

FILED

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

2019 JUN 20 PM 2:21

STANISLAUS CO. CLERK RECORDER  
Victoria Alvarez

**PROPOSED**  
**MITIGATED NEGATIVE DECLARATION**

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

**PROJECT TITLE:** Grainger Expansion Project

**PROJECT LOCATION:** APN 021-085-028, 2710 Keystone Pacific Parkway, City of Patterson, County of Stanislaus

**DESCRIPTION OF PROJECT:** Construction of a 179,780 square foot expansion to an existing 800,534 square foot building, utilized for distribution purposes and the expansion of an existing parking lot to accommodate an additional 33 semi-trailers. The project site is a 46 acre parcel located on the southeast corner of the intersection of Keystone Pacific Parkway, and Rogers Road.

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

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

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

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

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

**REVIEW PERIOD:** June 20, 2019 through July 22, 2019

All comments regarding correctness, completeness, or adequacy of this Negative Declaration must be received by the City of Patterson Community Development Department, PO Box 667, Patterson, CA 95363 or at (209) 895-8020, no later than 5:00 p.m. on July 22, 2019.

**DATE:** June 20, 2019

**SIGNATURE:**

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

Date removed from posting 7/24/19



# CITY OF PATTERSON

## Initial Study of Environmental Impact

### I. Summary of Findings

<b>Project Name:</b>	Grainger Expansion Project
<b>Project Description:</b>	Construction of a 179,780 square foot expansion to an existing 800,534 square foot building, utilized for distribution purposes and the expansion of an existing parking lot to accommodate an additional 33 semi-trailers. The project site is a 46 acre parcel located on the southeast corner of the intersection of Keystone Pacific Parkway, and Rogers Road.
<b>Sources:</b>	This initial study was prepared using the Patterson Zoning Ordinance, General Plan, 2010 General Plan EIR, the 2015 Urban Water Management Plan, the 2018 Water Master Plan, the 2016 Wastewater Master Plan, the 2018 Storm Drain Master Plan, the 2001 West Patterson Projects EIR, the 2006 Keystone West Business Park EIR, the 2007 Keystone West Business Park – Phase 3 / McShane Company Negative Declaration, a May 17, 2019 Traffic Evaluation, and guidelines for the implementation of CEQA.
<b>Applicant:</b>	City of Patterson, 1 Plaza, PO Box 667, Patterson, CA 95363
<b>Recommendation:</b>	Mitigated Negative Declaration
<b>Location:</b>	APN 021-085-028, 2710 Keystone Pacific Parkway, Patterson, CA
<b>Date:</b>	June 5, 2019

### II. Project Description

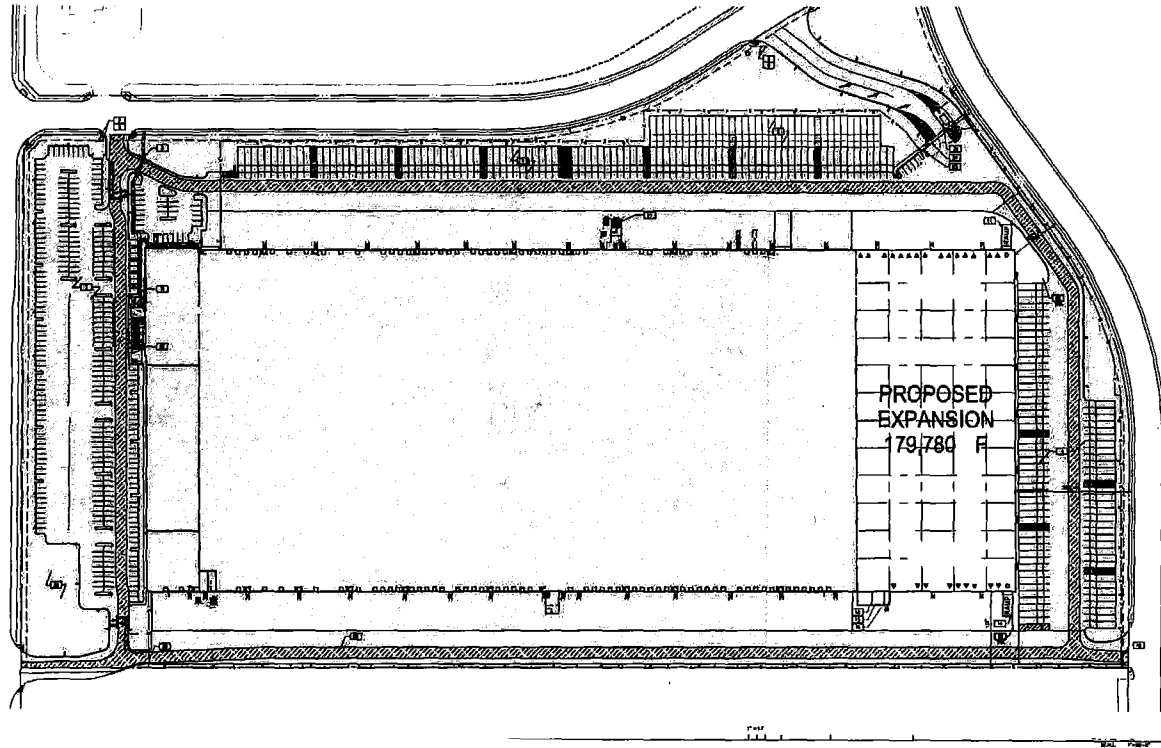
An approximately 180,000 square foot expansion to an existing 800,000 square foot distribution center, located at 2710 Keystone Pacific Parkway, Patterson, CA, APN 012-085-028. The expansion would be used for distribution purposes consistent with the existing use. An additional 33 semi-trailer parking spaces would be added at the northeast corner of the site. The project site is currently vacant of trees, buildings, and other features.

#### Environmental Setting

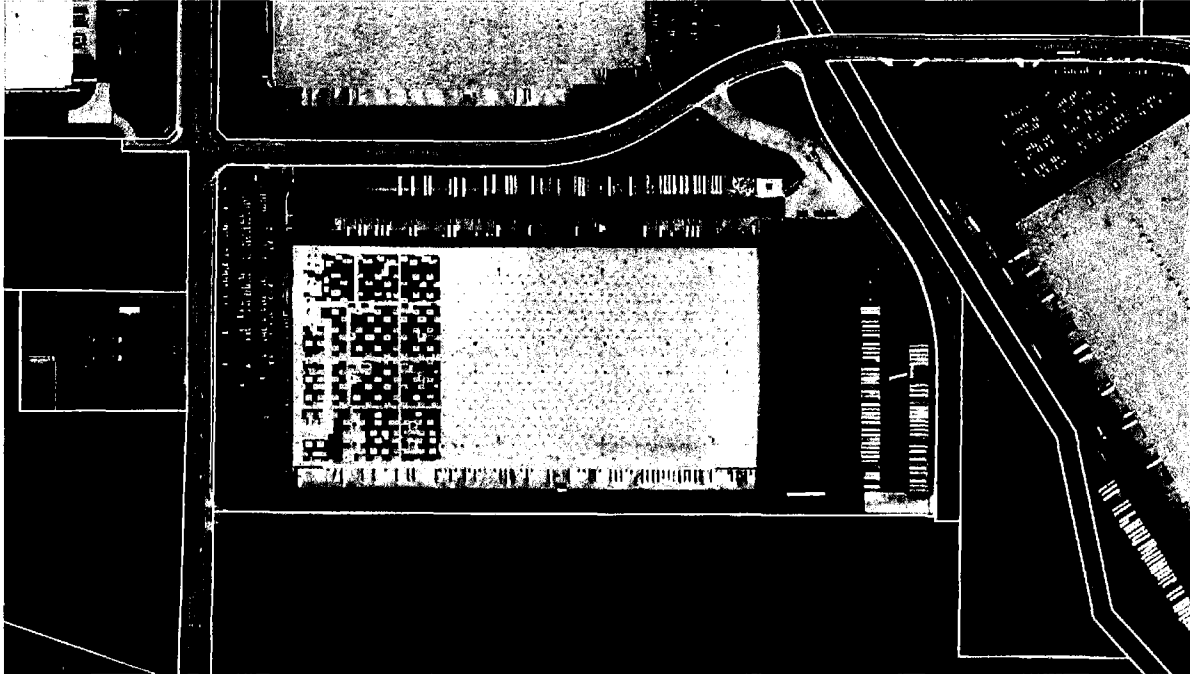
The project site is currently flat and is clear. The proposed building expansion site was developed with the expansion in mind. The site is located within the West Patterson Business Park. Surrounding land uses include distribution centers to the north and east, an approved distribution center to the south, and proposed light industrial uses to the west.

The site was originally contemplated for industrial development in the 2001 West Patterson Projects EIR. In 2006, the Keystone West Business Park EIR refined this analysis. In 2007, a Negative Declaration was prepared based on an increased square footage within the West Keystone Business Park area, finding no significant impact would occur based on the increased square footage.

**Figure 1 – Proposed Site Plan**



**Figure 2 – Project Location**



### III. Initial Study Environmental Checklist

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

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

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites 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 the lead agency has determined that a particular physical impact may occur, then 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," as described in (5) below, 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) Impacts 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) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - 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 significance

The discussion that follows each section of checklist questions:

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

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

## I. LAND USE AND PLANNING

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Physically divide an established community?				■
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			■	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				■

### Setting/Discussion

The project includes the construction of an 180,000 square foot expansion to an existing 800,000 square foot distribution center and an additional 33 semi-trailer parking spaces. The project site is located within the Light Industrial General Plan designation with a Planned Development overlay zoning designation for the West Patterson Business Park. The proposed use is consistent with both the General Plan and zoning designations.

The site was originally contemplated for industrial development in the 2001 West Patterson Projects EIR. In 2006, the Keystone West Business Park EIR refined this analysis. In 2007, a Negative Declaration was prepared based on an increased square footage within the West Keystone Business Park area, finding no significant impact would occur based on the increased square footage.

The increased square footage proposed with the present project would not conflict with any approved plan or ordinance by itself.

Associated with the increased square footage, the municipal code requires one parking space per 1,000 square feet of floor area. This parking ratio has been found to be inconsistent with appropriate levels of parking for large distribution centers (over 500,000 square feet) in the past and the Planning Commission has accepted a parking requirement of one space per 2,000 square feet, with lower ratios accepted as projects demonstrate a reduced need based on issues such as employment projections.

At a total square footage of 980,000 square feet, the project would require 490 parking spaces. Currently, the site provides 411 parking spaces and the applicant requests that no additional parking be required. The owner indicates that based on employment and shift requirements, no more than 300 spaces would be required at peak hours, far less than the total provided. Approval of such a change would not be considered a significant impact.

**Conclusion**

The project will not result in significant impacts relating to land use compatibility.



## II. POPULATION AND HOUSING

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Induce substantial growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				■
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				■
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				■

### Setting/Discussion

This project would expand an existing building in an urbanized area and is not expected to

### Conclusion

The project would not result in significant impacts to housing and population.

### III. GEOLOGY AND SOILS

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Expose people or structures to potential substantial adverse effects, including the risk of lost, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?				■
ii. Strong seismic ground shaking?				■
iii. Seismic-related ground failure, including liquefaction?				■
iv. Landslides?				■
b. Result in substantial soil erosion or the loss of topsoil?				■
c. Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				■
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			■	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				■

#### Setting

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

#### Discussion

- d. The project site is located in an area with expansive soils. Any potential impact will be addressed through the implementation of engineering and building code standards. No significant soils effects or geological problems are expected which can not be addressed through the use of current engineering and water quality standards adopted by the City and State.

#### Conclusion

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

#### IV. HYDROLOGY AND WATER QUALITY

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Violate and water quality standards or waste discharge requirements?				■
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				■
c. Substantially alter the 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 situation on- or off-site?				■
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation of- of off-site?				■
e. Create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				■
f. Otherwise substantially degrade water quality?				■
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				■
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				■
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				■
j. Inundation by seiche, tsunami, or mudflow?				■

#### Setting

The project site is located outside of the 100-year flood hazard area. The project site is served by a regional storm drain basin located to the west of the project site. Any potential impacts to hydrology and water quality would be mitigated through existing State and City requirements.

#### Conclusion

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

## V. AIR QUALITY

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

### Setting

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

### Discussion

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

#### Construction Emissions

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

from construction activities can lead to adverse health effects as well as nuisance concerns such as reduced visibility and soiling of exposed surfaces.

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

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

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

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

- Any site with 150 or more vehicle trips per day shall prevent carryout and track-out.
  - Limit traffic speeds on unpaved roads to 15 mph;
  - Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.
  - Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site;
  - Install wind breaks at windward side(s) of construction areas;
  - Suspend excavation and grading activity when winds exceed 20 mph; and
- Limit area subject to excavation, grading, and other construction activity at any one time. Regardless of wind speed, an owner/operator must comply with Regulation VIII's 20 percent opacity limitation.

Impacts associated with the project are related to construction activities and traffic associated with operation of the project. Such impacts have been addressed through the listed measures. As a result, no significant impact is anticipated.

### **Conclusion**

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

## VI. TRANSPORTATION/TRAFFIC

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
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)?		■		
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?		■		
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				■
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				■
e. Result in inadequate emergency access?				■
f. Result in inadequate parking capacity?				■
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				■

### Setting

The project includes the construction of an 180,000 square foot expansion to an existing 800,000 square foot distribution center. The site was originally contemplated for industrial development in the 2001 West Patterson Projects EIR. In 2006, the Keystone West Business Park EIR refined this analysis. In 2007, a Negative Declaration was prepared based on an increased square footage within the West Keystone Business Park area, finding no significant impact would occur based on the increased square footage, including no significant impact to the area's transportation system.

### Interstate 5

Interstate 5 (I-5) is a four-lane freeway near Patterson. According to the 2016 traffic counts obtained from the Caltrans website, I-5 carries between 40,000 to 48,000 vehicles per day (vpd) in the vicinity of Sperry Avenue. For regional travel, residents rely primarily on I-5, a major north-south freeway to the west of the city limits. I-5 connects to I-580, approximately 15 miles to the north of Patterson. I-5 and I-580 provide access to regional employment centers in Pleasanton, San Ramon, and the rest of the San Francisco Bay Area. The interchange of I-5/Sperry Avenue is configured as a tight diamond with a narrow



underpass road and a steep drop in grade next to the northbound on-ramp. All ramps are one lane in each direction.

*Sperry Avenue*

Sperry Avenue is a two- to four-lane major arterial roadway that serves as the major route of travel between I-5 to the west and the City of Patterson to the east. Sperry Avenue terminates at SR-33, 3 miles east of I-5. Near the freeway, its Average Daily Trips range from 12,000 to 14,000 vpd. A recent count to the west of Park Center Drive showed the ADT to be approximately 15,300 vpd.

**Discussion**

a.b. A traffic evaluation was prepared for the proposed project and determined that all intersections would operate at an acceptable Level of Service except the intersections of Sperry Avenue and I-5 ramps. The project was estimated to generate 31 AM peak hour trips and 35 PM peak hour trips. Based on the engineer's estimate of the cost of the Interstate 5/Sperry Ave Interchange improvements, the project's estimated equitable share would be \$76,039.

The project would also incrementally add vehicle trips that are necessary to transport construction equipment, materials, and personnel to the project site while the project is built. These trips are not considered to reach a level of significance.

**Conclusion**

The project would contribute to the I-5/Sperry Avenue Ramps performing at a level of service below that adopted by the City of Patterson as acceptable.

*Mitigation Measure*

**MM TRANS-1a** Prior to building permit issuance, the applicant shall contribute the fair share of the costs of necessary improvements for the Interstate 5/Sperry Avenue Interchange improvements.

## VII. BIOLOGICAL RESOURCES

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				■
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				■
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				■
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				■
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				■

### Setting/Discussion

The project site lies within an urbanized and vacant area. No special status plants are known to occur within the project area. Endangered, threatened, or rare species in the Patterson area include the San Joaquin kit fox (*Vulpes macrotis mutica*), Swainson's hawk (*Buteo swainsoni*), and burrowing owl (*Athene cunicularia*). The San Joaquin kit fox's preferred habitat is grassland and rolling hills west of Interstate 5. Swainson's hawk and

burrowing owl both prefer grasslands for foraging. No nesting trees suitable for Swainson's hawk are located at the project site. Burrowing owls nest in ground squirrel burrows. There is no evidence of ground squirrel burrows on the site. The project is not expected to cause impacts to biological resources above significant levels.

**Conclusion**

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

## VIII. MINERAL RESOURCES

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
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?				■
c. 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?				■

### Discussion

The project is not expected to impact the availability of valuable or locally important mineral resources.

### Conclusion

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

## IX. HAZARDS AND HAZARDOUS MATERIALS

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				■
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				■
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				■
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				■
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				■
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				■
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				■
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				■

**Discussion**

The project is not expected to create or increase hazards.

**Conclusion**

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

## X. NOISE

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal result in:</i>				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			■	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				■
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				■
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			■	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				■
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				■

### Setting

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

Table 1: Maximum Allowable Noise Exposure - Transportation Noise Sources Source: Patterson General Plan, 2010			
Land Use	Outdoor Activity Areas <sup>1</sup>	Interior Spaces	
	Ldn/CNEL, dB	Ldn/CNEL, dB	Leq, dB <sup>2</sup>
Residences, Transient Lodging, Hospitals, and Nursing Homes	60 <sup>3</sup>	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Offices	60 <sup>3</sup>	--	45
Churches, Meeting Halls	60 <sup>3</sup>	--	40

Schools, Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	-

Notes:

- Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.
- As determined for a typical worst-case hour during periods of use.
- For other than residential uses, where an outdoor activity area is not proposed, the standard shall not apply. Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn/CNEL or less using a practical application of the best available noise reduction measures, an exterior noise level of up to 65 dB Ldn/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

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

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

Construction work is the main source of noise as a result of the project.

**Discussion**

a., d. Noise levels on the project site will increase as a result of construction activities associated with development. Such noise is temporary and is not considered significant. Noise from the equipment is not expected to exceed noise standards outlined in the 2010 General Plan EIR.

**Conclusion**

Noise levels resulting from construction and operation of the project are not expected to result in a significant impact.



## XI. PUBLIC SERVICES

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a. Fire protection?				■
b. Police protection?				■
c. Schools?				■
d. Parks?				■
e. Other public facilities?				■

### Setting/Discussion

Installation of the project will require maintenance of City facilities and may result in increased calls for emergency response departments. These impacts are not considered to be to a level of significance and are addressed through the 2010 General Plan EIR.

### Conclusion

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

## XII. UTILITIES AND SERVICE SYSTEMS

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				■
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				■
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				■
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				■
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				■
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				■
g. Comply with federal, state, and local statutes and regulations related to solid waste?				■

### Setting/Discussion

All utilities and services required for the project are available and would not result in new construction of facilities. All impacts are anticipated by the 2010 General Plan.

### Conclusion

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

### XIII. AESTHETICS

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Have a substantial adverse effect on a scenic vista?				■
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				■
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				■
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				■

#### Setting

The project is located within an business park on vacant land with no distinctive aesthetic value. The proposed project is consistent with development in the area.

#### Conclusion

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

#### XIV. CULTURAL RESOURCES

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				■
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				■
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				■
d. Disturb any human remains, including those interred outside of formal cemeteries?				■

#### Setting

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

#### Conclusion

Development of the project site will have no effect on archaeological, historic or paleontological resources.

## XV. RECREATION

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				■
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				■

### Setting/Discussion

The project will not result in a significant impact to recreational resources.

### Conclusion

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

## XVI. AGRICULTURAL RESOURCES

Issues	Potentially Significant Impact	Potentially Significant unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				■
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				■
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				■

### Setting/Discussion

The project site is developed and does not conflict with existing agricultural or environmental uses and will not result in a significant impact to agricultural resources.

### Conclusion

Project related impacts to agricultural resources are considered less than significant.

## XVI. MANDATORY FINDINGS OF SIGNIFICANCE

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

### Discussion of Checklist Answers

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

## XVII. Determination

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

On the basis of this initial evaluation:

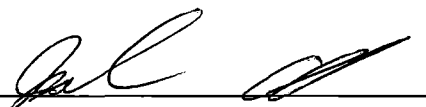
I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

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

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

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

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

6-20-19  
\_\_\_\_\_  
Date