such that new facilities would have to be physically altered or newly constructed. As a result, the proposed project would have no impact on other public facilities.

[33] Patterson, City of. 2010. *2010 General Plan Background Report*. July.

3.15 RECREATION

	New Potentially Significant Impact	New Less Than Significant with Mitigation	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☐	☒

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ***(Less Impact than "Approved Project)***

The nearest parks to the project site are Aprigold, Floragold, and Early Gold Parks, each approximately one mile east of the project site. Implementation of the proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities, and would have no adverse impact on recreation. Development of the proposed project would not result in new recreation impacts.

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? ***(Less Impact than "Approved Project)***

Refer to Section 3.15.a. The proposed project would not require the construction or expansion of off-site recreational facilities. Development of the proposed project would not result in new recreation impacts.

3.16 TRANSPORTATION/TRAFFIC

Would the project:

	New Potentially Significant Impact	New Less Than Significant with Mitigation	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☐	☒
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒	☐

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? ***(Same Impact as "Approved Project")***

Regional access to the project site is provided by I-5 and State Route 33 (SR-33). Local and site access to the project vicinity is provided by Sperry Avenue and Park Center Drive, located in the southern and western perimeters of the site, respectively. The proposed project would include one entry/exit driveway on Sperry Avenue, located in the southeastern corner of the project site, and three entry/exit driveways on Park Center Drive. The first entry/exit driveway on Park Center Drive is primarily for passenger vehicle access to the fueling station, travel center and fast-food restaurant, and the two additional entry/exit driveways further north on Park Center Drive are primarily for trucks to access the diesel fuel pump area and truck yard. The project site includes a surface-level parking lot in the southern portion of the project site and a truck yard in the northern portion of the site. The parking lot would include 82 standard parking spaces. Bicycle racks would be provided east of the proposed travel center building. Primary pedestrian access to the travel center building would be provided would be provided from Sperry Avenue.

A traffic analysis was prepared for the West Patterson Projects EIR by TJKM. The purpose of the traffic analysis for the West Patterson Projects EIR was to identify the potential traffic impacts of the West Patterson project area, according to the standards of the City of Patterson and Stanislaus County. The West Patterson Projects EIR described existing conditions (year 2002) and background traffic conditions. Since the certification of the West Patterson Projects EIR in January 2003, transportation facilities within the project area have been modified, including the construction of Park Center Drive, and the signalization of the following intersections: Sperry Avenue/Baldwin Road, and Sperry Avenue/Las Palmas Avenue. As a result, a traffic impact study has been prepared for the proposed project by Stantec and is included as Appendix 6.2 of this Addendum/Initial Study.[34] Intersections that were analyzed in the recent traffic impact study include:

1) Sperry Avenue/I-5 Southbound Ramps
2) Sperry Avenue/I-5 Northbound Ramps
3) Sperry Avenue/ Rogers Road
4) Sperry Avenue/Park Center Drive
5) Sperry Avenue/Baldwin Road
6) Sperry Avenue/American Eagle Avenue
7) Sperry Avenue/Las Palmas Avenue
8) Sperry Avenue/Ward Avenue
9) Sperry Avenue/Del Puerto Avenue
10) Sperry Avenue/SR-33

The arterial study segments include: 1) I-5 Southbound ramps to Rogers Road; 2) Rogers Road to Park Center Drive; and 3) Park Center Drive to Baldwin Road. With the exception of the Sperry Avenue/Park Center Drive intersection, all of the above intersections were analyzed in the West Patterson Projects EIR. Park Center Drive is a two-lane north-south industrial collector road that connects Sperry Avenue in the south to Keystone Pacific Parkway in the north. The average daily traffic (ADT) volume is approximately 1,700 vehicles per day (VPD). It currently provides access to major warehouse including the Amazon Fulfillment Center, CVS Warehouse, and Kohl's Warehouse.

The West Patterson Projects EIR identified that traffic generated by the full buildout of the West Patterson projects would significantly affect traffic levels of service at local intersections in the project vicinity in the near-term Existing plus Project scenarios (Impact E.1). The West Patterson Projects EIR also identified that the West Patterson project would contribute considerably to future cumulative significant traffic impacts at local intersections (Impact E.6). As a result, the West Patterson Projects EIR recommended the construction of intersection improvements as mitigation measures to improve LOS conditions at all intersections at an acceptable level, and required the City to establish a community facilities district or other financing mechanism, as well as require project sponsors in the West Patterson project area to contribute a fair share of the costs of traffic mitigation. With implementation of Mitigation Measures E.1.a through E.1.g, and Mitigation Measures E.6.a through E.6.i, near-term and cumulative impacts at local intersections would be reduced to less-than-significant levels. Table 5, below summarizes the mitigation measures for Impacts E.1 and E.6 and shows that a majority of the intersection improvements have been completed since certification of the West Patterson Projects EIR.

Project Trip Generation. Trip generation is defined as the number of vehicle trips produced by a particular land use or project, and includes inbound and outbound trips. Trip generation estimates for vehicles fueling and the proposed fast-food restaurant were calculated using the standard reference Trip Generation, 9th Edition, published by the Institute of Transportation Engineers. For the project trip estimates, a pass-by trip reduction was applied where a percentage of generated trips come from existing traffic passing the project site. Pass-by trips do not result in a route deviation for the existing vehicles because the vehicles are already traveling on a route that provides direct access to the project site. Therefore, the pass-by trips result in increased driveway traffic for the project site but do not result in an increase of traffic traveling through the existing street network.

As shown in Table 6, with the pass-by trip reduction applied, the proposed project is estimated to generate approximately 105 new trips during the AM peak hour and 121 new trips during the PM peak hour. The proposed project would generate 191 more driveway trips during the AM peak hour and 200 more driveway trips during the PM peak hour. However, as previously described, the driveway trips would not result in an increase of traffic traveling through the existing street network.

[34] Stantec, 2016. *Traffic Impact Study of Proposed Flying J Travel Center.* April.

Table 5: Summary of Mitigation Measures E.1 and E.6

Intersection	Mitigation Measure	Implemented?
Sperry Ave/I-5 SB Off-Ramps	*Measure E.1.a:* Signalize intersection and add southbound left-turn lane.	Not completely funded in 2010.
	Measure E.6.a: Signalize; widen southbound left-turn to two lanes, add a westbound left-turn lane; and add a westbound through lane, consistent with the Caltrans PSR.	
Sperry Ave/I-5 NB Off-Ramps	*Measure E.1.b:* Signalize intersection and add eastbound left-turn and through lanes, add a westbound through lane and a northbound right-turn lane. Widen Sperry Avenue between ramps and Rogers Road.	Not completely funded in 2010.
	Measure E.6.b: Signalize; widen underpass to accommodate two eastbound through lanes and a left-turn lane, and a through lane and left and right turn lanes in the westbound directions.	
Sperry Ave/Rogers Road	*Measure E.1.c:* Signalize intersection and add an eastbound through lane; in the westbound direction, add two-left turn lanes, and a through lane; in the northbound direction, add left, through and right turn lanes.	Signalized only.
	Measure E.6.c: In the eastbound direction, add one left-turn lane and a shared through and right-turn lane; in the westbound direction, add two left-turn lanes and a through lane; in the southbound direction, add a through lane; in the northbound direction add a left, through and right turn lane.	Eastbound direction: Left-turn lane completed.
Sperry Ave/Baldwin Road	*Measure E.1.d:* Signalize the intersection and in the eastbound direction, add a left-turn lane and a right-turn lane; in the westbound direction, add a left-turn lane, a through lane and a right lane; in the northbound direction, add a left-turn lane.	Completed.
	Measure E.6.d: Signalize. In the eastbound direction, add one left-turn lane and a shared through and right-turn lane. In the westbound direction, add one left-turn lane, a through and right turn lane. In the southbound, add two left-turn lanes. In the northbound, add a left-turn lane.	
Sperry Ave/American Eagle Drive	*Measure E.1.e:* Add an eastbound through lane; in the northbound direction, add a left-turn lane and a shared through/right-turn lane.	Completed.
	Measure E.6.e: In the eastbound direction, add one left-turn lane, a through and right-turn lane. In the westbound direction, add one left-turn lane and a through lane. In the southbound, add a right-turn lane. In the northbound, add a left-turn, a through and right-turn lanes.	
Sperry Ave/Las Palmas Ave	*Measure E.1.f:* Add a through lane at the eastbound approach; add a westbound left-turn lane; on the northbound approach, add a left-turn lane and a shared through/right lane.	Completed.
	Measure E.6.f: Signalize. In the eastbound direction, add a through and right-turn lane. In the westbound direction, add a left-turn lane. In the northbound, add a left-turn, and a shared through and right-turn lane. No change for the southbound approach.	
Sperry Ave/Ward Ave	*Measure E.1.g:* Add a through lane at the eastbound approach.	Completed.
	Measure E.6.g: In the eastbound direction, add one left-turn lane, and a through lane. In the westbound direction, add a through lane. In the southbound, add a left-turn lane. In the northbound, add a left-turn and a right-turn lane.	
Sperry Ave/S Del Puerto Ave	*Measure E.6.h:* In the eastbound direction, add one left-turn lane, and a shared through and right-turn lane. In the westbound direction, add a left and a shared through and right turn-lane.	Completed.
Sperry Ave/SR-33	*Measure E.6.i:* Signalize. In the eastbound direction, add one left-turn lane, and a right-turn lane. In the northbound direction, add a left turn-lane.	Not signalized. Eastbound direction: Left-turn and right-turn lanes completed. Northbound direction: Left-turn lane completed.

Source: Traffic Impact Study of Proposed Pilot Flying J Center in Patterson, CA, 2016 and 2010 General Plan Circulation Element, Appendix T-1, 2010.

In the West Patterson Projects EIR, the project site was a part of a larger traffic analysis zone consisting of 160 acres. The trip generation estimates for this zone were approximately 1,519 trips during the AM peak hour and 1,672 trips during the PM peak hour. The proposed project site represents approximately seven percent of the traffic analysis zone described in the West Patterson Projects EIR. Based on the ratio from the West Patterson Projects EIR traffic analysis, the proposed project could generate approximately 107 trips during the AM peak hour and 118 trips during the PM peak hour. Compared to the West Patterson Projects EIR analysis, the proposed project would generate two less trips during the AM peak hour and three more trips during the PM peak hour. This represents an incremental trip generation difference between the two analyses.

Table 6: Project Trip Generation Estimates

Land Use	ITE Code	Size		AM Peak				PM Peak			
				Rate	In	Out	Total	Rate	In	Out	Total
Fast-Food Restaurant	934	3.77	ksf	45.42	87	84	171	32.65	64	59	123
Trucks Fueling[a]		9	pump	4.85	22	22	44	6.46	29	29	58
Vehicles Fueling	945	18	pump	10.16	91	91	183	13.51	122	122	243
Subtotal					201	197	398		215	210	424
Internal Trips[b]					-50	-49	-99		-54	-52	-106
Pass-by Trips[c]					-98	-96	-194		-100	-98	198
Total New Trips					**53**	**52**	**105**		**61**	**60**	**121**
Total New and Pass-By Trips (Driveway Total)					**150**	**148**	**298**		**161**	**157**	**318**

[a] Daily truck trips estimated by Pilot Flying J Travel Centers-peak rate derived through comparisons with ITE data for similar use

[b] Internal trips estimated at 25% by Pilot Flying J Travel Centers

[c] Pass-by trips for gasoline station estimated at 62% and 56% and fast-food at 49% and 50%, respectively for the AM peak and the PM peak hours based on ITE Trip Generation Manual.

Source: Traffic Impact Study of Proposed Pilot Flying J Center in Patterson, CA, 2016.

The West Patterson Projects EIR also included a future cumulative traffic impact analysis using forecasts of growth in employment and population throughout Stanislaus County to the year 2025 for various street segments. The analysis includes a Future 2025 Baseline, which accounts for growth in traffic due to employment and residential growth in the vicinity of Patterson without traffic from the West Patterson projects, and a Future 2025 Baseline plus Projects, which includes the Future 2025 Baseline traffic, and the estimated vehicle trips generated by the proposed West Patterson project. Table 7 below shows the Future 2025 baseline and Future 2025 Baseline plus Project conditions for Sperry Avenue, the main local street segment associated with the proposed project.

The proposed project would be included under the Future 2025 Baseline plus Project Conditions, and would represent a subset of the total project trips projected under these conditions. Specifically, the 105 and 121 new trips produced by the proposed project for AM and PM peak hours, respectively, would be a subset of the total projected 3,031 and 3,374 trips for AM and PM peak hours, respectively on the Sperry Avenue segment analyzed in the West Patterson Projects EIR. The new trips generated by the proposed project for AM and PM peak hours, each represent approximately four percent of the respective total number of traffic volume on Sperry Avenue identified for AM and PM peak hours under the Future 2025 Baseline plus Project Conditions in the West Patterson Projects EIR. Therefore, the proposed project would not cause significant impacts to the main local roadway in the project area, and no new impacts would occur.

Table 7: 2025 Roadway Segments Level of Service for Sperry Avenue

Peak Direction	Future 2025 Base Conditions				Future 2025 plus Project Conditions			
	AM		PM		AM		PM	
	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS
Eastbound	587	A	756	A	2,250	C	1,045	C
Westbound	450	A	544	A	781	C	2,329	C
Total	**1,037**	--	**1,300**	--	**3,031**	--	**3,374**	--

Note: Highway Capacity Manual 2000-Urban Streets Analysis and Sperry Avenue is assumed to be four lanes in the Project Scenario.

Source: West Patterson Projects EIR, 2003.

Intersection and Arterial Intersection Level of Service. The traffic analysis prepared for the proposed project was based on peak-hour levels of service for the ten study intersections under existing and existing plus project conditions. The Level of Service (LOS) methodology, which is a qualitative index of the performance of an element of the transportation system, has a rating scale running from A to F, with A indicating no congestion of any kind, and F indicating intolerable congestions and delays. The LOS criteria for signalized and unsignalized intersections that were used for the West Patterson Projects EIR traffic analysis was used for the traffic analysis for the proposed project. However, since publication of the West Patterson Projects EIR, the level of service standard changed from a minimum Level of Service "C" to "D", as described in 2010 General Plan Policy T-1.2 below:

> T-1.2: *Level of service standard.* The City shall endeavor to maintain a minimum Level of Service "D", as defined by the 2000 Highway Capacity Manual or subsequent revisions, on all streets and intersections within the city. To identify the potential impacts of new development on traffic service levels, the City shall require the preparation of traffic impact analyses at the sole expense of the developer for developments determined to be large enough to have potentially significant traffic impacts. These standards do not apply to freeways which are governed by the standards established by Caltrans.

As indicated in the West Patterson Projects EIR, the minimum acceptable LOS standard for Stanislaus County roadway segments is LOS C. Like the West Patterson Projects EIR traffic analysis, the traffic analysis for the proposed project uses LOS C as the minimum acceptable standard. In addition, a queuing analysis was also performed for the proposed project to identify if increased traffic generated by the proposed project could increase queue lengths to a point where turning traffic "spills" from a turning bay and blocks through traffic. Because the analysis showed sufficient turn bay lengths for all study intersections, no significant queuing traffic impacts were found under existing plus project conditions.

In the traffic analysis prepared for the proposed project, under existing conditions, all study intersections operate at acceptable LOS D or better, except the intersection of Sperry Avenue/I-5 Southbound ramps, which operates at LOS F during the PM peak hour. All Sperry Avenue arterial study segments operate at an acceptable LOS C or better during both the AM and PM peak hours.

Under existing plus project conditions, like the existing conditions, all study intersections operate at acceptable LOS D or better, except the intersection of Sperry Avenue/I-5 Southbound Ramps during the PM peak hour. However, project traffic contributes 30 trips (approximately four percent) to the Sperry Avenue/I-5 Southbound Ramps intersection. All of the Sperry Avenue arterial study segments continue to operate at an acceptable LOS C or better during both the AM and PM peak hours. Therefore, the proposed project would not result in new or more significant impacts to intersection and arterial LOS and the regional transportation system.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? ***(Same Impact as "Approved Project")***

Refer to Section 3.16.a. The proposed project would not result in new or more significant impacts to intersection and arterial LOS and the regional transportation system.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? ***(Less Impact than "Approved Project")***

The nearest airport Patterson Airport, located approximately 0.3 mile west of the project site, and Crows Landing Airfield, which is located approximately 6.8 miles southeast of the project site. Currently, both airports are not in use. As described in Section 3.8.e and 3.8.f, Patterson Airport is no longer operational and Crows Landing will reopen as a general aviation airport as part of the Stanislaus County public airport system. The proposed project would not result in changes to air traffic patterns. Therefore, the proposed project would not result in a substantial safety risk associated with a change in air traffic patterns.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ***(Less Impact than "Approved Project")***

The proposed project would not change the existing traffic and circulation system. Therefore, the proposed project would not result in hazards due to a design feature or incompatible use. The proposed project would improve the safety of vehicular travelers by providing acceleration/deceleration lanes into the project driveway along the Sperry Avenue, and deceleration lanes into the first two driveways along Park Center Drive. This would ensure that vehicles could slow down to make the turn into the project driveways safely and not impede through traffic. In addition, the proposed project would provide pedestrian facilities by providing continuous sidewalks along the southern and western perimeter of the site. Therefore, no impact would occur.

e) Result in inadequate emergency access? ***(Less Impact than "Approved Project")***

Emergency access to the project site would be provided via the Sperry Avenue driveway entrance for emergency vehicles travelling westbound on Sperry Avenue and all three Park Center Drive driveway entrances along Park Center Drive. Construction-related activities also would not interfere with existing vehicular traffic in the project vicinity. Emergency access would be maintained to the project site during project construction via Park Center Drive. Therefore, no impacts to emergency access are anticipated.

f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? ***(Same Impact as "Approved Project")***

According to Stainislaus Council of Government (StanCOG) Non-Motorized Transportation Master Plan, no bikeways exist in the vicinity of the project site.[35] Sidewalks are present along local the intersection of Park Center Drive and Sperry Avenue. Stanislaus Regional Transit (StaRT) Routes 40 and 45 and two Dial-A-Ride services are provided within the City of Patterson. The proposed project would not alter any existing bicycle, pedestrian, or transit facilities. Implementation of the proposed project would add bicycle parking, pedestrian pathways within the parking areas, and sidewalks along the project perimeter along Park Center Drive and Sperry Avenue. Therefore, the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities.

[35] Fehr and Peers, 2013. *Stanislaus Council of Governments Non-Motorized Transportation Master Plan*. September 18.

3.17 UTILITIES AND SERVICE SYSTEMS

Would the project:

	New Potentially Significant Impact	New Less Than Significant with Mitigation	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒	☐

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ***(Same Impact as "Approved Project)***

Wastewater generated by the proposed project would be accommodated by existing wastewater infrastructure along Sperry Avenue and Park Center Drive. The proposed project would connect to the existing facilities and it anticipated that these pipelines would have sufficient wastewater capacity to support project wastewater flows.

Development of the proposed project would not increase wastewater generation beyond what was considered in the West Patterson Projects EIR and therefore would not exceed the wastewater treatment standards of the Central Valley Regional Water Quality Board. In addition, as stated in the West Patterson Projects EIR, the developer would be responsible for construction of all necessary wastewater system improvements on their property or pay its share of costs of sewer system improvements.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ***(Same Impact as "Approved Project)***

The City of Patterson supplies potable groundwater for residential, commercial, and industrial uses within its service area through a combination of groundwater wells, storage tanks, and network of piping. The City does not use any surface water to supply to customers. The City owns and operates nine water production wells, with a total production capacity of approximately 13 million gallons per day (mgd).[36] Water is provided to the West Patterson project area with groundwater pumped from wells east of the City limits. Water connection to serve the proposed project exists along Sperry Avenue and Park Center Drive via 18-inch and 12-inch water lines, respectively. Because the water lines would be connected to a pre-existing network, they would not be considered as "major" water lines, resulting in a less-than-significant impact on water line facilities.

The City of Patterson provides wastewater collection, treatment, and disposal service for all residents, schools, commercial, and industrial establishments in the City except for Patterson Frozen Foods, which has its own onsite treatment system. In 2006, the City started a program to expand its wastewater infrastructure system to accommodate wastewater generated by development within the City's sphere of influence. The program consisted of a two-phase, one million gallons per day expansion of its wastewater treatment and disposal facilities. The average annual wastewater flow to the treatment plant was approximately 1.4 mgd in 2010. Since the certification of the West Patterson Projects EIR, the City's wastewater treatment plant permitted capacity increased from 1.3 million gallons per day (mgd) to 3.5 mgd, and the average volume of wastewater produced by the City increased from 0.8 mgd to approximately 1.4 mgd. According to the City's 2010 General Plan EIR, the remaining capacity is available to provide service for previously-approved expansion and to accommodate unanticipated high flow conditions.[37]

Wastewater connection to serve the proposed project exists along Sperry Avenue and Park Center Drive via 8-inch and 10-inch sanitary sewer lines, respectively. Because the wastewater lines would be connected to a pre-existing network, they would not be considered as "major" wastewater lines, resulting in a less-than-significant impact on wastewater line facilities.

Development of the proposed project would not significantly increase wastewater generation beyond what was considered in the West Patterson Projects EIR. The West Patterson Projects EIR identified that the Business Park Development Plan area would generate an average wastewater flow of 3,300 gallons per day (gpd) for retail/commercial development.[38] Wastewater generated by retail/commercial development in the Business Park Development Plan area represents less than one percent of the City's current average volume of wastewater flow to the wastewater treatment plant. In addition, the project applicant would be subject to a combination of development impact fees and other funding mechanisms to ensure that new development pays its fair share of the costs of sewer system improvements. Therefore, implementation of the proposed project would not result in any new or more significant impacts to water and wastewater facilities than were previously identified in the West Patterson Projects EIR.

Implementation of Mitigation Measures J.1 and J.2 from the West Patterson Projects EIR would ensure the project applicant pay its fair share of the costs of sewer system improvements.

Impact: Expansion of the City's wastewater collection system to serve the West Patterson projects would require fair-share funding contributions from the project sponsors of future development in the Business Park Plan area. Because a Community Facilities District (CFD) funding mechanism would not be automatic for the future development in the Business Park Plan area, these projects would result in potentially significant impacts related to wastewater collection. **(Potentially Significant)**

Mitigation Measure: The following mitigation measures are identified as part of the certified West Patterson Projects EIR and proposed by the project:

Mitigation Measure J.1: The project sponsors for Patterson Gardens and the Keystone Pacific Business Park, and project applicants for future development in the Business Park Plan area shall construct all necessary wastewater system improvements on their property, or contribute to a new community facilities district to construct these improvements.

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[36] The H20 Group, 2012. *City of Patterson Urban Water Management Plan 2010 Update.* July.
[37] Patterson, City of, 2010. *2010 General Plan Draft Environmental Impact Report.* July.
[38] Turnstone Consulting, 2003. *West Patterson Projects Environmental Impact Report.* Table III.J.3: West Patterson Business Park Plan Area Buildout Wastewater Generation. January.

The City shall, through a combination of sewer development fees and other funding mechanisms, ensure that new development pays its share of the costs of sewer system improvements (General Plan Policy IV.B.4 in 1992 General Plan and Policy PS-2.4 in 2010 General Plan)

Implementation of this mitigation measure would reduce this impact to a less-than-significant level.

Impact: The West Patterson projects would generate wastewater in excess of the existing capacity of the City's wastewater treatment facility. **(Significant)**

Mitigation Measure: The following mitigation measures are identified as part of the certified West Patterson Projects EIR and proposed by the project:

Mitigation Measure J.2: Project applicants for future development in the West Patterson Business Park Master Development Plan area shall participate in a new CFD or similar financing district established to finance the necessary second wastewater treatment plant expansion of 0.5 mgd.

With implementation of this measure, the significant impacts of additional wastewater flows would be reduced to less-than-significant levels.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ***(Same Impact as "Approved Project)***

Refer to Section 3.9.e. Stormwater connection to serve the proposed project exists along Park Center Drive, the northern and eastern perimeter of the project site via an 18-inch, 42-inch, and 24-inch storm drain lines, respectively. The project site includes two storm drainage basins located in the northeast and southeast corners of the proposed truck yard. Because the stormwater lines would be connected to a pre-existing network, the proposed connections would not be considered as "major" stormwater lines, resulting in a less-than-significant impact on stormwater line facilities. Therefore, no new impact would occur.

With the implementation of Mitigation Measures H.2 and H.4, recommended in the West Patterson Projects EIR, runoff from construction or operation of the proposed project would not exceed the capacity of existing or planned stormwater drainage system nor provide substantial additional sources of polluted runoff. In addition, compliance with the above 2010 General Plan policies associated with storm drainage and flooding, and the City's Urban Storm Water Quality Management and Discharge Control policy would further ensure potential impacts to existing stormwater drainage facilities remain at a less-than-significant level.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? ***(Same Impact as "Approved Project)***

As previously described, the City uses groundwater as its sole source of water supply, and owns and operates nine water production wells, with a total production capacity of approximately 13 million gallons per day (mgd). Development of the proposed project would not significantly increase water demand beyond what was considered in the West Patterson Projects EIR. Fully occupied, the West Patterson Projects EIR identified an annual water demand of approximately 3,018 acre-feet per year, of which 2,322 acre-feet per year is designated for business park and light industrial uses.

Using the Water Demand Factor by Land Use Category from the City's 2010 General Plan Water Supply Assessment, the proposed project would generate a water demand of 19.21 acre-feet per year under the Light Industrial use category. The estimated water usage generated from the proposed project represents less than one percent of the City's total groundwater supply of 8,300 acre-feet per year.[39] Therefore, the proposed project would not result in a substantial alteration to the existing water supply system and no new or expanded entitlements would be required.

[39] Patterson, City of, 2010. *2010 General Plan Draft Environmental Impact Report*. July.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ***(Same Impact as "Approved Project)***

Refer to Sections 3.17.a and 13.7.b. The proposed project would not likely affect the current wastewater disposal and treatment systems that serve the project site. Therefore, the proposed project would not exceed the capacity of the existing wastewater treatment systems and would have would not result in any new or more significant impacts to wastewater treatment services.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ***(Same Impact as "Approved Project)***

The City has a franchise agreement with Bertolotti Patterson Disposal, which provides trash and curbside recycling collection services to a majority of City residences and commercial and industrial waste pick-up. The City's non-recyclable waste is transported to the Fink Road Landfill, located west of Crows Landing. As of 2006, the City recycled approximately 61 percent of its solid waste.[40]

Implementation of the proposed project would result in a net increase in solid waste generated from the site. CalRecycle's Solid Waste Characterization Database indicates that the average employee in restaurant facilities generates 3.1 tons of solid waste per year.[41] The estimated 100 employees resulting from the proposed project would generate up to approximately 310 additional tons of solid waste per year (or approximately 0.8 tons of solid waste per day). This represents approximately less than one percent of the total daily permitted throughput for the Fink Road Landfill. The landfill has a remaining capacity of 8,240,435 cubic yards.[42] Since the project would represent less than one percent of the daily permitted throughput, the amount of solid waste generated by operation of the proposed project would not exceed the capacity of the landfill or substantially shorten the life of the landfill.

The West Patterson Projects EIR concluded there is sufficient capacity in the Fink Road Landfill to accommodate waste generated by the development of the project site, which included the project site. In addition, the City's General Plan EIR also concluded the Fink Road Landfill has ample capacity to accommodate Patterson's contribution to the landfill and that project-specific impacts would be less than significant.[43] As a result, implementation of the proposed project would not result in any new or more significant impacts to solid waste collection and disposal than were previously identified in the West Patterson Projects EIR.

g) Comply with federal, state, and local statutes and regulations related to solid waste? ***(Same Impact as "Approved Project)***

Refer to Section 3.17.f. The proposed project would comply with federal, State, and local statutes and regulations related to solid waste.

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[40] Ibid.
[41] California Department of Resources Recycling and Recovery, 2011. *Solid Waste Characterization Database: Waste Disposal Rates for Business Types.* Website: www.calrecycle.ca.gov/wastechar/DispRate.htm (accessed April 11, 2016).
[42] California Department of Resources Recycling and Recovery, 2016. *Facility/Site Summary Details: Fink Road Landfill.* Website: www.calrecycle.ca.gov/SWFacilities/Directory/50-AA-0001/Detail (accessed April 11, 2016).
[43] Patterson, City of, 2010. *2010 General Plan Draft Environmental Impact Report.* July.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

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

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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? ***(Same Impact as "Approved Project)***

As discussed in this report, with implementation of Mitigation Measures D.1.a, D.1.b, D.2.a, D.2.b, D.3, D.5.a, and D.5.b from the certified West Patterson Projects EIR, the proposed project would not: 1) substantially reduce the habitat of a fish or wildlife species; 2) cause a fish or wildlife species population to drop below self-sustaining levels; 3) threaten to eliminate a plant or animal community; or 4) eliminate important examples of the major period of California history.

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)? ***(Same Impact as "Approved Project)***

The proposed development of the Pilot Flying J project is within the development envelope analyzed in the West Patterson Projects EIR. With implementation of the standard measures and mitigation measures included in the project and described in this Addendum/Initial Study, the proposed project would not result in new or more significant environmental impacts, individually or cumulatively considerable, than those addressed in the certified West Patterson Projects EIR.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ***(Same Impact as "Approved Project)***

Refer to Sections 3.18.a and 3.18.b. The proposed project would not have new and significant environmental effects that would cause substantial direct or indirect adverse effects on human beings.

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5. LEAD AGENCY AND CONSULTANTS

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6. APPENDICES