



*City of*  
**Los Banos**  
*At the Crossroads of California*

**Initial Study/ Negative Declaration**

**OA Holdings No.1, LLC & MMCG DBR Los Banos LLC**

**New Commercial Development**

**Tentative Parcel Map #2020-01, Site Plan Review #2016-06, & Conditional Use  
Permit #2020-01**

**February 21, 2020**

**Lead Agency:**

City of Los Banos

Community and Economic Development Department

Contact: Rudy Luquin, Associate Planner

City Hall 520 J St.

Los Banos, CA 93635

(209) 827-2432

[www.losbanos.org](http://www.losbanos.org)

## **Purpose**

The California Environmental Quality Act (CEQA) requires that public agencies document and consider the potential environmental effects of any agency actions that meet CEQA's definition of a "Project". Briefly summarized, a "Project" is an action that has the potential to result in direct or indirect physical changes in the environment. A Project includes the agency's direct activities as well as activities that involve public agency approvals or funding. Guidelines for an agency's implementation of CEQA are found in the "CEQA Guidelines" (Title 14, Chapter 3 of the California Code of Regulations).

Provided that a Project is not found to be exempt from CEQA, the first step in the agency's evaluation of the potential environmental effects of the Project is the preparation of an Initial Study. The purpose of an Initial Study is to determine whether the Project would involve "significant" environmental effects as defined by CEQA and to describe feasible mitigation measures that would be necessary to avoid the significant effects or reduce them to a less than significant level. In the event that the Initial Study does not identify significant effects, or identifies mitigation measures that would reduce all of the significant effects of the Project to a less than significant level, the agency may prepare a Negative Declaration. If this is not the case, the agency must prepare an Environmental Impact Report (EIR); the agency may also decide to proceed directly with the preparation of an EIR without preparation of an Initial Study.

The purpose of this Initial Study and Proposed Negative Declaration (IS/ND) is to identify the potential environmental impacts associated with the proposed OA Holdings No. 1, LLC Commercial Project located within the City of Los Banos, County of Merced.

Pursuant to Section 15367 of the CEQA Guidelines, the City is the Lead Agency in the preparation of this IS/ND, and any additional environmental documentation required for the Project. The City has responsibility for approval or denial of the Project application. The intended use of this document is to provide information to support conclusions regarding the potential environmental impacts of the Project. The IS/ND provides the basis for input from public agencies, organizations, and interested members of the public.

## **Project Location**

The Project site is located on a 1.22 acre interior lot in the approximate north east corner of the intersection of Mercey Springs Boulevard (Highway 165) and Pacheco Boulevard (Highway 152) within the City of Los Banos, County of Merced. The uses surrounding the site include:

East:     Retail/Commercial Restaurant



South: Public Facilities- Cal Trans Maintenance Station

West: Retail/Commercial Restaurants

North: Low Density Residential

### **Project Description**

The proposed project will consist of a Tentative Parcel Map dividing a 1.22 acres parcel into two (2) parcels; Parcel A totaling 0.69 acres and Parcel B totaling 0.53 acres; the development of two (2) commercial retail structures, Building A, a 2,500 commercial structure to serve as a quick serve restaurant with a drive through window located on Parcel A and Building B, an 800 square foot structure to serve as a quick serve restaurant with a drive through window to be located on Parcel B. The new development will also include a parking lot, landscaping, exterior lighting, and utility improvements to be consistent with the City of Los Banos City Standards. The project will also consist of a Conditional Use Permit for the allowance of the on-sale and on-site consumption of alcohol through a Type 41 Beer and Wine ABC license in conjunction with a bona-fide eating establishment. Also, the requested Conditional Use Permit will allow for a proposed freestanding sign to be twenty-five (25') feet tall which exceeds the twenty (20') foot permitted height criteria. The project site will be accessible through existing driveway approach located on Pacheco Boulevard.

A copy of the proposed project's expansion plans are included as part of this Initial Study as Exhibit A.

There is an existing water service and sanitary connection on the property in which service will be provided by the City of Los Banos. A second connection will be required to accommodate the two (2) commercial structures. The site also has potential to connect to the City of Los Banos Stormwater System. There are also existing connections to dry utilities (i.e. gas and electric) provided by Pacific Gas and Electric.

The existing site is vacant land. There was a commercial structure formally at the project site and was demolished in June 2015. The area directly around then project site consists of existing commercial restaurant businesses precisely to the east and west and a Low Density Residential neighborhood directly to the north the project site.

### **Environmental Determination:**

The Lead Agency has prepared an Initial Study, following, which considers the potential environmental effects of the proposed project. The Initial Study shows that there is no substantial evidence, in light of the whole record before the Lead Agency, that the project may have a potentially significant effect on the environment.

Therefore, the Lead Agency proposed to adopt a Negative Declaration for the project, in accordance with the provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

A handwritten signature in blue ink, appearing to read 'R. Luquin', is written over a horizontal line.

Rudy Luquin, Associate Planner

A handwritten date '2/21/2020' in blue ink is written over a horizontal line.

Date

**City of Los Banos  
520 J Street  
Los Banos, CA 93635  
(209) 827-7000**

**Environmental Checklist Form**

**Project Title**

Tentative Parcel Map #2020-01, Site Plan Review #2016-06, & Conditional Use Permit #2020-01

**Lead Agency Name and Address**

City of Los Banos  
520 J Street  
Los Banos, CA 93635

**Contact Person and Phone Number**

Rudy Luquin, Associate Planner  
Phone: (209) 827-2432

[rudy.luquin@losbanos.org](mailto:rudy.luquin@losbanos.org)

**Project Sponsor's Name and Address**

OA Holdings No. 1, LLC  
10 Harris Court, Suite B-1  
Monterey, CA 93940

MMCG DBR Los Banos, LLC  
5750 Genesis Court, Suite 103  
Frisco, TX 75034

**Project Location and Setting**

The Project site is located on a 1.22 acre interior lot in the approximate north east corner of the intersection of Mercey Springs Boulevard (Highway 165) and Pacheco Boulevard (Highway 152) within the City of Los Banos, County of Merced. The uses surrounding the site include:

East: Retail/Commercial Restaurant

South: Public Facilities- Cal Trans Maintenance Station

West: Retail/Commercial Restaurants

North: Low Density Residential

Figure 1- Location Map, provides an illustration of the proposed project's regional location.

## Figure 2 – Vicinity Map

The proposed project site has been previously utilized for a commercial retail business. In June of 2015 the commercial structure was demolished by the property and maintained vacant ever since. Urban development (primarily commercial development) has occurred on the east, west, and south areas of the project site, along with associated street and utility improvements. Directly, to the south of the project site there is a legal non-conforming public facility use utilized by the State of California, Department of Transportation (Cal- Trans). The topography of the site is relatively flat. There is minor vegetation located throughout the previously developed project site. This vegetation will be removed as part of the development of the proposed project.

### **General Plan and Zoning Designations**

General Plan: Commercial

Zoning: Highway Commercial

### **Project Description**

The proposed project will consist of a Tentative Parcel Map dividing a 1.22 acres parcel into two (2) parcels; Parcel A totaling 0.69 acres and Parcel B totaling 0.53 acres; the development of two (2) commercial retail structures; Building A, a 2,500 commercial structure to serve as a quick serve restaurant with a drive through window to be located on Parcel A and Building B, an 800 square foot structure to serve as a quick serve restaurant with a drive through window to be located on Parcel B. The new development will also include a parking lot, landscaping, exterior lighting, and utility improvements to be consistent with the City of Los Banos City Standards. The project will also consist of a Conditional Use Permit for the allowance of the on-sale and on-site consumption of alcohol through a Type 41 Beer and Wine ABC license in conjunction with a bona-fide eating establishment. Also, the requested Conditional Use Permit will allow for a proposed freestanding sign to be twenty-five (25') feet tall which exceeds the twenty (20') foot permitted height criteria. The project site will be accessible through existing driveway approach located on Pacheco Boulevard.

A copy of the proposed project's expansion plans are included as part of this Initial Study as Exhibit A.

There is an existing water and sanitary connection in which service will be provided by the City of Los Banos. The site also has potential to connect to the City of Los Banos Stormwater System. There are existing dry utilities (i.e. gas and electric) that will be provided by Pacific Gas and Electric.

The existing site is vacant land. There was a commercial structure formally at the project site and was demolished in June 2015. The area directly around then project site consists of existing commercial restaurant businesses precisely to the east and west and a Low Density Residential neighborhood directly to the north of the lot.





**Figure 1 – Location Map**

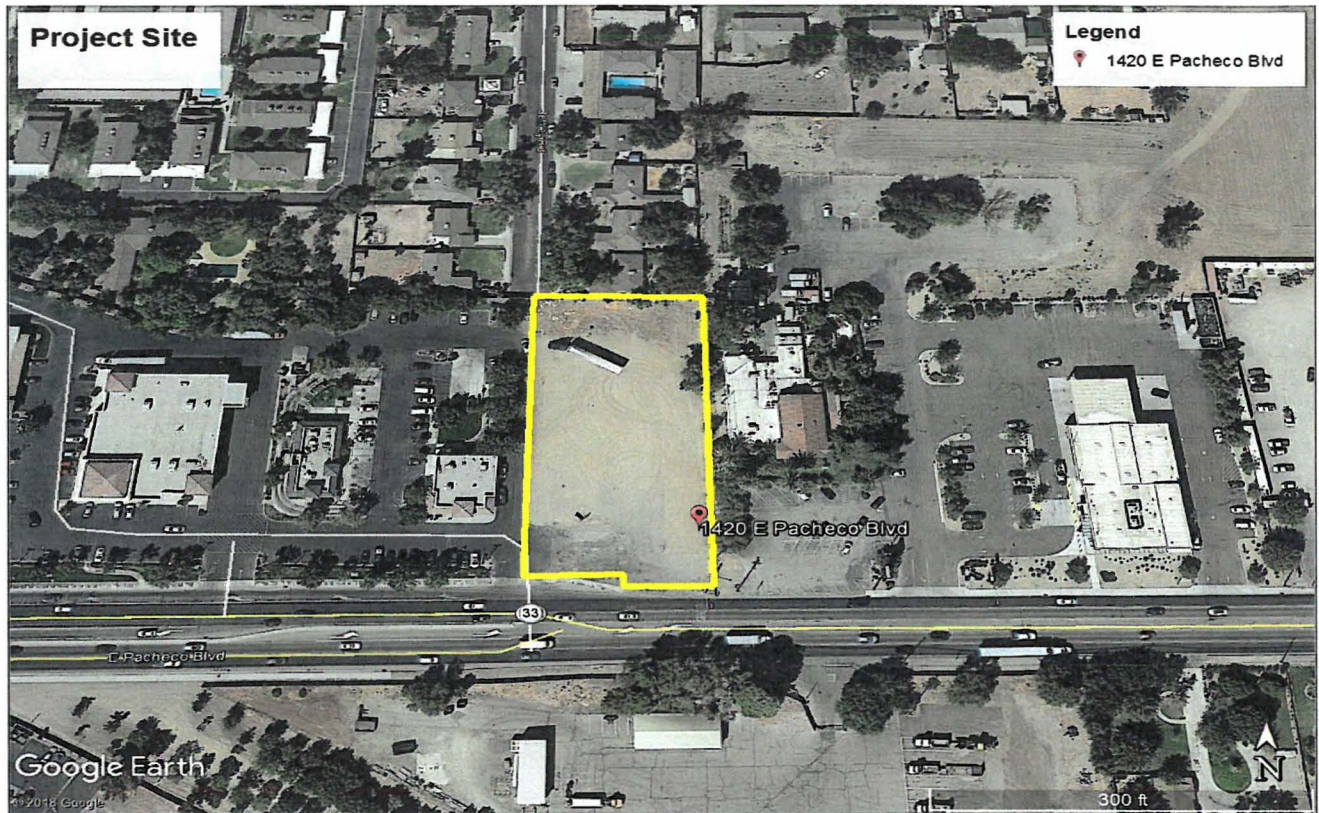


Figure 2 – Vicinity Map



**SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** (Boxes are checked below if the proposed project has the potential to cause significant impacts. If none then "No Significant Impacts" may be checked)

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

**DETERMINATION: (To be completed by the Lead Agency)**

On the basis of this initial evaluation:


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

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 revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

I find that the proposed 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 "potentially significant impact" or "potentially significant unless mitigated" impact 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. 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 significant effect on the environment, because all potentially significant effect (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standard, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
\_\_\_\_\_  
Rudy Luquin  
Associate Planner

2/21/2020  
\_\_\_\_\_  
Date

## **EVALUATION OF ENVIRONMENTAL IMPACTS:**

### **Notes:**

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources cited in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site, as well as on-site, cumulative, as well as project-level, indirect, as well as direct, and construction, as well as operational impacts.
3. Once a determination has been made that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With 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 Section XVII, "Earlier Analyses," may be cross-referenced).
5. 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. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impact Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the checklist references. Reference to a previously prepared or outside document, where appropriate, includes a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list is attached, and other sources used or individuals contacted are cited in the discussion.
8. This initial study format is the format suggested in the 2017 CEQA Guidelines.
9. The explanation of each issue identifies:
  - a. the significance criteria or threshold, if any, used to evaluate each question; and
  - b. the mitigation measure identified, if any, to reduce the impact to less than significant



**ENVIRONMENTAL REVIEW CHECKLIST:** (A brief answer to all questions is provided)

	Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------------	---	------------------------------------	--------------

**Categories and Issues:**

I. **Aesthetics. Would the proposal:**

a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

**Comments:** According to the City of Los Banos 2030 General Plan and Environmental Impact Report (EIR), the proposed project area is not considered a scenic vista. Therefore, the proposed project will have a less than significant impact.

b. Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

**Comments:** The proposed project is located on a State designated highway Highway 152 (Pacheco Boulevard) and near Highway 165 (Mercey Springs Road). Based on a review of the California Department of Transportation website (<https://dot.ca.gov/-/media/dot-media/programs/design/documents/od-county-scenic-hwys-2015-a11y.pdf>), the nearest State designated scenic highway is Interstate 5, between the SR 152 and north to the San Joaquin County line. The proposed project is not located on or adjacent to the designated scenic highway area of Interstate 5 ranging Highway 152 until the San Joaquin County Line, and therefore will have no impact to a State scenic highway.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

**Comments:** The proposed project is located on an a 1.22 acre previously developed interior lot within the approximate north east corner of the Mercey Springs Road (HWY 165) and Pacheco Boulevard (HWY 152) and within the City of Los Banos and is currently surrounded by urban development on all four sides. The existing visual character of the proposed project and its surroundings consists of commercial and some residential development. The development of the proposed retail/ commercial development in this area would enhance the existing visual character of the project site, given that it would be located adjacent to existing commercial/ retail development within the City limits, it would be considered contextually consistent with surrounding land uses.

d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

**Comments:** Development of the proposed project will include the installation of parking lot lighting and lighting associated with commercial development. As such, the proposed project will result in a new source of light. However, any proposed lighting installed will be installed in accordance with the City of Los Banos standards and specifications. In addition, the project site is surrounded by existing development on four sides and associated lighting (i.e. street lighting, parking lot lighting, illuminated signs, etc.). Therefore, the proposed project will have no impact to lighting and glare.

Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
--------------------------------------	---	------------------------------------	--------------

## Categories and Issues:

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

a. Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring program of the California Resource Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

**Comments:** According to the State of California Department of Conservation Farmland Mapping and Monitoring Program, the proposed project is located on land classified as "Urban and Built-Up Land" and is not located on soils classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the proposed project will have no impact.

b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

**Comments:** The proposed project is currently zoned Highway Commercial (H-C). The project site was evaluated by the City of Los Banos 2030 General Plan/EIR and identified as being "Urban and Built-Up Land", and therefore, is not considered to be agricultural or forest land. In addition, a Williamson Act Contract does not exist for the project site. Therefore, the proposed project will have no impact.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

**Comments:** Please refer to comment II.b.

d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

**Comments:** The proposed project is located on existing fallow land, and is bounded by existing commercial structures and uses to the north, east, and west and low density residential structures and uses immediately to the south. Thus, the project site is not located on lands considered to be forest land or designated conversion of forest land to non-forest uses. Therefore, the proposed project will have no impact.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

**Comments:** As noted above, the proposed project is located on land that was not in production for agricultural crops. The project site is bounded by existing retail/commercial land uses to the north, east, and west, residential uses to the north, and a public facility use directly to the south. The project area is designated and zoned for urban development by the City of Los Banos 2030 General Plan and Zoning Ordinance. Therefore, the proposed project will have no impact.

	Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Categories and Issues:</b>				
III. <b>Air Quality</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursor)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**BACKGROUND DISCUSSION:**

The proposed project is located in west Merced County, which is a portion of the San Joaquin Valley Air Basin (SJVAB). Air quality management under the federal and state Clean Air Acts is the responsibility of the San Joaquin Valley Air Pollution Control District (SJVAPCD).

The Federal and State governments have adopted ambient air quality standards (AAQS) for the primary air pollutants of concern, known as "criteria" air pollutants. Air quality is managed by the SJVAPCD to attain these standards. Primary standards are established to protect the public health; secondary standards are established to protect the public welfare. The attainment status of the SJVAB for Merced County with respect to the applicable AAQS are shown in the following table.

The SJVAB is considered non-attainment for ozone and particulate matter (PM10 and PM2.5), because the AAQS for the pollutants are sometimes exceeded. The SJVAB is Attainment/Unclassified for carbon monoxide, but select areas, not including the City of Los Banos, are required to abide by adopted carbon monoxide maintenance plans.

The California Air Resources Board (CARB) through the Air Toxics Program is responsible for the identification and control of exposure to air toxics, and notification of people that are subject to significant air toxic exposure. A principal air toxic is diesel particulate matter, which is a component of diesel engine exhaust.

The SJVAPCD has adopted regulations establishing control over air pollutant emissions associated with land development and related activities. These regulations include:

Regulation VIII (Fugitive Dust Rules)  
Rule 4101 (Visible Emissions)  
Rule 9510 (Indirect Source Review)

**SAN JOAQUIN VALLEY FEDERAL AND STATE  
AAQS ATTAINMENT STATUS**

Pollutant	Designation / Classification Federal Standards <sup>a</sup>	State Standards <sup>b</sup>
Ozone, 1-hour	No federal standard <sup>f</sup>	Nonattainment / Severe
Ozone, 8-hour	Nonattainment / Extreme <sup>e</sup>	Nonattainment
PM10	Attainment <sup>c</sup>	Nonattainment
PM2.5	Nonattainment <sup>d</sup>	Nonattainment
Carbon Monoxide	Attainment / Unclassified	Attainment / Unclassified
Nitrogen Dioxide	Attainment / Unclassified	Attainment
Sulfur Dioxide	Attainment / Unclassified	Attainment
Lead (particulate)	No designation	Attainment
Hydrogen Sulfide	No federal standard	Unclassified

Sulfates	No federal standard	Attainment
Visibility-Reducing Particles	No federal standard	Unclassified
Vinyl Chloride	No federal standard	Attainment

<sup>a</sup>See 40 CFR Part 81

<sup>b</sup>See CCR Title 17 Sections 60200-60210

<sup>c</sup>On September 25, 2008, EPA redesignated the San Joaquin Valley to Attainment for the PM10 National AAQS and approved the PM10 Maintenance Plan

<sup>d</sup>The SJV is designated nonattainment for the 1997 PM2.5 NAAQS. EPA designated the SJV as nonattainment for the 2006 PM2.5 on November 13, 2009 (effective December 14, 2009).

<sup>e</sup>Though the SJV was initially classified as serious nonattainment for the 1997 8-hour ozone standard, EPA approved reclassification of the SJV to extreme nonattainment in the Federal Register on May, 2010 (effective June 4, 2010).

<sup>f</sup>Effective June 15, 2005, the EPA revoked the federal 1-hour ozone standard, including associated designations and classifications. EPA has previously classified the SJV as extreme nonattainment for this standard. EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan on March 8, 2010 (effective April 7, 2010). Many applicable requirements for extreme 1-hour ozone nonattainment areas continue to apply to the SJVAB.

---

The SJVAPCD has adopted a CEQA impact analysis guideline titled *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI). The GAMAQI is utilized in the following air quality impact analysis where applicable. The GAMAQI establishes impact significance thresholds for the non-attainment pollutant PM10 and precursors to the non-attainment pollutant ozone: reactive organic gases (ROG) and oxides of nitrogen (NOx).

ROG	10 tons/year
NOx	10 tons/year
PM10	15 tons/year

Projects that do not generate emissions in excess of these thresholds are considered to have less than significant air quality impacts. In accordance with Table 5-3(C) of GAMAQI, the proposed project is considered a Small Project Analysis Level (SPAL), as it contains less than 11,000 square foot new development. Because the proposed project qualifies as SPAL, GAMAQI notes that it has no possibility of exceeding emission thresholds.

Project construction will be subject to SJVAPCD rules related to control of construction emissions, including the various rules comprising Regulation VIII. The application of these rules to the project will further limit the potential air quality effects of the project.

The project will generate minimal amounts of new on-road traffic and associated ROG, NOx and PM emissions during project operation. Operation of the project site will not generate any substantial air emissions. As shown in the table below, potential emissions from project operation will be incidental and will not approach the GAMAQI significance thresholds.

Potentially significant emissions related to the construction and operation of land development projects are subject to regulation under SJVAPCD Rule 9510 Indirect Sources. Development associated with the proposed project will exceed the thresholds triggering the requirements of Rule 9510. Therefore, the project proponent will be required to comply with Rule 9510 and conduct an Indirect Source Review (ISR) process with the SJVAPCD.

#### COMMENTS:

- a) The proposed project will not involve any conflict with, or potential to obstruct, implementation of, applicable Air Quality Attainment Plans. As discussed above, project related air emissions will be minor and below the threshold identified in GAMAQI. Therefore, the proposed project will have a less than significant impact.
- b) Proposed project construction emissions will be minor and short-term, and will not contribute to or cause violation to any air quality standards. The proposed project will not involve any substantial operational emissions. Therefore, the proposed project will have a less than significant impact.
- c) The proposed project will result in minor ROG, NOx, and particulate matter emissions during project construction, which will contribute to existing non-attainment status of the SJVAB for ozone and particulate matter. However, in accordance with GAMAQI, these emissions are considered to be below the threshold and therefore be less than significant. The proposed project will be required to comply with Rule 9510, and conduct an ISR process with the SJVAPCD. The ISR process will determine the proposed project's actual



emission and subsequently, allow for mitigation under Rule 9510. Therefore, the proposed project will have a less than significant impact.

- d) Sensitive receptors are defined as facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors.

The proposed project is located in the vicinity of various retail commercial uses, and is surrounded on three sides by existing retail commercial development. However, because the proposed project is considered a Small Project Analysis Level (SPAL) under GAMAQI, the proposed project has no possibility of exceeding the emission thresholds and therefore, will have a less than significant impact.

- e) The proposed project does not involve any features that will generate odors. Therefore, the proposed project will have a less than significant impact.

Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
--------------------------------------	---	------------------------------------	--------------

#### Categories and Issues:

#### IV. Biological Resources Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Comments:** As noted previously, the proposed project is located on previously disturbed vacant land and is surrounded by urban development on the north, south, east, and west sides. However, based on a review of the City's 2030 General Plan EIR, and most notably, Figure 3.8-1, the proposed project is located within an area designated as Urban and is not known to be occupied by any special status species and/ or habitats. Thus, a biological assessment of the site is not warranted by staff as there is no impact.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Comments:** Based on the Los Banos 2030 General Plan and EIR, the proposed project is not located within an area known to contain riparian habitat. Most, if not all, of the riparian habitat located within the City is located along Los Banos Creek. The proposed project is not located within, or adjacent to Los Banos Creek. Therefore, the proposed project will have a no impact.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Comments:** Based on the Los Banos 2030 General Plan and EIR, there are no identified wetlands within the project site. Therefore, the proposed project will have no impact.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Comments:** The project site is surrounded by existing development on the north, south, east and west sides. New development created as a result of the proposed project would have no impacts to wildlife corridors as surrounding urban development already exist. Therefore, the proposed project will have no impact.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Comments:** Development of the proposed project will not require the removal of any trees. Therefore, the proposed project will have no impact.

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

**Comments:** The City of Los Banos, including the proposed project, is not located within an adopted Habitat Conservation Plan or Natural Community Plan. Therefore, the proposed project will have no impact.

Categories and Issues:	Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
------------------------	--------------------------------------	--	------------------------------------	-----------

V. **Cultural Resources** Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Cause a substantial adverse change in the significance of a historical resource as defined in section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** The proposed project site is presently vacant; previously the project site had a small commercial structure. Based on a review of the Los Banos 2030 General Plan EIR, there are thirteen (13) historic resource sites within the City's Planning Area, primarily in the downtown area. The nationally registered historic Canal Farm Inn is one of these sites specified as a historic resource and is located directly to the east of the proposed project site. As such, there are no historic resources or sites as defined by Section 15064.5 of the Government Code within the actual proposed project site. Therefore, the proposed project will have a less than significant impact.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** Based on a review of the Los Banos 2030 General Plan and EIR, the Los Banos Creek area has been identified as a highly sensitive area for potential archaeological sites. The proposed project is not located within the Los Banos Creek area, and therefore, potential impacts to archaeological resources are considered to be minimal. The project site has been previously disturbed as a commercial structure used to be located on the project site and was demolished in June 2015. It would be unlikely that unknown cultural resources would be found on-site during grading and excavation associated with construction and installation of utilities for the new development. Therefore, the proposed project will have a less than significant impact.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** The Los Banos 2030 General Plan and EIR do not identify any unique paleontological resources or sites or unique geologic features within the proposed project area. As noted in the 2030 General Plan, paleontological resources have been typically identified within the Los Banos Creek area. Therefore, the proposed project will have a less than significant impact.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** It is not anticipated that the proposed project will disturb any human remains. However, through development and construction of the proposed project, human remains may be identified, particularly during activities requiring ground disturbance (i.e. grading, trench digging, etc.). Disturbance of any archaeological or cultural resource during construction of the proposed project would be a significant environmental impact. If archaeological resources are found during construction, the project proponent will be required to comply with Los Banos General Plan implementation policy POSR-I-37, which requires pre-construction field surveys (where appropriate) and monitoring during any ground disturbance for all development. Implementation of this General Plan policy would reduce the potential impact to a less than significant level.

Categories and Issues:	Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
VI. <b><u>Geology and Soils</u></b> Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Comments:** There are no known earthquake faults that are passing through the project site. The effects of seismic activity were addressed in the Los Banos General Plan EIR and found to be potentially significant. Implementation of General Plan policies S-I-8 mitigates this potentially significant impact to a less than significant level. Policy S-I-8 requires all new buildings be built according to the seismic requirements of the Uniform Building Code. Therefore, these potential impacts are considered less than significant. No further environmental review is necessary.

b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

**Comments:** Development of the proposed project will include grading of the site to allow for the installation of the commercial building pads. Thus, said grading would result in the loss of topsoil. However, through the preparation of Improvement Plans, the proposed project will be required to obtain a Grading Permit from the City of Los Banos. The Grading Permit process will ensure the proposed project is graded in accordance with the City of Los Banos Standards and Specifications. Therefore, the proposed project will have a less than significant impact.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

**Comments:** According to the United States Department of Agriculture (USDA) <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx> the soils in the area are of the project site are primarily Woo-Urban land complex on flat or nearly flat ground that may be subject to vertical displacement under seismic or static conditions. Such movement could include settlement, compaction, or liquefaction. Future development on the project site (e.g. commercial pads and parking lot) would implement standard engineering and seismic safety design techniques in conformance with the recommendation of a project specific design level geotechnical investigation as a standard condition of development would reduce potential impacts to less than significant.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

**Comments:** As noted above, the soils within the project area are generally Woo-Urban land complex. The soil is well drained, but has moderate expansion potential. Future development on the project site would be required to follow the recommendations of a project-specific design-level geotechnical investigation as a standard condition of development. Development within the City of Los Banos would require review and approval by the Los Banos Building Department and the City Engineer. Given that the proposed

project would be required to conform to the recommendations of the geotechnical report and the requirements of the City of Los Banos, the potential risks associated with expansive soils would be reduced to less than significant levels.

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water? ☐ ☐ ☐ ☒

**Comments:** The project will be served by City of Los Banos sanitary sewer system. The uses of septic tanks or alternative water systems are not part of the proposed project. Therefore, the proposed project will have no impact.



Categories and Issues:	Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
VII. <b><u>Greenhouse Gas Emissions</u></b> Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

***Background Discussion:***

Human-generated emissions greenhouse gases (GHGs) are understood to be an important cause of global climate change, which is a subject of increasing scientific, public concern, and government action. Atmospheric concentrations of GHGs that trap heat in the earth's atmosphere and lead to a variety of effects, including increasing temperature, changes in patterns and intensity of weather and various secondary effects resulting from those changes, including potential effects on public health and safety.

California AB 32 identifies global climate change as a "serious threat to the economic well-being, public health, natural resources and the environment of California." As a result, global climate change is an issue that needs to be considered under CEQA.

GHGs include carbon dioxide (CO<sub>2</sub>), the most abundant GHG, as well as methane, nitrous oxide and other gases, each of which have GHG potential that is several times that of CO<sub>2</sub>. GHG emissions result from combustion of carbon-based fuels; major GHG sources in California include transportation (40.7%), electric power generation (20.5%), industrial (20.5%), agriculture and forestry (8.3%) and others (8.3%).

The State of California is actively engaged in developing and implementing strategies for reducing GHG emissions. State programs for GHG reduction include a regional cap-and-trade program, new industrial and emission control technologies, alternative energy generation technologies, advanced energy conservation in lighting, heating, cooling and ventilation, reduced-carbon fuels, hybrid and electric vehicles, and other methods of improving vehicle mileage reduction programs. Using these and other strategies, the State's Global Climate Change Scoping Plan, adopted in December 2008, proposes to achieve a 29% reduction in projected business-as-usual emission levels for 2020.

The City of Los Banos 2030 General Plan and EIR includes policies and mitigation measures that reduce the impact level that is less than significant. Policies POSR-I-46, 52, 53, and C-I-4 of the City's 2030 General Plan include measures, that upon implementation, helps reduce the amount of greenhouse gases generated per capita in the City. It is important to note that the proposed project is consistent with the City's 2030 General Plan.

The SJVAPCD adopted a Climate Change Action Plan in 2008, and issued guidance for development project compliance with the plan in 2009. The guidance adopted an approach that relies on the use of Best Performance Standards to reduce GHG emissions. Projects implementing Best Performance Standards would be determined to have a less than cumulatively significant impact. For projects not implementing Best Performance Standards, demonstration of a 29% reduction in GHG emissions from business-as-usual conditions is required to determine that a project would have a less than cumulatively significant impact.

**Comments:**

- VII-a) The proposed project would not generate any substantial greenhouse gas emissions beyond what has previously been identified in the City's 2030 General Plan and EIR. The proposed project is consistent with the 2030 General Plan, and will comply with the Policies noted in the discussion above.
- VII-b) The proposed project will not involve any known conflict with any adopted plan, policy, or regulation for reducing greenhouse gas emissions. The City of Los Banos also requires that all buildings conform to the energy conservation requirements of the California Administrative Code Title 24, as well as the California Green Building Standards (CALGreen) code, which includes requirements for energy and water conservation in new construction.

Categories and Issues:	Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
------------------------	--------------------------------------	---	------------------------------------	--------------

VIII. **Hazards and Hazardous Material** Would the project:

- |    |  |                          |                          |                          |                                     |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. | Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Comments:** The project site was previously developed and used for retail/commercial purposes and the proposed project and the development of the project will not involve the transport, use, or disposal of hazardous materials. The proposed development will not transport, use, or dispose of hazardous materials; therefore, the proposed project will have a no impact.

- |    |  |                          |                          |                          |                                     |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. | Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Comments:** It is not anticipated that through the development of the proposed project, foreseeable upset and accident conditions will occur. Development of the proposed project will comply with all Federal, State, and local policies and regulations related to the construction of the proposed project. Therefore, the proposed project will have no impact.

- |    |  |                          |                          |                          |                                     |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. | Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Comments:** The proposed project is located approximately 1,926 feet (0.3647 miles) of Los Banos Junior High School, 1750 San Luis Street, which is west of the project site. However, as noted above in VIII-a, the proposed development will not involve the emission or handling of hazardous materials, and all Federal, State, and local policies and regulations related to hazardous materials shall be complied with. Therefore, the proposed project will have no impact.

- |    |  |                          |                          |                          |                                     |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. | Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Comments:** Appendix A of the Los Banos 2030 General Plan provides a list of hazardous sites within the City of Los Banos. Based on a review of Appendix A, the proposed project is not located on a site identified as hazardous. Therefore, the proposed project will have no impact.

- |    |   |                          |                          |                          |                                     |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Comments:** The Los Banos Municipal Airport is located within the City of Los Banos and is a general aviation facility with a single paved runway 3,800 feet in length. According to the Merced County Airport Land Use Compatibility Plan, adopted June 21, 2012, the proposed project is not located within the airport's "Airport Influence Area". Therefore, the proposed project will have no impact.

- |    |  |                          |                          |                          |                                     |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f. | For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Comments:** The project site is not located within the vicinity of a private airstrip. Therefore, the proposed project will have no impact.

- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ☐ ☐ ☐ ☒

**Comments:** The Los Banos Fire Department has reviewed the proposed project, and provided feedback to ensure the proposed project complies and/or interferes with any emergency response plan or emergency evacuation plan. To ensure this compliance and non-interference, the projects proponents will be required to submit for approval to the Los Banos Fire Department the proposed project's Improvement Plans. Therefore, the proposed project will have no impact.

- h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? ☐ ☐ ☐ ☒

**Comments:** The proposed project is located within an urban area and within the City of Los Banos, and is surrounded by existing development on the north, south, east, and west sides. As such, no wildlands exist within or adjacent to the proposed project. Therefore, the proposed project will have no impact.

Categories and Issues:	Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
------------------------	--------------------------------------	---	------------------------------------	--------------

IX. **Hydrology and Water Quality** Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** The proposed project will not violate any Federal, State, or local water quality standards or waste discharge requirements. Prior to the approval of the project, the Applicant will be required to obtain approval from the City of Los Banos for the project's Improvement Plans. These Improvement Plans include the design of infrastructure (i.e. water, sanitary sewer, storm drainage) required for the proposed project. Review and approval by City staff will ensure the proposed project complies with any applicable water quality standards and waste discharge requirements. Therefore, the proposed project will have a less than significant impact.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Substantially deplete groundwater supplies or interfere substantially with ground water recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** The proposed project site has an existing domestic water infrastructure connection from the previous commercial structure and an additional connection may be required for the separate structures which shall be served by the City of Los Banos domestic water system. According to Section 8.2 of the Los Banos 2030 General Plan, "the 2008 Urban Water Management Plan estimates that this supply is sufficient to meet City needs through 2030." Therefore, it is anticipated that the City has sufficient supply to meet the demands of the proposed project. As such, the proposed project will have a less than significant impact.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** The proposed project will alter the existing drainage pattern of the site by way of construction and converting the site from raw ground to urban development. However, the proposed project, and its storm water drainage will be designed to meet the standards and requirements of the Los Banos Standards and Specifications as a condition of approval. Compliance will be ensured through the proposed project's Improvement Plan process. Therefore, the proposed project will have a less than significant impact.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** The proposed project will contribute runoff water by the development of the two (2) commercial structures and associated improvements (i.e. parking lot, water, sanitary sewer, storm drainage, etc.). However, there is potential to connect to an existing stormwater system that connects to the City of Los Banos Stormwater System. Nonetheless, the connection design of the proposed project's storm water drainage will be designed to meet the standards and requirements of the City of Los Banos as a condition of approval. Therefore, the proposed project will have a less than significant impact.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** The proposed project will not degrade water quality within the vicinity of the project site. Therefore, the proposed project will have a less than significant impact.

- f. Otherwise substantially degrade water quality? ☐ ☐ ☒ ☐

**Comments:** Please refer to the comments and determination above, for IX-a.

- g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map? ☐ ☐ ☐ ☒

**Comments:** Based on a review of FEMA Flood Map No. 06047C0850G, dated December 2, 2008, which includes the proposed project site, the proposed project is not located within a 100-year flood plain. Therefore, the proposed project will have no impact.

- h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? ☐ ☐ ☐ ☒

**Comments:** Please refer to the comments and determination above, for IX-g.

- i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?? ☐ ☐ ☒ ☐

**Comments:** The proposed project is located within the Planning Area as it defined in the Los Banos 2030 General Plan. According to Section 7.2 of the Los Banos 2030 General Plan, *"three dams close to Los Banos have the potential of inundating portions or the whole of the Planning Area. Flood zone mapping by the U.S. Army Corps of Engineers indicates that all of the Planning Area is located within the San Luis Reservoir dam inundation area. Northern portions of the Planning Area are also located within the Los Banos Detention Reservoir and the Little Panoche Reservoir Dam inundation area."* All three dams are owned by the Bureau of Reclamation, and are inspected regularly for their structural integrity. In response to the potential of inundation by a result of dam failure, the City has adopted General Plan policies, which include coordination with the U.S. Army Corps of Engineers on potential flooding risks, and ensuring that City staff and Emergency Response Services are trained to respond to catastrophic dam failure. Therefore, the proposed project will have a less than significant impact.

- j. Inundation by seiche, tsunami, or mudflow? ☐ ☐ ☐ ☒

**Comments:** The City of Los Banos, including the proposed project, is located approximately sixty-six (66) miles east of the Pacific Ocean. Exposure of future residents within the proposed project to the risk of seiches, tsunami, or mudflows is minimal. Therefore, the proposed project will have no impact.

Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
--------------------------------------	---	------------------------------------	--------------

**Categories and Issues:**

X. **Land Use and Planning** Would the project:

a. Physically divide an established community?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**Comments:** The proposed project is located within the City of Los Banos, which is an urbanized City located along State Route 152 and State Route 165. Specifically, the proposed project is surrounded by existing commercial development on the west and east. Public Facilities use directly south of the project site and existing residential development to the north. Therefore, the proposed project would not physically divide the established community, and would have no impact.

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**Comments:** The proposed project is consistent with existing uses within the project vicinity and would not result in substantial land use conflicts with the surrounding commercial uses in the area. The proposed project is also consistent with the 2030 Los Banos General Plan and the Los Banos Municipal Code, Title 9, Chapter 3, Article 13, Highway Commercial Zoning District. Thus the proposed project will have no impact.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**Comments:** The proposed project is not located within an adopted Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, the proposed project will have no impact.



Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
--------------------------------------	---	------------------------------------	--------------

**Categories and Issues:**

**XI. Mineral Resources** Would the project:

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

**Comments XI-a,b:** Section 5.6 of the Los Banos 2030 General Plan, dated July 15, 2009, states, "According to the Department of Conservation: Mines and Geology, there are no known significant mineral resources located within the Planning Area. The Planning Area contains parts of San Luis Ranch alluvium and Modesto alluvium, known mineral occurrences of underdetermined mineral resources significance. According to the State Office of Mine Reclamation, sand and gravel is currently mined within portions of the Los Banos Creek Fan, located southwest of the Planning Area. Although further exploration of the Planning Area could result in the reclassification of specific localities, no mineral resources have been historically exploited or are being currently exploited commercially within the Planning Area."

The proposed project is located within the Planning Area as it is defined in the Los Banos 2030 General Plan, and is consistent with the land use designation prescribed by the General Plan. Therefore, as determined in the Los Banos 2030 General Plan, the proposed project will have no impact to mineral resources of Statewide or local importance.

Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
--------------------------------------	---	------------------------------------	--------------

**Categories and Issues:**

XII. **Noise** Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** Within the City of Los Banos, a primary source of noise is vehicle traffic. Under the City of Los Banos Municipal Code Section 9.3706 (f) noise source exemptions, noise sources associated with existing food processing, agricultural packing, or dairy or other industrial or commercial operations provided the noise levels generated by such operations do not exceed current levels. Any new construction or expansion of such operations shall not exceed the exterior noise level standard set forth in Section 9.32704 (ranging from 70 dBA to 90 dBA). The proposed project will increase the number of vehicle trips within the project area. However, based on a review of Figure 3.11-3 of the Los Banos 2030 General Plan EIR, the proposed project is not located within an area identified as exceeding the City's General Plan noise standard upon build-out of the City's "Planning Area." Therefore, the proposed project will not exceed the Los Banos General Plan noise standards, and will have a less than significant impact.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** Construction of the proposed project will expose the surrounding area to groundborne vibration and noise levels. However, that exposure will be temporary, and the project proponent will be required to comply with the Los Banos Noise Control Ordinance, Article 27. Therefore, the proposed project will have a less than significant impact.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** The Los Banos 2030 General Plan EIR states, "The future noise contours suggest that even at build-out there is virtually no land, other than directly on the roadways, being exposed to noise levels above 60 dB." Figure 3.11-3 of the 2030 General Plan EIR further illustrates areas within the City that would be exposed to noise levels above the City's standard. Development of the proposed project will increase noise levels in the project area. However, the proposed project is not located within an area anticipated to generate noise levels above the standard identified in the Los Banos 2030 General Plan. Therefore, the proposed project will have a less than significant impact.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** Please refer to XII-c for comments and determination.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Comments:** Figure 3-11.2 of the 2030 General Plan EIR illustrates the existing noise contours as it relates to the airport. The 55 dBA CNEL noise contour line for the airport is not near the project site, so noise levels from aircraft operations do not exceed standards. Therefore, the proposed project will have a no impact.

- f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? ☐ ☐ ☐ ☒

**Comments:** The project site is not located within the vicinity of a private airstrip. Therefore, no impacts would occur related to noise from a private airstrip.

Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
--------------------------------------	---	------------------------------------	--------------

**Categories and Issues:**

XIII **Population and Housing** Would the project:

- |    |  |                          |                          |                          |                                     |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. | Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Comments:** The proposed project will not induce any population growth as the project is commercial and will not generate an influx of job opportunities. Therefore, the proposed project will have no impact.

- |    |  |                          |                          |                          |                                     |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. | Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Comments:** The proposed project will not result in the displacement of existing housing which would necessitate the construction of replacement housing. Therefore, the proposed project will have no impact.

- |    |  |                          |                          |                          |                                     |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. | Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Comments:** The proposed project site consists of previously developed vacant commercial parcel and at build-out will not displace substantial number of existing housing. Therefore, the proposed project will have no impact.

Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
--------------------------------------	---	------------------------------------	--------------

**Categories and Issues:**

**XIV. Public Services**

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

1)	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2)	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3)	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4)	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5)	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Comments:** The proposed project consists of new commercial development on a previously developed parcel. The new commercial development will not impact public services such as fire protection, police protection, schools, and parks. The developer of the proposed expansion project will be required to pay the applicable Capital Facilities Fee at the time of the building permit issuance. The intent of the Capital Facilities Fee is to offset any potential impacts to public services and facilities. Therefore, the proposed project will have a less than significant impact.



Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
--------------------------------------	---	------------------------------------	--------------

**Categories and Issues:**

**XV. Recreation**

- |    |   |                          |                          |                                     |                          |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** The proposed project will not increase the use of existing park facilities in the City of Los Banos.

- |    |  |                          |                          |                                     |                          |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. | Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** The proposed project does not consist of the development of new recreational facilities, nor will it necessitate the construction or expansion of existing recreational facilities. As noted above, the developer of the proposed project will be required to pay the applicable Capital Facilities Fee at the time of the building permit issuance. The intent of the Capital Facilities Fee is to offset any potential impacts to public services and facilities, including parks and recreational facilities, as a result of new development. Therefore, the proposed project will have a less than significant impact.

Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
--------------------------------------	---	------------------------------------	--------------

# Categories and Issues:

XVI. | **Transportation / Traffic:** Would the project:

- a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

**Comments:** The City's 2030 General Plan Circulation Element provides the guiding policies and implementing actions associated with transportation in the City. Specifically, Implementing Action C-I-10 of the 2030 General Plan states, "Develop and manage the roadway system to obtain segments as LOS C and intersections at LOS D or better for two hour peak periods (AM and PM) on all major roadways and intersections in Los Banos."

Trip generation estimates were developed by using the fast-food Restaurant with a drive through window (Land Use Code 934) and Coffee Shop with a drive through window (Land Use Code 937) trip rates that are published in the Institute of Transportation Engineering (ITE), Trip Generation 10<sup>th</sup> Edition. Being that the project is highway commercial development a portion of the trips will be considered "pass by" trips and another portion of the trips will be considered as "primary". "Pass by" trips are existing trips in the adjacent traffic flow that would be attracted by the proposed Project. "Primary" trips are trips intended to go to the project site that would be added to the adjacent traffic flow. The Traffic Study stated that the project can potentially generate 1,831 average daily trips. The analysis suggests that 171 would be A.M. peak hour trips and 117 would be P.M. peak hour trips. The analysis states the total trip generation from the proposed project would be an average of the 915 daily trips. 86 A.M. peak hour trips and 59 P.M. peak hour trips would be "pass by" trips. The "primary" trips generated result to an average of 916 daily trips; 85 A.M. peak hour trips and 58 P.M. peak hour trips.

The impacts of developing the proposed project have been identified by superimposing project traffic with the existing traffic conditions. The intersections that were studied were Pacheco Blvd. / Mercey Springs Rd., Pacheco Blvd. / Miller Ln., Pacheco Blvd. / Shopping Center Driveway, and Mercey Springs Rd. / Shopping Center Driveway. During the A.M. peak hour trips Pacheco Blvd. / Mercey Springs Rd. intersection will have a level of service (LOS) C and a level of service (LOS) D during P.M. peak hours. The Pacheco Blvd. / Miller Ln. intersection will have a level of service (LOS) C during A.M. peak hour trips and level of service (LOS) B P.M. peak hour trips. The Pacheco Blvd. / Shopping Center Driveway and the Mercey Springs Rd. / Shopping Center Driveway will both operate at a level of service (LOS) A during A.M. and PM peak hours. The projected levels of service at all studied intersections will operate within the City of Los Banos minimum level of service (LOS D) or greater. Therefore, the project would result in a less than significant impact.

- b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

**Comments:** Please see the comment above in item XVI-a.

- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**Comments:** The proposed project will not result in the change of air patterns, most notably from the Los Banos Municipal Airport. Therefore, the proposed project will have no impact.

- d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**Comments:** The proposed project will be developed to be consistent with the City of Los Banos standards and specifications. The design features of the proposed project commercial uses are compatible with surrounding existing commercial uses and consistent with the 2030 Los Banos General Plan land use designation of Commercial and the Los Banos Municipal Code, Title 9, Chapter 3, Article 13, Highway Commercial Zoning District. As such, hazards due to a design feature are not anticipated to occur. Therefore, the proposed project will have no impact.

e. Result in inadequate emergency access? ☐ ☐ ☐ ☒

**Comments:** The proposed development site has four (4) existing access point shall remain. One access from Mercey Springs Road and the other three (3) access points from Pacheco Boulevard. The proposed project site will have more than sufficient and adequate emergency access. Therefore, the proposed project will have no impact.

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? ☐ ☐ ☐ ☒

**Comments:** The proposed project will develop on a previously developed vacant parcel within an existing Shopping Center. A component of the project will consist of frontage improvements in which all completed curb, gutter, and sidewalk improvements will be to City of Los Banos Standards and any improvements performed on Pacheco Blvd/ Highway 152 shall be done with an encroachment permit for California Department of Transportation and to the Cal-trans Standard. However, the proposed frontage improvements will not conflict any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities and also will not decrease the performance or safety of any of these programs or facilities. Public transit is not located near the project site, however the nearest public transit stop is roughly 2,715 feet away from the project site which is located at the frontage of the Food 4 Less store. There are existing sidewalks and pedestrian paths. Therefore, the proposed project will have no significant impact.

Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
--------------------------------------	---	------------------------------------	--------------

**Categories and Issues:**

**XVII. Tribal Cultural Resources**

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

**Comments:** Tribal cultural resources are generally defined by Public Resources Code 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. A Sacred Lands File Search, performed by the Native American Heritage Commission (NAHC) for the immediate project area did not indicate the presence of Native American cultural resources in the immediate project area. The project site was previously developed has been annually disked and is surrounded by existing developments. As such, the proposed project will have a less than significant impact.

2. A resource determined by the lead agency, in its discretion and supported by a substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

**Comments:** The project site is not known to contain any identified Native American tribal cultural resources and is not a known Native American sacred site. A Sacred Lands File Search, performed by the Native American Heritage Commission (NAHC) for the immediate project area failed to indicate the presence of Native American cultural resources in the immediate area. In addition, General Plan policies, as previously discussed, would ensure that the proposed project would not cause any substantial adverse changes in the significance of previously unknown tribal cultural resources. Given the results of the NAHC and compliance with the General Plan, impacts related to tribal cultural resources, in accordance with the criteria set forth in Public Resource Code Section 5024.1, would be considered less than significant.

Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
--------------------------------------	---	------------------------------------	--------------

**Categories and Issues:**

**XVIII. Utilities and Service Systems:** Would the project:

- |    |  |                          |                          |                                     |                          |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** The proposed project has an existing connection to the City's existing sanitary sewer system from a previous building at the site. The City has sufficient capacity to accommodate the proposed project and will not exceed any treatment requirements imposed by the Regional Water Quality Control Board. Therefore, the proposed project will have a less than significant impact.

- |    |   |                          |                          |                                     |                          |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. | Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** The proposed project has an existing connection to the City's existing water and sanitary sewer system from a previous building at the site and will require a second connection to accommodate the two (2) commercial structures. The proposed project will not be required to increase the size of existing water and sanitary sewer lines in order to serve the project. The City has sufficient capacity in its domestic water and sanitary sewer systems to accommodate development within the proposed project. Therefore, the proposed project will have a less than significant impact.

- |    |  |                          |                          |                                     |                          |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c. | Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** The proposed project will connect to the City's existing storm drainage system via connecting to an existing storm drain line located on the property to the west. The design and installation of the proposed project's storm water drainage will be designed to meet the standards and requirements for the Los Banos Public Works as a conditional of approval, and would not require the construction or expansion of new/existing facilities. Therefore, the proposed project will have a less than significant impact.

- |    |   |                          |                          |                                     |                          |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d. | Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** It has been determined that there is sufficient water supply capacity available to serve the proposed project. The proposed project does not require the construction of new or expansion of existing facilities.

- |    |  |                          |                          |                                     |                          |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e. | Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** It has been determined that there is sufficient waste water supply capacity available to serve the proposed project. The proposed project does not require the construction of new or expansion of existing facilities.

- |    |   |                          |                          |                                     |                          |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f. | Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** Solid waste in the City of Los Banos is managed by the Merced County Association of Governments. The majority of



the City's solid waste is taken to Billy Wright Landfill and additional waste is taken to Highway 59 Landfill. The City's 2030 General Plan EIR determined that there are sufficient options for expansion or relocation of services to meet the demand created by future growth in Los Banos. Therefore, the proposed project will have a less than significant impact.

- g. Comply with federal, state, and local statutes and regulations related to solid waste? ☐ ☐ ☒ ☐

**Comments:** The proposed project will comply with all Federal, State, and local statutes and regulations related to solid waste. Therefore, the proposed project will have a less than significant impact.

### MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant w/ 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Comments:** Finding (a) is checked as "no Impact" on the basis of the proposed project's potential impact on biological resources, as described in Category 4 of this Initial Study. Potential impacts were identified in this issue area but they were identified to be less than significant.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

**Comments:** As described in this Initial Study, the potential environmental effects of the proposed project will either be less than significant, or will have no impact at all. Where the proposed project involves potentially significant impacts, these impacts would have a less than significant impact with conditions incorporated.

The potential environmental impacts identified in this Initial Study have been considered in conjunction with each other as to their potential to generate other potentially significant impacts. The various potential environmental impacts of the proposed project will not combine to generate any potentially significant cumulative impacts.

The City of Los Banos 2030 General Plan and EIR comprehensively account for ongoing and foreseeable urban development within the City's "Planning Area" and the cumulative environmental impacts of planned development. Future urban development in Los Banos includes the provision of roads, utilities, schools, and recreational facilities needed to serve City residents and visitors as their demands for urban services increase over time.

The proposed project will contribute to planned urban development in the City of Los Banos, by developing two (2) new commercial structures and associated parking lot and improvements. The potential environmental impacts associated with the proposed project represent a portion of the environmental consequences of the planned growth and development permitted by the 2030 General Plan. The proposed project may involve a minor addition to the potential environmental impacts identified in the 2030 General Plan EIR, but the proposed project will not result in any substantial contribution to any of the significant cumulative impacts identified in the 2030 General Plan EIR.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

**Comments:** This Initial Study has considered the potential environmental impacts of the proposed project in the discrete issue areas outlined in the CEQA Environmental Checklist. During the environmental analysis, the potential for the proposed project to result in substantial impacts on human beings in these issue areas, as well as the potential for substantial impacts on human beings to occur outside of these issue areas, was considered, and no other such impacts were identified.

### REFERENCES

City of Los Banos 2030 General Plan  
City of Los Banos Zoning Ordinance  
CEQA

**All reference material may be reviewed at the City of Los Banos Community Development Department, 520 J Street, Los Banos, CA 93635.**

## **APPENDIX A**

**Tentative Parcel Map #2020-01, Site Plan Review #2016-06, &  
Conditional Use Permit #2020-01**

## LEGAL DESCRIPTION

### PARCEL ONE:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED LOS BANOS, COUNTY OF MERCED, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 13, TOWNSHIP 10 SOUTH, RANGE 10 EAST, M.D.B.&M., ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH BEARS NORTH 40.00 FEET AND NORTH 88 DEG. 34' EAST, 578.21 FEET FROM THE SOUTHWEST CORNER OF SECTION 13, TOWNSHIP 10 SOUTH, RANGE 10 EAST, M.D.B.&M.; THENCE NORTH 0 DEG. 48' 1/2' WEST 340.47 FEET; THENCE EAST 160.20 FEET; THENCE SOUTH 1 DEG. 07' 1/2' EAST 336.43 FEET; THENCE ALONG THE NORTH LINE OF STATE HIGHWAY, SOUTH 88 DEG. 34' WEST, 161.94 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION DESCRIBED IN THE GRANT DEED FROM EDWARD W. HOSTETLER AND MERRY BELLE HOSTETLER AS CO-TRUSTEES OF THE HOSTETLER LIVING TRUST DATED JANUARY 20, 1978 TO THE STATE OF CALIFORNIA, RECORDED JULY 5, 2001, IN BOOK 4218, PAGE 500, SERIES NO. 28152, OFFICIAL RECORDS.

### PARCEL TWO:

A NON-EXCLUSIVE EASEMENT FOR VEHICULAR INGRESS AND EGRESS, APPURTENANT TO PARCEL ONE HEREINAFORE DESCRIBED, AS SAID EASEMENT IS FURTHER DESCRIBED IN THAT CERTAIN INSTRUMENT ENTITLED "SHARED ACCESS AGREEMENT" EXECUTED BY EDWARD W. AND MERRY BELLE HOSTETLER AND LOS BANOS MARKETPLACE, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, RECORDED MARCH 1, 2001, IN BOOK 4137, PAGE 192, SERIES NO. 8022, OFFICIAL RECORDS AND RE-RECORDED OCTOBER 17, 2002, AS SERIES NO. 2002-051499, OFFICIAL RECORDS.

### PARCEL THREE:

A NON-EXCLUSIVE PERPETUAL EASEMENT FOR VEHICULAR PARKING AND PEDESTRIAN INGRESS AND EGRESS OVER AND ACROSS THAT PORTION OF SAID LAND DESCRIBED AS "AMABLE TRACT", IN THAT CERTAIN "PARKING EASEMENT AND RECIPROCAL ACCESS EASEMENT AGREEMENT" RECORDED SEPTEMBER 30, 2015 AS INSTRUMENT NO. 2015-034270, OF OFFICIAL RECORDS.

APN: 428-140-030

## FLOOD ZONE INFORMATION:

This property lies in Zone "X" unshaded as shown on Federal Emergency Management Agency (FEMA) Map of the City of Los Banos and Incorporated Areas, California, Map No. 06047C0850G.

Effective date: December 2, 2008

Flood Zone "X" or "Other Flood Areas" is described as areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

⑥ N 202972.489 CCS27  
E 190437.259 CCS27  
N 1843375.239 CCS83  
E 6463806.913 CCS83

THE SOUTHWEST CORNER OF SEC. 13 T10 S,  
R10 E, M.D.B.&M.

## BENCHMARK:

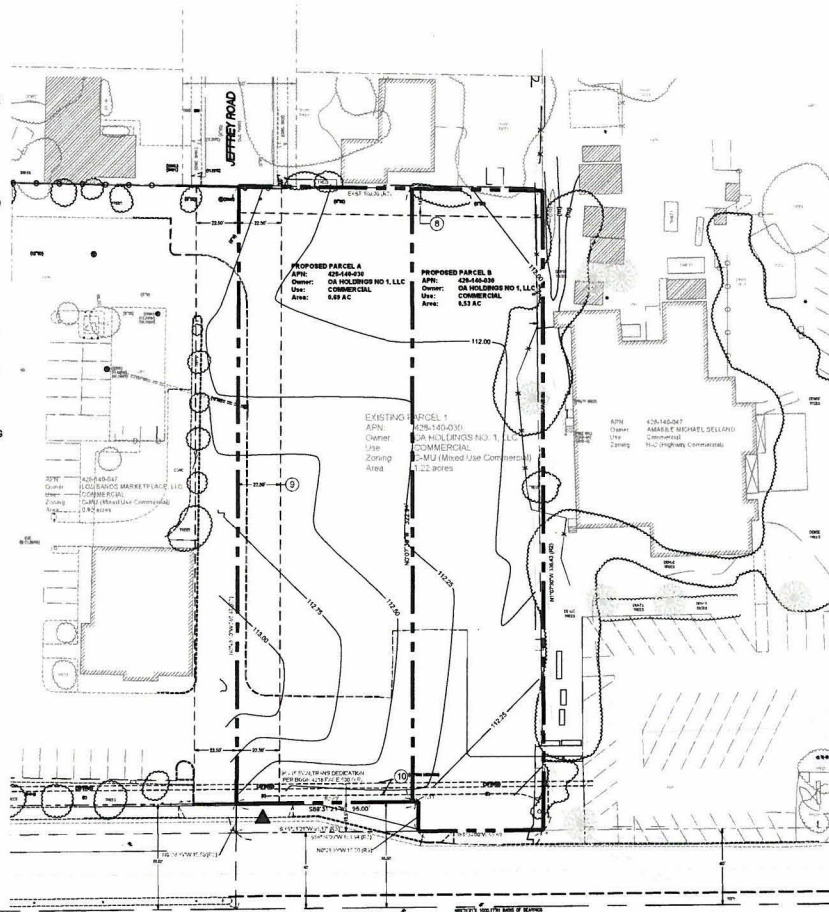
US COAST & GEODETIC SURVEY BRASS CAP CONCRETE MONUMENT ON THE SOUTH SIDE OF PACHECO BOULEVARD SR-152. SHOWN HEREON OBTAINED FROM PLANS FOR LOS BANOS MARKET PLACE.

ELEVATION = 112.56 NGVD 1929



0' 40' 80'  
SCALE 1" = 40'

# TENTATIVE PARCEL MAP NO. 2020-



⑥ STATE PLANE COORDINATE CONTROL FOR CITY ORDINANCE IS CALCULATED FROM CCS27 AS SHOWN BY 19 RS 22-29 UTILIZING CORPSCON CONVERSION PROGRAM TO CCS83 FOR SOUTHWEST CORNER SECTION 13 AND DIVISION OF HIGHWAYS MONUMENT.

## APPLICANT/SUBMITTER:

OA Holdings No. 1, LLC, a California limited liability company  
10 Harris Court, Suite B-1 Monterey, CA 93940

N 202995.173 CCS27  
E 190437.897 CCS27  
N 1843391.913 CCS83  
E 6465807.695 CCS83



## LARS ANDERSEN & ASSOCIATES, INC.

### CIVIL ENGINEERS - LAND SURVEYORS - PLANNERS

4694 WEST JACQUELYN AVENUE FRESNO CALIFORNIA 93722  
TEL: 559 276-2790 FAX: 559 276-0850 WWW.LARSANDERSEN.COM  
JOB NO. 19004.00 DATE: APRIL 5, 2019 SHEET 1 OF 1



## NOTES:

- There are no buildings on the property.
- The property is adjacent to the public right of way.
- The property abuts the following public street: Pacheco Boulevard
- The site address is formally known as 1420 Pacheco Boulevard, Los Banos, CA 93277
- Zoning: H-C (Highway Commercial)  
Existing Landuse: Vacant Land
- The City of Los Banos is the provider and source of sewerage and storm. All City Utilities will be installed per City Standard.
- The property privately maintains all onsite sewer, water, and storm drain lines.

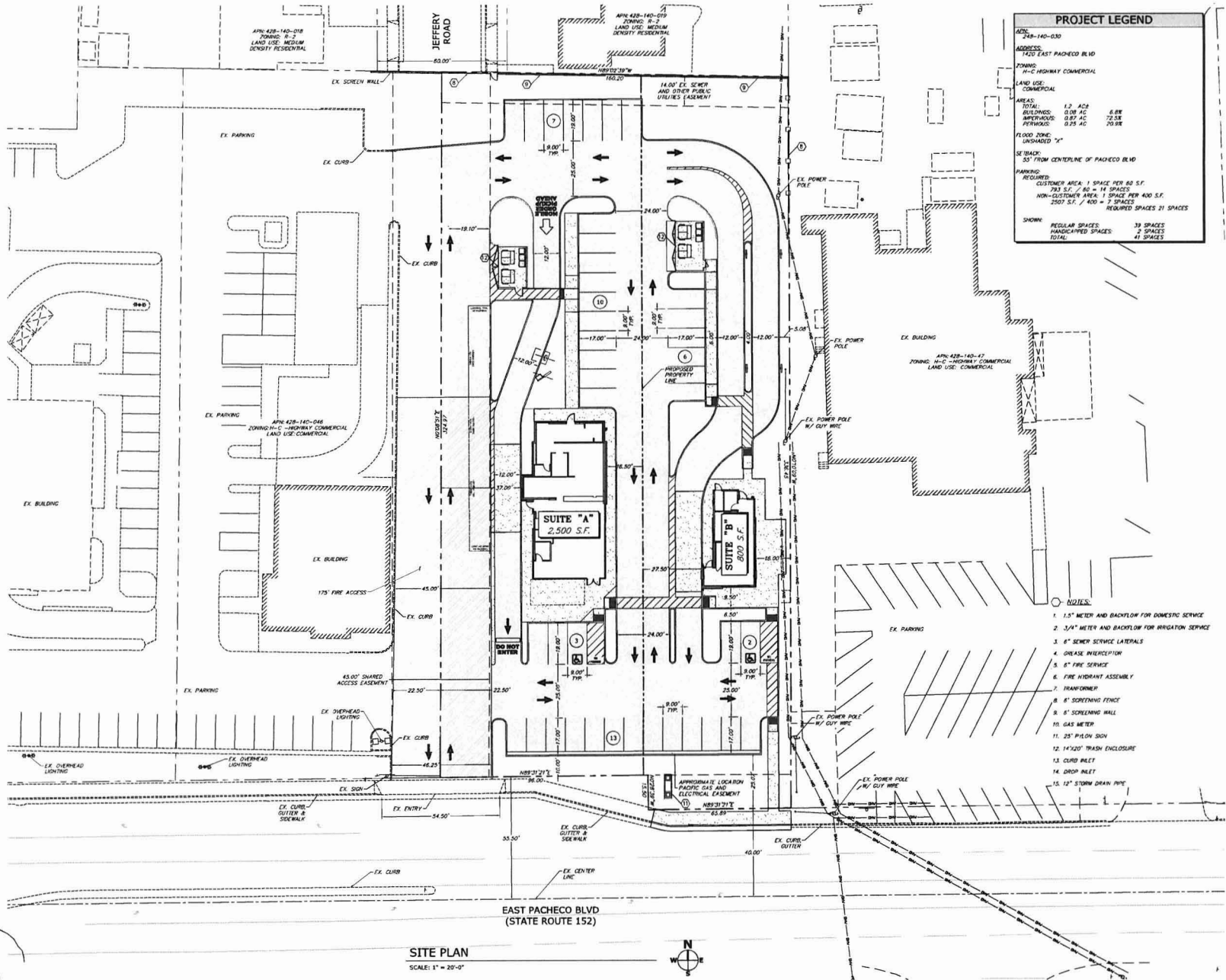
## LEGEND

- Limits of this subdivision
- - - Easement line
- ⑥ Schedule B Exceptions
- (JR1) Record data per Parcel Map No. 2001-06, Recorded in Vol.89, Page 32, Recorded in Official Records of Merced County.
- (JR2) Record data per Title Report Provided by Old Republic Title Company, Order No. 0724019546-HT, Dated September 13, 2019.
- (JR3) Record data per Grant Deed to the State of California recorded July 05, 2001 in Book 4218, Page 500, Series No. 28152 O.R.
- ▲ Conveyed to the State of California in Deed recorded July 05, 2001 in Book 4218, Page 500, Series No. 28152 O.R.

## SCHEDULE B EXCEPTIONS:

- ⑥ 7. A blanket easement for Roads and Public Utilities, granted to Miller and Lux Inc. Recorded on April 6, 1940 in Book 647 of Official Records, Page 3.
- 8. An easement for Sewer and Other Public Utilities, granted to the City of Los Banos. Recorded December 2, 1960 in book 1506 of Official Records, Page 317.
- 9. Shared Access Agreement, Recorded March 1, 2001 in Book 4137 of Official Records, Page, Serial No. 8022.
- 10. An easement for Utility Distribution, granted to PG&E Recorded October 3, 2001 in Book 4284 of Official Records, Page 46, Serial No. 44539.
- 11. A blanket easement for Vehicular and Pedestrian Ingress and Egress, granted to Esther Amanle, et. al. Recorded September 30, 2015 in Official Records, Serial No. 201-034270





PROJECT LEGEND	
APN: 428-140-030	
ADDRESS: 1420 EAST PACHECO BLVD	
ZONING: M-C MIDWAY COMMERCIAL	
LAND USE: COMMERCIAL	
AREAS:	
TOTAL: 1.2 AC	
BUILDINGS: 0.08 AC	0.88
IMPERVIOUS: 0.07 AC	72.3%
PERVIOUS: 0.25 AC	20.8%
FLOOD ZONE: UNDESIGNED "A"	
SE BACK: 55' FROM CENTERLINE OF PACHECO BLVD	
PARKING:	
REQUIRED:	
CUSTOMER AREA: 1 SPACE PER 60 S.F.	
750 S.F. / 60 = 12 SPACES	
NON-CUSTOMER AREA: 1 SPACE PER 400 S.F.	
2000 S.F. / 400 = 5 SPACES	
REQUIRED SPACES 17 SPACES	
SHOWN:	
REGULAR SPACES: 33 SPACES	
HANDICAPPED SPACES: 2 SPACES	
TOTAL: 35 SPACES	

- NOTES:
1. 1.5" METER AND BACKFLOW FOR DOMESTIC SERVICE
  2. 3/4" METER AND BACKFLOW FOR IRRIGATION SERVICE
  3. 6" SEWER SERVICE LATERALS
  4. GRISE INVEIGTION
  5. 6" FIRE SERVICE
  6. FIRE HYDRANT ASSEMBLY
  7. TRANSFORMER
  8. 6" SCREENING FENCE
  9. 6" SCREENING WALL
  10. GAS METER
  11. 25' PIVOT SIGN
  12. 14'x20' TRASH ENCLOSURE
  13. CURB INLET
  14. DROP INLET
  15. 12" STORM DRAIN PIPE

ALL drawings herein are the property of Tectonics Design Group and may not be reproduced or used in any capacity without the written authorization of Tectonics Design Group.

DRAWN: W.T.G.  
DESIGNED: J.P.S.  
CHECKED/STAMPED: MATT K. KASHAUSSEN, P.E.

**TECTONICS**  
DESIGN GROUP

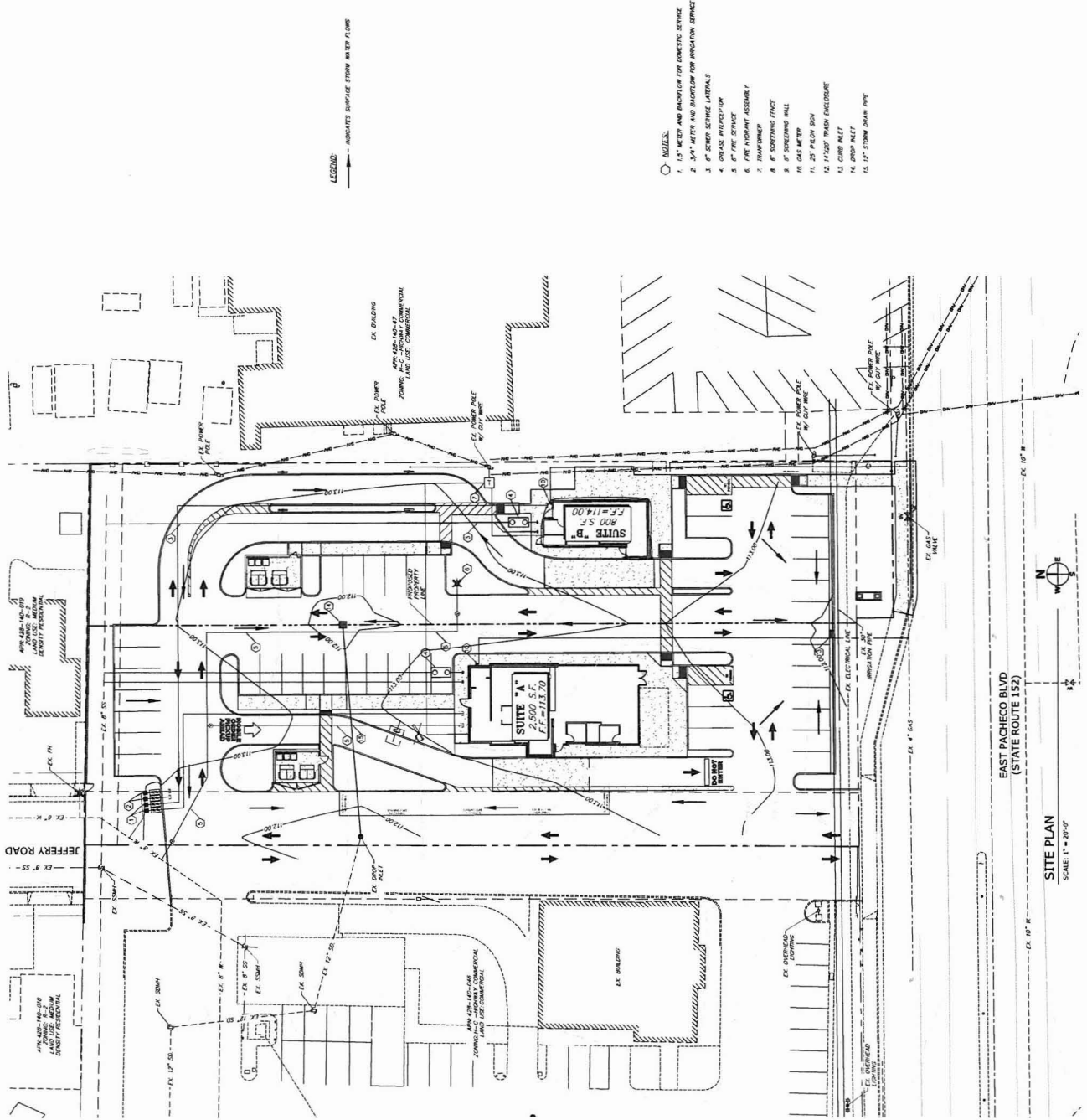
730 S. BENTLEY BL., #210, SAN JOSE, CALIF. 95128  
TEL: 408-254-9988  
FAX: 408-254-9989  
WWW.TECTONICSGROUP.COM

**CONDITIONAL USE PERMIT**  
1420 EAST PACHECO BLVD, LOS BANOS, CA  
**MAIN & MAIN**  
5750 Genesee Court, Suite 103, Frisco, TX 75034

PROJECT/CLIENT: 12-2003  
DATE: 01/10/2020  
SUBMITTAL

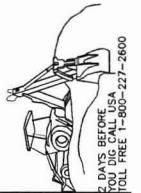
SUBMITTAL RECORD: 12-2003  
SHEET: 12-2003  
SHEET TITLE: SITE PLAN

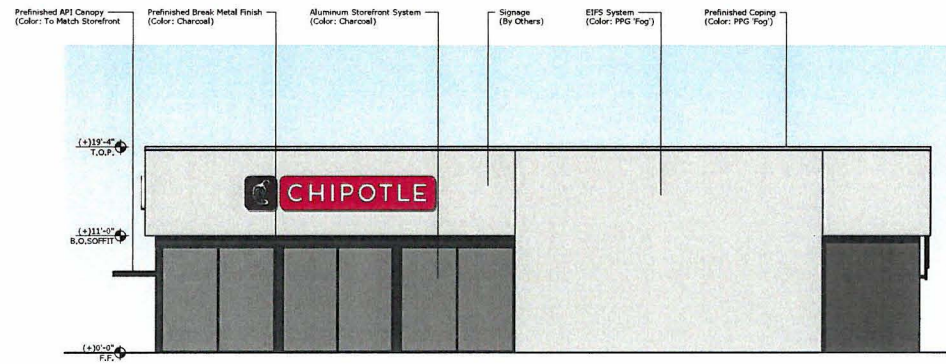
EX1



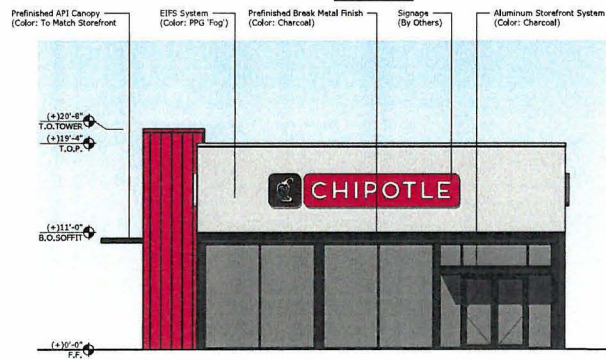
- NOTES:
1. 1.5" WATER AND BACKFLOW FOR DOMESTIC SERVICE
  2. 3/4" WATER AND BACKFLOW FOR IRRIGATION SERVICE
  3. 4" SEWER SERVICE LATERALS
  4. GROUND INTERSECTION
  5. 8" FIRE SERVICE
  6. FIRE HYDRANT ASSEMBLY
  7. PUMP/GENERATOR
  8. 8" SCHEDULING FLANGE
  9. 8" SCHEDULING WALL
  10. GAS METER
  11. 24" PITCH BOX
  12. 14" 1200' PRESS ENCLOSURE
  13. GROUP INLET
  14. GROUP INLET
  15. 12" STORM DRAIN PIPE

LEGEND:  
INDICATES SURFACE STORM WATER DRAINAGE





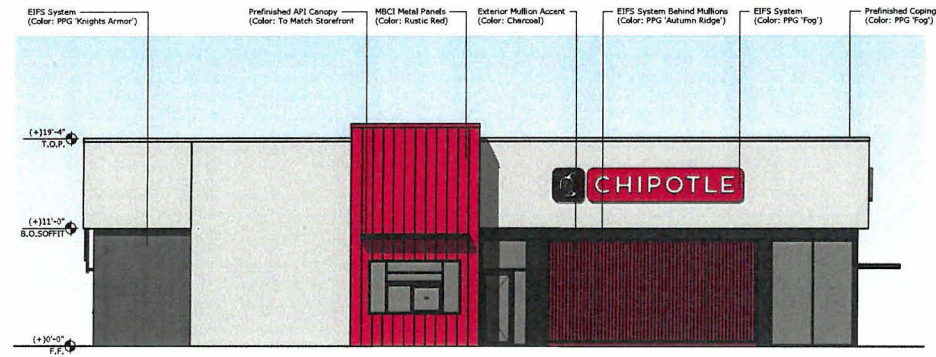
**Side Elevation**



**Entry Elevation**

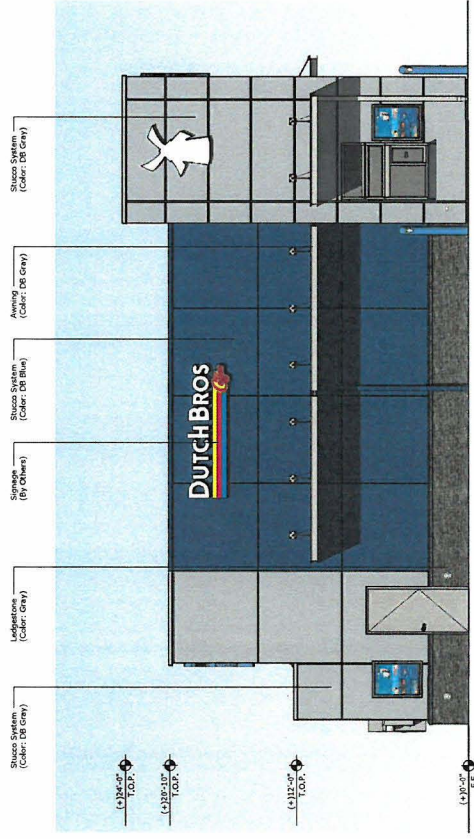


**Rear Elevation**

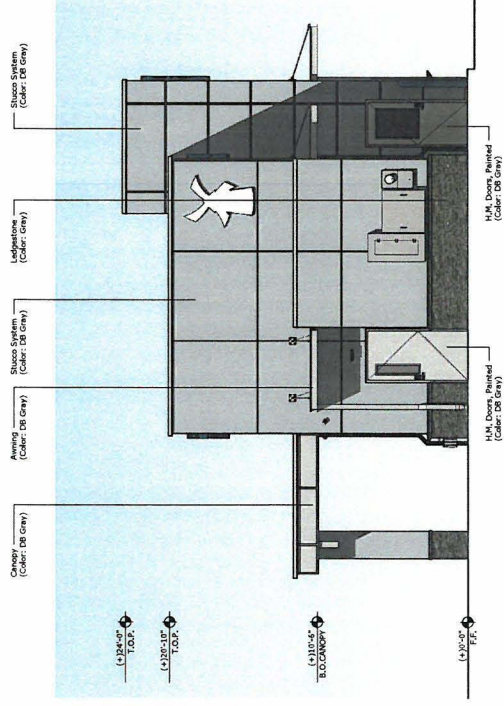


**Drive-Thru Elevation**

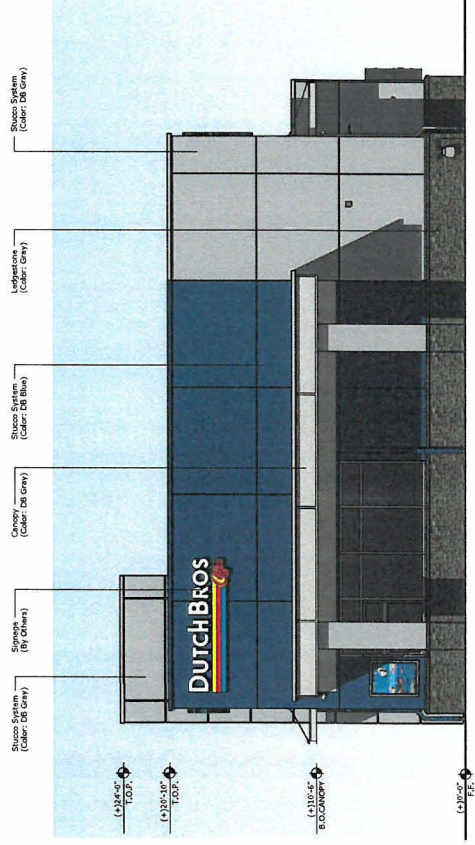




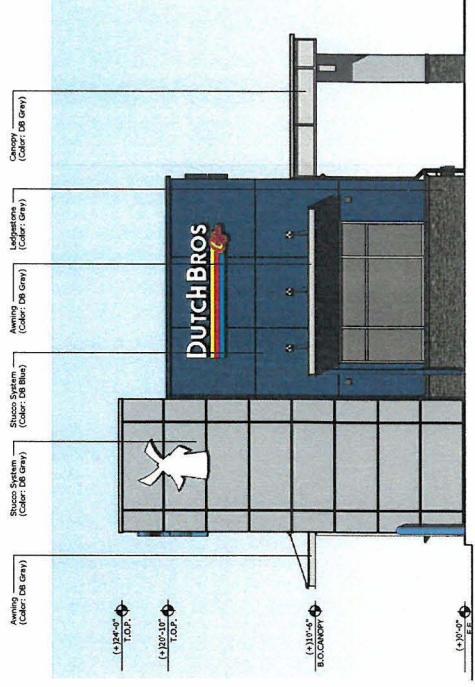
Drive-Up Elevation



Rear Elevation



Walk-Up Elevation



Front Elevation


E. PACHECO BLVD.

LANDSCAPE PLAN

SCALE: 1" = 20'-0"



PLANT LEGEND:

SYM. NO.		BOTANICAL NAME	COMMON NAME	SIZE	WATER REGIME	MATURE HABIT
		TREES			HYDROZONE	H X W
 	13	ULMUS FRONTIER'	FRONTIER ELM	15 GAL. 13' GAL.	L	40' X 30'
	1	PISTACHIA CHINENSIS	CHINESE PISTACHE	15 GAL. 125' GAL.	L	50' X 40'
	1	LASERSTROMIA L. TONTO'	GRAPE MYRTLE	15 GAL. 125' GAL.	L	18' X 10'
		SHRUBS				
     	23	RAPHOLEPSIS L. 'GLARA'	INDIA HANTHORE	5 GAL.	L	4' X 4'
	35	NANDINA D. 'GULF STREAM'	HEAVENLY BAMBOO	5 GAL.	L	5' X 5'
	38	DIETES V. 'TRICOLOR'	FORTNIGHT LILY	5 GAL.	L	8' X 5'
	13	PHORMIUM T. 'MONROVIA RED'	NZ FLAX	5 GAL.	L	4' X 4'
	52	HELIANTHEMUM 'YESLEY PINK'	SUNROSE	1 GAL.	L	6' X 2'
	7	CEANOTHUS 'VICTORIA'	GALIF. LILAC	5 GAL.	L	4' X 5'
	8	NERIUM O. 'PETITE PINK'	OLEANDER	5 GAL.	L	5' X 5'
			GRASSES			
43	MULLEBERGIA R. 'NASHVILLE'	PURPLE MALEY	1 GAL.	L	2' X 2'	
3	CALAMAGROSTIS ACUTIFLORA	FEATHERREED	1 GAL.	L	2' X 2'	
		PERENNIALS				
Δ	14	ACHILLEA 'MOONSHINE'	YARROW	1 GAL.	L	2' X 5'
▲	7	TULBAGHIA V. 'TRICOLOR'	SOCIETY GARLIC	1 GAL.	L	1' X 15'

## LANDSCAPE REQUIREMENTS

TOTAL SITE AREA: 12 AC  
 TOTAL PARKING LOT AREA: 6,699 SF. (INCLUDES PAVEMENT & LANDSCAPE)  
 PAVED PARKING AREA: 6,480 SF  
 PARKING AREA LANDSCAPE REQ: (4%) 347 SF.  
 PARKING AREA LANDSCAPE PROVIDED: (10%) 1,145 SF.  
 PARKING AREA SHADE AREA: (10%) 1,145 SF.  
 PARKING AREA SHADE PROVIDED: (50%) 321 SF.  
 SITE AREA LANDSCAPE:  
 FRONTAGE REQUIRED TO BE LANDSCAPED (PROVIDED)  
 TREE 130 LF. (PROVIDED)

## WATER EFFICIENT LANDSCAPE REQUIREMENTS

WATER EFFICIENT LANDSCAPE REQUIREMENTS  
AUTOMATIC CONTROLLER W/ ET DATA, REPEAT CYCLING  
IRRIGATION ZONES PER PLANT WATER REQUIREMENTS  
RAIN SENSOR SENSOR TO BE SPECIFIED  
SOIL AMENDMENTS TO BE INCORPORATED  
PLANTER SURFACE AREAS TO BE MULCHED  
WATER USAGE TO MEET STATE WATER EFFICIENT LANDSCAPE STANDARD

## LANDSCAPE NOTES:

1. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH OTHER TRADES (IRrigATING, PLUMBING, ELECTRICAL, ETC.)
2. ALL GRADES SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE AFTER INSPECTION AND FINAL GRADING IS COMPLETE PRIOR TO:
3. SOIL. IN THE PLANTER AREAS SHALL BE AMENDED PER A SOIL ANALYSIS REPORT AND RECOMMENDATIONS PREPARED BY AN AGRICULTURAL EXPERT. THE PLANTER AREAS SHALL BE SOIL ANALYSIS AND REPORTS SHALL SATISFY THE REQUIREMENTS OF 402.5 IN THE CALIFORNIA CODE OF REGULATIONS. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH A COPY OF THE SOIL ANALYSIS REPORT. RECOMMENDATIONS OF FERTILIZATION THIS REPORT SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH A COPY OF THE REPORT FOR SUBMITTAL TO THE CITY. SHRUB PLANTERS: COLLECT A MINIMUM OF 4 SOIL SAMPLES PER PLANTER AREA. TREE AREAS: COLLECT A MINIMUM OF 10 SAMPLES PER TREE. THE CONTRACTOR SHALL MIX THE SAMPLES AND SUBMIT ONE MIXED SAMPLE FOR ANALYSIS WITH RECOMMENDATIONS FOR ORGANIC FERTILIZER. THE ANALYSIS RESULTS SHALL BE PROVIDED PER THE ANALYSIS 1 RECOMMENDATIONS PRIOR TO PLANTING. LOOSEN SOIL TO A DEPTH OF 12 INCHES. WITHIN THE PLANTER AREAS, ALL PLANTER AREAS PER SOIL ANALYSIS RECOMMENDATIONS, MAKE OUT SOIL TO DEEPER GREATER THAN 1 1/2 DIA. RAKE TO AN EVEN GRADE. SOIL REPORT SHALL BE PROVIDED TO THE CITY. THE CONTRACTOR SHALL PROVIDE THE CITY WITH A COPY OF THE REPORT. THE CONTRACTOR SHALL BE SPRAYED WITH VERMEX-HP OR EQUAL ORGANIC FOLIAR FERTILIZER IMMEDIATELY AFTER THE SOIL ANALYSIS REPORT IS SUBMITTED TO THE OWNER AND THE CITY AS PART OF THE LANDSCAPE S. DOCUMENTATION PACKAGE.
1. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING PLANT MATERIAL FOR THE PROJECT AND TO INDICATE THE PLANT SPECIES AND SYMBOLS PREVAIL OVER QUANTITIES LISTED IN THE PLANT LEGEND.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND PROVIDE PLANT MATERIAL AS SPECIFIED ON THIS PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE APPROVED PLANT MATERIAL TO THE OWNER'S REPRESENTATIVE WITHIN TWO WEEKS OF THE AWARD OF CONTRACT. SUBSTITUTION MUST MEET EQUIVALENT DESIGN AND FUNCTIONAL GOALS OF THE PROJECT AND BE APPROVED BY THE LANDSCAPE ARCHITECT.
3. ANY SUBSTITUTIONS OF PLANT MATERIAL SHALL BE SUBMITTED TO THE OWNER AND THE CITY AS PART OF THE LANDSCAPE S. DOCUMENTATION PACKAGE. AT LEAST THREE NOTICES FROM PLANT SUPPLIERS THAT THE PLANT MATERIAL SPECIFIED IS NOT AVAILABLE PRIOR TO THE CONSTRUCTION
1. ALL PLANTS NOT MEETING OR EXCEEDING REQUIREMENTS AND RECOMMENDATIONS OF ANSI 2601 AMERICAN STANDARD FOR NURSERY STOCK SHALL BE REJECTED. THE CONTRACTOR SHALL REPLACE THE REJECTED PLANT MATERIAL BY THE OWNER'S REPRESENTATIVE PRIOR TO PLANTING. FAILURE TO RECEIVE APPROVAL PRIOR TO PLANTING MAY RESULT IN THE CONTRACTOR BEING RESPONSIBLE FOR THE REJECTED PLANT MATERIAL AT HIS EXPENSE. THE OWNER RESERVES THE RIGHT TO INSPECT AND EVALUATE PLANT MATERIAL THROUGHOUT THE CONSTRUCTION AND MAINTENANCE PERIOD.
2. THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE OWNER OF ANY PLANT MATERIAL THAT DOES NOT MEET THE CITY'S OBSERVATIONS AND/OR MEETINGS.
3. A PRECONSTRUCTION MEETING WITH ALL PARTIES INVOLVED SHALL BE HELD PRIOR TO INSTALLATION.
4. PLANT LOCATIONS STAKED, PRIOR TO PLANTING.
5. FINAL POST AND SIGNAGE SHALL BE INSTALLED.
6. ADDITIONAL SITE OBSERVATIONS DETERMINED BY THE
1. ALL PLANT SUBSTITUTIONS SHALL BE REVIEWED AND ACTION TAKEN BY THE LANDSCAPE ARCHITECT. ALL PLANT MATERIAL SUBSTITUTIONS SHALL BE REVIEWED AND ACTION TAKEN BY THE CITY PRIOR TO PLANTING. THE CONTRACTOR SHALL NOTIFY THE OWNER FOR PLANT REVIEW AND APPROVAL 48 HRS. PRIOR TO DELIVERY. ANY MATERIAL NOT APPROVED BY THE CITY SHALL BE REMOVED IMMEDIATELY FROM THE SITE. THE OWNERS REPRESENTATIVE SHALL PROVIDE WRITTEN ACCEPTANCE DIRECTION. THE CONTRACTOR TO REMOVE UNACCEPTABLE MATERIAL WITHOUT COST TO THE OWNER.
2. THE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIALS FOR ONE FULL YEAR. PRIOR TO PLANTING, ACCEPTANCE OF THE PROJECT. THE CONTRACTOR SHALL MAINTAIN THE SITE INCLUDING WATER SCHEDULING FOR THE ENTIRE PERIOD. ANY PLANTS REPLACED UNDER THIS GUARANTEE SHALL BE GUARANTEED FOR ONE FULL YEAR.
3. THE CONTRACTOR SHALL MAINTAIN THE SITE INCLUDING WATER SCHEDULING FOR THE ENTIRE PERIOD.
4. REMOVE ALL WEEDS AND DEBRIS IN AND AROUND NEARLY INSTALLED PLANT MATERIAL AND EXISTING PLANT MATERIAL.
5. THE LANDSCAPE CONTRACTOR SHALL INSURE PROPER DRAINAGE OF ALL WATER FROM THE PLANTER AREAS AND EXISTING PLANT MATERIAL AFTER LANDSCAPE IMPROVEMENTS ARE COMPLETE.
6. MULCH ALL PLANTING BEDS WITH AT LEAST THREE INCHES (3") MINIMUM DEPTH OF CHIPPED OR SHIPPED MULCH. REFER FINISH TO THE CITY.

### LEGEND

- 2'-4" DIA. BOULDERS FRACTURED ROCK  
COLOR GRAY TO TAN, REFER TO DETAIL SHEET L-500
- NOT  
SHOWN
- PLANTER MICH-3" MIN. DEPTH OF FRACTURED ROCK  
1 1/2" DIA. COLOR LIGHT TAN TO BROWN AS AVAILABLE  
FROM A LOCAL SOURCE. ALL PLANTER AREAS AND ALL  
AREAS NOT DESIGNATED FOR IMPROVEMENTS  
PLACE OVER DEPT PRO 5 OR EQUAL WEED BARRIER  
INSTALL WEED BARRIER FABRIC PER MFG. DIRECTION  
SAMPLES OF MULCH SHALL BE SUBMITTED TO THE OWNER  
FOR APPROVAL PRIOR TO DELIVERY TO THE SITE  
ROCK MULCHES SHALL BE WASHED AND CLEAN OF  
DIRT AND DEBRIS PRIOR TO DELIVERY TO THE SITE.

**GreenDesign Landscape Architects, Inc.**  
Barbara M. Hatch ASLA  
Washington License No. 1494  
Reno, Nevada  
89509 1464 Popinjay Drive  
phone 775.829.1364  
fax 775.829.1364

Copyright: All drawings herein are the property of Tectonics Design Group and may not be reproduced or used in any capacity without the written authorization of Tectonics Design Group.

DRAWN:	SM
DESIGNED:	BH
CHECKED/STAMPED:	
BARBARA HATCH RLA ASLA	

NOT FOR  
CONSTRUCTION

**TECTONICS**  
**DESIGN GROUP**

tel 775-824-9988  
fax 775-824-9986

330 Sandhill Rd., #250, Reno, Nevada 89521  
www.tectonicsdesigngroup.com

**CONDITIONAL USE PERMIT**  
1420 EAST PACHECO BLVD, LOS BANOS CA

MAIN &amp; MAIN

**5750 Genesis Court, Suite 103, Frisco, TX 75034**

© 2007 The Authors  
Journal compilation © 2007 Blackwell Publishing Ltd

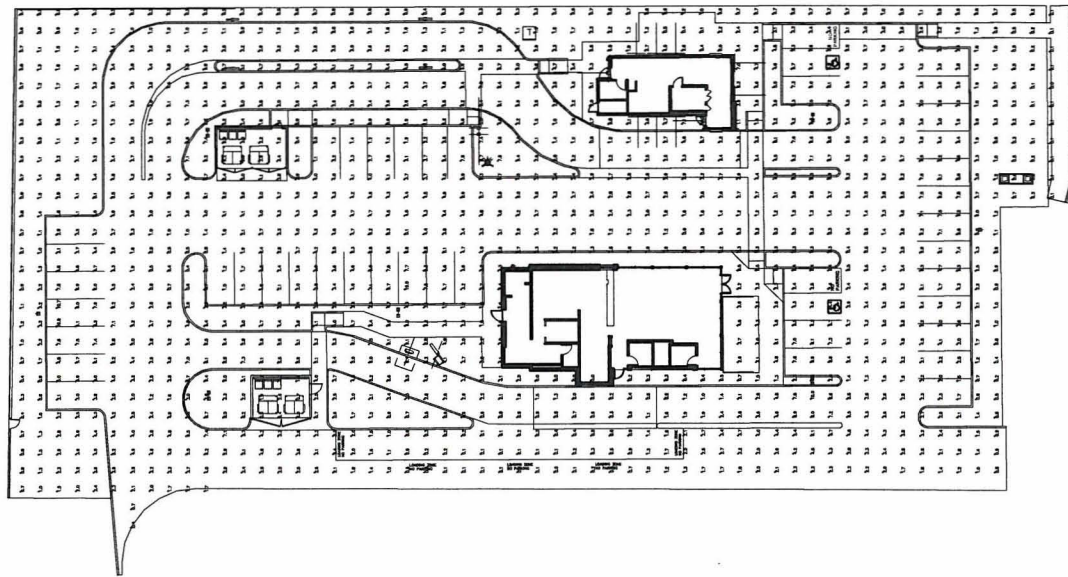
DATE:	SUBMITT
02/14/2020	CUP SUBMITTA

LANDSCAPE PLAN

## L1.1







**PRELIMINARY - NOT FOR CONSTRUCTION**

### Photometric Statistics

Los Baños DB Total Site

Site

Site  
Illuminance (Fc)

illumination (FC)	Average=3.10	Maximum=13.5	Minimum=0.0	Avg/Min=N.A.	Max/Min=N.A.
1	3.10	13.5	0.0	N.A.	N.A.
2	3.10	13.5	0.0	N.A.	N.A.
3	3.10	13.5	0.0	N.A.	N.A.
4	3.10	13.5	0.0	N.A.	N.A.
5	3.10	13.5	0.0	N.A.	N.A.
6	3.10	13.5	0.0	N.A.	N.A.
7	3.10	13.5	0.0	N.A.	N.A.
8	3.10	13.5	0.0	N.A.	N.A.
9	3.10	13.5	0.0	N.A.	N.A.
10	3.10	13.5	0.0	N.A.	N.A.
11	3.10	13.5	0.0	N.A.	N.A.
12	3.10	13.5	0.0	N.A.	N.A.
13	3.10	13.5	0.0	N.A.	N.A.
14	3.10	13.5	0.0	N.A.	N.A.
15	3.10	13.5	0.0	N.A.	N.A.
16	3.10	13.5	0.0	N.A.	N.A.
17	3.10	13.5	0.0	N.A.	N.A.
18	3.10	13.5	0.0	N.A.	N.A.
19	3.10	13.5	0.0	N.A.	N.A.
20	3.10	13.5	0.0	N.A.	N.A.
21	3.10	13.5	0.0	N.A.	N.A.
22	3.10	13.5	0.0	N.A.	N.A.
23	3.10	13.5	0.0	N.A.	N.A.
24	3.10	13.5	0.0	N.A.	N.A.
25	3.10	13.5	0.0	N.A.	N.A.
26	3.10	13.5	0.0	N.A.	N.A.
27	3.10	13.5	0.0	N.A.	N.A.
28	3.10	13.5	0.0	N.A.	N.A.
29	3.10	13.5	0.0	N.A.	N.A.
30	3.10	13.5	0.0	N.A.	N.A.
31	3.10	13.5	0.0	N.A.	N.A.
32	3.10	13.5	0.0	N.A.	N.A.
33	3.10	13.5	0.0	N.A.	N.A.
34	3.10	13.5	0.0	N.A.	N.A.
35	3.10	13.5	0.0	N.A.	N.A.
36	3.10	13.5	0.0	N.A.	N.A.
37	3.10	13.5	0.0	N.A.	N.A.
38	3.10	13.5	0.0	N.A.	N.A.
39	3.10	13.5	0.0	N.A.	N.A.
40	3.10	13.5	0.0	N.A.	N.A.
41	3.10	13.5	0.0	N.A.	N.A.
42	3.10	13.5	0.0	N.A.	N.A.
43	3.10	13.5	0.0	N.A.	N.A.
44	3.10	13.5	0.0	N.A.	N.A.
45	3.10	13.5	0.0	N.A.	N.A.
46	3.10	13.5	0.0	N.A.	N.A.
47	3.10	13.5	0.0	N.A.	N.A.
48	3.10	13.5	0.0	N.A.	N.A.
49	3.10	13.5	0.0	N.A.	N.A.
50	3.10	13.5	0.0	N.A.	N.A.
51	3.10	13.5	0.0	N.A.	N.A.
52	3.10	13.5	0.0	N.A.	N.A.
53	3.10	13.5	0.0	N.A.	N.A.
54	3.10	13.5	0.0	N.A.	N.A.
55	3.10	13.5	0.0	N.A.	N.A.
56	3.10	13.5	0.0	N.A.	N.A.
57	3.10	13.5	0.0	N.A.	N.A.
58	3.10	13.5	0.0	N.A.	N.A.
59	3.10	13.5	0.0	N.A.	N.A.
60	3.10	13.5	0.0	N.A.	N.A.
61	3.10	13.5	0.0	N.A.	N.A.
62	3.10	13.5	0.0	N.A.	N.A.
63	3.10	13.5	0.0	N.A.	N.A.
64	3.10	13.5	0.0	N.A.	N.A.
65	3.10	13.5	0.0	N.A.	N.A.
66	3.10	13.5	0.0	N.A.	N.A.
67	3.10	13.5	0.0	N.A.	N.A.
68	3.10	13.5	0.0	N.A.	N.A.
69	3.10	13.5	0.0	N.A.	N.A.
70					

ELECTRICAL PHOTOMETRIC PLAN

Scale: NOT TO SCALE

PHOTOMETRIC  
SITE PLAN

ES-2.0

4

DATE:	SUBMITTAL
2/7/2020	PERMIT SET

---

1111

---

---

---

---

---

ΕΠΙΤΡΟΠΗ

## FAULT MECHANISMS OF AN

## SITE PLAN

CCL

Estadística

---

DRAWN: SCOTT GARRISON  
DESIGNED: SCOTT GARRISON  
STAMPED: SCOTT GARRISON

PERMIT SET

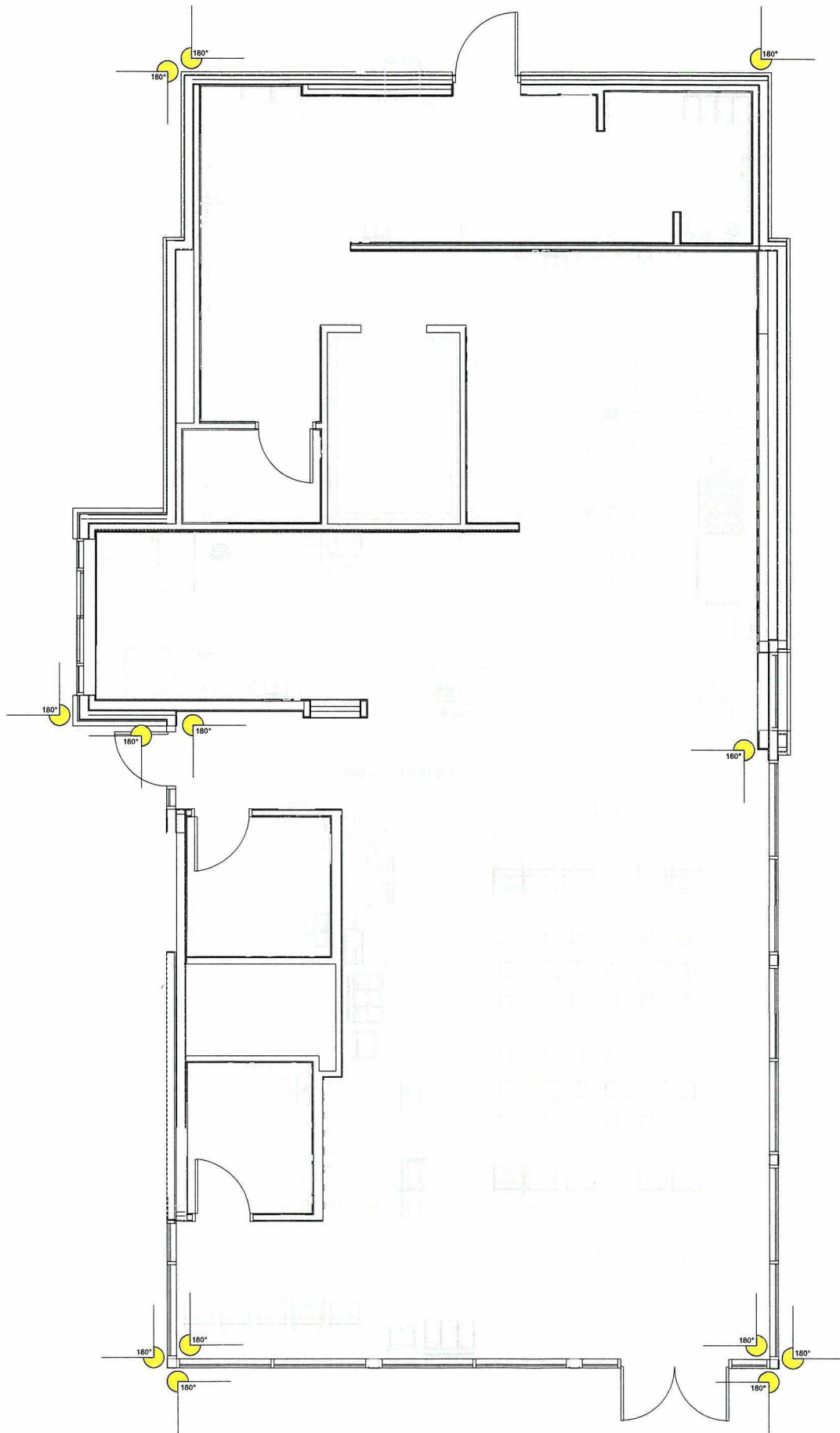
**TECTONICS**  
**DESIGN GROUP**

51420 EAST PACHECO BLVD, LOS BANOS, CA  
CONDITIONAL USE PERMIT

MAIN &amp; MAIN

5750 Genesis Court, Suite 103, Frisco, TX 75034

5750 Genesis Court, Suite 103, Frisco, TX 75034





**DRAWING #:**  
**30409**

---

**CLIENT:**  
DUTCH BROS - CA1205  
1420 E PACHECO BLVD.  
LOS BANOS, CA 93635

---

**DATE OF SHOP DRAWING:**  
**1/13/20**

---

**SHOP REVISIONS:**

---

SALES:	CONCEPT DESIGN:	PROD. DESIGN:	PAGE NO:
NJ	CH	CH	1 of 2

SUMMARY  
DRAWING

DRAWING #:  
30409

CLIENT:  
DUTCH BROS - CA1205  
1420 E PACHECO BLVD.  
LOS BANOS, CA 93835

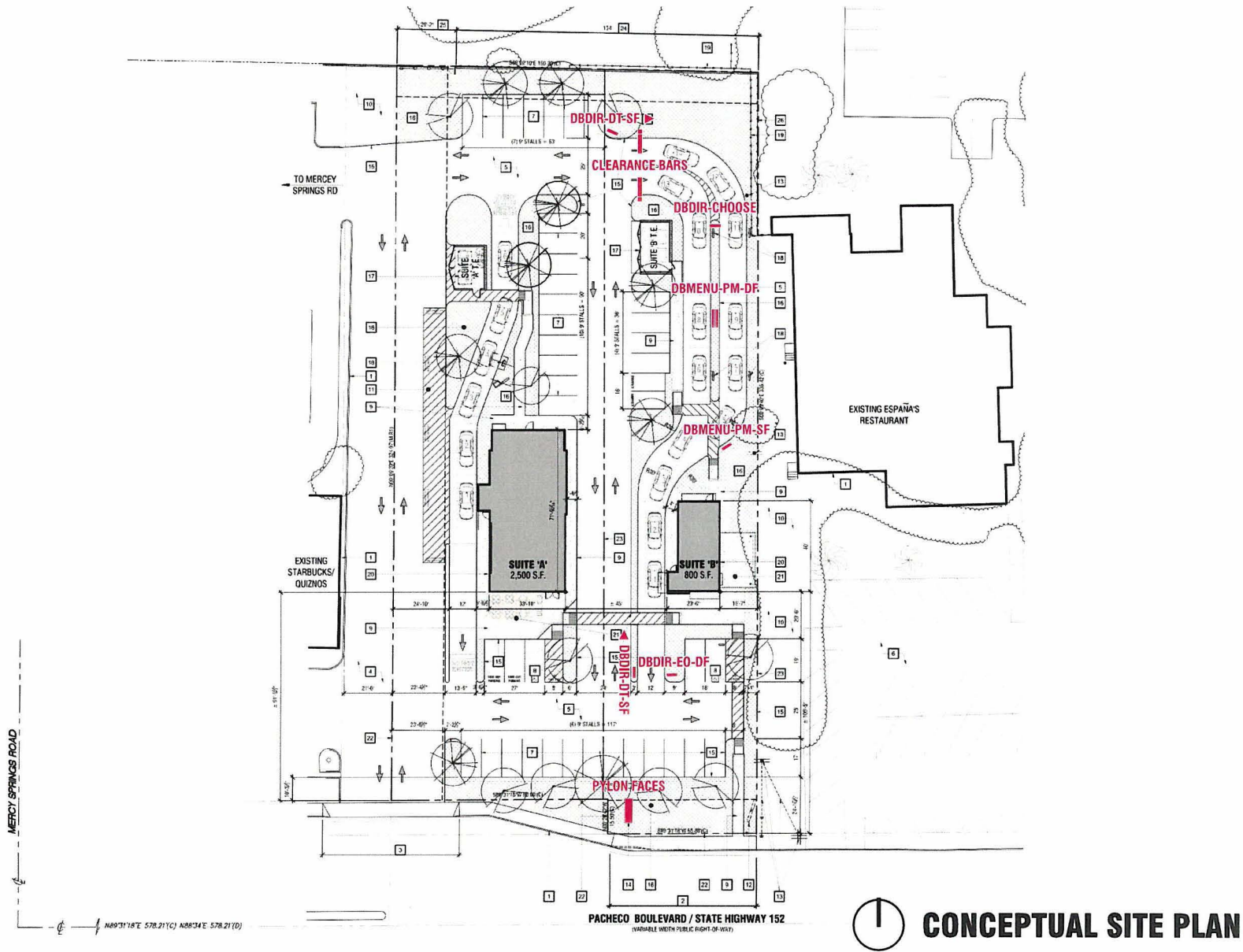
DATE OF SHOP DRAWING:  
1/13/20

SHOP REVISIONS:

SALES:	CONCEPT:	PROD.	PAGE NO:
NJ	CH	CH	2 of 2

ES&A SIGN & AWNING  
81975 PRAIRIE RD. | ENGINE, OR 97402  
P 541.485.5546 | F 541.485.5813

SUMMARY - FREESTANDING SIGNS





# FACTORY DRAWING

SHOP DRAWING #:  
**30409A**

CLIENT:  
DUTCH BROS - CA1205  
1420 E PACHECO BLVD.  
LOS BANOS, CA 93635

DATE OF SHOP DRAWING:  
**1/13/20**

SHOP REVISIONS:

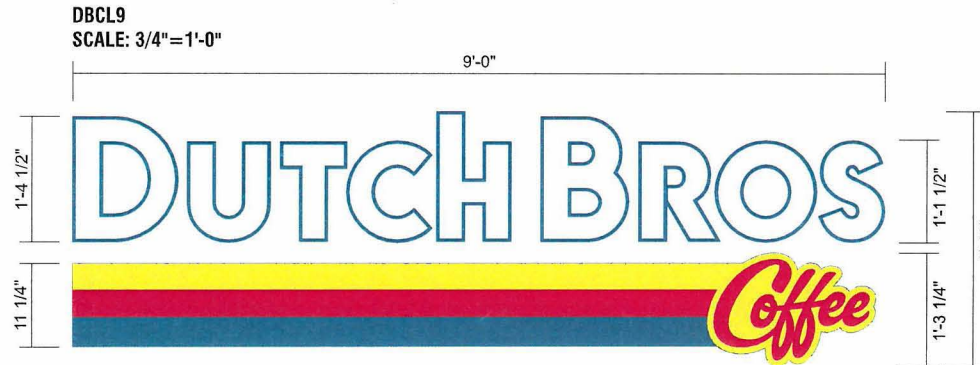
SALES:	CONCEPT DESIGN:	PROD. DESIGN:	PAGE NO:
NJ	CH	CH	I of I

**ES&A SIGN & AWNING**  
99975 PRAIRIE RD. | EUGENE, OR 97402  
P 541.485.5544 | F 541.485.5813

## COLOR CODE

<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span>	230-015 YELLOW PSV
<span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span>	230-33 RED PSV
<span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span>	230-127 INTENSE BLUE PSV
<span style="display:inline-block; width:15px; height:15px; background-color:white; border:1px solid black;"></span>	WHITE

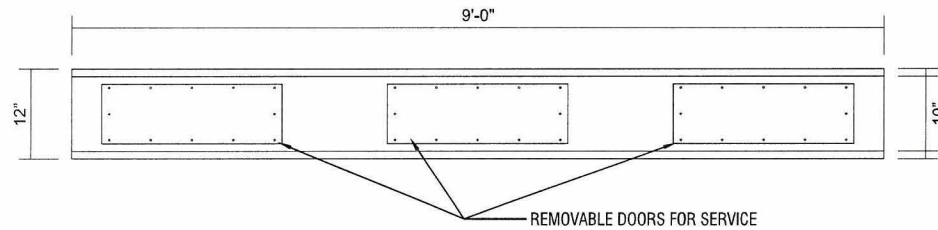
SCOPE OF WORK: MANUFACTURE & INSTALL (2) SETS OF ILLUMINATED CHANNEL LETTERS WITH REMOTE RACEWAYS



**SIDE VIEW**



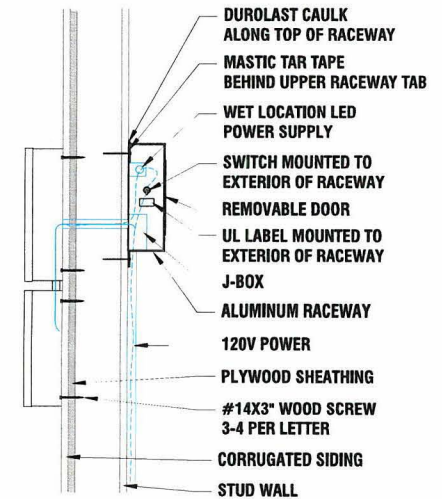
**FABRICATED REMOTE RACEWAY**  
.040 PRE-COAT WHITE ALUMINUM



**ATTACHMENT DETAIL**

**SCALE: 3/4"=1'-0"**

CHANNEL LETTERS WITH REMOTE RACEWAY



**INTERNALLY ILLUMINATED FACE-LIT FLUSH MOUNTED CHANNEL LETTERS**  
**5" DEEP CHANNEL LETTERS.**  
**RETURNS & TRIM CAP TO MATCH PANTONE 7691 C "INTENSE BLUE".**  
**WHITE ACRYLIC FACES.**  
**230-127 INTENSE BLUE PSV, 230-015 YELLOW PSV, 230-33 RED PSV.**  
**LED ILLUMINATION.**  
**FLUSH MOUNTED WITH REMOTE RACEWAY BEHIND PARAPET WALL.**

FACTORY  
DRAWING

SHOP DRAWING #:  
**30409B**

CLIENT:  
DUTCH BROS - CA1205  
1420 E PACHECO BLVD.  
LOS BANOS, CA 93835

DATE OF SHOP DRAWING:  
**1/13/20**

SHOP REVISIONS:

SALES:	CONCEPT DESIGN:	PROD. DESIGN:	PAGE NO:
NJ	CH	CH	1 of 1

**ES&A SIGN & AWNING**  
89975 PRAIRIE RD. EUGENE, OR 97402  
P 541.485.5546 F 541.485.5813

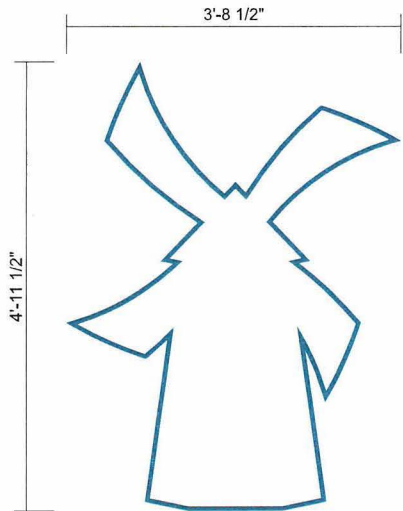
COLOR CODE

■	230-127 INTENSE BLUE PSV
□	WHITE

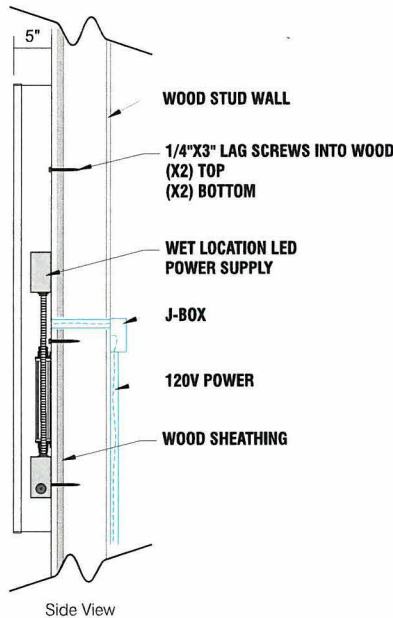
SCOPE OF WORK: MANUFACTURE & INSTALL (3) ILLUMINATED WINDMILL LOGOS



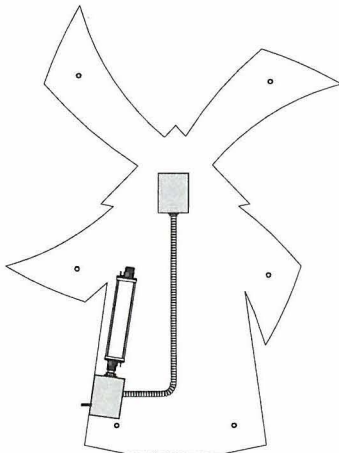
DBW13  
SCALE: 3/4"=1'-0"



ATTACHMENT DETAIL



SELF CONTAINED CHANNEL LOGO



INTERNALLY ILLUMINATED FACE-LIT FLUSH MOUNTED CHANNEL WRAP LOGO  
5" DEEP CHANNEL WRAP.  
RETURNS & TRIM CAP PAINTED TO MATCH PANTONE 7691 C "INTENSE BLUE".  
WHITE ACRYLIC FACE.  
230-127 INTENSE BLUE PSV OUTLINE.  
LED ILLUMINATION.  
FLUSH MOUNTED SELF CONTAINED INSTALLATION.

FACTORY  
DRAWING

SHOP DRAWING #:  
**30409C**

CLIENT:  
DUTCH BROS - CA1205  
1420 E PACHECO BLVD.  
LOS BANOS, CA 93635

DATE OF SHOP DRAWING:  
1/13/20

SHOP REVISIONS:

SALES:

CONCEPT:

PROD. DESIGN:

PAGE NO:

NJ

BL

CH

I of I

ES&A SIGN & AWNING  
59175 PRAIRIE RD. | EUGENE, OR 97402  
P 541.485.3546 | F 541.485.5813

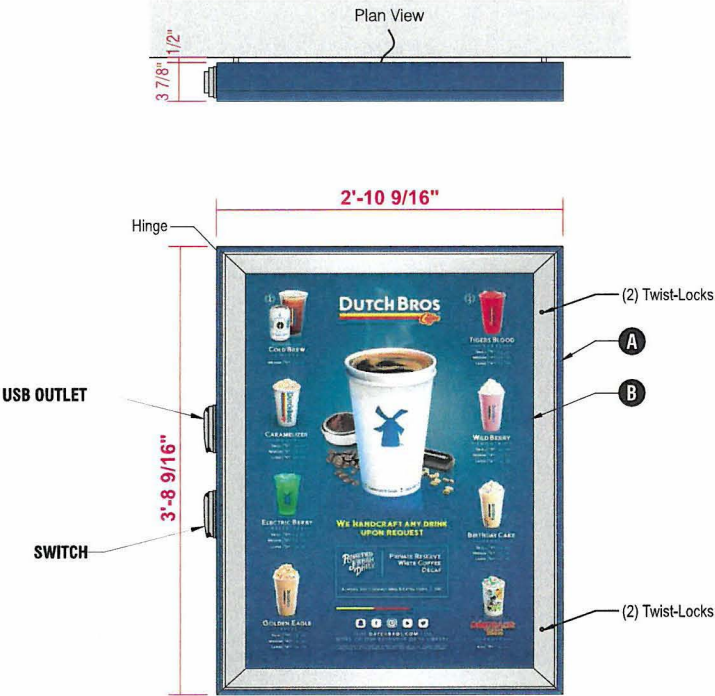
COLOR CODE

DIGITAL PRINT

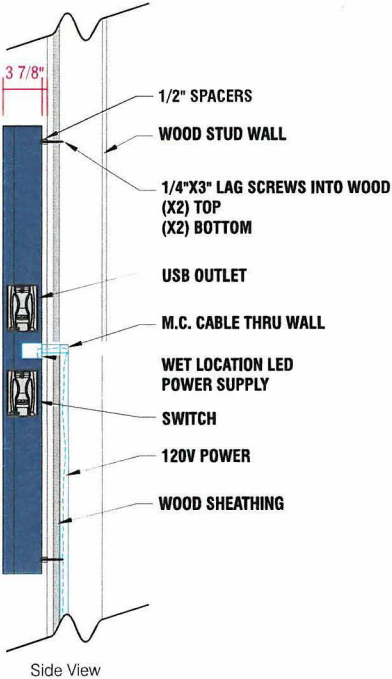
POWDER COATED  
DB CUSTOM DARK BLUE

POWDER COATED SILVER

SCOPE OF WORK: PROVIDE (3) ILLUMINATED MENU SIGNS V5 - WALL-MOUNTED



ATTACHMENT DETAIL  
ILLUMINATED WALL MOUNTED MENU



- A WALL-MOUNTED, BACKLIT MENU SIGN**
- PRINTED MENU PANEL NOT INCLUDED
  - LED OUTDOOR LIGHT BOX
  - LOCKABLE HINGED DOOR
  - ALUMINUM CONSTRUCTION
- B PRINTED LIGHT GUIDE PANEL**
- AS SEPARATE ORDER



SCALE: 1"=1'-0"

# FACTORY DRAWING

SHOP DRAWING #:  
**30409D**

CLIENT:  
DUTCH BROS - CA1205  
1420 E PACHECO BLVD.  
LOS BANOS, CA 93835

DATE OF SHOP DRAWING:  
1/13/20

SHOP REVISIONS:

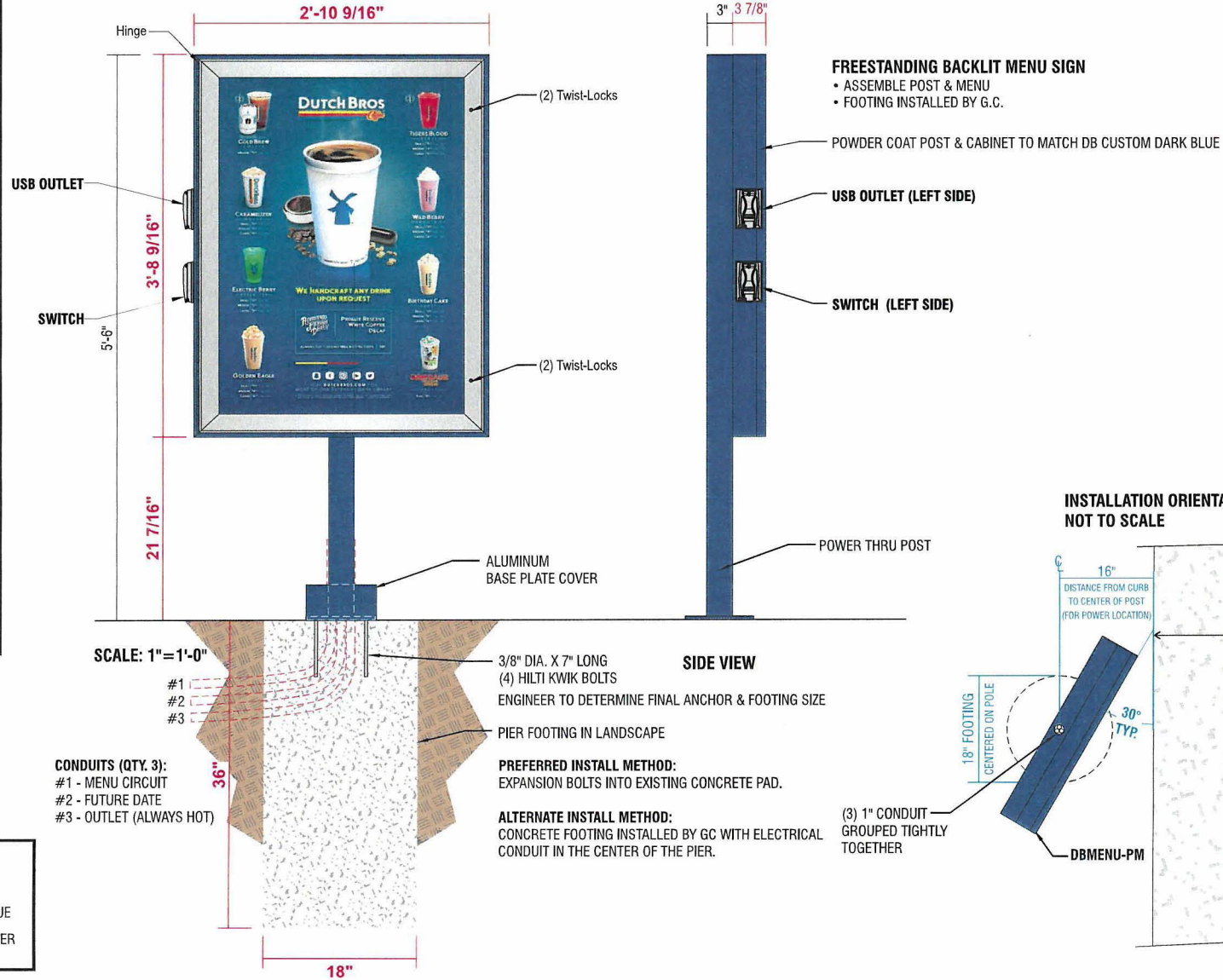
SALES:	CONCEPT:	PROD. DESIGN:	PAGE NO:
NJ	BL	CH	1 of 1

ES&A SIGN & AWNING  
99975 PRAIRIE RD. | EUGENE, OR 97402  
P 541.485.5546 | F 541.485.5813

## COLOR CODE

-  DIGITAL PRINT
-  POWDER COATED DB CUSTOM DARK BLUE
-  POWDER COATED SILVER

SCOPE OF WORK: PROVIDE (1) S/F ILLUMINATED MENU SIGN V5 - PLATE-MOUNTED





FACTORY  
DRAWING

SHOP DRAWING #:  
**30409E**

CLIENT:  
DUTCH BROS - CA1205  
1420 E PACHECO BLVD.  
LOS BANOS, CA 93635

DATE OF SHOP DRAWING:  
1/13/20

SHOP REVISIONS:

SALES: CONCEPT: PROD: PAGE NO:  
NJ BL CH I of I

ES&A SIGN & AWNING  
89975 PRAIRIE RD. | EUGENE, OR 97403  
P 541.485.5546 | F 541.485.5813

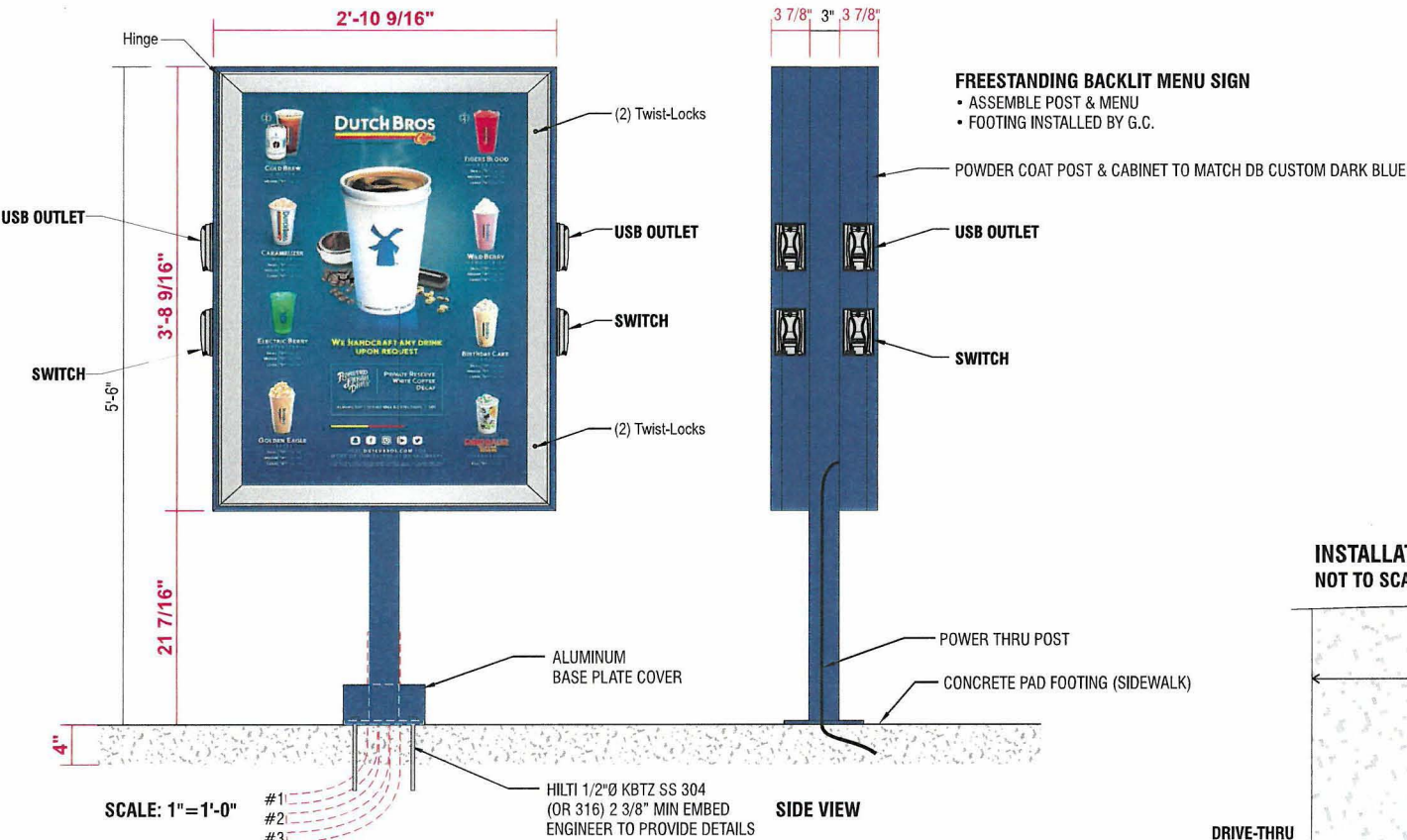
COLOR CODE

DIGITAL PRINT

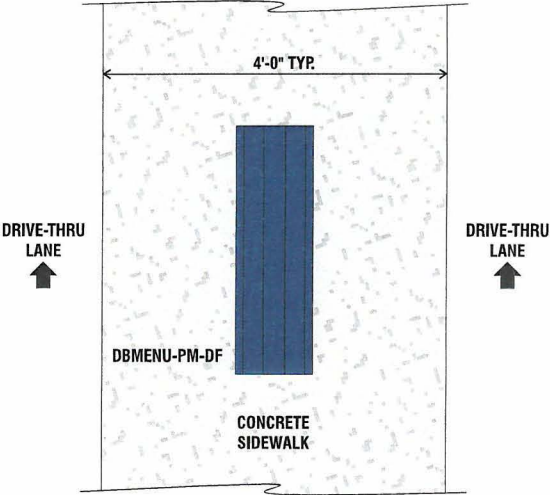
POWDER COATED  
DB CUSTOM DARK BLUE

POWDER COATED SILVER

SCOPE OF WORK: PROVIDE (1) D/F ILLUMINATED MENU SIGN V5 - PLATE-MOUNTED



INSTALLATION ORIENTATION DETAIL  
NOT TO SCALE



FACTORY  
DRAWING

SHOP DRAWING #:

30409F

CLIENT:

DUTCH BROS - CA1205  
1420 E PACHECO BLVD.  
LOS BANOS, CA 93635

DATE OF SHOP DRAWING:

1/13/20

SHOP REVISIONS:

SALES:

CONCEPT:

PROD.:

PAGE NO:

NJ

CH

CH

1 of 1

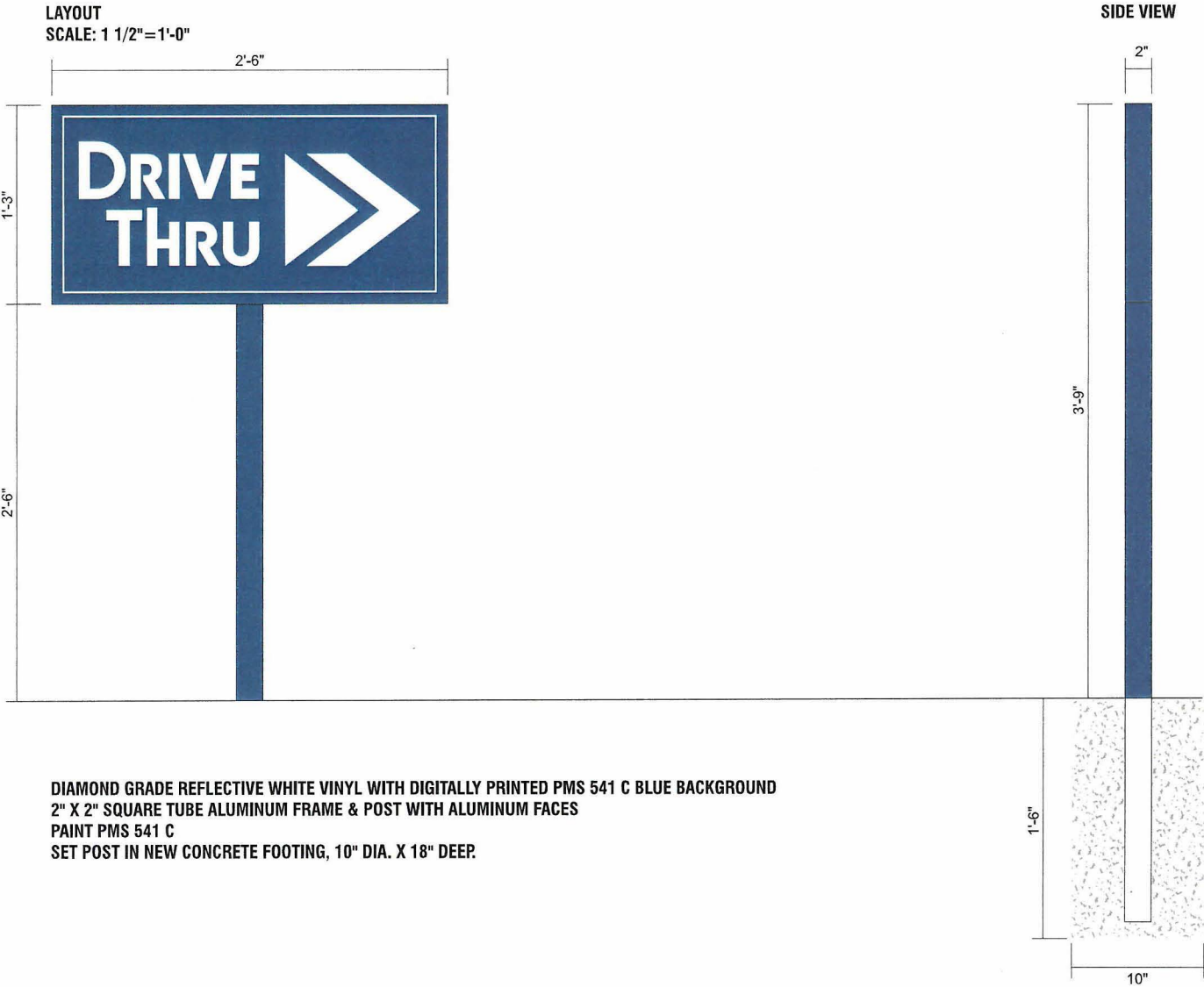
ES&A SIGN & AWNING  
89975 PRAIRIE RD. | EUGENE, OR 97402  
P 541.485.5546 | F 541.485.5813

COLOR CODE

PMS 541 C

WHITE

SCOPE OF WORK: MANUFACTURE & INSTALL (1) S/F NON-ILLUMINATED 'DRIVE THRU' SIGN





FACTORY  
DRAWING

SHOP DRAWING #:  
**30409G**

CLIENT:  
DUTCH BROS - CA1205  
1420 E PACHECO BLVD.  
LOS BANOS, CA 93635

DATE OF SHOP DRAWING:  
**1/13/20**

SHOP REVISIONS:

SALES:

CONCEPT:  
DESIGN:

PROD.  
DESIGN:

PAGE NO:  
1 of 1

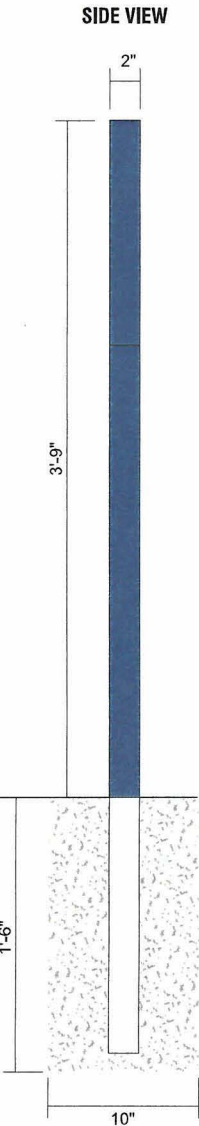
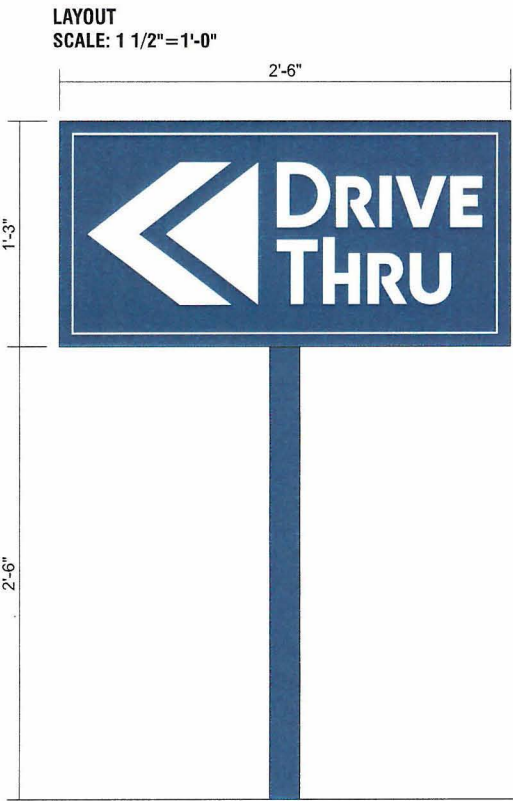
ES&A SIGN & AWNING  
89975 PRAIRIE RD. EUGENE, OR 97402  
P 541.485.5546 F 541.485.5813

COLOR CODE

PMS 541 C

WHITE

SCOPE OF WORK: MANUFACTURE & INSTALL (1) S/F NON-ILLUMINATED 'DRIVE THRU' SIGN



DIAMOND GRADE REFLECTIVE WHITE VINYL WITH DIGITALLY PRINTED PMS 541 C BLUE BACKGROUND  
2" X 2" SQUARE TUBE ALUMINUM FRAME & POST WITH ALUMINUM FACES  
PAINT PMS 541 C  
SET POST IN NEW CONCRETE FOOTING, 10" DIA. X 18" DEEP.

# FACTORY DRAWING

SHOP DRAWING #:  
**30409H**

CLIENT:  
DUTCH BROS - CA1205  
1420 E PACHECO BLVD.  
LOS BANOS, CA 93635

DATE OF SHOP DRAWING:  
**1/13/20**

SHOP REVISIONS:

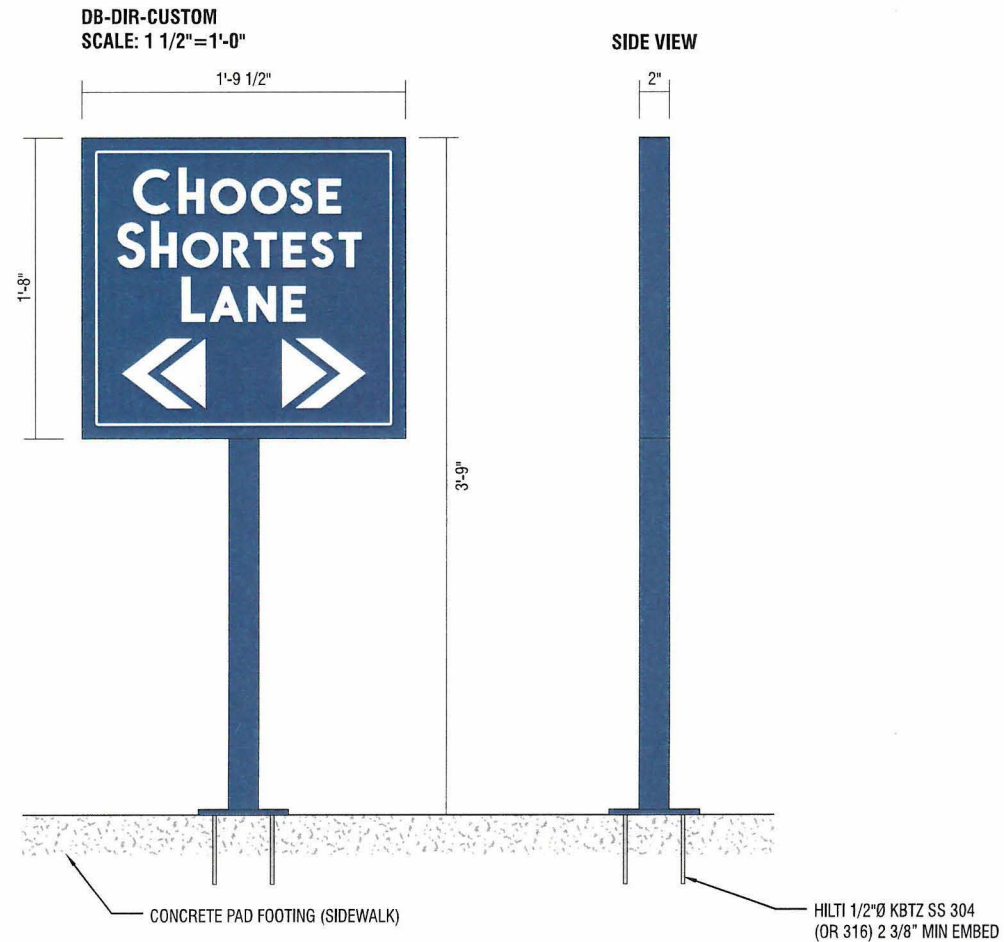
SALES:	CONCEPT DESIGN:	PROD. DESIGN:	PAGE NO:
NJ	CH	CH	1 of 1

**ES&A SIGN & AWNING**  
89975 PRAIRIE RD. | EUGENE, OR 97402  
P 541.485.5544 | F 541.485.5813

## COLOR CODE



SCOPE OF WORK: MANUFACTURE & INSTALL (1) S/F DIRECTIONAL SIGN



DIAMOND GRADE REFLECTIVE WHITE VINYL WITH DIGITALLY PRINTED PMS 541 C BLUE BACKGROUND  
2" X 2" SQUARE TUBE ALUMINUM FRAME & POST WITH ALUMINUM FACES & 3/8" X 6" X 6" PLATE  
PAINT PMS 541 C  
INSTALL WITH EXPANSION BOLTS INTO EXISTING CONCRETE PAD

# FACTORY DRAWING

SHOP DRAWING #:  
**304091**

CLIENT:  
DUTCH BROS - CA1205  
1420 E PACHECO BLVD.  
LOS BANOS, CA 93635

DATE OF SHOP DRAWING:  
**1/13/20**

SHOP REVISIONS:

SALES:	CONCEPT:	PROD.:	PAGE NO.:
DESIGN:	CH	DESIGN:	CH
NJ			1 of 1

**ES&A SIGN & AWNING**

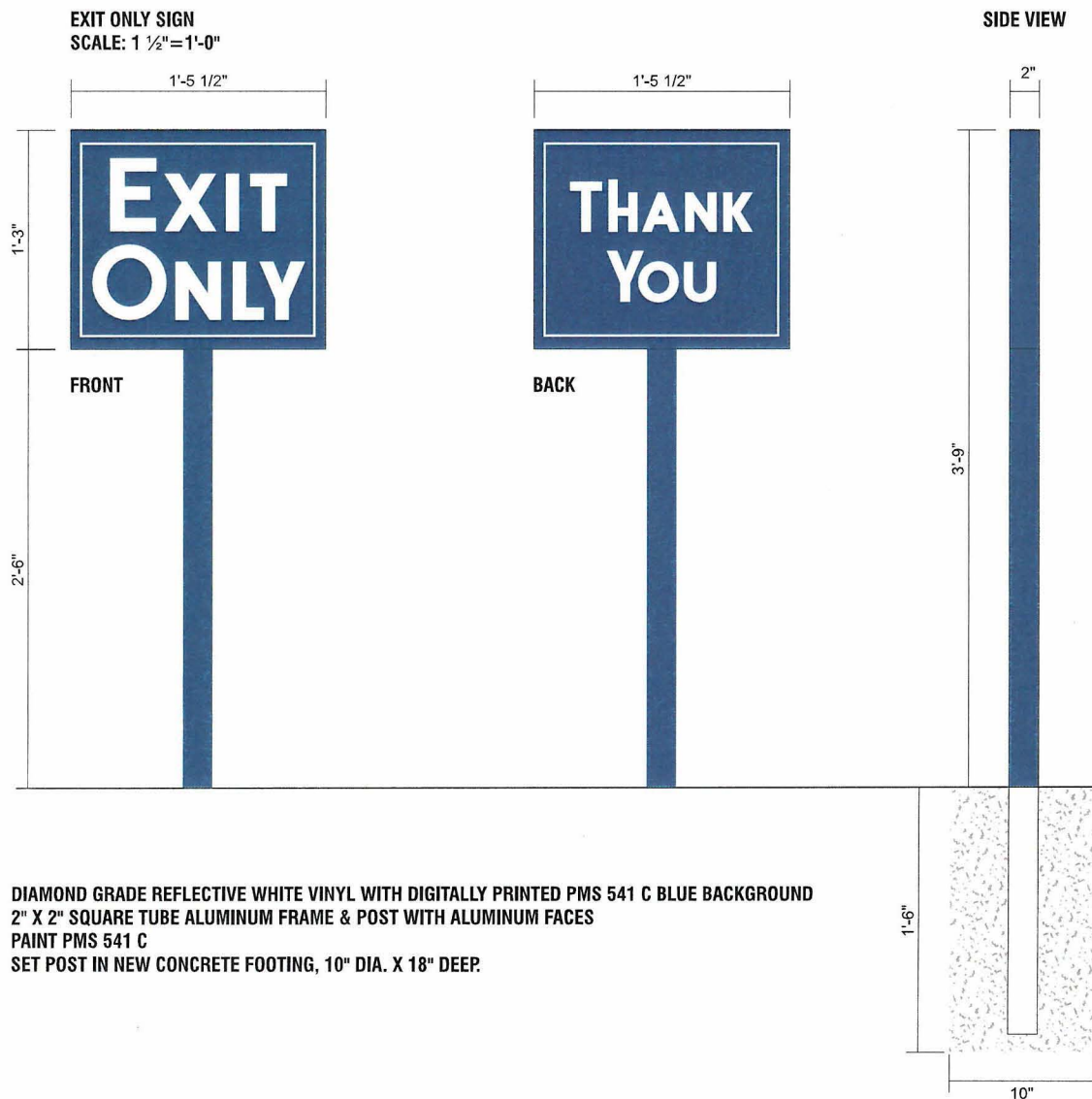
89975 PRAIRIE RD. | EUGENE, OR 97402

P 541.485.5546 | F 541.485.5813

## COLOR CODE

<span style="display: inline-block; width: 15px; height: 15px; background-color: #000080; border: 1px solid black;"></span> PMS 541 C
<span style="display: inline-block; width: 15px; height: 15px; background-color: white; border: 1px solid black;"></span> WHITE

SCOPE OF WORK: MANUFACTURE & INSTALL (1) D/F FREESTANDING NON-LIT EXIT ONLY SIGN



# FACTORY DRAWING

SHOP DRAWING #:  
**30409J**

CLIENT:  
DUTCH BROS - CA1205  
1420 E PACHECO BLVD.  
LOS BANOS, CA 93635

DATE OF SHOP DRAWING:  
**1/13/20**

SHOP REVISIONS:

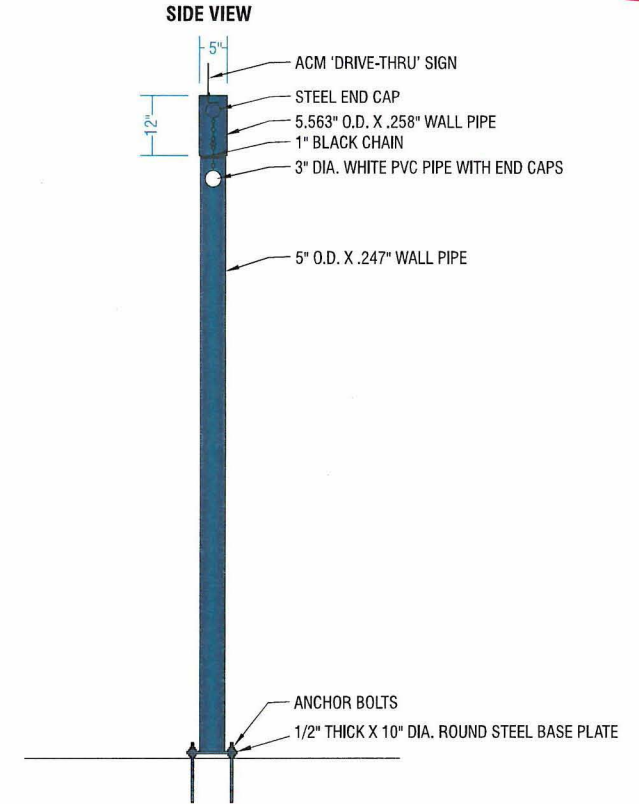
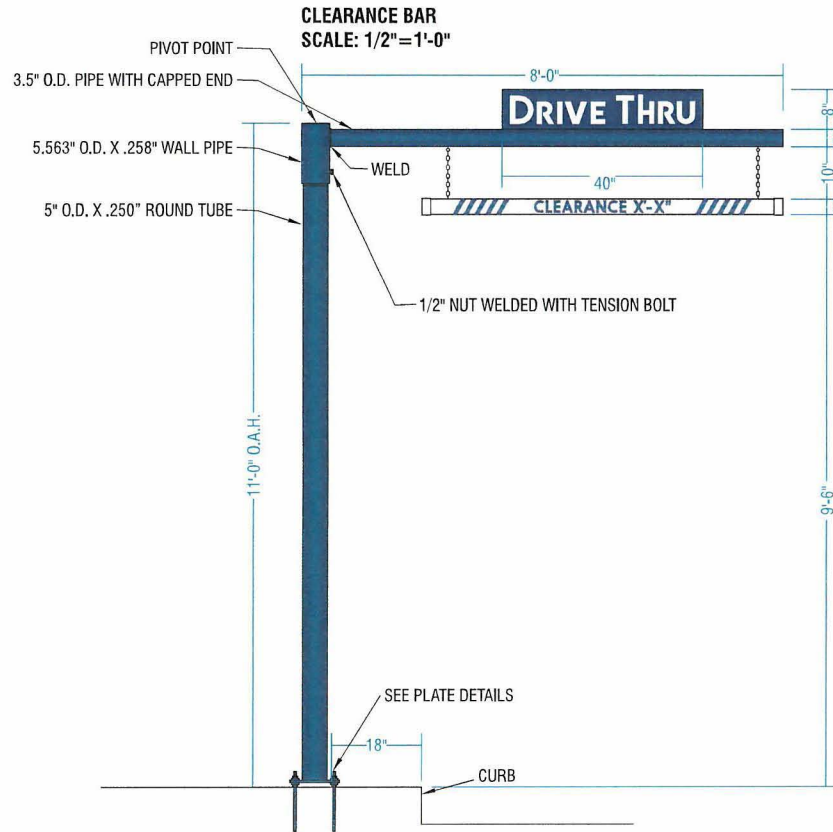
SALES:	CONCEPT:	PROD. DESIGN:	PAGE NO:
NJ	CH	CH	1 of 3

**ES&A SIGN & AWNING**  
89975 PRAIRIE RD. | EUGENE, OR 97402  
P 541.485.5546 | F 541.485.5813

## COLOR CODE

	WHITE
	280-75 REFLECTIVE BLUE PSV
	DB CUSTOM DARK BLUE

SCOPE OF WORK: MANUFACTURE & INSTALL (2) S/F POST MOUNTED CLEARANCE BARS WITH PIVOTING ARMS



STEEL POLE SUPPORT STRUCTURE. PAINT DB CUSTOM DARK BLUE.

3" DIA. WHITE PVC CLEARANCE BAR WITH END CAPS.

280-75 REFLECTIVE BLUE PSV TEXT & STRIPES & BLACK CHAIN SECURED TO BOTTOM OF POLE STRUCTURE.

INCLUDE ONE SHEET REFLECTIVE VINYL NUMBERS MASKED FOR FIELD INSTALLATION.

CLEARANCE NUMBERS TO BE FIELD MEASURED AND APPLIED.

MEASURE FROM ASPHALT TO BOTTOM OF OVERHANG MINUS 6".

ACM 'DRIVE-THRU' SIGN.

DIAMOND GRADE REFLECTIVE WHITE VINYL WITH DIGITALLY PRINTED PMS 541 C BLUE BACKGROUND.

INSTALL STEEL POLE PLATE-MOUNTED WITH LEVELING NUTS ONTO G.C. PROVIDED FOOTING.

# FACTORY DRAWING

SHOP DRAWING #:  
**30409J**

CLIENT:  
DUTCH BROS - CA1205  
1420 E PACHECO BLVD.  
LOS BANOS, CA 93635

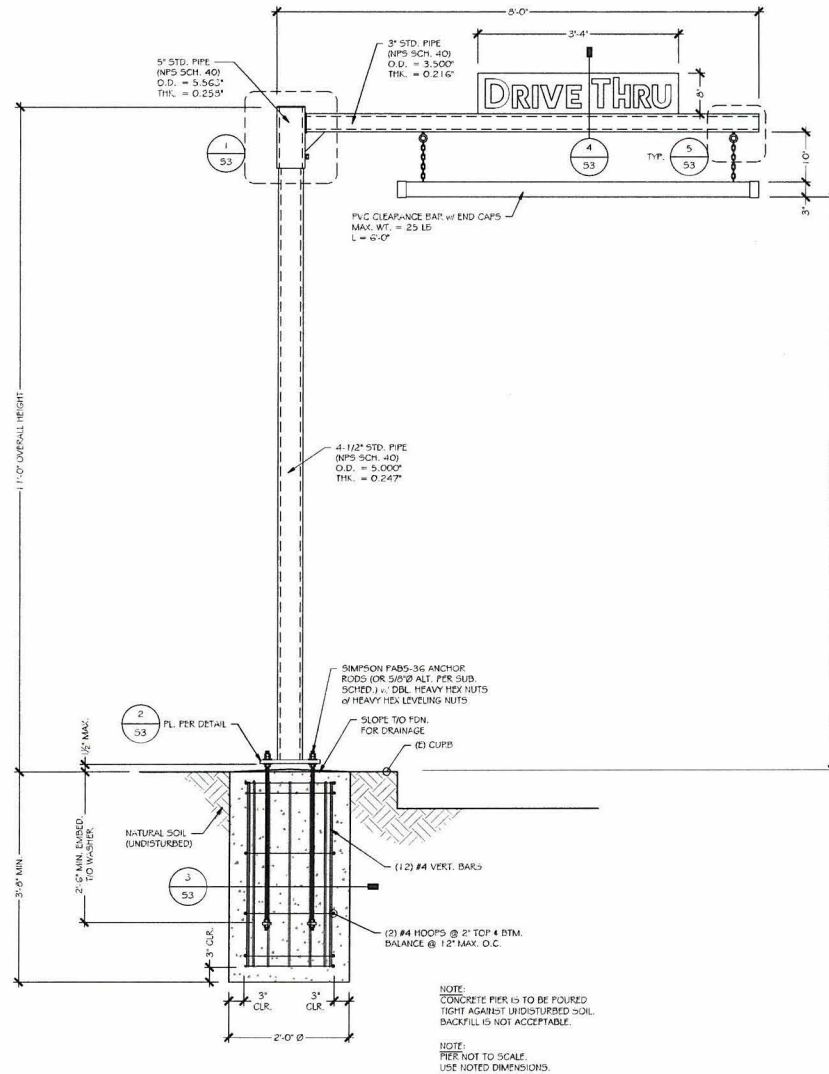
DATE OF SHOP DRAWING:  
**1/13/20**

SHOP REVISIONS:

SALES:	CONCEPT DESIGN:	PROD. DESIGN:	PAGE NO:
NJ	CH	CH	2 of 3

**ES&A SIGN & AWNING**  
89975 PRAIRIE RD. | EUGENE, OR 97402  
P 541.485.5546 | F 541.485.5813

## PIPE, PLATE & FOOTING DETAILS



1

ELEVATION  
SCALE: 1/2" = 1'-0"

# FACTORY DRAWING

## CONNECTION DETAILS

SHOP DRAWING #:  
**30409J**

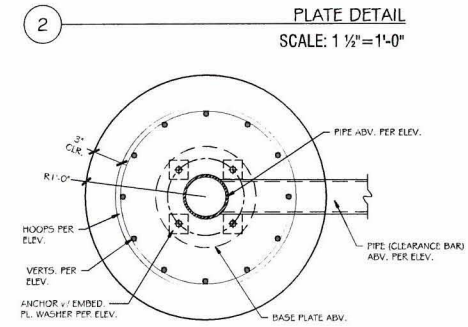
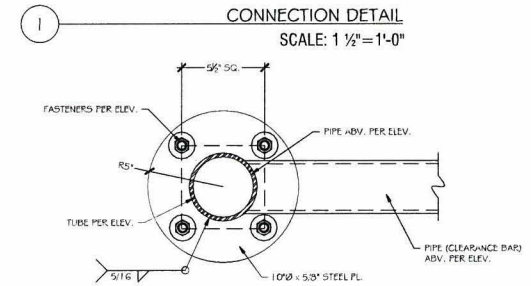
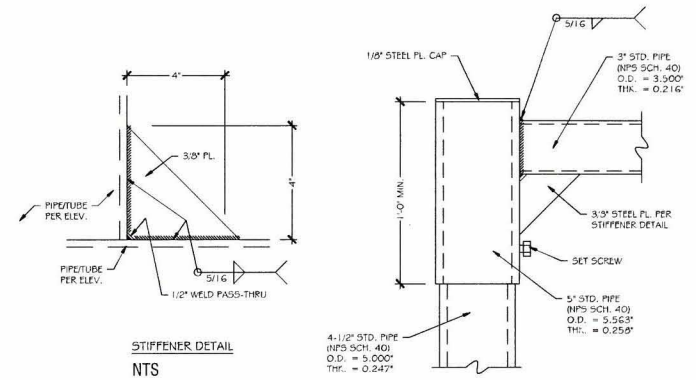
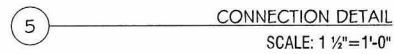
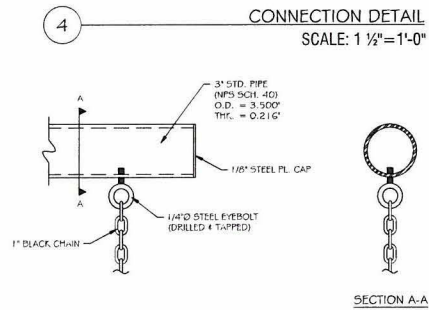
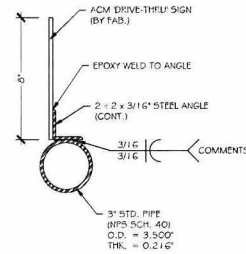
CLIENT:  
DUTCH BROS - CA1205  
1420 E PACHECO BLVD.  
LOS BANOS, CA 93635

DATE OF SHOP DRAWING:  
1/13/20

SHOP REVISIONS:

SALES:	CONCEPT. DESIGN:	PROD. DESIGN:	PAGE NO:
NJ	CH	CH	3 of 3

**ES&A SIGN & AWNING**  
89975 PRAIRIE RD. | EUGENE, OR 97402  
P 541.485.5546 | F 541.485.5813





FACTORY  
DRAWING

SCOPE OF WORK: MANUFACTURE & INSTALL (2) LEXAN SIGN FACES



SHOP DRAWING #:  
**30409K**

CLIENT:  
DUTCH BROS - CA1205  
1420 E PACHECO BLVD.  
LOS BANOS, CA 93635

DATE OF SHOP DRAWING:  
**1/13/20**

SHOP REVISIONS:

SALES:	CONCEPT:	PROD.	PAGE NO:
DESIGN:	DESIGN:	DESIGN:	
NJ	CH	CH	1 of 2

**ES&A SIGN & AWNING**  
89975 PRAIRIE RD. | EUGENE, OR 97402  
P 541.485.5544 | F 541.485.5813



**PYLON TENANT SIGN**  
SCALE: 1"=1'-0"

COLOR CODE

-  230-015 YELLOW PSV
-  230-33 RED PSV
-  230-127 INTENSE BLUE PSV
-  230-36 DARK BLUE PSV
-  WHITE

WHITE LEXAN FACES WITH TRANSLUCENT VINYL GRAPHICS

FACTORY  
DRAWING

INSTALLATION

SHOP DRAWING #:  
**30409K**

CLIENT:  
DUTCH BROS - CA1205  
1420 E PACHECO BLVD.  
LOS BANOS, CA 93635

DATE OF SHOP DRAWING:  
**1/13/20**

SHOP REVISIONS:

SALES:

CONCEPT  
DESIGN:

PROD.  
DESIGN:

PAGE NO:

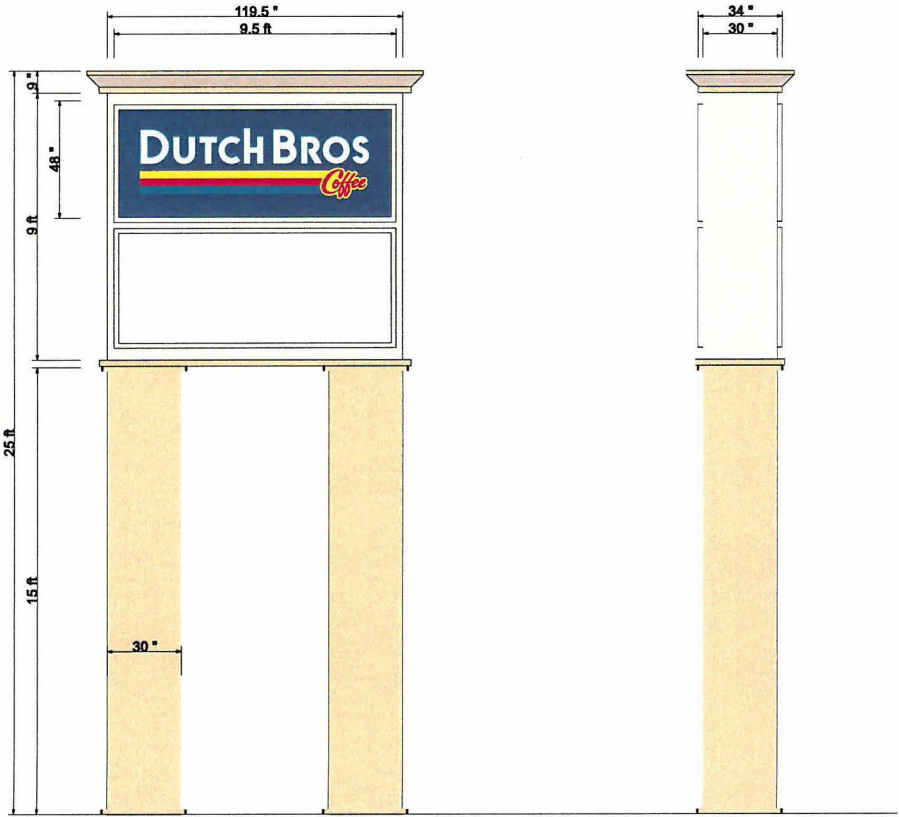
NJ

CH

CH

2 of 2

ES&A SIGN & AWNING  
81975 PRAIRIE RD. | EUGENE, OR 97402  
P 541.485.5546 | F 541.485.5813



Note: Chipotle will be included on this multi-tenant free standing sign

INSTALL NOTES:  
REMOVE EXISTING SIGN FACES & INSTALL NEW SIGN FACES.

PICK LIST		
QTY	PART	✓
2	LEXAN SIGN FACES	
SIGNED:		DATE:

## **APPENDIX B**

### **Traffic Impact Analysis**

**Dated: September 30, 2019**

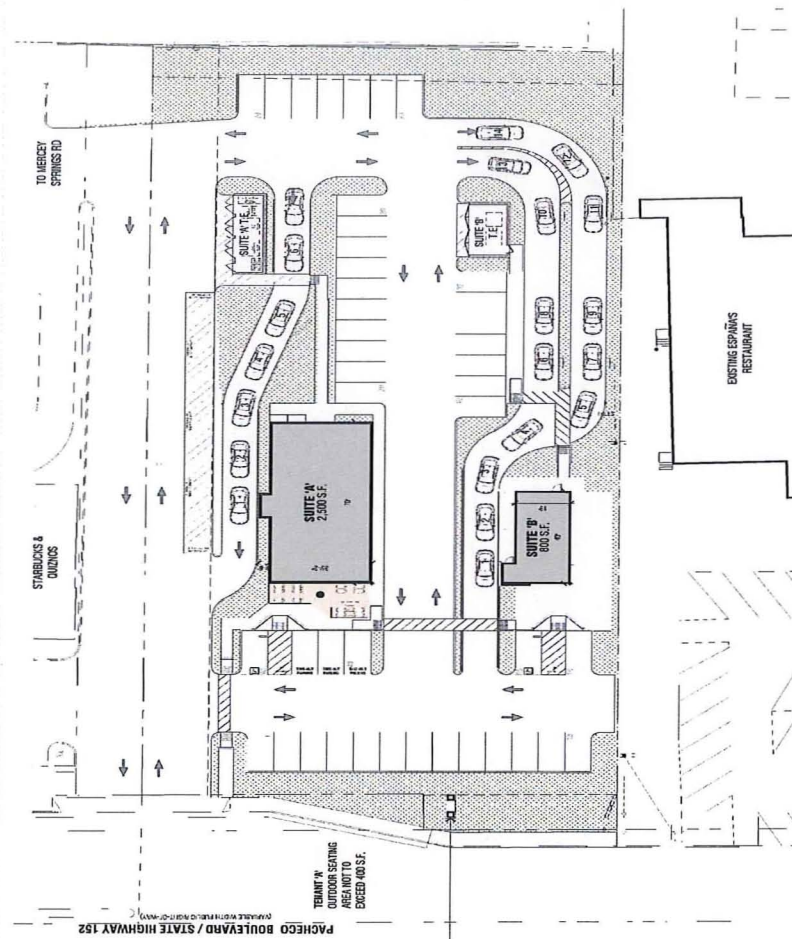
---

# 1420 EAST PACHECO BOULEVARD DEVELOPMENT LOS BANOS, CALIFORNIA

---

## TRAFFIC AND CIRCULATION STUDY

---



---

September 30, 2019

ATE Project 19034

---

Prepared for:

OA Holdings No.1, LLC  
10 Harris Court, Suite B-1  
Monterey, California 93940

---



**ASSOCIATED TRANSPORTATION ENGINEERS**

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110-1686 • (805) 687-4418 • FAX (805) 682-8509



# ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

Since 1978

Richard L. Pool, P.E.  
Scott A. Schell, AICP, PTP

September 30, 2019

Mr. Armando John Larson  
OA Holdings No. 1, LLC  
10 Harris Court, Suite B-1  
Monterey, California 93940

## ***TRAFFIC AND CIRCULATION STUDY FOR THE 1420 EAST PACHECO BOULEVARD DEVELOPMENT - CITY OF LOS BANOS***

Associated Transportation Engineers (ATE) is pleased to submit the following traffic and circulation study for the 1420 East Pacheco Boulevard Development. The study examines existing and future traffic conditions within the study-area and assesses the traffic and circulation impacts associated with the Project. It our understanding that the results of the study will be used by the City of Los Banos to process the Project's development application.

We appreciate the opportunity to assist OA Holdings No.1, LLC, with this Project.

Associated Transportation Engineers

By: Richard L. Pool, P.E.  
President





## TABLE OF CONTENTS

INTRODUCTION .....	1
PROJECT DESCRIPTION .....	1
EXISTING CONDITIONS .....	1
Existing Street Network .....	1
Existing Volumes and Levels of Service .....	4
IMPACT THRESHOLD CRITERIA .....	7
PROJECT GENERATED TRAFFIC VOLUMES .....	7
Project Trip Generation .....	7
Project Trip Distribution and Assignment .....	8
PROJECT-SPECIFIC IMPACTS .....	8
CUMULATIVE (EXISTING + APPROVED/PENDING PROJECTS) CONDITIONS .....	11
Cumulative + Project Impacts .....	14
SITE ACCESS AND CIRCULATION .....	16
PROJECT MITIGATION MEASURES .....	18
REFERENCES AND PERSONS CONTACTED .....	19
TECHNICAL APPENDIX .....	20

## LIST OF TABLES

Table 1 - Existing Peak Hour Levels of Service .....	7
Table 2 - Project Trip Generation .....	8
Table 3 - Existing + Project A.M. Peak Hour Levels of Service .....	11
Table 4 - Existing + Project P.M. Peak Hour Levels of Service .....	11
Table 5 - Approved/Pending Projects Trip Generation .....	12
Table 6 - Cumulative Peak Hour Levels of Service .....	14
Table 7 - Cumulative + Project A.M. Peak Hour Level of Service .....	14
Table 8 - Cumulative + Project P.M. Peak Hour Level of Service .....	14

## LIST OF FIGURES

Figure 1	Existing Street Network/Project Site Location .....	2
Figure 2	Project Site Plan .....	3
Figure 3	Existing Lane Geometries and Traffic Controls .....	5
Figure 4	Existing Traffic Volumes .....	6
Figure 5	Project Trip Distribution and Assignment .....	9
Figure 6	Existing + Project Traffic Volumes .....	10
Figure 7	Cumulative Traffic Volumes .....	13
Figure 8	Cumulative + Project Traffic Volumes .....	15

## INTRODUCTION

The following traffic study contains an analysis of the potential traffic and circulation impacts associated with the Project, located in the eastern portion of the City of Los Banos. The guidelines set forth in the City of Los Banos standards were utilized in formatting the various sections of the traffic study. The study provides information relative to Existing, Existing + Project, Cumulative (Existing + Approved/Pending Projects) and Cumulative + Project traffic conditions. Site access and circulation are also addressed in the traffic study.

## PROJECT DESCRIPTION

As shown on Figure 1, the 1420 East Pacheco Boulevard development is located on the north side of Pacheco Boulevard (State Route 152), adjacent to the Los Banos Marketplace shopping Center and the Espana Restaurant/Canal Farm Inn in the City of Los Banos. The Project is proposing to construct two retail commercial pads. A 2,500 square-foot fast-food restaurant with a drive through window and an 800 square-foot coffee shop with a drive through window. Primary access to the Project site will be provided from an existing driveway connection to Pacheco Boulevard which serves the Los Banos Marketplace shopping center. Secondary access is provided via cross access to driveway connections serving the Los Banos Market Place shopping center. The Project site plan is illustrated on Figure 2.

## EXISTING CONDITIONS

### Existing Street Network

The Project site is served by a circulation system comprised of arterial and collector streets, which are illustrated on Figure 1 and discussed in the following text.

**Pacheco Boulevard (State Route 152)**, located adjacent to the Project site, is a east-west state highway that connects Los Banos to State Route 99 to the east and Interstate 5 to the west. In the study-area Pacheco Boulevard is a 4-lane divided roadway. The Pacheco Boulevard/Merced Springs Road and Pacheco Boulevard/Miller Lane intersections are signalized. Pacheco Boulevard will provide direct access to the Project site.

**Merced Springs Road (State Route 165)**, a north-south state highway located west of the Project site, connects Los Banos to State Route 99 to the north and Interstate 5 to the south. In the study-area Merced Springs Road is a 2- to 4-lane arterial roadway. The Pacheco Boulevard/Merced Springs Road intersection is signalized.

**Miller Lane**, is a 2-lane collector roadway that extends north from Pacheco Boulevard to San Luis Street. The roadway serves residential, commercial and agricultural land uses. The Pacheco Boulevard/Miller Lane intersection is signalized.



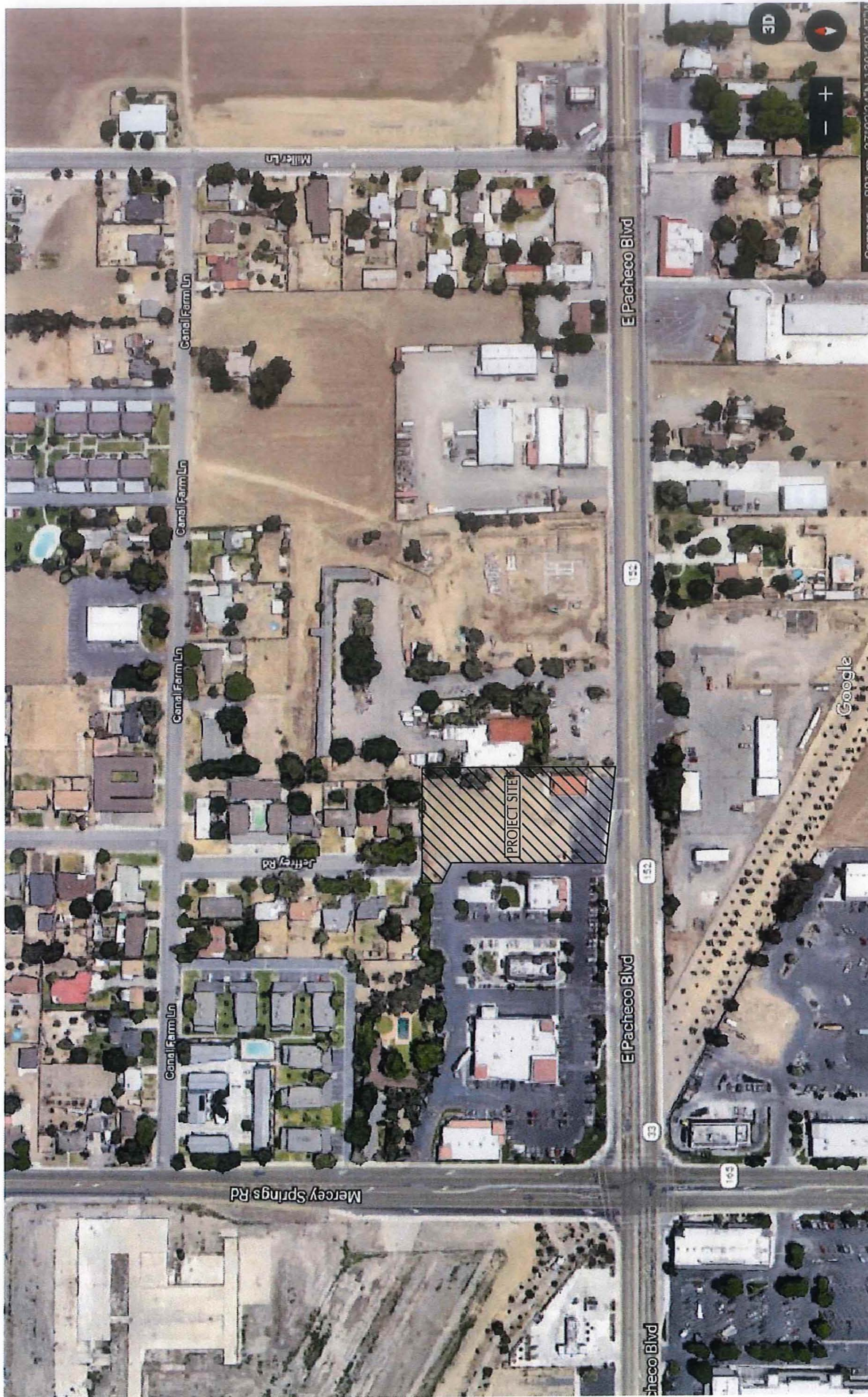
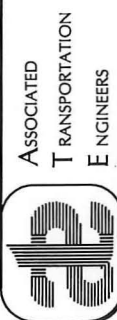


FIGURE 1

PROJECT SITE LOCATION



ASSOCIATED  
TRANSPORTATION  
ENGINEERS

KAB - ATE#19034

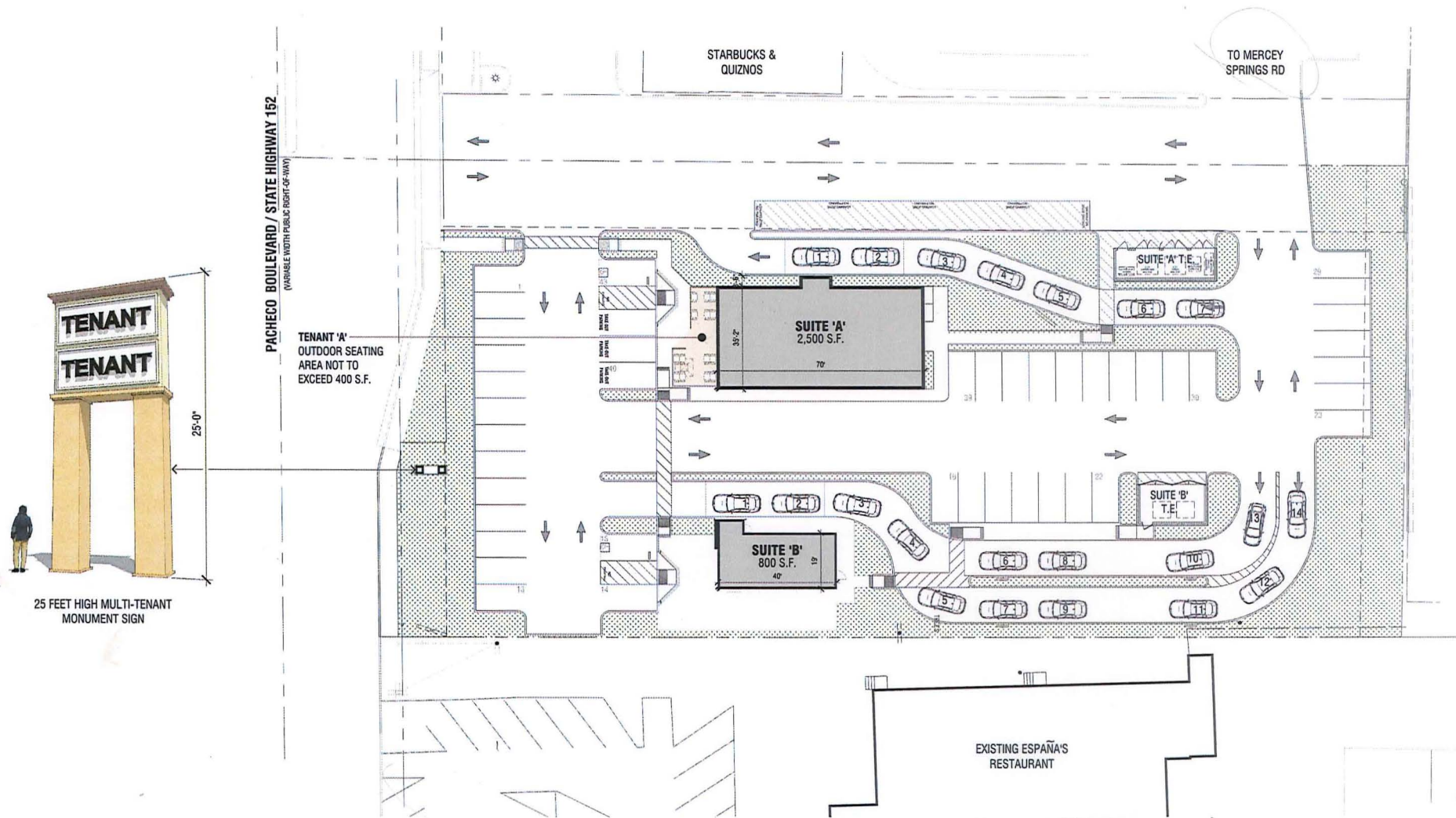




ASSOCIATED  
TRANSPORTATION  
ENGINEERS

# SITE PLAN

SCALE: 1:30



## PROJECT SITE PLAN

FIGURE 2

KAB - ATE#19034



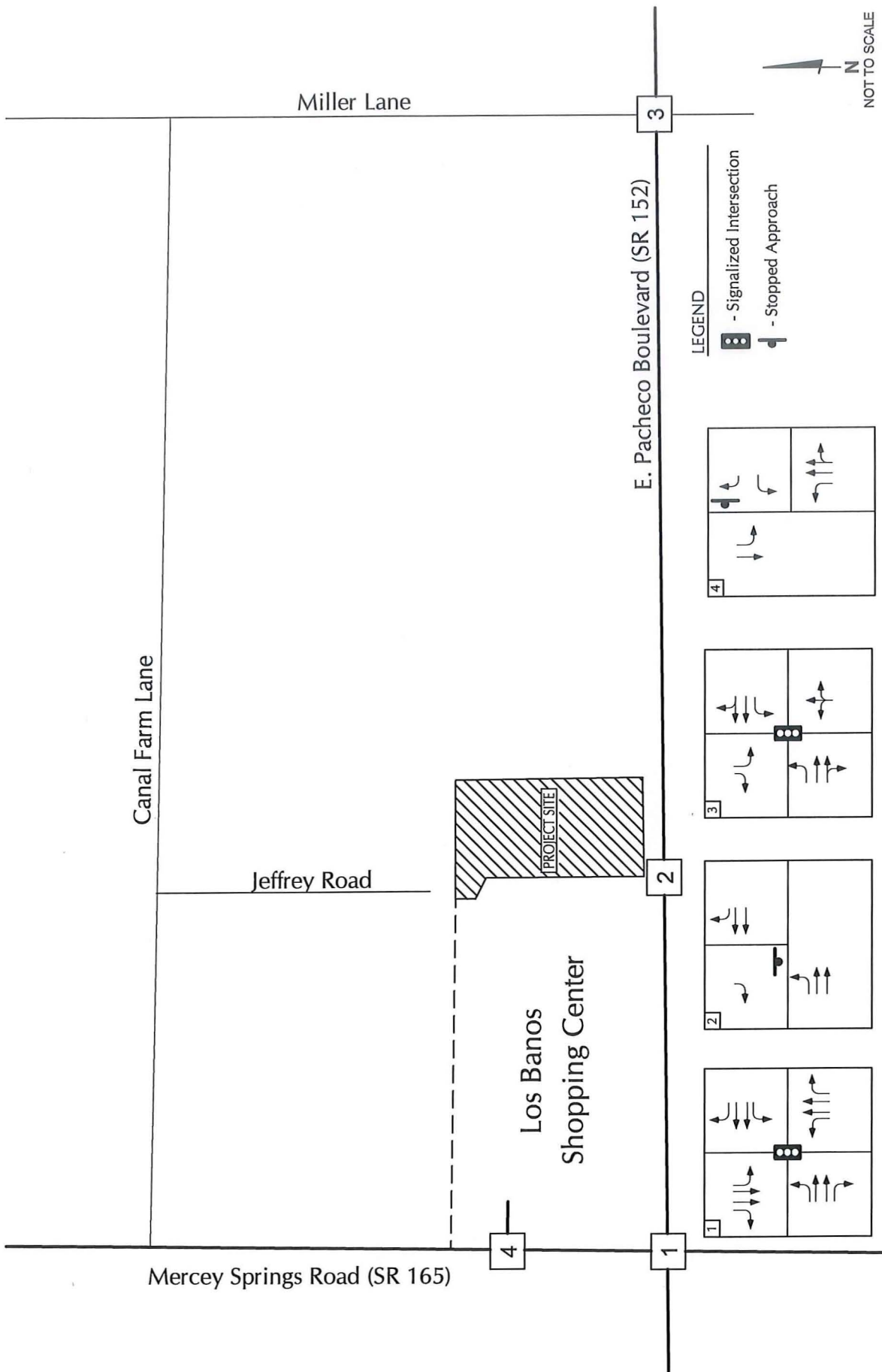
## Existing Volumes and Levels of Service

### Intersection Operations

Figure 3 illustrates the study-area intersections, the existing traffic controls and the intersection geometries. The existing A.M. and P.M. peak hour traffic volumes at the study-area intersections are illustrated on Figure 4. These volumes were collected in June of 2019 for this study and are included in the Technical Appendix.

Traffic flow on urban arterials is most constrained at intersections. Therefore, a detailed analysis of traffic flows must examine the operating conditions of critical intersections during peak travel periods. In rating intersection operations, "Levels of Service" (LOS) A through F are used, with LOS A indicating free flow operations and LOS F indicating congested operations (more complete definitions of levels of service are included in the Technical Appendix). In the City of Los Banos LOS "D" is the acceptable operating standard for intersections.

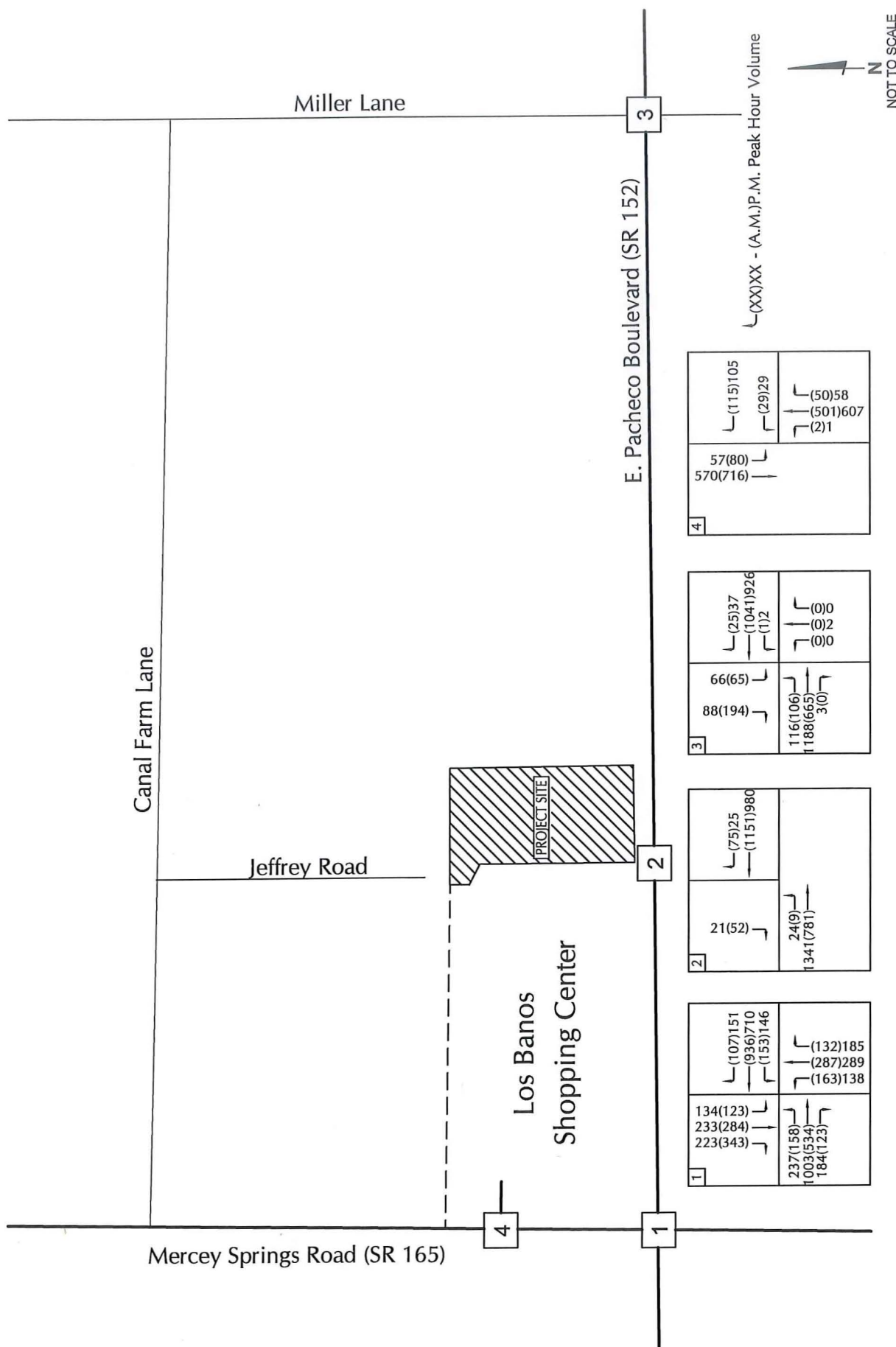
Existing levels of service for the study-area intersections were calculated using the Highway Capacity Manual signalized and unsignalized methodologies as required by the City of Los Banos. Worksheets illustrating the level of service calculations are contained in the Technical Appendix for reference. Table 1 lists the existing levels of service for the study-area intersections during the A.M. and P.M. peak hour periods.



EXISTING LANE GEOMETRY AND TRAFFIC CONTROLS

FIGURE 3

KAB - ATE#19034



**Table 1**  
**Existing Peak Hour Levels of Service**

Intersection	Control Type	A.M. Peak Hour		P.M. Peak Hour	
		Delay	LOS	Delay	LOS
Pacheco Blvd./Mercey Springs Rd	Signal	34.7 sec.	LOS C	35.2 sec.	LOS D
Pacheco Blvd./Miller Ln.	Signal	20.3 sec.	LOS C	17.1 sec.	LOS B
Pacheco Blvd./Shopping Center Dwy.	STOP-Sign	0.4 sec.	LOS A	0.2 sec.	LOS A
Mercey Springs Rd./Shopping Center Dwy.	STOP-Sign	1.8 sec.	LOS A	1.7 sec.	LOS A

The data presented in Table 1 indicates that the study-area intersections currently operate at LOS "D" or better during the A.M. peak hour and P.M. peak hour periods., which meets the City's LOS "D" standard.

### **IMPACT THRESHOLD CRITERIA**

The City of Los Banos has established LOS "D" as the threshold of significance for determining project impacts at intersections. This criteria was used to determine the significance of the impacts generated by the Project at the study-area intersections.

### **PROJECT GENERATED TRAFFIC VOLUMES**

#### **Project Trip Generation**

The trip generation estimates for the Project were developed using the Fast-Food Restaurant with a Drive Through Window (Land Use Code 934) and Coffee Shop with a Drive Through Window (Land Use Code 937) rates published in the Institute of Transportation Engineering (ITE), Trip Generation, 10<sup>th</sup> Edition. As a highway commercial development a portion of the Project trips will be "pass-by" trips. Table 2 summarizes the average daily trips (ADT), A.M. and P.M. peak hour trip generation ("primary" trips and "pass-by" trips) estimates for the proposed commercial development. "Primary" trips are new trips with the expressed purpose of going to the Project that would be added to adjacent traffic flow. "Pass-by" trips are existing trips in the adjacent traffic flow that would be attracted to the Project.



**Table 2**  
**Project Trip Generation**

Land Use	Size	ADT		Weekday Peak Hour Trips			
		Rate	Trips	A.M. Peak Hour		P.M. Peak Hour	
				Rate	Trips	Rate	Trips
Fast-Food Restaurant w/Drive Thru Less 50% "Pass-By" Trips: Primary Trips:	2,500 S.F.	470.19	1,175 <u>-587</u> 588	40.19	100 (51 In/49 Out) <u>50 (25 In/25 Out)</u> 50 (26 In/24 Out)	32.67	82 (43 In/39 Out) <u>41 (21 In/20 Out)</u> 41 (22 In/19 Out)
Coffee Shop w/Drive-Thru Less 50% "Pass-By" Trips: Primary Trips:	800 S.F.	820.38	656 <u>-328</u> 328	88.99	71 (36 In/35 Out) <u>36 (18 In/18 Out)</u> 35 (18 In/17 Out)	43.38	35 (18 In/17 Out) <u>18 (9 In/9 Out)</u> 17 (9 In/8 Out)
Total Project Trip Generation:			1,831		171 (87In/84 Out)		117 (61 In/56 Out)
Net Primary Trip Generation:			916		85 (44 In/41 Out)		58 (31 In/27 Out)

As shown in Table 2 the Project would generate 1,831 average daily trips, 171 A.M. peak hour trips and 117 P.M. peak hour trips. Of the total Project trip generation 915 average daily trips, 86 A.M. peak hour trips, and 59 P.M. peak hour trips are "pass-by" in nature. The resulting 916 average daily trips, 85 A.M. peak hour trips, and 58 P.M. peak hour trips would be new trips added to the adjacent study-area intersections and used for the traffic impact analysis.

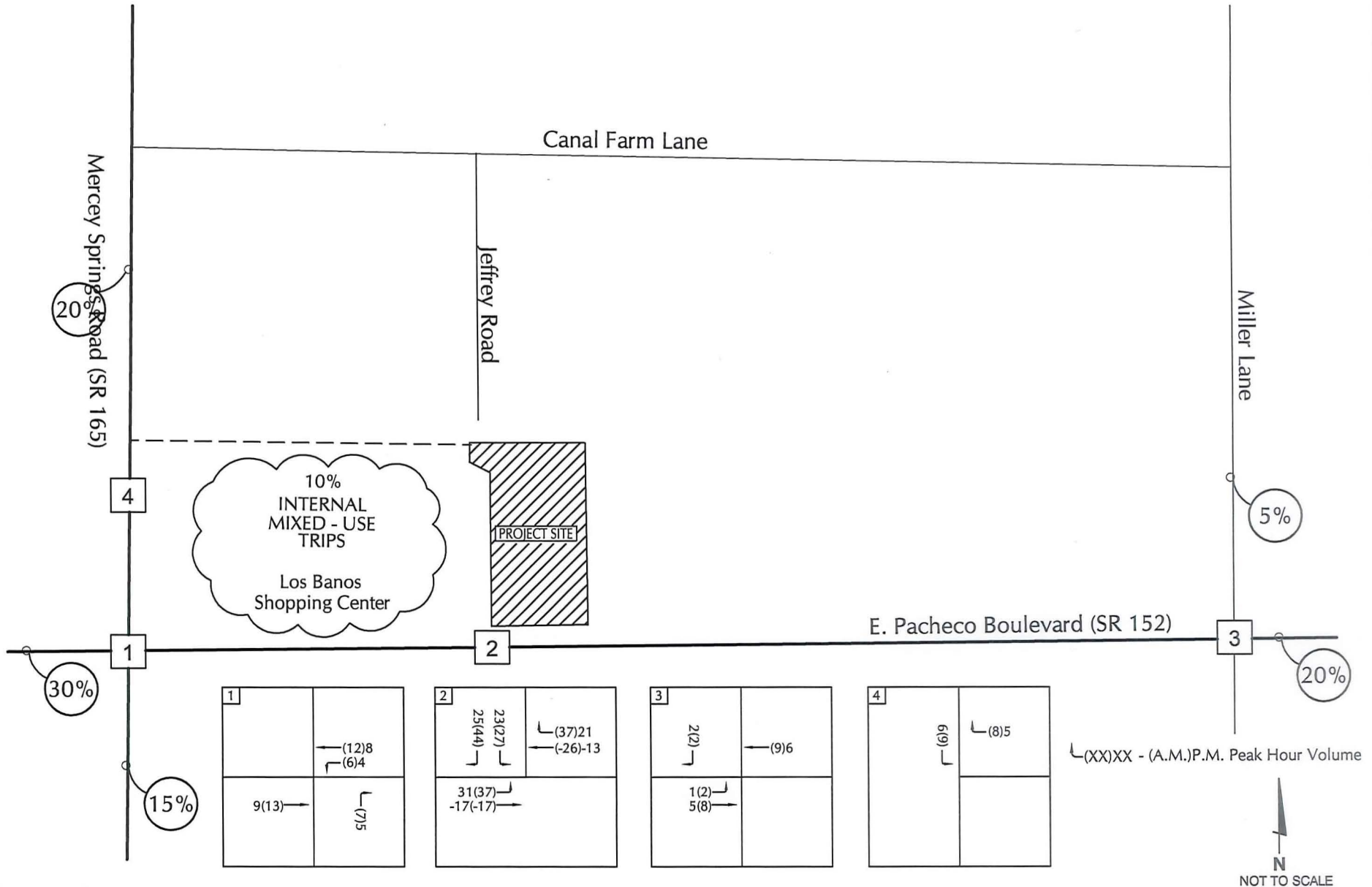
### **Project Trip Distribution and Assignment**

The project-generated A.M. and P.M. peak hour traffic volumes were distributed and assigned to the study-area intersections based on travel data derived from the existing traffic volumes as well as a general knowledge of the population, employment and commercial centers in the Los Banos area. Figure 5 illustrates the trip distribution and assignment assumed for the Project's trips. Figure 6 illustrates the Existing + Project traffic volumes.

### **PROJECT-SPECIFIC IMPACTS**

Levels of service were calculated for the study-area intersections assuming the Existing + Project volumes. Tables 3 and 4 show the results of the calculations and identify the Project's impacts based on the City of Los Banos impact thresholds.



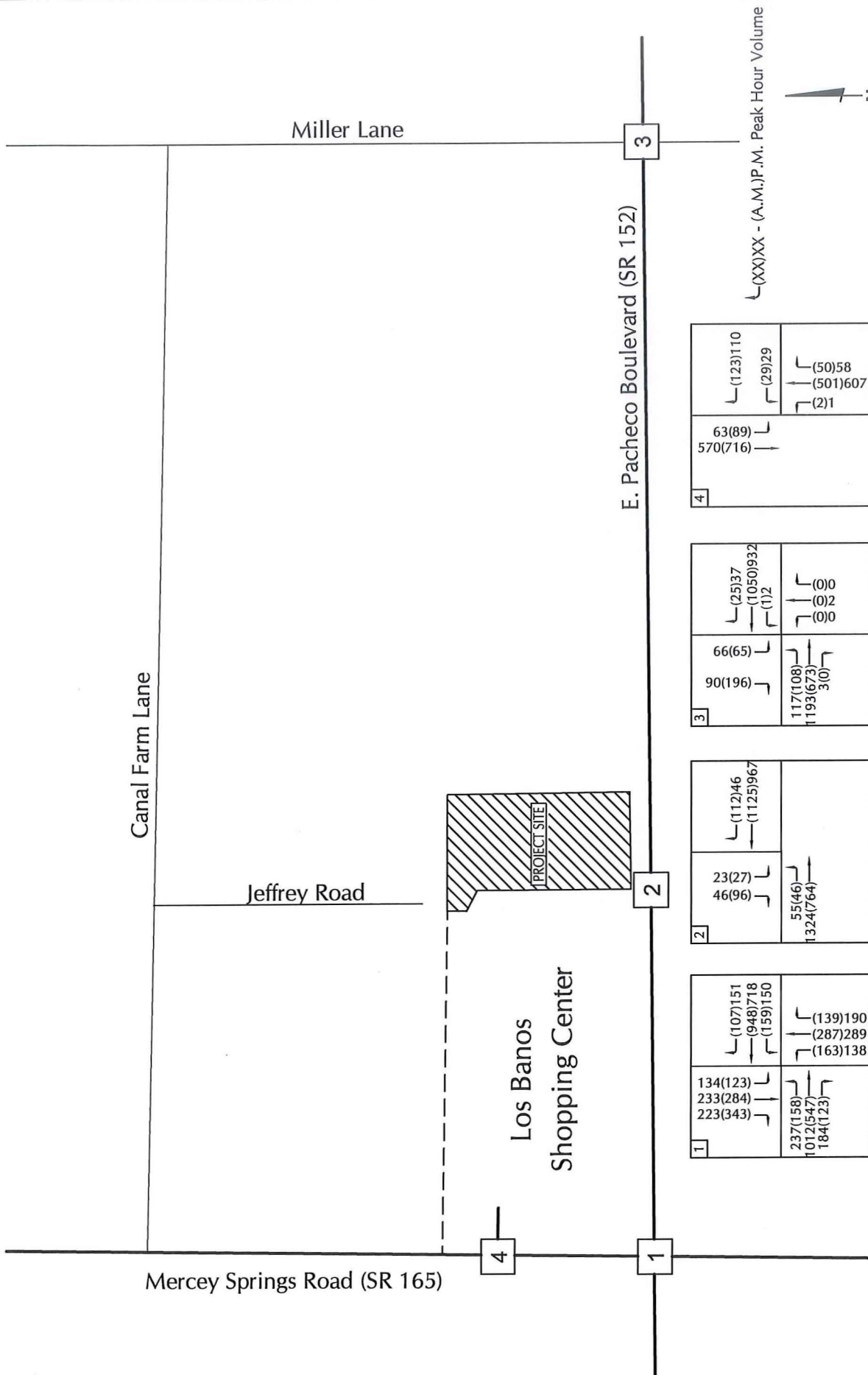


ASSOCIATED  
TRANSPORTATION  
ENGINEERS

## PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

KAB - ATE#19034



NOT TO SCALE

N

FIGURE 6

EXISTING + PROJECT TRAFFIC VOLUMES



ASSOCIATED  
TRANSPORTATION  
ENGINEERS

**Table 3**  
**Existing + Project A.M. Peak Hour Levels of Service**

Intersection	Existing		Existing + Project		Change	Impact?
	Delay	LOS	Delay	LOS		
Pacheco Blvd./Mercey Springs Rd.	34.7 sec.	LOS C	35.0 sec.	LOS D	0.3 sec.	No
Pacheco Blvd./Miller Ln.	20.3 sec.	LOS C	20.3 sec.	LOS C	0.0 sec.	No
Pacheco Blvd/Project Dwy.	0.4 sec.	LOS A	2.3 sec.	LOS A	1.9 sec.	No
Mercey Springs Rd./Shopping Center Dwy.	1.8 sec.	LOS A	1.9 sec.	LOS A	0.1 sec.	No

**Table 4**  
**Existing + Project P.M. Peak Hour Levels of Service**

Intersection	Existing		Existing + Project		Change	Impact?
	Delay	LOS	Delay	LOS		
Pacheco Blvd./Mercey Springs Rd.	35.2 sec.	LOS D	35.7 sec.	LOS D	0.5 sec.	No
Pacheco Blvd./Miller Ln.	17.1 sec.	LOS B	17.2 sec.	LOS B	0.1 sec.	No
Pacheco Blvd/Shopping Center Dwy.	0.2 sec.	LOS A	0.7 sec.	LOS A	0.5 sec.	No
Mercey Springs Rd./Shopping Center Dwy.	1.7 sec.	LOS A	1.8 sec.	LOS A	0.1 sec.	No

The data presented in Tables 3 and 4 indicate that the project would not have a significant impact to the study-area intersections based on the City of Los Banos' impact thresholds during the A.M. or the P.M. peak hour periods. All of the study-area intersections would continue to operate at LOS "D" or better with the addition of Project traffic.

#### **CUMULATIVE (EXISTING + APPROVED/PENDING PROJECTS) CONDITIONS**

The City of Los Banos requires that the intersections be analyzed with the addition of traffic generated by projects which have been approved or are pending within the study-area. Trip generation estimates were developed for the cumulative developments using the rates presented in the ITE, Trip Generation, 10<sup>th</sup> Edition. Table 5 summarizes the average daily, A.M. and P.M. peak hour trip generation estimates for the approved and pending projects.



**Table 5**  
**Approved/Pending Development Projects Trip Generation**

No.	Project	Land Use	Size	ADT	Peak Hour Period	
					A.M.	P.M.
1.	Sonic Drive-In	Fast-Food Restaurant	1,500 S.F.	689	50	64
2.	Vieira Development	Retail Commercial	4,800 S.F.	181	4	18
3.	Los Banos Police Station	Police Station	15,000 S.F.	170	17	17
4.	Western Dental	Dental Office	4,200 S.F.	146	12	14
5.	Express Car Wash	Car-Wash	4,662 S.F.	660	0	66
6.	Hernandez Development	Retail Commercial	1,800 S.F.	68	2	7
7.	Place Road Elementary	Elementary School	73,186 S.F.	1,428	510	100
8.	Sunset Hills	Single-Family Res.	11 units	104	8	11
9.	Village Green	Single-Family Res.	35 units	330	26	35
10.	The Villas	Single-Family Res.	216 units	2,039	160	214
11.	Southpointe	Single-Family Res.	510 units	4,814	377	505
12.	Mission Village South II	Single-Family Res.	46 units	434	34	46
13.	Mission Village South III	Single-Family Res.	91 units	859	67	90
14.	Villages at Stonecreek IIA/III	Single-Family Res.	37 units	349	27	37
15.	Villages at Stonecreek IV	Single-Family Res.	197 units	1,860	146	195
16.	Villages at Stonecreek V	Single-Family Res.	53 units	500	39	52
17.	Hill Property	Single-Family Res.	138 units	1,302	102	137
18.	Villages at Stonecreek VII	Single-Family Res.	343 units	3,238	254	340
19.	Villages at Stonecreek IX	Single-Family Res.	71 units	670	52	70
20.	Racquet Club Estates	Multi-Family Res.	30 units	220	22	17
21.	San Luis Estates	Single-Family Res.	25 units	236	18	25
22.	Villages at Los Banos	Single-Family Res.	12 units	113	9	12
23.	Alta Vista	Single-Family Res.	44 units	415	32	44
24.	Northpointe	Single-Family Res.	596 units	5,626	441	590
25.	Sunrise Ranch	Single-Family Res.	197 units	1,860	146	195
26.	Presidential Estates	Single-Family Res.	420 units	3,965	311	416
27.	Shaunessy Village	Single-Family Res.	151 units	1,425	112	149
<b>Total Trips:</b>				33,701	2,978	3,466

The data presented in Table 5 indicates that the approved and pending projects would generate a total of 33,701 average daily trips, 2,978 A.M. peak hour trips and 3,466 P.M. peak hour trips. The traffic generated by the approved and pending projects was distributed and assigned to the study-area intersections. The trip assignment for the cumulative development projects was developed based on the location of each project, existing traffic patterns observed in the study-area as well as a general knowledge of the population, employment and commercial centers in Los Banos and the surrounding area. Figure 7 illustrates the Cumulative peak hour traffic volumes at the study-area intersections.

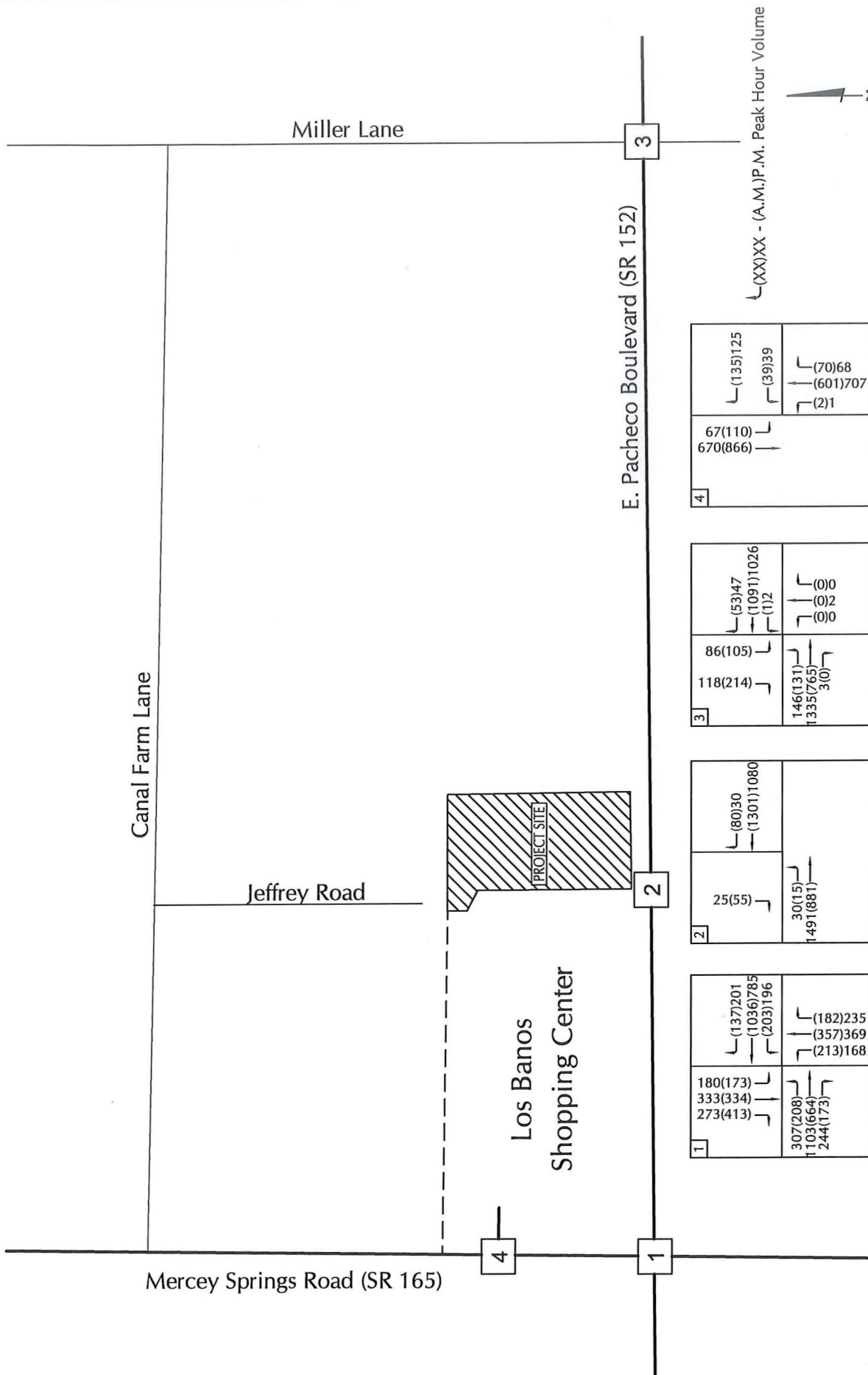


FIGURE 7

CUMULATIVE TRAFFIC VOLUMES





**Table 6**  
**Cumulative Peak Hour Levels of Service**

Intersection	Control Type	A.M. Peak Hour		P.M. Peak Hour	
		Delay	LOS	Delay	LOS
Pacheco Blvd./Mercey Springs Rd	Signal	52.7 sec.	LOS D	50.9 sec.	LOS D
Pacheco Blvd./Miller Ln.	Signal	29.0 sec.	LOS C	19.5 sec.	LOS B
Pacheco Blvd./Shopping Center Dwy.	STOP-Sign	0.5 sec.	LOS A	0.2 sec.	LOS A
Mercey Springs Rd./Shopping Center Dwy.	STOP-Sign	2.3 sec.	LOS A	2.1 sec.	LOS A

The data presented in Table 6 indicate that the study-area intersections would operate at LOS "D" or better during the A.M. peak hour and P.M. peak hour periods under Cumulative conditions, which meets the City's LOS "D" standard.

### Cumulative + Project Impacts

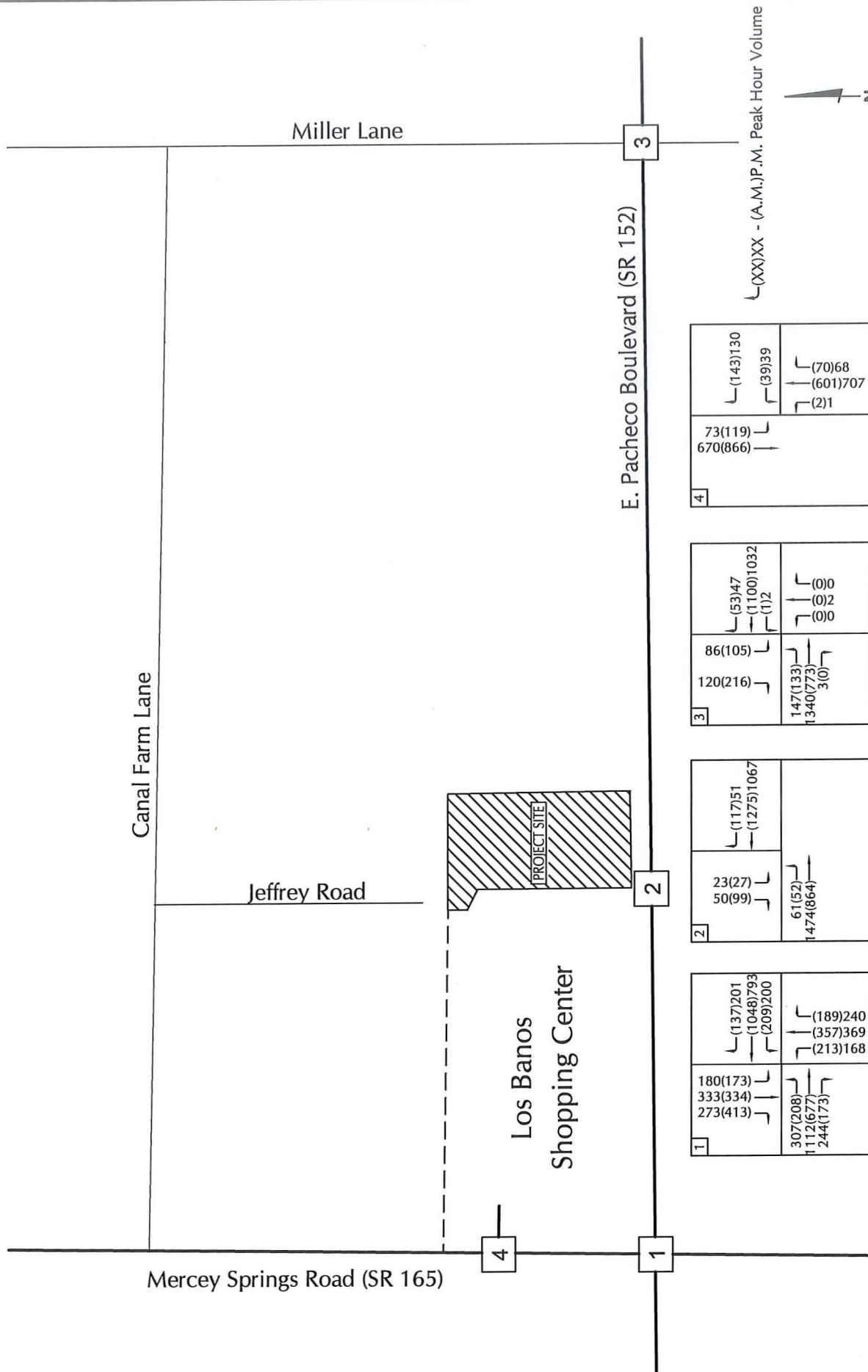
Levels of service were calculated for the study-area intersections assuming the Cumulative + Project volumes illustrated on Figure 8. Tables 7 and 8 show the results of the calculations and identify the impacts of the project based on City of Los Banos impact thresholds.

**Table 7**  
**Cumulative + Project A.M. Peak Hour Levels of Service**

Intersection	Cumulative		Cum. + Project		Change	Impact?
	Delay	LOS	Delay	LOS		
Pacheco Blvd./Mercey Springs Rd.	52.7 sec.	LOS D	52.7 sec.	LOS D	0.0 sec.	No
Pacheco Blvd./Miller Ln.	29.0 sec.	LOS C	29.4 sec.	LOS C	0.4 sec.	No
Pacheco Blvd./Shopping Center Dwy.	0.5 sec.	LOS A	3.2 sec.	LOS A	2.7 sec.	No
Mercey Springs Rd./Shopping Center Dwy.	2.3 sec.	LOS A	2.4 sec.	LOS B	0.1 sec.	No

**Table 8**  
**Cumulative + Project P.M. Peak Hour Levels of Service**

Intersection	Cumulative		Cum. + Project		Change	Impact?
	Delay	LOS	Delay	LOS		
Pacheco Blvd./Mercey Springs Rd.	50.9 sec.	LOS D	50.9 sec.	LOS D	0.0 sec.	No
Pacheco Blvd./Miller Ln.	19.5 sec.	LOS B	20.2 sec.	LOS C	0.7 sec.	No
Pacheco Blvd./Shopping Center Dwy.	0.2 sec.	LOS A	2.3 sec.	LOS A	2.1 sec.	No
Mercey Springs Rd./Shopping Center Dwy.	2.1 sec.	LOS A	2.2 sec.	LOS A	0.1 sec.	No



NOT TO SCALE

FIGURE 8

CUMULATIVE + PROJECT TRAFFIC VOLUMES

ASSOCIATED  
TRANSPORTATION  
ENGINEERS



KAB - ATE#19034

The data presented in Tables 7 and 8 indicate that the project would not have a significant impact to the study-area intersections based on the City of Los Banos impact thresholds during the A.M. or the P.M. peak hour periods. All of the study-area intersections would continue to operate at LOS "D" or better with the addition of Project traffic.

## **SITE ACCESS AND CIRCULATION**

As shown on Figure 2, primary access to the development will be provided by a driveway connection to Pacheco Boulevard adjacent to the Project frontage. Secondary access will be provided via cross-access to the Los Banos Marketplace shopping center. The existing Los Banos Marketplace driveway will provide access to Pacheco Boulevard. The Pacheco Boulevard/Project Driveway intersection will operate acceptably (LOS "A") with Project traffic. The secondary access via the other Los Banos Marketplace driveways would accommodate Project traffic should continue to operate acceptably.

Figure 2 illustrates the Project site plan and the vehicle storage provided in the drive-through lanes for the two commercial tenants. The fast-food restaurant dual drive-through lanes would accommodate at least 7 vehicles between the pick-up window and the storage area assuming stacking at 20 feet per vehicle. The coffee shop dual drive-through lanes would accommodate more than 14 vehicles between the pick-up window and the storage area assuming stacking at 20 feet per vehicle. In order to evaluate the vehicle storage requirement for the proposed coffee shop, ATE utilized vehicle queuing studies conducted at three coffee shops with drive-through lanes.

### Coffee Shop Vehicle Queuing Study

The queue studies were conducted on weekdays between the hours of 7:00 A.M. and 9:00 A.M., which is the peak activity time for drive-through lanes. The queue studies observed the number of vehicles queued in the drive-through lane and counted the total number of vehicles using the drive-through. Descriptions of the surveyed sites are provided below along with the results of the queue studies.

### **Site Locations and Surrounding Land Uses**

Lompoc. The Lompoc coffee shop is located at 1436 H Street. The Lompoc store is located within a shopping center just northwest of the H Street (State Route 1)/College Avenue intersection. H Street is a commercial corridor that is heavily traveled (H Street is the major north-south arterial roadway within Lompoc). Residential neighborhoods are located to the east and west of the shopping center.

Oxnard. The Oxnard coffee shop is located at 1611 East Channel Islands Boulevard. The Oxnard store is located on the northwest corner of the Rose Avenue/Channel Islands Boulevard intersection just south of State Route 1. Rose Avenue and Channel Islands Boulevard are both heavily traveled arterial roadways. Residential and commercial uses are located in the immediate vicinity of this site.



Simi Valley. The Simi Valley coffee shop is located at 1197 East Los Angeles Avenue. The Simi Valley store is located within a shopping center on the northeast corner of the First Street/East Los Angeles Avenue intersection just south of the State Route 118 freeway. First Street and Los Angeles Avenue are both heavily traveled arterial roadways. Commercial uses surround this site. Residential tracts are located further south and west of the First Street/East Los Angeles Avenue intersection.

Table 9 summarizes the results of the queue studies conducted at the coffee shops in Lompoc, Oxnard and Simi Valley.

**Table 9**  
**Coffee Shop - Drive-Through Queue Study Results**

Site	Storage Provided	Average Peak Queue	Exceed Storage	Maximum Queue	Exceed Storage	Occurrences	Duration <sup>(a)</sup>
Lompoc	7 Vehicles	6 Vehicles	NO	9 Vehicles	Yes/2 Vehicles	1 Occurrence	< 2 Minutes
Oxnard	10 Vehicles	6 Vehicles	NO	9 Vehicles	NO	2 Occurrences	< 2 Minutes
Simi Valley	12 Vehicles	12 Vehicles	NO	14 Vehicles	Yes/2 Vehicles	3 Occurrences	< 3 Minutes

(a) Number of minutes per occurrence.

Lompoc. As shown in Table 9, the average queues observed during the 2-hour study period was 6 vehicles, which were accommodated within the 7-vehicle stacking area. The maximum queue observed was 9 vehicles. There were two occurrences when 8 vehicles were in queue and one occurrence when 9 vehicles were in queue. Each of the occurrences lasted less than 2 minutes. The 2 vehicles that exceed the 7-vehicle stacking area were queued in the adjacent drive aisle within the shopping center.

Oxnard. Average queues were measured at 6 vehicles during the 2-hour study period, which were accommodated within the 10-vehicle stacking area. The maximum queue observed was 9 vehicles (two occurrences), which were also accommodated within the 10-vehicle stacking area.

Simi Valley. Average queues were measured at 12 vehicles at the Simi Valley store during the 2-hour study period. The 12-vehicle stacking area was nearly full or was full during most of the study period. The maximum queue observed was 14 vehicles. There were three occurrences when 14 vehicles were in queue and four occurrences when 13 vehicles were queued. The 2 vehicles that exceeded the 12-vehicle stacking area were queued in the adjacent drive aisle within the shopping center. The maximum queues of 14 vehicles occurred for less than 3 minutes.

## **Drive-Through Operations**

The maximum queue observed in the studies was 14 vehicles, while maximum queues of 9 vehicles which would be accommodated were observed at 2 of the study sites. As shown in Figure 1, the coffee shop drive-through lane would accommodate a queue of 16 vehicles without affecting the on-site parking and circulation system. Thus, for most of the time, queues would be accommodated within the vehicle stacking area. For the few occurrences when 16 vehicles may be in queue, the spill-over would not affect the adjacent streets. Instead, the vehicle queue could be accommodated on the site with minimal interference to the adjacent parking field. A 17 or 18-vehicle queue would block two of the parking spaces if it extended to the west. If the two spaces were blocked, vehicles occupying those spaces would need to wait until the queue dissipated in order to exit the spaces. On the other hand, if the spaces were not occupied and the vehicle queue blocked their access, drivers would have to park in other spaces in the lot or wait a minute or two until the queue cleared.

## **PROJECT MITIGATION MEASURES**

Based on the City of Los Banos traffic impact thresholds, it was determined that the project would not have a significant impact to any of the study-area intersections. Thus no mitigation measures were developed for the study-area intersections.

■ ■ ■



## REFERENCES AND PERSONS CONTACTED

### Associated Transportation Engineers

Richard L. Pool, P.E. Principal Engineer  
Darryl F. Nelson, Senior Transportation Planner  
Erica Monson, Transportation Planner

### Persons Contacted

Stacy Souza-Elms, Community Development Director, City of Los Banos

### References

Highway Capacity Manual, Transportation Research Board, National Research Council, 2000.

Trip Generation, Institute of Transportation Engineers, 10<sup>th</sup> Edition, 2017.

Lee Schwab Tire Store Traffic Impact Analysis, KD Anderson & Associates, February 2012.