

**CITY OF PATTERSON PLANNING COMMISSION AGENDA**  
**REGULAR MEETING**  
**THURSDAY, JUNE 9, 2016, AT 7:00 P.M.**  
**City Council Chambers**  
**1 Plaza, Patterson, California**

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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** None

## **AGENDA ITEMS**

- 1. Public Hearing: Les Schwab Tire Center – Architectural & Site Plan Review #16-03, Conditional Use Permit #16-04, Lot Line Adjustment #16-01, Negative Declaration #16-01, APN #'s 048-047-021, 048-047-023**
- Application for an architectural and site plan review and conditional use permit for the construction and operation of a service center for vehicle tires, wheels, shocks, brakes, batteries, and alignment, located on the north side of Sperry Avenue approximately 750 feet east of Ward Avenue. The building consists of a 12,000 square foot building, with approximately 4,400 sq. ft. allocated to retail and office uses, and the remainder allocated to eight service bays and storage. A 1,300 sq. ft. mezzanine is also included for storage. The project would be located on a 1.4 acre site with 50 parking spaces, including two accessible parking spaces. Access would be provided at a shared driveway to the west of the project site. The project is located in a Planned Development zone with a General Commercial General Plan designation. A draft negative declaration will be considered noting that the project will not have a significant impact on the environment under the California Environmental Quality Act. A lot line adjustment associated with this project will also be considered, which would move a line between APN 048-047-021 (a 17.05 acre lot and APN 048-047-023 (a 2.52 acre lot) to create a 1.56 acre lot to accommodate the project and an 18.01 acre lot.

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

**CITY OF PATTERSON  
Planning Commission Staff Report  
Les Schwab Tire Center  
Conditional Use Permit #16-04,  
Architectural & Site Plan Review #16-03,  
Lot Line Adjustment #16-01  
June 9, 2016 Meeting**

**PROJECT SUMMARY**

A public hearing to consider the Les Schwab Tire Center Project, consisting of a Conditional Use Permit and Architectural and Site Plan Review for the construction and operation of a service center for vehicle tires, wheels, shocks, brakes, batteries, and alignment within the Mahaffey Plaza Planned Development. The building would be 12,000 square feet with approximately 4,400 sq. ft. allocated to retail and office uses, and the remainder allocated to eight service bays and storage. A 1,300 sq. ft. mezzanine is also included for storage. The project would be located on a 1.4 acre site with 50 parking spaces, including tow accessible parking spaces. The project would be located approximately 725 feet east of Ward Avenue on Sperry Avenue. Access would be provided at a shared driveway to the west of the project site. The business would operate Monday through Friday from 8:00 AM to 6:00 PM, Saturdays from 8:00 AM to 5:00 PM, and would be closed on Sundays. A lot line adjustment to create a 1.56 acre lot is also being considered, which would move a line between APN 048-047-021 and APN 048-047-023. A Negative Declaration, consistent with requirements under the California Environmental Quality Act, has been prepared for this project.

**APPLICANT AND SITE INFORMATION**

<b>Applicant:</b>	<b>Galloway and Company, Inc. (agent for Les Schwab Tire Center)</b>
<b>Owners:</b>	<b>Mahaffey Family Limited Partnership</b>
<b>Environmental Review:</b>	<b>Negative Declaration</b>
<b>Location:</b>	<b>North side of Sperry Avenue, approximately 725 feet east of Ward Avenue</b>
<b>Assessor Parcel Numbers:</b>	<b>048-047-021 &amp; 048-047-023</b>
<b>Project Size:</b>	<b>1.4 acres ±</b>
<b>General Plan Designation:</b>	<b>GC, General Commercial</b>
<b>Zoning:</b>	<b>PD, Planned Development #05-03</b>
<b>Present Use:</b>	<b>Vacant Land</b>
<b>Surrounding Land Uses:</b>	<b>Commercial, residential, and vacant land</b>
<b>Recommendation:</b>	<b>Conditional Approval</b>

**PROJECT SITE**

The project is located on approximately 1.4 acres, at the southern end of an irregularly shaped 17.05 acre parcel and a 2.52 acre parcel. The project would be located on the north

side of Sperry, approximately 750 feet east of Ward Avenue. The land to the north and east is predominately vacant with some residences and accessory structures. The land to the south across from Sperry is occupied by single family residences. The project site is fairly flat and currently undeveloped. The Prime Shine car wash project is planned for the site immediately west of the project site.

## **BACKGROUND**

In January 2008, the City Council approved a preliminary and final development plan for a commercial center located on a 36.5 acre site, bounded by Sperry, Ward, and Las Palmas Avenues, and Ninth Street. The first phase of the development consisted of the Walgreens store located at the northeast corner of Ward and Sperry Avenues. Approvals for the entire 36.5 acre site included 329,884 square feet of commercial floor area. The development plan shows a variety of building sizes.

## **PROJECT DESCRIPTION AND ANALYSIS**

The project consists of a new 12,000 square foot tire center building, with 50 parking spaces, a 117 square foot trash enclosure, and a 870 square foot tire recycling enclosure. The project would be located on approximately 1.4 acres within the Mahaffey Plaza shopping center, a previously approved Planned Development. The facility would operate on Monday through Friday from 8 AM to 6 PM, Saturdays from 8 AM to 5 PM, and would be closed on Sundays. A total of 15-20 employees is expected with a maximum of 12-15 employees at peak hours. The project site is located on the north side of Sperry Avenue, approximately 750 feet east of Ward Avenue.

A trash enclosure and tire recycling enclosure have been combined into a single structure on the northeast portion of the property. Landscaping is proposed as a method to screen the enclosure. Because of the size of the structure, staff has included a condition of approval that would require the applicant to include vertical elements or other architectural elements intended to break up the mass of the structure and to tie it architecturally to the main building.

The project site is located within the General Commercial General Plan Designation with a Planned Development overlay. The proposed use is consistent with that designation, subject to approval of a conditional use permit.

### **Community Design Guidelines**

Because the project area was approved as part of the larger Mahaffey Plaza project, the project is subject to "major development project" review under the Patterson Municipal Code. Major development projects are required to be "fully consistent with the Community Design Guidelines." Such projects, once constructed, are also required "to be maintained and kept in appearance as if in full operation, notwithstanding any cessation of business, abandonment or change in operation or ownership." (PMC 18.44.160)

Relevant design criteria include the following:

Guideline	Discussion
Keep Patterson architecturally distinctive; don't let it become "anywhere USA."	The proposed project's design incorporates architectural elements, similar to those architectural styles already existing in Patterson.
Maintain a high quality of craftsmanship in development through use of authentic building styles, design elements, and materials.	The project would be visible from all sides; therefore, decorative elements have been included on all sides of the building, including a "blind" arcade, clay roof tile, and accent elements.
Pay attention to gateways and key corridors to enhance the overall city image.	The proposed project would be located along Sperry Avenue, a key corridor within the City of Patterson
Design for surrounding context and scale of urban form and land uses.	The proposed project would continue the architectural style used by Walgreens and the Prime Shine Car Wash, such consistency is a focal point of planned developments.
Require design excellence for infill and redevelopment sites, especially in the downtown area.	The proposed project is considered infill development. As discussed previously, the proposed project employs a number of design features that are consistent with this objective.
Minimize the use of "stock" plans and design in corporate and franchise architecture.	While the project includes design elements consistent with the "look" of other Les Schwab Tire Centers, materials and design elements have been included to keep the project architecturally distinctive.
Design for the pedestrian scale in appropriate areas.	Internal pedestrian pathways have been required as a condition of approval to facilitate pedestrian movement through the site and into adjoining areas.
Continue streetscape landscaping.	Landscaping, including the use of city-approved tree species, has been included as a condition of approval for all street frontages.
Control outdoor lighting to provide necessary security, but not create spillage onto adjacent properties or interfere with views of night skies.	The proposed project's exterior light fixtures would be shielded, recessed, or directed downward to prevent spillage onto adjacent properties. A lighting plan has been included demonstrating that glare will not extend to surrounding properties.

The applicant has worked with staff to include architectural elements including a blind arcade, a clay tile roof over the business entry, and arched elements over the service bay doors. Staff believes that the building architecture is consistent with the community design guidelines and the surrounding area.

### **Circulation and Parking**

Proposed access to the site includes a continuation of the access drive from Ward Avenue, behind the site, with two entrances to the project's parking area located along this drive on the north side of the property. An additional entrance would be located from the access drive on Sperry Avenue on the west side of the site. Interior circulation has been included to allow for future development of the Mahaffey Plaza project area, including pedestrian pathways to allow access from Sperry Avenue to the project's entrance and to the future interior of the shopping center.

Review indicates that the project is not anticipated to create a significant number of new vehicle trips and such trips are within the parameters expected under the Mahaffey Plaza Final Development Plan. The municipal code requires three bicycle parking spaces for the project and an associated condition of approval has been included.

As part of the improvements related to the project, the north side of Sperry Avenue will be expanded to its ultimate planned width including the inclusion of the landscaped center median.

### **Noise**

Potential noise issues generated from the project stem from two sources, construction and operational noise. Disruption from construction noise generated by the project should be lessened to acceptable levels through condition of approval #5, which limits construction to specific hours.

Potentially disruptive operational noise is anticipated from two sources: air impact wrenches and tire breakers. Impact to surrounding residences should be limited by the design and orientation of the site. The service bays are located on the north side of the building, so noise generated in this area will be shielded by the store area. Additionally, the service bays are oriented east-west, so noise will not be directed toward residences. Noise generated from tools is anticipated to measure no more than 63 dBA (A-weighted decibel) at one hundred feet from the bay entrance. The sound level of normal talking is about 60 to 65 dBA. Noise levels diminish as distance increases. The nearest residential property line is located approximately 170 feet from the bay doors. Further, noise studies have determined that noise generated from north of Sperry Avenue is typically dispersed and not perceptible from noise generated by the traffic along Sperry Avenue. Noise levels are expected to be within the acceptable range outlined in the General Plan.

### **Storm Drain Basin**

A temporary private storm drain basin is located in the Mahaffey Plaza project area, but is over capacity when past approvals are considered. The applicant proposes to expand the storm basin and conditions have been included to ensure that such improvements are adequate.

### **Signage**

Signage includes wall signs on the south and west facing walls of the building and a monument sign located near the southwest corner of the site. The proposed signage meets municipal code requirements.

### **Landscaping**

The preliminary landscape plan includes a mix of trees, shrubs and groundcover. A condition of approval has been included requiring the project to connect to the City's non-

potable water system for irrigation purposes as well as any other non-potable uses. Street trees are required as a condition of approval.

### **Lighting**

Lighting for the project consists of a combination of pole lights and wall sconces. The applicant has submitted a site illumination plan which demonstrates that glare to surrounding areas is less than significant. In addition, a condition of approval has been included requiring that lights be directed downward to ensure that the potential for glare is reduced.

### **LOT LINE ADJUSTMENT**

The proposed lot line adjustment would reconfigure a 17.05 acre parcel and a 2.52 acre parcel to create a 1.56 acre lot for the project and an 18.01 acre parcel. The additional lot is created by reconfiguring a historical lot line within the 17.5 acre parcel. All lots would meet the minimum size criteria for the zone where the project is located.

### **ENVIRONMENTAL REVIEW**

An Initial Study was prepared for the project which determined that the project would not have a significant impact on the environment. Accordingly, a Negative Declaration was prepared.

### **ALTERNATIVE ACTIONS**

1. Determine that the findings for the Negative Declaration, Conditional Use Permit, Architectural and Site Plan Review and Lot Line Adjustment can be made, and motion to adopt Resolution #16-05.
2. Determine that the findings for the Negative Declaration, Conditional Use Permit, Architectural and Site Plan Review and Lot Line Adjustment can be made, and motion to adopt Resolution #16-05, subject to changes/revisions as may be submitted by the Commission.
3. Determine that the findings for the Negative Declaration, Conditional Use Permit, Architectural and Site Plan Review and/or Lot Line Adjustment cannot be made and deny Conditional Use Permit #16-04, Architectural and Site Plan Review #16-03 and Lot Line Adjustment #16-01.

### **FINDINGS**

To adopt the Negative Declaration, the Planning Commission must find the following:

1. The project will not have a significant adverse effect on water or air quality or increase noise levels;

2. The project will not have a significant adverse impact on the flora and fauna of the area;
3. The project will not degrade the aesthetic quality of the area;
4. The project will not have a significant adverse impact on traffic or land use;
5. In addition, the project will not:
  - a. Create impacts which have the potential to degrade the quality of the environment;
  - b. Create impacts which achieve short-term to the disadvantage of long term environmental goals;
  - c. Create impacts for a project which are individually limited, but cumulatively considerable;
  - d. Create environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly;
6. The Negative Declaration was prepared in compliance with CEQA and the CEQA Guidelines.

To approve the architectural and site plan review, the Planning Commission must find the following:

1. The architectural and general appearance of the structures and grounds shall have architectural unity and be in keeping with the character of the neighborhood as not to be detrimental to the orderly and harmonious development of the city, or to the desirability of investment or occupation in the neighborhood.
2. The site plan is consistent with this title, any applicable specific plan, any adopted development standards and design guidelines, and the general plan.

To approve the conditional use permit, the Planning Commission must find the following:

1. The requested conditional use permit is consistent with the city general plan and this title.
2. The establishment, maintenance, or operation of the proposed use or structure will conform to the requirements and the intent of this title; and such proposed use or structure will not, under the circumstances of the particular case or as conditioned, be injurious or detrimental to the health, safety, or general welfare of persons or property in the vicinity of the proposed use, or to the general welfare of the city.

To approve the lot line adjustment, the Planning Commission must find the following:

1. The proposed adjustment will not adversely affect the use of property in the vicinity or conflict with covenants, restrictions, or improvements required by a subdivision of which the subject parcels may be a part;
2. Parcels affected by the lot line adjustment will remain in such a size, shape, and configuration as to be consistent with good land use practices;

3. The lot line adjustment does not violate the provisions of Land Surveyors, (Chapter 15, Division 3 of the California Business and Professions Code);
4. The proposed lot line adjustment will not conflict with easements acquired by the public at large for access through or use of the subject property, or necessary irrigation easements;
5. All parcels affect hereby after the adjustment shall comply with the requirements of the zone in which the parcel is located and applicable building regulation;
6. Except that where existing parcels or structures are nonconforming with respect to zone requirements, a lot line adjustment may be approved so long as the degree of non-conformance is not increase.

## RECOMMENDATION

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. Motion to adopt Resolution #2016-05, adopting the Negative Declaration and approving Conditional Use Permit #16-04, Architectural and Site Plan Review #16-03, and Lot Line Adjustment #16-01, subject to the findings and conditions of approval.

Respectfully submitted,



Joel Andrews  
City Planner

### Attachments

Resolution  
Attachment A – Conditions of Approval  
Draft Negative Declaration  
Initial Study  
Applicant's Project Narrative  
Location Map  
Cover Sheet  
Site Plan  
Preliminary Grading Plan  
Preliminary Utility Plan  
Landscape Plan  
Floor Plan  
Elevations  
Photometric (Site Illumination) Plan  
Sign Program  
Applicant's Findings Statement – Lot Line Adjustment  
Lot Line Adjustment Map  
Exhibit "B" Lot Line Adjustment Map  
Les Schwab Tire Center Noise Information  
Mahaffey Plaza Project Site Plan  
Mahaffey Plaza Conceptual Elevations

Turlock Irrigation District comment letter  
California Valley Regional Water Quality Control Board comment letter  
San Joaquin Valley Air Pollution Control District comment letter  
George MacMaster comment letter  
Christine Korth comment letter  
Public Notice

**RESOLUTION 2016-05**

**A RESOLUTION OF THE PLANNING COMMISSION  
OF THE CITY OF PATTERSON ADOPTING A NEGATIVE DECLARATION AND  
APPROVING A CONDITIONAL USE PERMIT, ARCHITECTURAL AND SITE PLAN  
REVIEW, AND LOT LINE ADJUSTMENT FOR THE LES SCHWAB TIRE CENTER  
PROJECT, CONSISTING OF AN APPROXIMATELY 12,000 SQUARE FOOT BUILDING  
ON 1.4 ACRES NORTH OF SPERRY AVENUE, EAST OF WARD AVENUE**

WHEREAS, the City of Patterson has received an application from Galloway and Company, Inc. for a Conditional Use Permit and Architectural and Site Plan Review concerning an approximately 12,000 square foot building located in the Mahaffey Plaza Shopping Center, north of Sperry Avenue and east of Ward Avenue, otherwise known as the Les Schwab Tire Center Project;

WHEREAS, the City of Patterson has received an application from Hawkins and Associates Engineering, Inc. for a Lot Line Adjustment to move a line between APN 048-047-021 (a 17.05 acre lot) and 048-047-023 (a 2.52 acre lot) to create an approximately 18.01 acre lot and a 1.56 acre lot, the smaller lot being the lot where the Les Schwab Tire project would be located;

WHEREAS, the City of Patterson has approved the Mahaffey Plaza master development plan as a framework for future development of the Mahaffey Plaza shopping center area;

WHEREAS, Patterson City staff conducted a full analysis of the project to ensure compliance with the City's General Plan, Zoning Code, and other applicable laws, regulations, and standards;

WHEREAS, the Planning Division completed an environmental assessment for the project in accordance with the California Environmental Quality Act (CEQA), and determined that the project would not result in a significant impact to the environment and a Negative Declaration was prepared accordingly;

WHEREAS, the Planning Commission of the City of Patterson conducted a duly noticed public hearing on June 9<sup>th</sup>, 2016, and;

WHEREAS, based on its independent review and analysis, the staff analysis, oral and written testimony, and the draft negative declaration, the Planning Commission finds, after due study, deliberation and public hearing that the following circumstances exist:

1. The project will not have a significant adverse effect on water or air quality or increase noise levels;
2. The project will not have a significant adverse impact on the flora and fauna of the area;
3. The project will not degrade the aesthetic quality of the area;
4. The project will not have a significant adverse impact on traffic or land use;
5. In addition, the project will not:
  - a. Create impacts which have the potential to degrade the quality of the environment;
  - b. Create impacts which achieve short-term to the disadvantage of long term environmental goals;
  - c. Create impacts for a project which are individually limited, but cumulatively considerable;
  - d. Create environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly;
6. The Negative Declaration was prepared in compliance with CEQA and the CEQA Guidelines.
7. The architectural and general appearance of the structures and grounds shall have architectural unity and be in keeping with the character of the neighborhood as not to be detrimental to the orderly and harmonious development of the city, or to the desirability of investment or occupation in the neighborhood.
8. The site plan is consistent with this title, any applicable specific plan, any adopted development standards and design guidelines, and the general plan.

9. The requested conditional use permit is consistent with the city general plan and this title.
10. The establishment, maintenance, or operation of the proposed use or structure will conform to the requirements and the intent of this title; and such proposed use or structure will not, under the circumstances of the particular case or as conditioned, be injurious or detrimental to the health, safety, or general welfare of persons or property in the vicinity of the proposed use, or to the general welfare of the city.
11. The proposed adjustment will not adversely affect the use of property in the vicinity or conflict with covenants, restrictions, or improvements required by a subdivision of which the subject parcels may be a part;
12. Parcels affected by the lot line adjustment will remain in such a size, shape, and configuration as to be consistent with good land use practices;
13. The lot line adjustment does not violate the provisions of Land Surveyors, (Chapter 15, Division 3 of the California Business and Professions Code);
14. The proposed lot line adjustment will not conflict with easements acquired by the public at large for access through or use of the subject property, or necessary irrigation easements;
15. All parcels affected hereby after the adjustment shall comply with the requirements of the zone in which the parcel is located and applicable building regulation;
16. Except that where existing parcels or structures are nonconforming with respect to zone requirements, a lot line adjustment may be approved so long as the degree of non-conformance is not increase.

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

1. The Planning Commission hereby adopts the Les Schwab Tire Center Project Negative Declaration; and
2. The Planning Commission approves the Conditional Use Permit, Architectural and Site Plan Review and Lot Line Adjustment for the Les Schwab Tire Center Project subject to the conditions listed in Exhibit A.

The foregoing resolution was introduced at a regular meeting of the Planning Commission of the City of Patterson, held on the 9<sup>th</sup> day of June, 2016, by \_\_\_\_\_, who moved its adoption, which motion was duly seconded by \_\_\_\_\_ and it was upon roll call carried and the resolution adopted by the following vote:

AYES:

NOES:

EXCUSED:

APPROVED:

\_\_\_\_\_  
Ron West, Chairperson  
City of Patterson Planning Commission

ATTEST:

\_\_\_\_\_  
Denise Melo, Secretary  
City of Patterson Planning Commission

## **Attachment A**

### **Conditions of Approval**

1. The project shall comply with all applicable State and Municipal Codes, including the 2013 California Building Codes and the 2013 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 any way 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 fees 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. 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.
6. Lighting fixtures shall be mounted, aimed, and shielded to prevent glare, light trespass and light pollution.
7. 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.

8. All planted areas shall be separated from driveways by concrete curbs.
9. Street trees shall be required along street frontages; the type, size, and location shall be in accordance with the Planned Development #05-03 Master Development Plan and the City's street tree list, and as approved by the Planning Department and the Public Works Director.
10. Prior to issuance of a building permit, a final landscaping and irrigation plan shall be prepared by a licensed landscape architect, subject to review and approval by the Planning, Public Works, Parks and Recreation, Police, Building and Fire Departments, and in compliance with AB 1881. After installation is complete, a landscape audit shall be completed and the certificate sent to the City's Public Works Department. The landscaping plan shall be consistent with City Standards and with other phases of Planned Development #05-03 and shall include the following:
  - (1) Tree staking, soil preparation and planting detail;
  - (2) The use of landscaping to screen ground-mounted utility and mechanical equipment;
  - (3) The required landscaping and improvements. This includes:
    - (a) Deep root planters shall be included in areas where trees are within five feet (5') of asphalt or concrete surfaces and curbs;
    - (b) Water conservation practices including the use of low flow heads, drip irrigation, mulch, gravel, drought tolerant plants and mulches shall be incorporated into the landscaping plan;
    - (c) An automated irrigation system; emphasizing low-water use techniques where feasible;
  - (4) The size, type and location of all plant materials; native and low-water use and drought resistant species shall be emphasized;
  - (5) The type and location of all paving and furniture, including benches, fountains, or other features;
  - (6) At least two of the following low impact development methods:
    - (a) bioretention,
    - (b) cisterns and rain barrels,
    - (c) green roofs,

- (d) roof leader disconnection,
- (e) permeable and porous paving (must be no less than 20% of walking or patio surface per Section 18.78.040),
- (f) vegetative swell and filter strips,
- (g) volume retention

11. 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. Trash enclosures shall comply with storm water regulations and sized to comply with commercial recycling requirements.
12. That the trash/tire recycling enclosure shall incorporate vertical elements and/or other architectural features intended to break up the length of the structure to the satisfaction of the Community Development Department.
13. Interior vehicle travelways shall be designed to be capable of withstanding loads imposed by trash and delivery trucks.
14. Per Title 24, Section 2-7102 of the State Disabled Access Regulations, the parking lot shall provide the required number of accessible parking spaces.
15. All end parking spaces and spaces adjacent to raised curbing shall be one foot wider than the normal stall width (10 feet total).
16. Bicycle racks shall be designed and installed in accordance with City standards, with placement to be approved by the Planning Department.
17. 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.
18. Applicant shall provide design details (or vendor specifications) for all streetscape items (planters, waste containers, benches, bicycle racks etc.) with the building permit application.
19. 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.
20. Prior to concrete pour inspection, compaction tests are required for all footings.
21. The applicant shall pay all applicable fees due the City and other Special Districts providing services to the site.
22. The project shall participate in a City-wide maintenance community facility district

(CFD) or Benefit Assessment District (BAD) and Landscape Maintenance District (LMD).

23. All required public improvements shall be designed and constructed in accordance with the City of Patterson Standard Specifications and Drawings to the satisfaction of the Public Works Director, including any standards updated prior to approval of the improvement plans.
24. 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:
  - (1) 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.
  - (2) All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
  - (3) 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.
  - (4) With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition.
  - (5) 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.
  - (6) 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.)*
  - (7) 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.

- (8) Limit traffic speeds on unpaved roads to 15 mph; and
  - (9) Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.
- 25. All signage shall be consistent with the master sign plan as may be approved by the Planning Commission.
  - 26. The applicant shall provide a Construction Waste Management Plan to the City for review/approval.
  - 27. Prior to building permit issuance, an application shall be submitted and approved creating the lot for the project.

### **Grading**

- 28. Complete grading and drainage plans shall be submitted to and approved by the City Engineer.
- 29. 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.
- 30. 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.
- 31. 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.
- 32. 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.
- 33. 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.

34. 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.
35. 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.
36. 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.
37. 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.
38. 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.
39. 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.
40. 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.
41. The applicant shall obtain a grading permit for on-site excavation and fill prior to construction.

#### **Sewer, Water and Drainage**

42. 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.
43. 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:
  44. Use of low-flow fixtures, including shower heads and toilets as per the Uniform Building Code.

45. The project shall connect to the non-potable water supply system that runs along Sperry Avenue for water used for irrigation and non-potable water services.
46. Any abandoned wells on the project site shall be destroyed in accordance with requirements of the Stanislaus County Environmental Health Division prior to issuance of any grading permit or other site improvements. All abandoned/destroyed wells shall be clearly shown on the improvement plans for the project. Confirmation of well destruction shall be provided to the Public Works Department.
47. The project shall purchase a water meter through the Public Works Department.
48. If construction water will be obtained from a City fire Hydrant, the developer shall receive approval of a Fire Hydrant Use Permit
49. The project shall connect to the City's water system. Backflow prevention devices shall be installed by the applicant on all water services as required by the Public Works Department and the California Department of Public Health standards.
50. If connecting to the City's storm drainage system, runoff shall be detained and metered into the storm drainage system to the satisfaction of the City Engineer. The project shall meet all SWPPP requirements.
51. A SWPPP Inspection Deposit shall be posted with the City to pay for all SWPPP inspections.
52. The SWPPP plan shall be prepared by a Qualified Stormwater Developer.
53. If construction activity results in a land disturbance of one acre or more, or less than one acre, but part of a larger common plan of development, the developer must obtain a Construction Activities Storm Water General Permit. In addition, the project shall file an NOI with the State via the SMARTS System to obtain a Stormwater State Permit (WDID).
54. Applicant shall obtain an Industrial Stormwater Permit as required by the State Water Resources Control Board.
55. A storm interceptor shall be installed to prevent pollutants from entering the City's municipal system or basin.
56. Any permanent stormwater basins shall be designed to meet post-construction stormwater standards and AB 1881 requirements. Any temporary stormwater basins shall have adequate Best Management Practices in place including a monitoring gauge to monitor levels and provide an Emergency Contingency Plan to address high levels during the heavy storm season.

57. The private storm drain basin shall be completed to the satisfaction of the Public Works and Engineering Departments prior to submission of improvement plans. Plans shall be submitted to the Engineering Department to determine adequate size.
58. The owner shall provide the Public Works Department with a copy of the maintenance plan for the storm drain basin provided on site for the Mahaffey Plaza project area and comply with all stormwater regulations.
59. 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.
60. The developer shall have any pre-existing sewer laterals and storm drain lines video inspected to ensure the lines are clear of any debris and are not damaged.
61. The project shall connect to the City sewer system.
62. The project shall comply with the City's Fats, Oil and Grease (FOG) Program requirements. Grease interceptors shall be constructed for any facility that will result in oil, grease, sand, or other solids being discharged into the City's sanitary sewer system.

## **Roads**

63. All sight distances for all corners and driveways shall conform to the City's sight distance requirements to the satisfaction of the City Engineer.
64. Stop signs shall be provided at all project exits and internally, as needed, to ensure safety.
65. As applicable, 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.
66. 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.

## **Utilities**

67. 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.
68. 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 the Public Works Department for review and approval.
69. The applicant shall obtain an encroachment permit from the Public Works Department for all work in the public right-of-way.
70. 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.
71. All new telephone facilities shall be underground except where indicated by the telephone company upon engineering of the project.
72. 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.
73. 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.
74. Electrical conduit shall have a separate ground wire installed.
75. The applicant shall install adequately sized utility services and laterals prior to final acceptance.
76. Applicant shall provide a street light on Sperry Avenue with location and material approved by the Public Works Department. All street lighting shall be LED and meet the requirements of the Engineering and Public Works Departments.

### **Fire Department**

77. All new construction shall meet the requirements of the City Fire Department.
78. Fire sprinkler system shall be designed and installed in accordance with NFPA 13, CFC, CFC Appendix B, and City of Patterson Municipal/Fire Code Amendments.
79. An onsite fire hydrant shall be required. Fire hydrants shall be located to Fire Inspector's specifications. Fire hydrants and fire hydrant flows shall meet all City of Patterson standards.

80. Fire Department Connection shall be within 75' of a fire hydrant and be located near the street. Locking Knox FDC plugs shall be provided.
81. Prior to occupancy, 3A40BC fire extinguishers shall be installed at approved locations throughout the building to the satisfaction of the Fire Department.
82. Fire flow and hydrant spacing shall be in accordance with 2013 CFC Appendix B and C.
83. Truck turn-around at rear of property shall be in accordance with 2013 CFC Appendix D.
84. Fire apparatus access roads shall be in accordance with the 2013 California Fire Code Section 503 and Appendix D.
85. Fire alarm system shall be designed and installed in accordance with 2013 California Fire Code, 2013 NFPA 72 (with California amendments) and 2013 City of Patterson Municipal (Fire) Code Amendments. Alarm systems shall be U.L. Certified with a maintenance contract.
86. The main electrical service disconnect(s) shall be accessible for emergency shut off from the outside of the building(s) in one general location. This may be accomplished by providing one (1) main disconnect, (2) a KNOX disconnect, (3) shunt trip device, (4) electrical room with direct outside access.
87. Address numerals shall be at least 6" tall with 3/4" stroke, be clearly visible from street, contrast with background and be either internally or externally illuminated from dusk to dawn daily.
88. A KNOX key safe shall be installed on the right of the main entrance door, mounted no higher than 6' above finished grade.

### **Air Quality**

89. All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.
90. All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
91. 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.

92. With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition.
93. When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
94. All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.) (Use of blower devices is expressly forbidden.)
95. 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.
96. Within urban areas, track-out (earth material deposited on City streets by construction equipment) shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.
97. Any site with 150 or more vehicle trips per day shall prevent carryout and track-out.
98. Limit traffic speeds on unpaved roads to 15 mph;
99. Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.
100. Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site;
101. Install wind breaks at windward side(s) of construction areas;
102. Suspend excavation and grading activity when winds exceed 20 mph; and Limit area subject to excavation, grading, and other construction activity at any one time. Regardless of wind speed, an owner/operator must comply with Regulation VIII's 20 percent opacity limitation.

### **Lot Line Adjustment Conditions of Approval**

1. That the approval shall comply with all applicable state and municipal codes and meet the requirements of the City Engineer and Public Works Director.

2. That any deed of trust encumbering the parcels of land shall be reflected in the recordation of this lot line adjustment.
3. That easements of record shall remain in effect and shall be recorded on the new deeds.
4. That the applicant shall have a new deed prepared and shall have it recorded. That photocopies of the new deed shall be submitted to the city clerk within six months of the Planning Commission's approval and that failure to record the deed and submit copies thereof shall void Planning Commission approval of the application.
5. That the Certificate of Compliance prepared by the City Engineer shall be recorded by the applicant or his engineer. The cost shall be that amount invoiced by the City Engineer.
6. That no non-conforming condition of zoning be created by this approval, except as was in existence prior to such approval.
7. 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 City harmless.

**CITY OF PATTERSON**  
**COMMUNITY DEVELOPMENT DEPARTMENT**  
**P O BOX 667, PATTERSON, CALIFORNIA 95363**  
**(209) 895-8020, FAX (209) 895-8019**

**PROPOSED**  
**NEGATIVE DECLARATION**

A notice, pursuant to the California Environmental Quality Act of 1970, as amended (Public Resources Code 21,000, et. seq.) that the project for Les Schwab Tire Center which, when implemented, will not have a significant impact on the environment.

**PROJECT TITLE:** Les Schwab Tire Center

**PROJECT LOCATION:** Approximately 750 feet east of Ward Avenue, north of Sperry Avenue, Patterson, CA 95363, a portion of Assessor Parcel Numbers 048-047-020 and 048-047-013

**DESCRIPTION OF PROJECT:** The project assessed by this initial study considers the construction and operation of a service center for vehicle tires, wheels, shocks, brakes, batteries, and alignment. The building consists of a 12,000 square foot building, with approximately 4,400 sq. ft. allocated to retail and office uses, and the remainder allocated to eight service bays and storage. A 1,300 sq. ft. mezzanine is also included for storage. The project would be located on a 1.4 acre site with 50 parking spaces, including two accessible parking spaces. Access would be provided at a shared driveway to the west of the project site. The project site is located in the PD 05-03 Planned Development zone (Mahaffey Plaza) with a GC, General Commercial General Plan Designation.

**FINDINGS AND BASIS FOR A NEGATIVE DECLARATION:**

1. The project will not adversely affect water or air quality or increase noise levels;
2. The project will not have adverse impacts on the flora and fauna of the area;
3. The project will not degrade the aesthetic quality of the area;
4. The project will not have adverse impacts on traffic or land use;
5. In addition, the project will not:
  - a. Create impacts which have the potential to degrade the quality of the environment;
  - b. Create impacts which achieve short-term to the disadvantage of long term environmental goals;
  - c. Create impacts for a project which are individually limited, but cumulatively considerable;
  - d. Create environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly;

The City of Patterson has, therefore, determined that the potential environmental impact of the project is insignificant.

**MITIGATION MEASURES INCLUDED IN THE PROJECT, IF ANY, TO AVOID POTENTIALLY SIGNIFICANT EFFECTS:** N/A

**INITIAL STUDY:** The City of Patterson Community Development Department has reviewed the potential environmental impacts of this project and has found that the probable impacts are potentially insignificant. A copy of the Initial Study is attached.

**REVIEW PERIOD:** April 26, 2016 through May 26, 2016

All comments regarding correctness, completeness, or adequacy of this Negative Declaration must be received by the City of Patterson Community Development Department, PO Box 667, Patterson, CA 95363 or at (209) 895-8020, no later than 5:00 p.m. on May 26, 2016.

**DATE:** April 26, 2016

**SIGNATURE:**

Joel Andrews, City Planner  
Phone: (209) 895-8020 Fax: (209) 895-8019



# CITY OF PATTERSON

## Initial Study of Environmental Impact

### I. Summary of Findings

<b>Project Name:</b>	Les Schwab Tire Center
<b>Project Description:</b>	The project assessed by this initial study considers the construction and operation of a service center for vehicle tires, wheels, shocks, brakes, batteries, and alignment. The building consists of a 12,000 square foot building, with approximately 4,400 sq. ft. allocated to retail and office uses, and the remainder allocated to eight service bays and storage. A 1,300 sq. ft. mezzanine is also included for storage. The project would be located on a 1.4 acre site with 50 parking spaces, including two accessible parking spaces. Access would be provided at a shared driveway to the west of the project site.
<b>Sources:</b>	This initial study was prepared using the Patterson Zoning Ordinance, 2010 General Plan, 2010 General Plan EIR, the 2001 Municipal Water Master Plan, the 2003 Patterson Wastewater Master Plan, and the City's guidelines for the implementation of CEQA.
<b>Applicant:</b>	City of Patterson, 1 Plaza, PO Box 667, Patterson, CA 95363
<b>Recommendation:</b>	Negative Declaration.
<b>Location:</b>	Approximately 750 feet east of Ward Avenue, north of Sperry Avenue, Patterson, CA 95363 – a portion of Assessor Parcel Numbers 048-047-020 and 048-047-013
<b>Date:</b>	April 26, 2016

### II. Project Description

The project assessed by this initial study considers the construction and operation of a service center for vehicle tires, wheels, shocks, brakes, batteries, and alignment. The building consists of a 12,000 square foot building, with approximately 4,400 sq. ft. allocated to retail and office uses, and the remainder allocated to eight service bays and storage. A 1,300 sq. ft. mezzanine is also included for storage. The project would be located on a 1.4 acre site with 50 parking spaces, including two accessible parking spaces. Access would be provided at a shared driveway to the west of the project site.

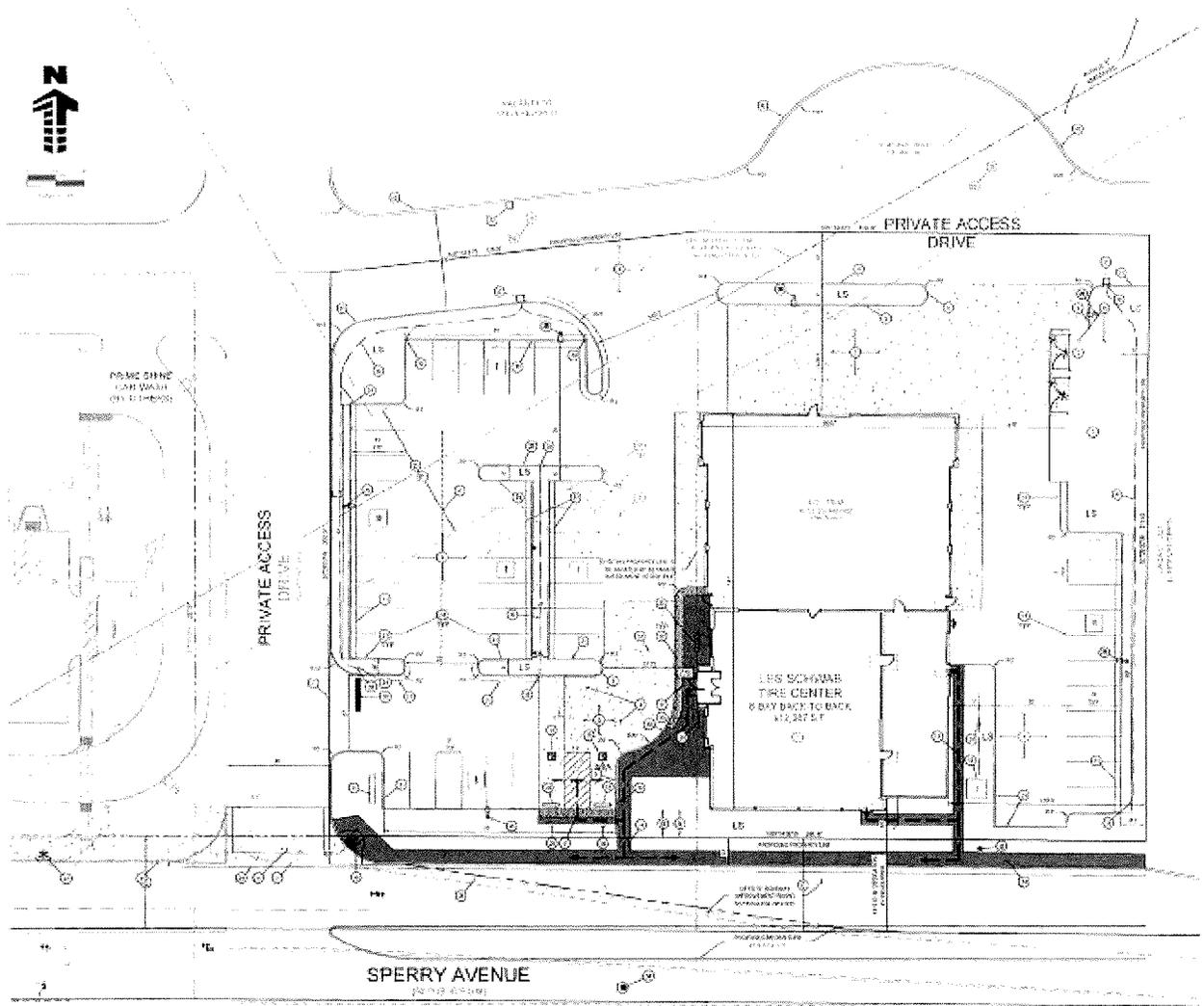
#### Environmental Setting

The site area is a currently vacant area previously occupied by residential and agricultural uses. The project site is located in the Mahaffey Plaza in the General Commercial zone and is surrounded by vacant land to the west, north, and east (approved for commercial uses) and residences to the south. See Figure 1. The project would include right of way improvements along the north side of Sperry Avenue adjacent to the project. See Figure 2.

Figure 1 – Project Location



Figure 2 – Project Site



### III. Initial Study Environmental Checklist

This section discusses potential environmental impacts associated with approval of the proposed project.

The following guidance, adapted from Appendix I of the State CEQA Guidelines, was followed in answering the checklist questions:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the discussion. A “No Impact” answer is adequately supported if the discussion shows that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained when it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. All analyses must be based on a comparison between conditions that would occur if the project were implemented and existing conditions (also known as baseline conditions).
4. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect is significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
5. “Potentially Significant unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less-Than-Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from earlier analyses may be cross-referenced).
6. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (State CEQA Guidelines Section 15063[c][D]). Earlier analyses are discussed in the project description above under “Previous Environmental Documents and Site-Specific Information”.

The discussion that follows each section of checklist questions:

- analyzes previously certified environmental analysis and/or mitigation relevant to the issue, including the potential for each effect to be significant and adverse and standard requirements and measures that will preclude adverse impacts;
- describes proposed measures that will preclude adverse impacts;
- analyzes the potential for residual or remaining significant adverse impacts following implementation of the project and all previously identified, standard, and proposed requirements and measures; and
- summarizes the applicable mitigation measures established by the various support documents and project-specific measures that will reduce the impacts to a less-than-significant level.

Identification of the potential for residual significant adverse environmental impacts would trigger the need for preparation of an EIR. For issue areas in which no significant adverse impact would result or impacts would be reduced to a less-than-significant level by mitigation, further analysis is not required.

**I. LAND USE AND PLANNING**

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Conflict with general plan designation or zoning?				■
b. Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?				■
c. Be incompatible with existing land use in the vicinity?				■
d. Affect agricultural resources or operations (e.g., impacts on soils or farmlands, or impacts from incompatible land uses)?				■
e. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?				■

**Setting**

The project consists of a 12,000 square foot service center for vehicle tires, wheels, shocks, brakes, batteries, and alignment on a 1.4 acre lot in the General Commercial Zone.

**Discussion**

Commercial development of the site is consistent with the general plan designation. The Patterson Municipal Code allows minor vehicle services subject to a conditional use permit in the General Commercial zone. The project is located within the Mahaffey Plaza project area, a planned commercial center. The project site is located on vacant land within an urbanized area. The project site is surrounded by vacant land, approved for commercial use on the west, north, and east, and residences to the south.

**Conclusion**

The proposed project is not anticipated to significantly impact agricultural land or land use compatibility.

## II. POPULATION AND HOUSING

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Cumulatively exceed official regional or local population projections?				■
b. Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?				■
c. Displace existing housing, especially affordable housing?				■

### Setting/Discussion

The project consists of a vehicle service center on vacant land. No impact to population or housing is anticipated. The project will not displace any existing residents.

### Conclusion

The project will not have an impact on housing or population.

### III. GEOLOGIC HAZARDS

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal result in or expose people to potential impacts involving:</i>				
a. Fault rupture?				■
b. Seismic ground shaking?				■
c. Seismic ground failure, including liquefaction?				■
d. Seiche, tsunami, or volcanic hazard?				■
e. Landslides or mudflows?				■
f. Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill?			■	
g. Subsidence of the land?				■
h. Expansive soils?			■	
i. Unique geologic or physical features?				■

#### Setting

The area is within a zone of low seismic activity. All impacts have been addressed in the General Plan EIR. No significant soils effects or geological problems are expected which cannot be addressed through the use of current engineering standards adopted by the City and State.

#### Discussion

f.,h. Grading and excavation required to for construction of the project create the possibility of unstable soil conditions. However, no significant soils effects or geological problems are expected which can not be addressed through the use of current engineering standards adopted by the City and State.

#### Conclusion

The project will not result in impacts relating to geologic hazards considered to be significant.

#### IV. DRAINAGE AND WATER SUPPLY

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal result in:</i>				
a. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?			■	
b. Exposure of people or property to water-related hazards such as flooding?				■
c. Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)?			■	
d. Changes in the amount of surface water in any water body?			■	
e. Changes in currents, or the course or direction of water movements?				■
f. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?			■	
g. Alteration to the direction or rate of flow of groundwater?				■
h. Impacts on groundwater quality?				■
i. Substantial reduction in the amount of groundwater otherwise available for public water supplies?			■	

#### Setting/ Discussion

The project site is flat and has been cleared of vegetation. Storm drainage improvements are in place in Sperry Avenue and Ward Avenue. For on-site storm drainage, a temporary

The project would be served by a private storm drain basin located on the Mahaffey Plaza site.

City infrastructure includes a non-potable water system. A condition of approval for the project will include connection to this system for landscaping use.

- a., c., d. Development of the site will result in additional impervious surfaces associated with buildings and parking, which will increase the volume and velocity of surface runoff. The project site is located outside of the 100- and 200-year floodplain zones. The project will be required to contribute its fair share toward the completion of storm drainage improvements consistent with the City's Storm Water Master Plan.

- f., i. The City derives all of its water supply from the Delta-Mendota groundwater basin. The basin encompasses 736,000 acres of land extending along the western side of the San Joaquin Valley between the San Joaquin River and the western edge of the Valley alluvium, from the Stanislaus/San Joaquin County line through Stanislaus and Merced Counties into Fresno County to the boundary of the Westlands Water District south of the City of Firebaugh. Recent studies, including the Urban Water Management Plan have determined an adequate water supply is available for water use within the current City limits. Water is delivered to customers directly from City's wells, without treatment. The project is expected to account for a small fraction of the future water demand contemplated in the Urban Water Management Plan, but will contribute to the overall cumulative demand. The project will be required to contribute its fair share toward water improvements.

**Conclusion**

The project is not expected to result in significant impacts relating to drainage and water quality or quantity.

## V. AIR QUALITY

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Violate any air quality standard or contribute to an existing or projected air quality violation?			■	
b. Expose sensitive receptors to pollutants?				■
c. Alter air movement, moisture, or temperature, or cause any change in climate?				■
d. Create objectionable odors?				■

### Setting

Currently, the San Joaquin Valley Air Basin is classified as a "Severe non-attainment" area for both the federal and State standards for ozone and a "serious" non-attainment area for the federal standard for respirable particulate matter (PM<sub>10</sub>, or particles 10 microns or smaller in diameter). Emissions of these air pollutants, and their precursors, will increase as a result of motor vehicle trips generated by the project, and from grading and construction operations. Together, these activities may hinder efforts to achieve and maintain air quality standards established by federal and State laws.

### Discussion

- a. Development of the project site will result in short-term air pollutant emissions and dust generation from construction activities. Such activities will generate short-term fugitive dust and vehicle exhaust emissions as a result of excavation, grading, and construction-related vehicle trips.

#### Construction Emissions

A project's construction phase produces many types of emissions, but PM-10 is the pollutant of greatest concern. PM-10 emissions can result from a variety of construction activities, including excavation, grading, demolition, vehicle travel on paved and unpaved surfaces, and vehicle exhaust. Construction-related emissions can cause substantial increases in localized concentrations of PM-10, as well as affecting PM-10 compliance with ambient air quality standards on a regional basis. Particulate emissions from construction activities can lead to adverse health effects as well as nuisance concerns such as reduced visibility and soiling of exposed surfaces.

The SJVUAPCD's approach to CEQA analyses of construction impacts is to require implementation of effective and comprehensive control measures rather than to require

detailed quantification of emissions. PM-10 emitted during construction can vary greatly depending on the level of activity, the specific operations taking place, the equipment being operated, local soils, weather conditions, and other factors, making quantification difficult. Despite this variability in emissions, experience has shown that there are a number of feasible control measures that can be reasonably implemented to significantly reduce PM-10 emissions from construction. The SJVUAPCD has determined that compliance with Regulation VIII for all sites and implementation of all other control measures as appropriate, depending on the size and location of the project site will constitute sufficient mitigation to reduce PM-10 impacts to a level considered less-than-significant.

San Joaquin Valley Unified Air Pollution Control District air quality mitigation measures are already included as mitigations for all projects as standard procedure to address these issues. Additionally, appropriate policies are dealt with in the 2010 General Plan EIR:

The City shall require all of the following as a condition of project approval of future development projects:

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.
- All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition.
- When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.) (Use of blower devices is expressly forbidden.)
- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
- Within urban areas, track-out (earth material deposited on City streets by construction equipment) shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.
- Any site with 150 or more vehicle trips per day shall prevent carryout and track-out.
- Limit traffic speeds on unpaved roads to 15 mph;

- Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.
  - Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site;
  - Install wind breaks at windward side(s) of construction areas;
  - Suspend excavation and grading activity when winds exceed 20 mph; and  
Limit area subject to excavation, grading, and other construction activity at any one time. Regardless of wind speed, an owner/operator must comply with Regulation VIII's 20 percent opacity limitation.
- a. Impacts associated with the project are related to construction activities and traffic associated with operation of the project. Such impacts have been addressed through the listed measures. As a result, no significant impact is anticipated.

Greenhouse gas emissions resulting from the project are not expected to increase above those considered as part of the Mahaffey Plaza master plan.

### **Conclusion**

The project will not result in significant impacts to air quality.

## VI. TRANSPORTATION/CIRCULATION

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal result in:</i>				
a. Increased vehicle trips or traffic congestion?			■	
b. Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				■
c. Inadequate emergency access or access to nearby uses?				■
d. Insufficient parking capacity onsite or offsite?				■
e. Hazards or barriers for pedestrians or bicyclists?				■
f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				■
g. Rail, waterborne, or air traffic impacts?				■

### Discussion

The project is located north of Sperry Avenue east of Ward Avenue. Access to the site would be provided at a driveway on Sperry Avenue. The project would include extension of the planned Sperry right-of-way on the west bound side to include curb, gutter and sidewalk, and two lanes and a center median along the project frontage. Access is also provided through a private access drive extending from the project site to Ward Avenue. The site plan shows parking located on the east and west sides of the site and a private access drive to the north of the site including a temporary truck turnaround on the north end of the site.

- a. Construction of the project would incrementally add vehicle trips that are necessary to transport construction equipment, materials and personnel to the project site while the project is built. During operation, a facility of this size and type is expected to generate approximately 62 vehicle trips per day. These trips are expected to be staggered throughout the day and would not lower area streets to a level of service requiring intersection improvements.

### Conclusion

The project will not result in significant impacts to transportation or circulation systems.

## VII. BIOLOGICAL RESOURCES

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal result in impacts on:</i>				
a. Endangered, threatened or rare species or their habitats (including, but not limited to, plants, fish, insects, animals, and birds)?			■	
b. Locally designated species (e.g., heritage trees)?				■
c. Locally designated natural communities (e.g., oak forest)?				■
d. Wetland habitat (e.g., marsh, riparian, and vernal pool)?				■
e. Wildlife dispersal or migration corridors?				■

### Setting/Discussion

Endangered, threatened, or rare species in the Patterson area include the San Joaquin Kit Fox (*Vulpes macrotis mutica*), Swainson's Hawk (*Buteo swainsoni*), Southwestern Pond Turtle (*Clemmys marmorata*), Burrowing Owl (*Athene cunicularia*), Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*), and Red-legged Frog (*Rana aurora draytonii*). The San Joaquin Kit Fox's preferred habitat is grassland and rolling hills. Swainson's Hawk and Burrowing Owl both prefer grasslands.

Suitable foraging and denning habitat for the San Joaquin kit fox is located west of I-5. Potential denning and foraging habitat east of I-5 is low value for the San Joaquin kit fox and is expected to be used infrequently. The project site is located in an urbanized area and is not expected to impact San Joaquin kit fox.

Swainson's hawk nests in areas such as riparian woodlands, roadside trees, trees along filed borders, and the edges of remnant oak woodlands. None of these types of habitat exist within the project area. Foraging habitat includes agricultural fields. The project site is a vacant area with no vegetation. No impacts to Swainson's hawk are anticipated.

Potential southwestern pond turtle habitat may be found along Del Puerto Creek or near the percolation/evaporation ponds at the wastewater treatment plant, outside of the range of the project. No impact is anticipated.

Burrowing owl habitat may be found in annual grasslands and in the margins of irrigated crops. The project site is void of vegetation and is located in an urbanized area. No impact to burrowing owl is anticipated.

Elderberry longhorn beetles are associated with elderberry shrubs which have been observed along Del Puerto Creek west of I-5 and may also be present downstream. The project site is a vacant, non-vegetated site and is not considered suitable habitat. No impact to Elderberry Longhorn Beetle is anticipated.

Potential habitat for Red-legged Frog is located west of I-5 along Del Puerto Creek. The project is located well outside the established area triggering assessment. No impact is anticipated.

### **Conclusion**

The project will not result in significant impacts to biological resources.

## VIII. ENERGY AND MINERAL RESOURCES

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal result in:</i>				
a. Conflict with adopted energy conservation plans?				■
b. Use nonrenewable resources in a wasteful and inefficient manner?				■
c. Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the state?				■

### Discussion

The project will result in an incremental increase to the use of energy and non-renewable resources, but not above levels anticipated in the General Plan. These impacts are considered adverse, but not significant.

### Conclusion

The project would not result in a significant increase in the use of energy or mineral resources.

## IX. HAZARDS

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal involve:</i>				
a. A risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation)?			■	
b. Possible interference with an emergency response plan or emergency evacuation plan?				■
c. The creation of any health hazard or potential health hazard?				■
d. Exposure of people to existing sources of potential health hazards?				■
e. Increased fire hazard in areas with flammable brush, grass, or trees?				■

### Discussion

No hazardous materials will be used on site that exceed the exempt amounts as listed in the 2013 CFC Table 3206.2. Tires are listed as a “high hazard” material, but amounts on site would not exceed the 75,000 cubic feet limit.

### Conclusion

The project will have a less than significant impact on health and safety.

## X. NOISE

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal result in:</i>				
a. Increases in existing noise levels?			■	
b. Exposure of people to severe noise levels?			■	

### Setting

The Noise Element of the General Plan provides goals, policies, and implementation measures intended to reduce the adverse effects of noise. The Noise Element sets standards for the maximum allowable noise exposure from transportation sources as summarized on Table HS-1, below.

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).

Noise is typically expressed in decibels (dB). The decibel scale is logarithmic because of the physical characteristics associated with noise transmission and reception. For example, a 3.0 decibel (dB) increase in noise levels normally results in a doubling of *noise energy*; however, because of the structure of the human auditory system, a 10-decibel increase is required to perceive a doubling of *noise*. A 1- to 2-decibel change in ambient noise levels is generally not perceptible to the human ear. The A-weighted decibel (dBA) incorporates the human ear's sensitivity to sounds of different frequencies. On this scale, the sound level of normal talking is about 60 to 65 dBA.

Noise levels diminish (or attenuate) as distance from the source increases based on an inverse square rule, but the rate constant varies with the type of sound source. Sound from point sources, such as industrial facilities, attenuates at a rate of 6 dBA per doubling of distance. Heavily-traveled roads with few gaps in traffic behave as continuous line sources with an attenuation rate of 3 dBA per doubling of distance. Otherwise, roads typically have an attenuation rate of 4.5 dBA.

The project is expected to generate noise from construction activities and operational activities. The City of Patterson Municipal Code prohibits the operation of equipment and outside construction work from 10 PM to 7 AM without approval of the City Manager to limit disruptions due to construction noise.

Potentially disruptive operational noise is anticipated from the use of air impact wrenches and tire breakers. The potential impact to sensitive receptors (residences to the south of Sperry Avenue) is limited through the design and orientation of the site. The service bays are located on the north side of the building, so are shielded by the store area. Additionally, the service bays are oriented east-west so that sound is directed out and not toward residences. Noise anticipated from the use of these tools measured at not above 63 dBA at 100 feet from the bay entrance. Past noise studies have determined that noise from north of Sperry Avenue is typically dispersed and not perceptible from noise from traffic along Sperry Avenue itself.

#### **Discussion**

a., b. Noise levels on the project site will increase as a result of construction and operational.

#### **Conclusion**

Noise levels resulting from construction and operation of the project are considered to be within the allowable tolerances and are not expected to have a significant impact.

## XI. PUBLIC SERVICES

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:</i>				
a. Fire protection?			■	
b. Police protection?			■	
c. Schools?				■
d. Maintenance of public facilities, including roads?			■	
e. Other governmental services?			■	

### Setting/Discussion

The project will result in an incremental increase in the need for police and fire services, and the need for maintenance of public facilities. The project will be required to pay development impact fees for the provision of these services.

### Conclusion

The project will not result in a significant impact on the need for and maintenance of public services.

## XII. UTILITIES AND SERVICE SYSTEMS

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:</i>				
a. Power or natural gas?			■	
b. Communications systems?			■	
c. Local or regional water treatment or distribution facilities?				■
d. Sewer or septic tanks?			■	
e. Stormwater drainage?			■	
f. Solid waste disposal?			■	
g. Local or regional water supplies?			■	

### Setting/Discussion

The project would incrementally increase the demand for water, wastewater collection and treatment, storm drainage, and solid waste systems. The project is not anticipated to generate impacts beyond those considered in the 2010 General Plan.

### Conclusion

The project will not result in a significant impact to utility or service systems

**XIII. AESTHETICS**

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Affect a scenic vista or scenic highway?				■
b. Have a demonstrable negative aesthetic effect?			■	
c. Create light or glare?			■	

**Setting/Discussion**

The project site is located along the main entry to Patterson from the I-5 freeway. Building elevations show a single story building with an average height of about 25 feet. Exterior materials consist of cement plaster, bronze anodized window storefront systems, and stone bulkhead. The side facing the Sperry/Ward intersection is designed with a pitched roof element extending above the roofline to emphasize the entrance. Overall, the building appears to be consistent with the architectural style of the surrounding commercial center. Building design details will be assessed by decision makers during the design review process for consistency with the City’s Community Design Guidelines.

Lighting will be required to be directed downward to prevent glare.

**Conclusion**

The project will not have a significant adverse effect on the aesthetic quality of the City.

#### XIV. CULTURAL RESOURCES

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Disturb paleontological resources?				■
b. Disturb archaeological resources?				■
c. Affect historical resources?				■
d. Have the potential to cause a physical change which would affect unique ethnic cultural values?				■
e. Restrict existing religious or sacred uses within the potential impact area?				■

#### Setting

A review of relevant archaeological literature found no evidence of prehistoric, historic or archeological sites within the project vicinity according to the archival record. The construction project is subject to mitigation measures from the 2010 General Plan EIR. If cultural resources are unearthed during excavation or construction, the project will be halted and appropriate agencies contacted for further site assessment.

#### Conclusion

Development of the project site will not have a significant impact on archaeological, historic or paleontological resources.

## XV. RECREATION

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Increase the demand for neighborhood or regional parks or other recreational facilities?				■
b. Affect existing recreational opportunities?				■

### Setting/Discussion

The project consists of a tire center and will not result in a significant impact to recreational resources.

### Conclusion

Project related impacts to recreation facilities and opportunities are considered less than significant.

## XVI. MANDATORY FINDINGS OF SIGNIFICANCE

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				■
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?				■
c. 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.)				■
d. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?				■

### Discussion of Checklist Answers

The project is not expected to result in significant adverse impacts on the environment.

## XVII. Determination

In accordance with Sections 15152 and 15168 of the State CEQA Guidelines, this initial study has been prepared to evaluate the potential impacts of the proposed project.

On the basis of this initial evaluation:

\_\_\_ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

X I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in the initial study. A NEGATIVE DECLARATION will be prepared.

\_\_\_ I find that the project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

\_\_\_ I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

\_\_\_ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

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Joel Andrews  
City Planner  
City of Patterson  
(209) 895-8024

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Date



**Les Schwab Tire Center**  
**North side of Sperry Avenue, east of Ward**  
**Portion of APN's 048-047-020 and 048-047-013**

**PROJECT NARRATIVE**

**Property Owner/Applicant Information**

SFP-E Colorado, LLC ("Les Schwab"), P.O. Box 5350, Bend, OR 97708, is under contract to purchase a 1.4 acre portion of APN's 048-047-020 and 048-047-013 ("Property") for construction of a Les Schwab Tire Center. The site is located within a future master planned development located at the northeast corner of Sperry Avenue and Ward in Patterson, CA. The current property owner is Mahaffey Family Limited Partnership ("Mahaffey"). Galloway & Company, Inc. represents Les Schwab for project entitlement, engineer, architect, landscape architect, and photometric design and will serve as the main point of contact through the development review and permitting approval processes.

**Project Description**

**Zoning**

The property is currently zoned General Commercial. Les Schwab intends to construct a center for the sale, installation and servicing of tires, wheels, shocks, brakes, batteries and alignment. Les Schwab does not provide oil, transmission, or other hazardous fluid services.

A tire center falls within the City of Patterson Use Classification, "Vehicle Services Minor," which is permitted within the zone district. No zone change is required or requested.

**Subdivision/Lot Line Adjustment**

The current property owner, Mahaffey, is responsible for creating the proposed property as a separate legal parcel through the lot line adjustment process, as defined by the City of Patterson. It is the understanding of Les Schwab that the subdivision will include the re-platting of APN's 048-047-020 and 048-047-013 to adjust the current lot line position. The new parcel will include 1.4 acres.

**Access**

Parking and access requirements within the City of Patterson Municipal Code have been incorporated into the project. Primary vehicular access to the LSTC parcel will be from the north-south private drive to the west of the site, while secondary access will be provided from the east-west private drive to the north of the site.

The adjacent Prime Shine carwash is proposing a new/relocated curb cut along Sperry Avenue at the southwest corner of the site which is anticipated to be constructed prior to LSTC developing. Access to the new curb cuto

**Parking**

The applicant proposes a 12,087 square foot tire center, which includes eight (8) fully enclosed service bays. Fifty (50) parking spaces are provided on site, which includes two (2) handicap accessible spaces. The number of parking spaces provided exceeds



the code requirement for the site of forty-eight (48) parking spaces per PMC §18.76 in order to achieve a satisfactory amount of parking for operating purposes.

#### Landscaping

Landscaping will consist of a combination of deciduous and evergreen trees and shrubs to provide appropriate screening as well as provide an aesthetic presentation, compatible with the overall development. The trash and recycle enclosures will be screened with landscaping.

#### Pedestrian Connectivity

Sidewalk is proposed along the Sperry Avenue project frontage and pedestrian access will be provided from two points on said sidewalk. A direct pedestrian connection is proposed from the entrance of the building, extending south to the proposed sidewalk along Sperry Avenue. Additionally, a pedestrian connection is also proposed from the emergency exit located on the east side of the building to the existing sidewalk along Sperry Avenue.

#### Lighting

The proposed lighting levels for the overall site are in compliance with §18.80 of the City of Patterson Municipal Code. The proposed photometric design includes an average of 2.12 footcandles in the front parking area and 2.88 footcandles in the rear parking area. At no point are the lighting levels outside of the allowable maximum lighting levels.

Careful consideration was taken during the design process of the photometric plan in order to mitigate any impact on adjacent properties and roadways. The proposed light fixture locations were organized in an effort to provide consistent, uniform lighting throughout the drive aisles and parking areas, while also preventing light pollution and ensuring the safety and security of Les Schwab customers and employees.

The proposed lighting fixtures are Cooper Lighting Galleon Series LED Area Luminaires and Cooper Lighting Crosstour Maxx series Wall Luminaires, full cut-off fixtures to match those provided in the adjacent proposed carwash development. These site light fixtures will atop a 24.0 ft. tall pole, to be mounted on a 2 ft. concrete base in order to promote a harmonious parking lot lighting style and design consistent with other existing and future sites within the development.

Architectural wall-mounted, full cut-off, energy efficient LED lighting is provided on the exterior of the Les Schwab building to afford safety and security.

#### Building Architecture

The use of quality building materials, varied textures and harmonious colors is intended to capture the theme of the overall development as well as to provide visual identity for the tire center. The approved Mahaffey Design Guidelines and approved architecture for the adjacent Super Shine carwash were used as reference for the exterior building elevation color scheme. City of Patterson Community Design Guidelines were also referenced to provide architectural consistency with surrounding area.

The building is constructed of concrete slab on grade, premium concrete block and metal framed walls, open web joist, and metal decking. Exterior finishes include glazed and ground faced masonry blocks, metal panel accents, , stucco in various colors, and storefront glazing. The high quality materials of durable masonry and metal exterior wall



surface treatments are consistent with the design intent of the Mahaffey Design Guidelines.

The south-facing store showroom is designed at pedestrian scale, featuring clear, insulated glass, with low-E coating appearing as light colored green. The showroom is designed to engage and invite the community and showcase Les Schwab's products. The body of the building provides a variety of textures with integrally colored combination of reds and neutral tones – “Fireweed,” “Hammered Pewter”, “Ghost Town” and “Rutherford” – which are all compatible with the approved and existing colors and hues intended to be found in Mahaffey Design Guidelines and approved architecture for the adjacent Super Shine carwash. It should be noted that the exact colors in the approved Mahaffey Design Guidelines have been discontinued, so the colors approved for Super Shine were incorporated.

Other architectural features include mechanical screening made of compatible materials and colors, a 3 foot-4 inch high concrete block wainscot around the base of the building, and wall articulation to give architectural variation and depth to the building. Furthermore, in utilizing a variety of differing materials, color and texture as a base field and accent, the exterior elevations successfully break up the large mass and wall areas.

### **Utilities**

Water service is provided through the City of Patterson municipal system through the use of connection to the existing 10-inch main on the north side of Sperry Avenue. A stub for a new fire hydrant will be provided as well as the domestic and fire suppression taps to service the building; reference the included Utility Plan, Sheet C3-0.

Sanitary sewer service is also provided through the City of Patterson municipal system and will be provided through the use of a new 6-inch sanitary sewer stub into the south side of the lot from the 12-inch main in Sperry Avenue.

All dry utility main lines that will be connected to are currently located along the south property line. Electric service is provided by the Turlock Irrigation District/TID Water & Power, gas service is provided by PG&E, and phone service is provided by Frontier Communication. The utility providers have all indicated that serving Les Schwab will not be an issue.

### **Drainage**

A private storm drainage system exists for the development and will be expanded by the developer through construction of a new retention basin to the north of the LSTC parcel. Site storm water will be captured through underground piping which will tie into the new basin. Water quality is provided onsite through proposed vegetated swales.

### **Anticipated Number of Employees**

Les Schwab anticipates between 15 and 20 employees for this store location. Up to 12-15 employees can be expected during peak store hours in order to provide adequate customer service.

### **Hours of Operation**

Les Schwab is open Mondays through Fridays from 8:00 AM until 6:00 PM, Saturdays from 8:00 AM until 5:00 PM, and is closed on Sundays.



**Sustainable Design**

As a result of the new prototype design, all Les Schwab stores are proud to identify their buildings as LEED Silver equivalent. This is accomplished through the buildings incorporation of day lighting, high performance glazing, and water-saving plumbing materials.

LES SCHWAB TIRE CENTER  
PATTERSON, CA

LOCATION MAP

