



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

NOTICE OF INTENT TO ADOPT NEGATIVE DECLARATION  
AND NOTICE OF PUBLIC MEETING

Paradise Tomato Kitchen Expansion  
General Plan Amendment #2017-02  
and Site Plan Review #2017-05

Notice is hereby given that the City of Los Banos has prepared an Initial Study (IS) of environmental effects, and intends to adopt a Negative Declaration (ND), for the Paradise Tomato Kitchen, Application Nos. GPA #2017-02 and SPR #2017-05. The proposed project consists of a 175,034 square foot expansion for their current warehouse located on a cumulative 12.57 acres of two adjoining parcels at 149 G Street, in Los Banos in the General Industrial Zoning District. A General Plan Amendment to amend the Floor Area Ratio text to 70 percent from the current 35 percent maximum in General Industrial Zoning Districts. The project site is located east of Johnson Road, south of Willmott Avenue, west of G Street, and north of H Street.

The IS/ND has analyzed the potential environmental effects of the project in the range of environmental subject areas specified in the California Environmental Quality Act (CEQA) and the CEQA Guidelines. On the basis of this analysis, the IS/ND finds that the project will not involve any significant environmental effects. The City will consider the adoption of the Negative Declaration, before approval of the proposed improvement project.

Copies of the IS/ND are available for public review at the City of Los Banos City Hall at 520 J Street, Los Banos, California 93635.

The City of Los Banos will accept public and agency comments on the IS/ND during a 30-day review period that will begin on December 22, 2017, and end at 5:00 p.m. on January 22, 2018. Comments may be sent to the City of Los Banos, 520 J Street, Los Banos, CA 93635, Attn: Rudy Luquin, Associate Planner.

In addition, notice is hereby given that the Los Banos Planning Commission will consider a recommendation to the Los Banos City Council on the IS/ND for the project at a public meeting scheduled for January 24, 2018, at 7:00 p.m. in the Council Chambers at Los Banos City Hall, 520 J Street, Los Banos, CA 93635.

Rudy Luquin, Associate Planner

December 22, 2017





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

**Initial Study/ Negative Declaration**

**Paradise Tomato Kitchens, Inc.**

**Warehouse Expansion**

**General Plan Amendment #2017-02**

**Site Plan Review #2017-05**

**December 22, 2017**

**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)827-7000 ext. 114

[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 Paradise Tomato Kitchen Warehouse Expansion 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 the north east corner of the intersection of H Street and Johnson Road within the City of Los Banos, County of Merced. Specifically, the project is located on an approximate 12.57 acre site (APNs: 081-110-012 (10.2 acres) and 081-110-040 (2.37 acres) east of Johnson Road, south of Willmott Avenue, west of G Street, and north of H Street. The uses surrounding the site include:

East: Single story industrial building (75' from property line)

South: Single story industrial building (20' from property line)

West: Commercial building and school

North: Mini storage and single story industrial building

## **Project Description**

Paradise Tomato Kitchen, Inc (Applicant) is proposing a 175,034 square foot expansion for their current warehouse located on a cumulative 12.57 acres of two adjoining parcels at 149 G Street, in Los Banos in the General Industrial Zoning District. A General Plan Amendment to amend the Floor Area Ratio text to 70 percent from the current 35 percent maximum in General Industrial Zoning Districts will accommodate the expansion with a larger building envelope. The proposed expansion of the facility will allow for increased capacity for product storage which will result in improved business operations for Paradise Tomato Kitchen. The proposed expansion will consist of new paved onsite parking, landscaping, lighting, an expansion of the existing rail dock to the proposed expanded warehouse portion, a new truck dock near the proposed north access, and various improvements such as ramps and stairs. Vehicle and truck access onto the project area is proposed by three ingress/egress locations. One of the proposed ingress/egress locations is on the north portion of the parcel allowing access from Willmott Avenue. The two designated ingress/egress locations are both at the east portion of the parcel allowing access from G Street. The two G Street access locations will be separated by a little over 100 feet of proposed landscaping strips along with pedestrian access from G Street. Paradise Tomato Kitchen has included the installation of sidewalk along the G Street frontage and installation of curb, gutter and sidewalk along the Willmott Avenue frontage to the City of Los Banos Standards as these will be conditions of approval.

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

There are existing water service and sanitary service whom which are provided by the City of Los Banos. There will be an onsite storm water drainage designed to meet the standards and requirements of the City of Los Banos as a condition of approval and the State of California Water Resources Control Board Industrial Storm water permit. All storm water from non-pervious surfaces shall be collected in the proposed storm water basins and effectively treated prior to discharge into the City of Los Banos Storm Water System. There are existing connections to dry utilities (i.e. gas and electric) provided by Pacific Gas and Electric.

The existing site includes disked vacant land. The only structures that currently exist on the project site are the existing 138,400 square foot warehouse and a small shed. The area directly around the warehouse is unimproved surfaces.

### **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.



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

12/22/17

\_\_\_\_\_  
Date

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

## Environmental Checklist Form

### Project Title

Paradise Tomato Kitchen Expansion

### 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) 827-7000 ext. 114; Fax: (209) 827-7006  
rudy.luquin@losbanos.org

### Project Sponsor's Name and Address

Paradise Tomato Kitchens, Inc.  
1500 South Brook Street  
Louisville, KY 40208

### Project Location and Setting

The Project site is located on the north east corner of the intersection of H Street and Johnson Road within the City of Los Banos, County of Merced. Specifically, the project is located on an approximate 12.57 acre site (APNs: 081-110-012 (10.2 acres) and 081-110-040 (2.37 acres) on the east side of Johnson Road between H Street and Willmott Avenue. The uses surrounding the site include:

East: Existing single story Industrial building

South: Existing single story Industrial building

West: Existing commercial building/ existing school building

North: Existing single story Industrial building - Mini Storage

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

### Figure 2 – Vicinity Map

The proposed project site has been used for industrial purposes previously occupied by Lifetime Doors, Inc and is currently in use by Paradise Tomato Kitchen, Inc as a storage facility for processed product. The neighboring parcel which is also the project site has remained vacant and undeveloped for over 30 years. Urban development (primarily industrial development) has occurred on the north, east, and south areas of the project

site, along with associated street and utility improvements. To the west of the project site there is a commercial structure and a school structure. The topography of the site is relatively flat. There is small vegetation located throughout the undeveloped project site. This vegetation will be removed as part of the development of the proposed project. There is an existing warehouse and a shed located on a portion of the project site. The remainder of the project site is vacant.

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

General Plan:        General Industrial

Zoning:                Industrial

### **Project Description**

Paradise Tomato Kitchen, Inc (Applicant) is proposing a 175,034 square foot expansion for their current warehouse located on a cumulative 12.57 acres of two adjoining parcels at 149 G Street, in Los Banos in the General Industrial Zoning District. A General Plan Amendment to amend the Floor Area Ratio text to 70 percent from the current 35 percent maximum in General Industrial Zoning Districts will accommodate the expansion with a larger building envelope. The proposed expansion of the facility will accommodate increased capacity for product storage which will result in improved business operations for Paradise Tomato Kitchen. The proposed expansion will consist of new paved onsite parking, landscaping, lighting, an expansion of the existing rail dock to the proposed expanded warehouse portion, a new truck dock near the proposed north access, and various improvements such as ramps and stairs.

Vehicle and truck access onto the project area is proposed by three ingress/egress locations. One of the proposed ingress/egress locations is on the north portion of the parcel allowing access from Willmott Avenue. The two designated ingress/egress locations are both at the east portion of the parcel allowing access from G Street. The two G Street access locations will be separated by a little over 100 feet of proposed landscaping strips along with pedestrian access from G Street. Paradise Tomato Kitchen has included the installation of sidewalk along the G Street frontage and installation of curb, gutter and sidewalk along the Willmott Avenue frontage to the City of Los Banos Standards as these will be conditions of approval.

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

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The existing site includes disked vacant land. The only structures that currently exist on the project site are the existing 138,400 square foot warehouse and a small shed. The area directly around the warehouse is unimproved surfaces.



**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:

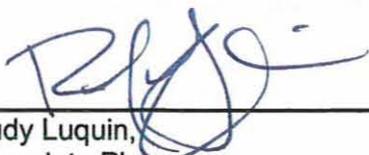
X I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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 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

12/22/17  
\_\_\_\_\_  
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
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**Categories and Issues:**

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

- a. Have a substantial adverse effect on a scenic vista?

**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?

**Comments:** The proposed project is not located on a State designated highway. Based on a review of the California Department of Transportation website ([http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm)), the nearest State 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 Interstate 5 or SR 152, 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?

**Comments:** The proposed project is located on an approximate 12.57 acre site in which 2.37 acres is vacant and 10.2 acres is being utilized by the existing warehouse 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 industrial, commercial, and institutional development. Construction of 175,034 square foot warehouse in this area would alter the existing visual character of the project site; however, given that it would be located adjacent to existing industrial 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?

**Comments:** Development of the proposed project will include the installation of parking lot lighting and lighting associated with industrial development. As such, the proposed project will result in a new source of light. However, any potential 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, industrial lighting, etc.). Therefore, the proposed project will have a less than significant impact to lighting and glare.

Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
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**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 checked="" type="checkbox"/> | <input 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 a less than significant impact.

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

**Comments:** The proposed project is currently zoned General Industrial (I) and is seeking to adopt a General Plan Amendment to allow more floor to area ratio in the Industrial Zoning District. 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 a less than significant 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** The proposed project is located on existing fallow land, and is bounded by existing Industrial land uses to the north, south, east and west. The project site is not situated on lands considered to be forest land. Therefore, the proposed project will have a less than significant 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** As noted above, the proposed project is located on existing fallow land that is not in production for agricultural crops. The project site is bounded by existing industrial land uses to the north, east, and west, and commercial and institutional uses to the south and it 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 a less than significant impact.

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

**Categories and Issues:**

- III. **Air Quality** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:
- a. Conflict with or obstruct implementation of the applicable air quality plan?  Potentially Significant Impact       Less than Significant w/ Mitigation Incorporated       Less than Significant Impact       No Impact
  - b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?  Potentially Significant Impact       Less than Significant w/ Mitigation Incorporated       Less than Significant Impact       No Impact
  - 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)?  Potentially Significant Impact       Less than Significant w/ Mitigation Incorporated       Less than Significant Impact       No Impact
  - d. Expose sensitive receptors to substantial pollutant concentrations?  Potentially Significant Impact       Less than Significant w/ Mitigation Incorporated       Less than Significant Impact       No Impact
  - e. Create objectionable odors affecting a substantial number of people?  Potentially Significant Impact       Less than Significant w/ Mitigation Incorporated       Less than Significant Impact       No Impact

**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>d</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.

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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(D) of GAMAQI, the proposed project is considered a Small Project Analysis Level (SPAL), as it contains less than 400,000 square foot addition. 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 industrial uses, and is surrounded on three sides by existing industrial 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
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**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 checked="" type="checkbox"/> | <input 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 known for the potential of containing the American badger, giant garter snake, and yellow rail. The giant garter snake is listed as a federally Threatened and California Threatened species. The American badger is a State Species of Concern. The yellow rail is a California Species of Concern.

Giant garter snake (*Thamnophis gigas*) is listed as a federally Threatened and California Threatened species. This species generally inhabits marshes, sloughs, ponds, slow-moving streams, ditches, and rice fields which have water from early spring through mid-fall, emergent vegetation (such as cattails and bulrushes), and they need open areas for sunning, and high ground for hibernation and escape cover. The CNDDDB contains a record of this species within the in the UGB and in the Planning Area. Numerous occurrences just east of the Planning Area have also been documented.

Yellow rail (*Coturnicops noveboracensis*) is California Species of Special Concern that winters in coastal marsh and historically known from freshwater marsh. CNDDDB contains a record from 1911 of this species within the Planning Area. This species may winter in freshwater marshes, and potentially Los Banos Creek.

American badger (*Taxidae taxus*) is a State Species of Concern. In California, badgers occupy a diversity of habitats. The principal requirements seem to be sufficient food, friable soils, and relatively open, uncultivated ground. Grasslands, savannas, and mountain meadows near timberline are preferred. American badgers have been recorded in the UGB and in the grassland area northeast of the Planning Area.

The City's 2030 General Plan EIR recognized the potential for these species to be identified within the proposed project site, however staff has determined that the project site is not a suitable habitat for the Giant garter snake, yellow rail, and American badger because the site's immediate environment does not match to any of the species habitats, and the site is disturbed annually for disking of vegetation to prevent fire hazards. Thus, a biological assessment of the site is not warranted by staff as there is less than significant 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 checked="" type="checkbox"/> | <input 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 less than significant 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 checked="" type="checkbox"/> | <input 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 a less than significant 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?

**Comments:** The proposed project 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 minimal impacts to wildlife corridors as surrounding urban development already exist. Therefore, the proposed project will have a less than significant impact.

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

**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?

**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
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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 vacant with ruderal vegetation contains two existing structures, the current warehouse and a shed. 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. None of these sites include the proposed project. As such, there are no historic resources or sites as defined by Section 15064.5 of the Government Code within the proposed project area. 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 disked yearly to reduce potential fire hazards and given the disturbed nature of the project site 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>Geology and Soils</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:** No known earthquake faults traverse 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"/>
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**Comments:** Development of the proposed project will include grading of the site to allow for the installation of industrial building pad. 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"/>
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**Comments:** According to the United States Department of Agriculture (USDA) <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx> the soils in the area of the project site are primarily Stanislaus-Dosamigos-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. warehouse and access driveways) 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"/>
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**Comments:** As noted above, the soils within the project area are generally Stanislaus-Dosamigos-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 proposed project consists of the development of an industrial warehouse, which will be served by City of Los Banos sanitary sewer system. The use of septic tanks or alternative water systems are not part of the proposed project. 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>				
<b>VII. <u>Greenhouse Gas Emissions</u> Would the project:</b>				
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 (CO2), 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 CO2. 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
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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 checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** The project site was historically used for Industrial purposes, and the site was identified as being a Hazardous Waste site in the 2030 General Plan Update. However, the Leaking Underground Storage Tanks (LUST) clean up case has been closed since November 13, 2002 as the site was completely cleaned up and cleared from any remaining hazardous waste and hazardous materials within the soil. The proposed development will not transport, use, or dispose of hazardous materials and the previous LUST has been completely cleaned and remediated; therefore, the proposed project will have a less than significant 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 checked="" type="checkbox"/> | <input 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 a less than significant 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** The proposed project is located approximately 280 feet (0.053 miles) of Valley Community School, 715 H 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 a less than significant 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 checked="" type="checkbox"/> | <input 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 located on a site identified as hazardous. Nonetheless, the Leaking Underground Storage Tank (LUST) Clean Up case that identified the site as a hazardous site was closed on November 13, 2002 upon a successful and acceptable clean up of site. The LUST Clean up Case was filed in February 4, 1987 when the facility was operating under Life Time Doors, Inc. 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 checked="" type="checkbox"/> | <input 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 located within the airport's "Airport Influence Area" Zone D. According to the Basic Compatibility Criteria Table 2A, Zone D has no limit or restrictions for "Heavy Industrial", though there are some conditions in regards to outside storage. However, the proposed project does not propose to have any outside storage. Therefore, the proposed project will have a less than significant 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** The project site is not located within the vicinity of a private airstrip. Therefore, the proposed project will have a less than significant 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 with any emergency response plan or emergency evacuation plan. To ensure this compliance, the project proponent 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 a less than significant 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, and west sides. As such, no wildlands exist within or adjacent to the proposed project. Therefore, the proposed project will have a less than significant impact.

Categories and Issues:	Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
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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 area currently has a domestic water infrastructure that is connected to the City of Los Banos existing domestic water system. Since the proposed site will only consist of finished goods storage, no intensification of water usage will occur. 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 round 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 and the State of California Water Resources Control Board Industrial Storm water permit. 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 expansion of the existing warehouse and associated improvements (i.e. streets, water, sanitary sewer, storm drainage, etc.). However, through the 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 and the State of California Water Resources Control Board Industrial Storm water permit. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**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 a less than significant impact.

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

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

a. Physically divide an established community?

**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 industrial development on the north and east, to the west School/Institutional development and commercial to the south of the project site. Therefore, the proposed project would not physically divide the established community, and would have a less than significant 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?

**Comments:** The proposed project would be consistent with existing uses in the project vicinity and would not result in substantial land use conflicts with the surrounding industrial uses in the area. The project proposes to amend the General Plan text to increase the Floor Area Ratio to 70 percent from the existing 35 percent maximum in the Industrial Zoning District. The increase in the Floor Area Ratio is intended to allow for larger building envelopes for industrial parcels. Currently, the large parcels may only have 35 percent Floor Area Ratio which can only accommodate for minimal space for facilities and industrial operations. Thus, the proposed amendment to the Floor Area Ratio text for the General Industrial Zoning District overall intent is for a better range of utilization of the industrial land.

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

**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
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**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
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**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?

**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?

**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?

**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?

**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?

**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 does not enter the project site, so noise levels from aircraft operations do not exceed standards. Therefore, the proposed project will have a less than significant 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
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**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 checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** The proposed project will not induce any population growth as the project is industrial and will not generate an influx of job opportunities. Therefore, the proposed project will have a less than significant 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 require 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 vacant land to the west of the existing warehouse and shed, 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
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**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 an expansion of an existing warehouse facility. The expansion of the existing warehouse facility 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
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**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
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**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."

The proposed project would add additional traffic to the project site. Potential trip generation rates published in Trip Generation (Institute of Transportation Engineers, 9<sup>th</sup> edition, 2012) were considered for this project, as well as data developed from reported operation of the existing warehouse adjoining the site. Institute of Transportation Engineers rates suggest that a 175,000 square foot warehouse could generate 623 daily trips, with 53 trips in the a.m. peak hour and 56 trips in the p.m. peak hour. Contrarily, a warehouse adding two employees would only be expected to generate 8 trips with a single trip in both the a.m. and p.m. peak hours. Nonetheless, the project proponent's expectations were considered as an alternative source for estimating trip generation. The proponents anticipate that the warehouse will increase truck deliveries to the site by one load each hour on a 24 hour basis. This would yield 48 truck trips during the season (half inbound trips and half outbound trips). In the situation that each additional employee drives to and from the site another four (4) trips could be generated. Material will be shipped from the site after storage, primarily during the off-season. Assuming a truckload arrives each hour on a 24 hour over a 90 day harvest, amounting to 2,160 loads that would be stored. Half of the outbound product is expected to be shipped by rail and half will move by truck, or 1,080 outbound truck loads. Purely assuming, nine months for shipment and deliveries five days per week then 5 to 6 truckloads per day could leave the site in the off-season. This is significantly less truck activity that would normally occur during harvest.

The impacts of developing the proposed project have been identified by superimposing project traffic on the existing traffic conditions. The levels of service at all intersections will operate within the City's minimum level of service. In regards to traffic signal warrants, no additional warrants would be satisfied at the studied intersections as a result of the project. However, a traffic signal may be justified presently at the Badger Flat Road/Ingomar Grade intersection and because the proposed project does not appreciable change the conditions at the intersection and satisfactory level of service remains, the project will contribute its fair share to the cost of the traffic signal through payment of adopted impact fees. Similarly, a traffic signal may already be justified at the H Street/Johnson Road intersection based on proximity of the railroad crossing. As mentioned, the project will contribute its fair share to the cost of a signal by paying adopted impact fees. Therefore, the project would have 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 checked="" type="checkbox"/> | <input 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 a less than significant 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Comments:** Street improvements installed as part of the proposed project will be done in accordance with the City's standards and specifications. As such, hazards due to a design feature are not anticipated to occur. Therefore, the proposed project will have a less than significant impact.

- e. Result in inadequate emergency access?

**Comments:** The proposed project will be a expansion of the existing warehouse facility and the three existing access point shall remain. One access from Willmott Avenue and the other two access points from G Street. G Street intersects with Second to the east and with Willmott Avenue to the north west. Willmott Avenue connects to Johnson Road on the west end and Willmott Avenue going eastbound intersects with G Street, First Street, Second Street, and Seventh Street. Therefore, the proposed project will have a less than significant 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 frontage on G Street currently has curb and gutter but no sidewalk. On the Willmott Avenue frontage, there is no sidewalk, curb or gutter. The applicant will incorporate the sidewalk, curb, and gutter on the Willmott Avenue frontage and sidewalk on the G Street frontage which meet City standards and the adopted polices and plans for pedestrian/bicycle access. Public transit is not located near the project site, however the nearest public transit stop is roughly 1,674 feet away from the project site which is located at the frontage of the Los Banos Memorial Hospital. The proposed project will enhance the performance and safety of the pedestrian facilities along G Street and Willmott Avenue. 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
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**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"/>
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**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 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. The City of Los Banos has not received any letters from any Native American tribes requesting tribal consultation per Public Resources Code, Section 210080.3.1(b) regarding the potential for a Native American tribal cultural resource to be located on or near the project 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
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**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. 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. As part of this existing connection, 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 in G Street. 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 the State of California Water Resources Control Board Industrial Storm water permit, 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.

	Potentially Significant Impact	Less than Significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
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**MANDATORY FINDINGS OF SIGNIFICANCE**

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

**Comments:** Finding (a) is checked as "Less Than Significant 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"/>
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**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 mitigation measures 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 expanding an existing industrial warehouse facility. 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"/>
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**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.

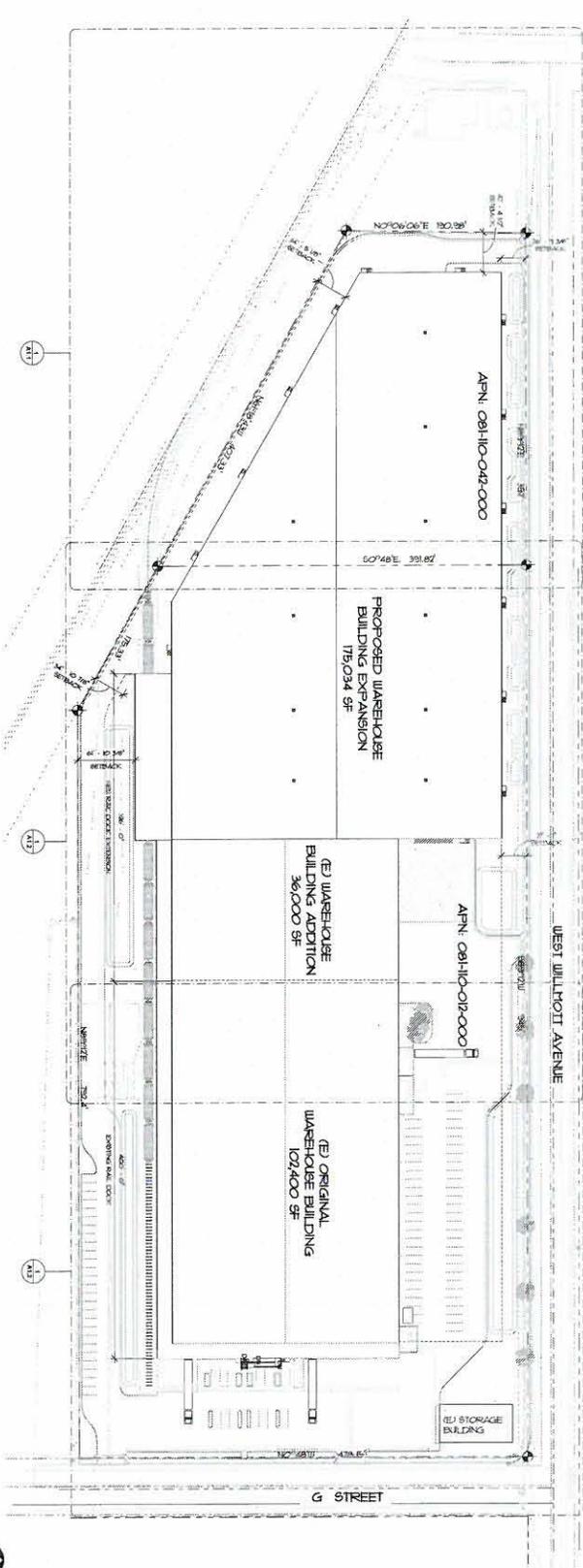
**REFERENCES**

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**

## **Site Plan Review #2017-05**



① OVERALL SITE PLAN

**FIRE DEPARTMENT NOTES**

1. THE FIRE PLAN SERVING THE EXISTING BUILDING IS ON THE DRAWING. THE FIRE PLAN FOR THE PROPOSED BUILDING SHALL BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL. THE FIRE PLAN SHALL BE TO THE BEST OF THE ARCHITECT'S KNOWLEDGE AND BELIEF.
2. ALL EXISTING AND PROPOSED BUILDINGS SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE CALIFORNIA FIRE CODE AND THE CALIFORNIA BUILDING AND FIRE DEPARTMENT ACCESS DOORS CODE.

**PUBLIC WORKS DEPARTMENT NOTES**

1. THE EXISTING UTILITY LOCATIONS SHALL BE MAINTAINED AND PROTECTED. ANY NEW UTILITY LOCATIONS SHALL BE MAINTAINED AND PROTECTED.
2. ALL EXISTING AND PROPOSED BUILDINGS SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE CALIFORNIA PUBLIC WORKS CODE AND THE CALIFORNIA BUILDING AND FIRE DEPARTMENT ACCESS DOORS CODE.

**BUILDING DEPARTMENT NOTES**

1. THE PROPOSED WAREHOUSE BUILDING EXPANSION SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE CALIFORNIA BUILDING AND FIRE DEPARTMENT ACCESS DOORS CODE AND THE CALIFORNIA PUBLIC WORKS CODE.
2. THE PROPOSED WAREHOUSE ADDITION SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE CALIFORNIA BUILDING AND FIRE DEPARTMENT ACCESS DOORS CODE AND THE CALIFORNIA PUBLIC WORKS CODE.
3. THE PROPOSED ORIGINAL WAREHOUSE BUILDING SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE CALIFORNIA BUILDING AND FIRE DEPARTMENT ACCESS DOORS CODE AND THE CALIFORNIA PUBLIC WORKS CODE.
4. THE PROPOSED STORAGE BUILDING SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE CALIFORNIA BUILDING AND FIRE DEPARTMENT ACCESS DOORS CODE AND THE CALIFORNIA PUBLIC WORKS CODE.

**LANDSCAPING NOTES**

1. THE LANDSCAPING SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE CALIFORNIA LANDSCAPING CODE AND THE CALIFORNIA BUILDING AND FIRE DEPARTMENT ACCESS DOORS CODE.
2. THE LANDSCAPING SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE CALIFORNIA LANDSCAPING CODE AND THE CALIFORNIA BUILDING AND FIRE DEPARTMENT ACCESS DOORS CODE.
3. THE LANDSCAPING SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE CALIFORNIA LANDSCAPING CODE AND THE CALIFORNIA BUILDING AND FIRE DEPARTMENT ACCESS DOORS CODE.
4. THE LANDSCAPING SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE CALIFORNIA LANDSCAPING CODE AND THE CALIFORNIA BUILDING AND FIRE DEPARTMENT ACCESS DOORS CODE.

**SITE PLAN KEYNOTES**

NO.	DESCRIPTION	DATE	BY
1	REVISION		
2	REVISION		
3	REVISION		
4	REVISION		
5	REVISION		
6	REVISION		
7	REVISION		
8	REVISION		
9	REVISION		
10	REVISION		



**SITE INFORMATION**

APN: 08110-019-000  
 107.4 ACRES  
 APN: 08110-042-000  
 237 ACRES  
 TOTAL SITE AREA: 344.8 ACRES  
 BUILDING SET BACK: 50 FT  
 ALLOTTED SET BACK: 50 FT  
 EFTY SITE: PARCEL 15  
 REZONED: 100-01-15  
 FRONT YARD SETBACK: 0 FT  
 SIDE YARD SETBACK: 0 FT  
 REAR YARD SETBACK: 0 FT  
 ADDITIONAL SETBACKS: AS SHOWN ON THE PLAN

**alston**  
 ARCHITECTURE  
 211 Market Street, Suite 100  
 San Francisco, CA 94102  
 (415) 439-1111  
 www.alstonarch.com

**PARADISE TOMATO KITCHENS**  
 WAREHOUSE EXPANSION  
 LOS BANOS, CALIFORNIA 93835

OVERALL SITE PLAN

**A1.0**



## **APPENDIX B**

### **Traffic Impact Analysis**

**Dated: November 9, 2017**



**TRAFFIC IMPACT ANALYSIS**  
**FOR**  
**PARADISE TOMATO KITCHENS**  
**WAREHOUSE EXPANSION**  
Los Banos, CA

Prepared For:

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231 Market Place #255  
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Prepared By:

**KD Anderson & Associates, Inc.**  
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Loomis, California 95650  
(916) 660-1555

November 9, 2017

9280-02

*Paradise Warehouse.rpt*

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*KD Anderson & Associates, Inc.*  
Transportation Engineers

**TRAFFIC IMPACT ANALYSIS FOR  
PARADISE TOMATO KITCHENS  
WAREHOUSE EXPANSION  
Los Banos, CA**

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November 9, 2017

KDA

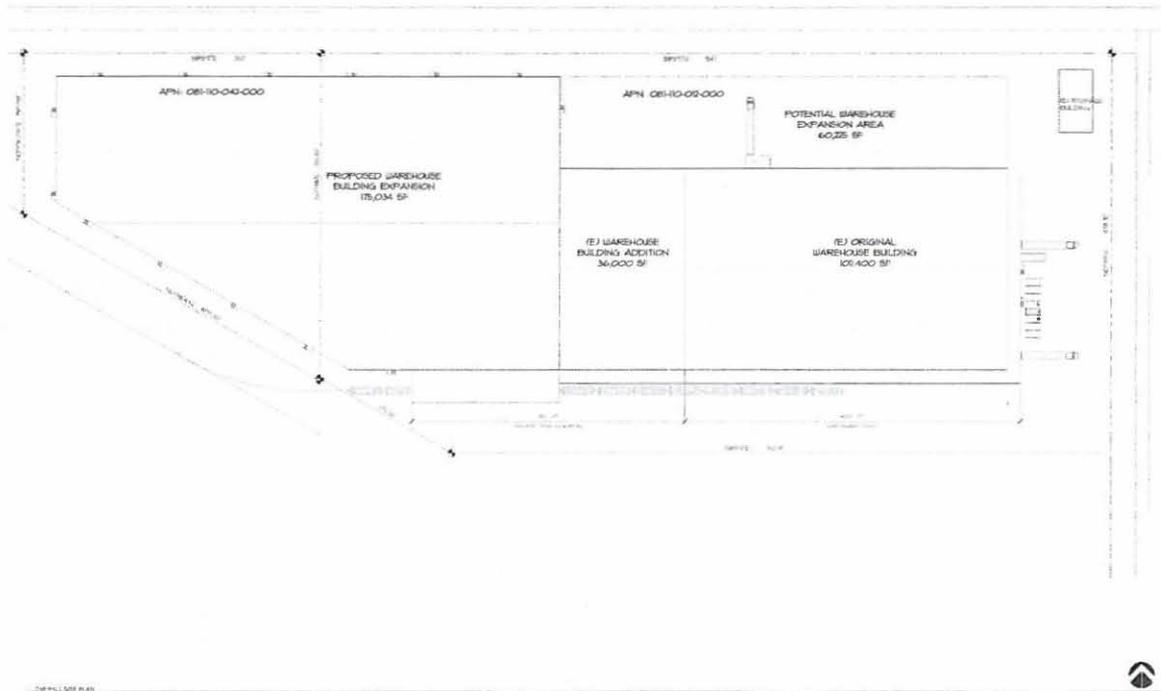
**TRAFFIC IMPACT ANALYSIS FOR  
PARADISE TOMATO KITCHENS  
WAREHOUSE EXPANSION  
Los Banos, CA**

**EXECUTIVE SUMMARY**

- **Project Description.** The proposed project is a new 175,000 sf warehouse adjoining Paradise Tomato Kitchens' existing facility on Willmott Road north of the H Street / Johnson Road intersection in the City of Los Banos. The project location is noted in Figure 1, while Figure 2 is the site plan. The project will provide seasonal storage for canned tomato products originating at Volta area canning facilities. Products stored at this site will be transported throughout the year via regional streets and via an existing railroad siding that already serves the site. The preliminary layout of the site provides for use of an existing loading dock off of G Street.
- **Existing Setting.** Four existing intersections in the area of the project were investigated. Existing a.m. and p.m. peak hour Levels of Service in the area of the proposed project are generally within the LOS minimum standards adopted by the City of Los Banos. The Badger Flat Road / Ingomar Grade Road intersection carries traffic volumes that satisfy peak hour traffic signal warrants during the p.m. peak hour. The H Street / Johnson Road carries a combination truck and automobile traffic that satisfies Warrant 9 (intersection near rail crossing). Improvements to each intersection, including traffic signal are included in the City's Transportation Master Plan (TMP).
- **Project Impacts.** The project is expected to generate 633 daily trips based on standard trip ITE generation rates for typical warehouses. The project proponents expect that the actual traffic volume will be much less based on the relationship between this site and the Volta area processing plants that will supply products. Forecasts based on ITE rates have been employed to provide a "worst case" assessment. While the addition of project trips will contribute to traffic volumes in the area, the surrounding intersections will still maintain acceptable Levels of Service. The project's impacts are therefore not significant and mitigation is not required.
- **Cumulative Impacts.** The analysis considers both short term and long term cumulative impacts. An "Existing plus Approved Projects" background condition was identified, and the project's impacts remain insignificant within that short term condition. Long term cumulative conditions have been based on information contained in the City's Transportation Master Plan (TMP). Assuming that improvements contained in the TMP are in place, study area intersections will operate with Levels of Service that satisfy the City's minimum standards with and without the project.
- **Mitigation Measures.** Contribute to the cost of improvements identified in the TMP by paying adopted City of Los Banos Traffic Mitigation Fees.



VICINITY MAP



**SITE PLAN KEYNOTES**

**SITE INFORMATION**

APN: 08-10-04-000 471 ACRES  
 APN: 08-10-02-000 738 ACRES  
 TOTAL SITE AREA 1211 ACRES  
 PARCELS TOTAL 0474 PZ  
 ZONING DISTRICT 100  
 EMPLOYED PERSONS 100 STAFF  
 TRUCKS PER HOUR 100  
 TRUCKS PER DAY 100  
 TRUCKS PER WEEK 100  
 TRUCKS PER MONTH 100  
 TRUCKS PER YEAR 100

NO.	DESCRIPTION	DATE
1	PRELIMINARY	11/07/2017
2	REVISED	11/07/2017
3	REVISED	11/07/2017
4	REVISED	11/07/2017
5	REVISED	11/07/2017
6	REVISED	11/07/2017
7	REVISED	11/07/2017
8	REVISED	11/07/2017
9	REVISED	11/07/2017
10	REVISED	11/07/2017

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 www.alston.com

**PARADISE TOPPING KITCHENS**  
 1700 S. WASHINGTON  
 SUITE 1000  
 DENVER, CO 80202  
 (303) 733-1000

QUANAL SITE PLAN SHEET

**A 1.0**

## PROJECT DESCRIPTION

The proposed project is a 175,000 sf warehouse to be located on Willmott Road east of its intersection with Johnson Road. The project adjoins an existing warehouse operated by Paradise Foods, and both will provide seasonal storage for canned tomato products originating at processing plants located in the Volta area east of Los Banos. The project will operate on a 24-hr basis during the tomato harvest. Today the existing warehouse averages a shipment to the site once every hour, and that rate will double with the proposed project. The current warehouse employs four persons, and the proposed project will add two employees to reach a total of six persons. After storage, product will leave the site throughout the year by truck and by rail.

## EXISTING SETTING

### Study Area

This study addresses traffic conditions on the Los Banos city streets that will link the site with Volta area tomato processors. The text that follows describes the facilities included in this analysis.

**H Street.** H Street is an east-west Arterial street that extends westerly from the downtown Los Banos core and as Ingomar Grade continues to the Merced County Community of Volta. In the area of the project east of Johnson Road, H Street is currently a two-lane street. Railroad tracks are parallel to and immediately north of H Street, and H Street is a designated truck route. The speed limit is 40 mph. The Los Banos General Plan and City development standards suggest that H Street may eventually be widened to a four lane road (i.e., 114 ROW and 94' pavement section).

**Ingomar Grade** is a Rural Arterial under the Merced County General Plan Circulation Element and extends easterly from an intersection on Volta Road parallel to the California Northern Railroad to Los Banos where the route becomes H Street. In the area west of the project Ingomar Grade is a two lane rural road. The posted speed limit is 55 mph.

**Johnson Road.** Johnson Road is a two-lane north-south Collector street that will eventually provide access for the developing North Los Banos area. Johnson Road crosses the California Northern Railroad tracks at one of the City's five at-grade crossings west of SR 152 (Mercey Springs Road).

The **H Street / Johnson Road intersection** is located immediately south of the proposed project. This "tee" intersection is currently controlled by a stop sign on the southbound Johnson Road approach. An exit from the Merced County Office of Education's Valley Community School is the fourth leg of the intersection. Two eastbound travel lanes exist, and auxiliary turn lanes have been created at the intersection, including a westbound right turn lane and a short southbound right turn lane.

**Badger Flat Road** is a north-south Arterial street that links Ingomar Grade and SR 152 near the Los Banos City limits. Today Badger Flat Road is a two-lane facility that is designated a four-lane Arterial in the General Plan.

The **Ingomar Grade / Badger Flat Road intersection** is controlled by an all-way stop. Each approach has a single travel lane.

**Texas Avenue** is a north-south Collector street that links H Street with West I Street on the western end of the downtown core. This two lane street carries about 2,400 to 3,000 ADT.

The **H Street / Texas Avenue intersection** is a “tee” controlled by a stop sign on the northbound Texas Avenue approach. An auxiliary right turn lane has been provided on the eastbound H Street approach.

**Willmott Road** is a two-lane east-west Collector street that extends east from an intersection on Johnson Road to SR 165. Willmott Road intersects Johnson Road roughly 150 feet north of the Johnson Road crossing on the California Northern Railroad.

The **Johnson Road / Willmott Road intersection** is a “tee” controlled by a stop sign on the westbound Willmott Road approach. Each approach has been widened to provide an auxiliary left turn lane.

**Overland Avenue** crosses the railroad and intersects Ingomar Grade Road – H Street in the area between the Badger Flat Road and Johnson Road intersections. Because the proposed project would be unlikely to add traffic to Overland Avenue in this area, this street and the intersection were not addressed in this impact analysis. However, issues associated with the proximity of the Overland Road crossing to H Street would be similar to those evaluated at study area intersections.

### **Bicycle and Pedestrian Facilities**

The City of Los Banos is surrounded by natural and man-made features that lend themselves to use for both pedestrians and bicyclists. The City has adopted a “Commuter Bicycle Plan” which has been incorporated by reference into the City’s General Plan. As part of this plan, bicycle lanes and bike paths are being incorporated into a system linking residential areas to commercial and educational resources. The Los Banos General Plan indicates that H Street is a potential “multi-modal” corridor.

Sidewalks exist frequently today along study area streets. Sidewalks exist on the west side of Johnson Road, on the north side of Willmott Road, on the south side of H Street and have been constructed along Texas Avenue and in adjoining residential areas. There are no marked crosswalks at study intersections.

## Public Transit

The City of Los Banos is served by a countywide consolidated transit service. Transit service is provided between Los Banos, Santa Nella, Merced, El Nido, Dos Palos, South Dos Palos and the Dos Palos 'Y' during the week. There is also a fixed route service available in the City of Los Banos. Demand responsive dial-a-ride is also available by the transit provider.

## Level of Service Analysis

**Methodology.** The 2010 *Highway Capacity Manual* was used to provide a basis for describing existing traffic conditions and for evaluating the significance of project traffic impacts using Level of Service. Level of Service measures the *quality* of traffic flow and is represented by letter designations from "A" to "F". A grade of "A" refers to the best conditions, and "F" represents the worst conditions. Unsignalized intersection Level of Service is determined based on the number of gaps in traffic and the resulting delay for motorists on minor streets and in turn lanes. Table 1 presents typical Level of Service characteristics.

**TABLE 1  
LEVEL OF SERVICE DEFINITIONS**

Level of Service	Signalized Intersection	Unsignalized Intersection	Roadway (Daily)
"A"	Uncongested operations, all queues clear in a single-signal cycle. Delay $\leq 10.0$ sec	Little or no delay. Delay $\leq 10$ sec/veh	Completely free flow.
"B"	Uncongested operations, all queues clear in a single cycle. Delay $> 10.0$ sec and $\leq 20.0$ sec	Short traffic delays. Delay $> 10$ sec/veh and $\leq 15$ sec/veh	Free flow, presence of other vehicles noticeable.
"C"	Light congestion, occasional backups on critical approaches. Delay $> 20.0$ sec and $\leq 35.0$ sec	Average traffic delays. Delay $> 15$ sec/veh and $\leq 25$ sec/veh	Ability to maneuver and select operating speed affected.
"D"	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay $> 35.0$ sec and $\leq 55.0$ sec	Long traffic delays. Delay $> 25$ sec/veh and $\leq 35$ sec/veh	Unstable flow, speeds and ability to maneuver restricted.
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay $> 55.0$ sec and $\leq 80.0$ sec	Very long traffic delays, failure, extreme congestion. Delay $> 35$ sec/veh and $\leq 50$ sec/veh	At or near capacity, flow quite unstable.
"F"	Total breakdown, stop-and-go operation. Delay $> 80.0$ sec	Intersection blocked by external causes. Delay $> 50$ sec/veh	Forced flow, breakdown.

Sources: 2010 *Highway Capacity Manual*, Transportation Research Board (TRB) Special Report 209.

### **Level of Significance**

According to the City of Los Banos General Plan, a traffic impact is considered significant if it renders an unacceptable Level of Service at an intersection. The City has adopted a Level of Service 'D' as its minimum standard.

At unsignalized intersections, a traffic impact can be considered "adverse but not significant" if the LOS standard is exceeded but the projected traffic does not satisfy peak hour volume traffic signal warrants. Under these conditions, the only means to completely alleviate delays to stop controlled vehicles would be to install a traffic signal. However, the unmet signal warrants would imply that the reduction in delay for the stop-controlled vehicles may not justify the new delays that would be incurred by the major street traffic (which is not stopped). Under these circumstances, installation of a signal may not be recommended and the substandard LOS for stop-controlled vehicles would be considered an "adverse but not significant" impact.

### **Traffic Signal Warrants**

Justification for installing traffic signals is usually determined through consideration of factors relating to the volume of traffic, pedestrians, collision history etc. To aid in this process, Caltrans and local agencies make use of formal criteria contained in the Manual of Uniform Traffic Control Devices (MUTCD, 2012). The MUTCD includes nine separate criteria, termed "warrants" to be considered. Of these criteria, Warrant 4 (Peak Hour Traffic) is most commonly incorporated into traffic studies, but Warrants 9 (Railroad Crossing) and 5 (School Crossing) can also be applicable at intersections near railroads and schools, respectively.. While the need for a traffic signal may be suggested from these warrants, it is important to note that satisfaction of some or all traffic signal warrants does not automatically justify installing a traffic signal.

Key requirements of Warrants 5 and 9 have been identified. Warrant 5 (School Crossing) is based on the number of "adequate gaps" in traffic to accommodate school age pedestrians. The number of gaps available during the period when students are present must be less than the number of minutes that student crossing activity occurs, and at least 20 school age pedestrians must be crossing the street at that time. Warrant 9 (Railroad Crossing) is meant to address the possibility that vehicles waiting at an un-signalized intersection may queue across the crossing and be unable to clear the tracks when a train approaches. A sliding scale that considers factors such as distance between intersection and tracks, number of trains and traffic volume is employed.

## BACKGROUND TRAFFIC CONDITIONS

Traffic impacts associated with development of the proposed project have been analyzed with respect to existing traffic conditions and to future conditions occurring in the Year 2030. Year 2030 conditions near the project site were developed using p.m. peak hour traffic volume forecasts developed from the City of Los Banos citywide traffic model created for the City's *Transportation Master Plan*.

### Existing Traffic

Traffic counts were made at the four intersections during the a.m. (7:00 to 9:00 a.m.) and p.m. peak hour (4:00 p.m. to 6:00 p.m.) in the fall of 2017. Data was collected at the H Street / Johnson Road intersection on September 27, 2017 while the tomato harvest was in progress and trucks were using Ingomar Grade Road. Other intersections were counted on October 24, 2017. This time period was selected as being representative of "worst case" conditions based on adjacent school operation. Figure 3 presents the results of the peak hour counts and identifies the current lane configuration used for the Level of Service analysis for the existing condition.

**Intersection Levels of Service.** The Level of Service for unsignalized intersections is based on and measured in terms of the average stopped delay per vehicle for the peak fifteen minute analysis period with the study hour.

Table 2 summarizes current Levels of Service at the study area intersection during the a.m. and p.m. peak hours. As shown, because current traffic volumes are low, the existing overall Levels of Service are good and satisfy the City's LOS D standard.

**TABLE 2  
EXISTING PEAK HOUR LEVELS OF SERVICE AT INTERSECTIONS**

Intersection	Control	Existing AM		Existing PM	
		Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
Ingomar Grade / Badger Flat Rd	AWS	17.6	C	18.4	C
Johnson Rd / Willmott Ave	WB Stop	11.7	B	12.3	B
H Street / Johnson Rd	AWS Stop	10.6	A	10.7	B
H Street / Texas Ave	NB Stop	11.4	B	12.8	B

**Traffic Signal Warrants.** Table 3 identifies the results of traffic signal warrant assessment for current conditions at the study intersections. As shown, the volume of traffic at the Badger Flat Road / Ingomar Grade Road satisfies peak hour volume warrants during the p.m. peak hour but

not in the a.m. peak hour. Improvements to this location, including a traffic signal, are included in the City's Transportation Master Plan (TMP).

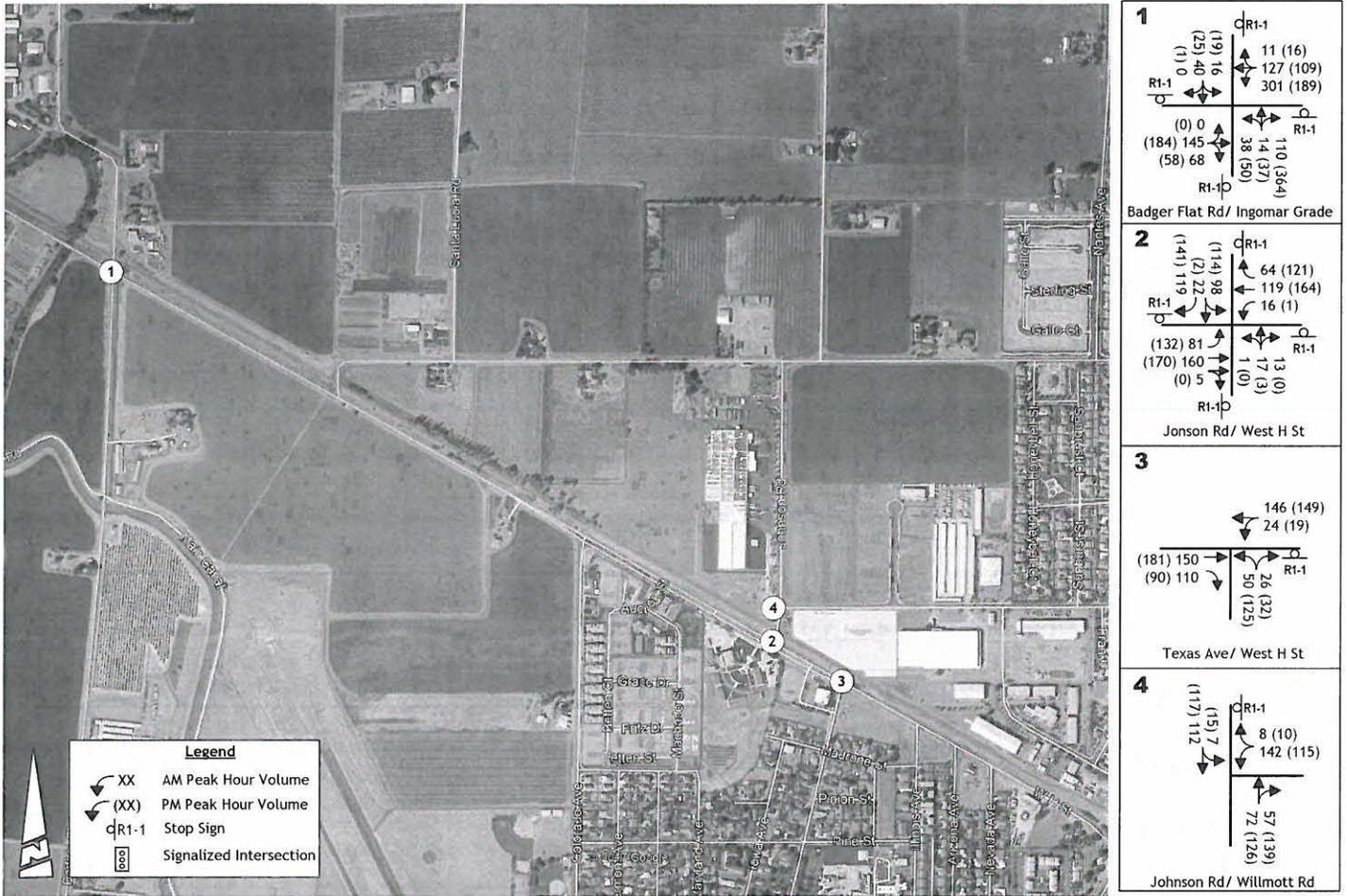
Warrant 9 (intersection near Railroad Crossing) considers vehicular traffic volumes, including large trucks, train traffic and the distance from the intersection to the railroad tracks. In this case the limit line on the southbound approach is 48 feet from the tracks at the Johnson Road crossing and 64 feet on the north leg of the Badger Flat Road intersection. Large trucks comprised 3½% to 1% of the total traffic volume on the southbound approach on Johnson Road (i.e., 8/239 = 0.035) in the a.m. and p.m. peak hour respectively, while trucks were up to 5½% of the southbound approach volume at Badger Flat Road (i.e., 3/56 = 0.054). The current situation at the Johnson Road crossing clearly satisfies Warrant 9 requirements. The combination of train activity (up to one train in each direction daily) and crossing traffic at the Ingomar Grade / Badger Flat Road intersection marginally satisfies Warrant 9 requirements.

School crossing warrants relate to the number of gaps in traffic available for students. In this case the existing all-way stop at H Street / Johnson Road provides gaps that can be used to cross H Street, and this warrant would not be satisfied.

As noted earlier, satisfaction of one or two signal warrants is not by itself justification for installing a traffic signal, and evaluation of all warrants would be recommended before making a decision to install a traffic signal.

**TABLE 3  
EXISTING TRAFFIC SIGNAL WARRANTS**

Intersection	Warrant 3 (Peak Hour Volume)				Warrant 5 (School Crossing)	Warrant 9 (Intersection Near Railroad Crossing)	
	Existing AM		Existing PM				
	Volume (vph)	Met?	Volume (Vph)	Met?			
Ingomar Grade / Badger Flat Rd	Major	652	No	556	Yes	No	Yes
	Minor	162		451			
Johnson Rd / Willmott Ave	Major	248	No	397	No	No	No
	Minor	150		125			
H Street / Johnson Rd	Major	445	No	588	No	No	Yes
	Minor	239		257			
H Street / Texas Ave	Major	430	No	439	No	No	No
	Minor	76		157			
Highlighted values satisfy warrant requirements							



EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS

figure 3

## PROJECT CHARACTERISTICS

The amount of additional traffic on a particular section of the street network as a result of a particular development proposal is dependent upon two factors:

- Trip Generation, the number of new trips generated by the project, and
- Trip Distribution and Assignment, the specific routes that the new traffic takes.

Trip generation is typically determined by identifying the type and size of land use being developed. Recognized sources of trip generation data may then be used to calculate the total number of trip ends. In the case of specialized warehouses, information regarding shipping scheduled and the locations of material sources and ultimate customers are factors to be addressed when estimating trip generation.

### Trip Generation

The development of this project will attract additional traffic to the project site. Potential trip generation rates published in *Trip Generation* (Institute of Transportation Engineers, 9th Edition, 2012) were considered for this project, as well as data developed from reported operation of the existing warehouse adjoining the site.

As shown in Table 4, trip generation rates are available for warehousing on a “per 1,000 sf” basis. However, because the activities at warehouses can vary and employee densities can differ, the estimates made for each parameter can differ greatly. As shown in Table 4, ITE rates suggest that a 175 ksf warehouse could generate 623 daily trips, with 53 trips in the a.m. peak hour and 56 trips in the p.m. peak hour. Conversely, a warehouse adding two employees would only be expected to generate 8 daily trips with a single trip end in both the a.m. and p.m. peak hours. Clearly, investigation based on another approach is needed. The project proponent’s expectations were considered as an alternative source for estimating trip generation.

As noted earlier, the proponents expect that the warehouse will increase truck deliveries to the site by one load each hour on a 24 hour basis. This would yield 48 truck trips in season (½ inbound and ½ outbound). If each additional employee drives to and from the site another 4 daily trips could be generated.

Material will be shipped from the site after storage, primarily during the off-season. Assuming a truckload arrives each hour on a 24 hour over a 90 day harvest, then 2,160 loads would be stored. Half of the outbound product is expected to be shipped by rail and half will move by truck, or 1,080 outbound truck loads. Assuming nine months for shipment and deliveries five days per week, then 5 to 6 truckloads per day could leave the site in the off-season. This is less truck activity than would occur during harvest.

The project characteristics were reviewed with City of Los Banos staff to identify the applicable assumptions for this analysis. Because it is possible that other tenants may occupy the space in the future, and the nature of these uses is unknown, standard ITE rates were selected for the

analysis. This “worst case” approach assures that the future impacts of the warehouse will not exceed those suggested by ITE.

**TABLE 4  
ITE TRIP GENERATION RATES FORECASTS**

Land Use (Source)	Unit	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<b>ITE RATES</b>								
Warehouse (ITE Code 150)	Ksf	3.56	79%	21%	0.30	25%	75%	0.32
	Employee	3.89	72%	28%	0.51	35%	65%	0.59
<b>PROPOSED PROJECT TRIPS FROM ITE RATES</b>								
Paradise Warehouse	175 ksf	623	41	12	53	14	42	56
	2 employees	8	1	0	1	0	1	1
<b>RATES BASED ON PROJECT PROPONENT EXPECTATIONS</b>								
Trucks in Season	each	2.00	0.04	0.04	0.08	0.04	0.04	0.08
Employees	each	2	1	0	1	0	1	0
<b>PROJECT TRIPS FROM DEVELOPER EXPECTATIONS</b>								
Trucks	24	48	1	1	2	1	1	2
Employees	2	4	2	0	2	0	2	2
<b>Total</b>		<b>52</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>4</b>
<b>Highlighted</b> estimates were used for the impact analysis based on City staff direction								

**Trip Distribution**

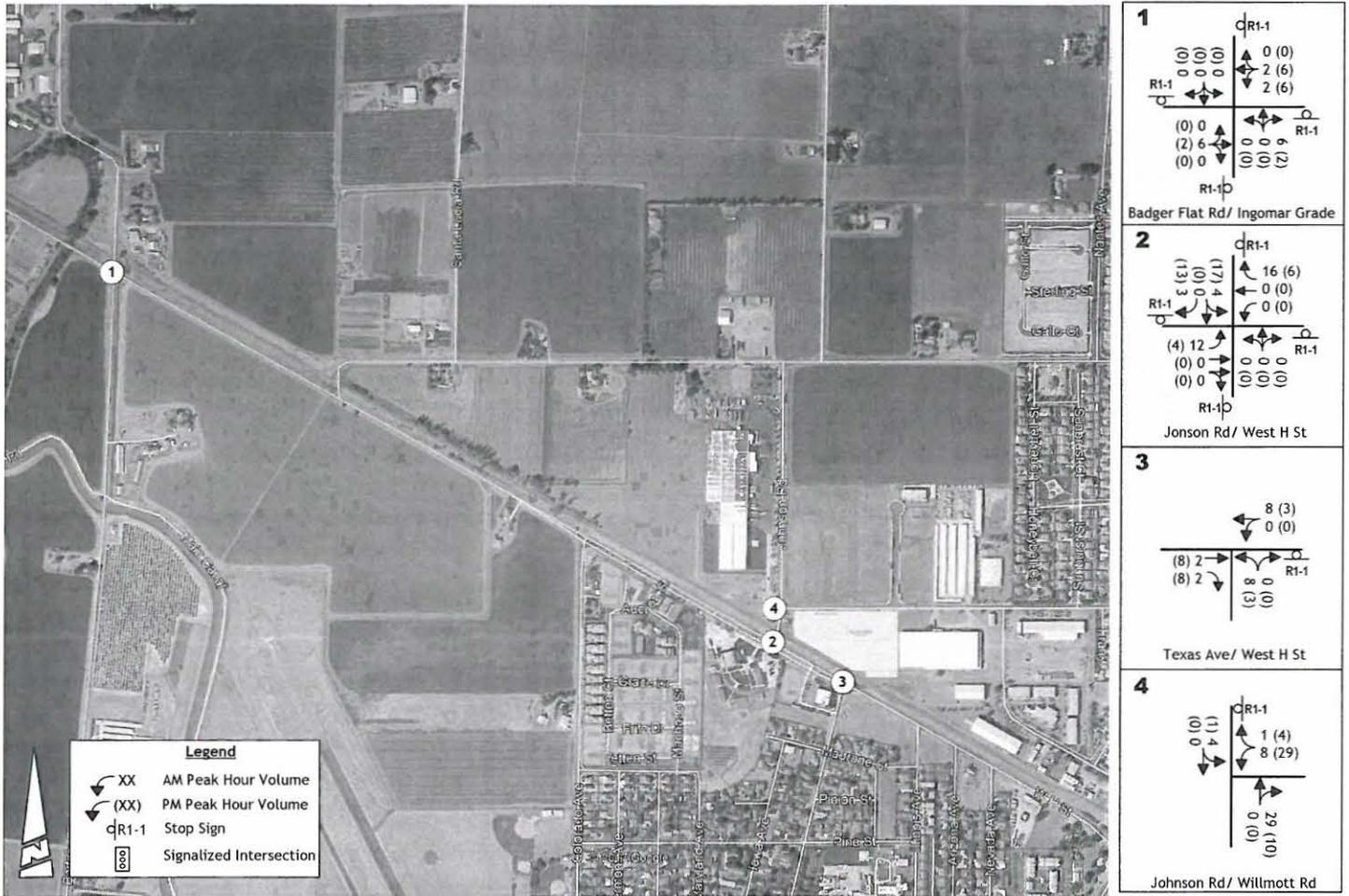
The distribution of project trips to the area street system will reflect travel to material sources and ultimate clients, as well as travel by warehouse employees as they commute to residences. As noted earlier, the project proponents anticipate that truck trips will be made between the site and Volta area canneries west of Los Banos. The “worst case” distribution of ITE based trips assumes that trucks would be oriented to both the east to SR 165 or to SR 99 and west to Volta or Interstate 5. The trip distribution assumed for this analysis is presented in Table 5.

**TABLE 5  
PROJECT TRIP DISTRIBUTION**

Route	% of Total Trips	Daily Trips
North via Johnson Road	10%	62
West via Ingomar Grade Road beyond Badger Flat Road	15%	93
South via Badger Flat Road to SR 152	15%	93
East via Willmott Road	20%	125
East via H Street beyond Texas Avenue	20%	125
South via Texas Avenue	20%	125
Total	100.00%	623

**Trip Assignment**

Project trips were assigned to the adjacent streets assuming the access as proposed. Figure 4 presents “project only” trips at study intersections.



KD Anderson & Associates, Inc.  
 Transportation Engineers  
 9280-02 RA 11/07/2017

PROJECT ONLY TRAFFIC VOLUMES AND LANE CONFIGURATIONS

figure 4

## PROJECT IMPACTS

### Existing Plus Project Traffic Conditions

Figure 5 illustrates the projected traffic patterns in the Existing Plus Project scenario for the study intersections analyzed.

The impacts of developing the proposed project have been identified by superimposing project traffic onto the existing traffic conditions. Resulting intersection Levels of Service were then calculated and used as the basis for evaluating potential project impacts.

**Intersection Levels of Service.** Table 6 displays the a.m. and p.m. peak hour Levels of Service at each study intersection with and without the proposed project. All intersections will operate within the City's minimum Level of Service guidelines.

**Traffic Signal Warrants.** As shown in Table 7, the addition of project traffic does not change conclusions regarding traffic signal warrant at study intersections. No additional warrants would be satisfied at study intersections as a result of the project.

As noted earlier, a traffic signal may be justified today at the Badger Flat Road / Ingomar Grade intersection. Because the proposed project does not appreciably change conditions at the intersection and satisfactory Level of Service remains, the project should contribute its fair share to the cost of a traffic signal by paying adopted impact fees.

Similarly, a traffic signal may already be justified at the H Street / Johnson Road intersection based on the proximity of the railroad crossing. Again, the project should contribute its fair share to the cost of a signal by paying adopted impact fees.



EXISTING PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

figure 5

**TABLE 6  
PEAK HOUR INTERSECTION LEVELS OF SERVICE  
EXISTING PLUS PROJECT CONDITIONS**

Intersection	Control	AM Peak Hour				Existing PM			
		Existing		EX plus Project		Existing		EX plus Project	
		Average Delay (sec/veh)	LOS						
Ingomar Grade / Badger Flat Rd	AWS	17.6	C	18.3	C	18.4	C	19.1	C
Johnson Rd / Willmott Ave	WB Stop	11.7	B	12.2	B	12.3	B	13.0	B
H Street / Johnson Rd	AWS	10.6	B	10.8	B	10.7	B	11.1	B
H Street / Texas Ave	NB Stop	11.4	B	11.7	B	12.8	B	13.1	B

**TABLE 7  
EXISTING PLUS PROJECT TRAFFIC SIGNAL WARRANTS**

Intersection	Warrant 3 (Peak Hour Volume)				Warrant 5 (School Crossing)	Warrant 9 (Railroad Crossing)	
	Existing AM		Existing PM				
	Volume (vph)	Met?	Volume (vph)	Met?			
Ingomar Grade / Badger Flat Rd	major	662	No	570	Yes	No	Yes
	minor	168		453			
Johnson Rd / Willmott Ave	major	281	No	408	No	No	No
	minor	159		158			
H Street / Johnson Rd	major	473	No	598	No	No	Yes
	minor	246		287			
H Street / Texas Ave	major	442	No	458	No	No	No
	minor	84		160			

**Highlighted Values satisfy warrant requirements**

## EXISTING PLUS APPROVED PROJECTS (EPAP) CONDITIONS

### Background Characteristics

For the purpose of this study, other projects already approved in Los Banos are assumed to have been occupied under an “Existing Plus Approved Projects” or EPAP background condition.

**Trip Generation.** The City of Los Banos planning department’s staff was contacted and asked to identify a list of “approved but not constructed” development proposals for use in this analysis. This list is Table 8. As shown, the one identified project could generate about 196 new daily automobile trips, with 17 generated in the a.m. peak hour and 18 trips occurring in the p.m. peak hour.

**TABLE 8  
TRIP GENERATION ASSOCIATED WITH APPROVED PROJECTS**

Project	Project Type	Net New Trips						
		Daily Volumes	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Kagome	55,000 Warehouse	196	13	4	17	5	13	18
Total All Approved / Pending Projects		196	13	4	17	5	13	18

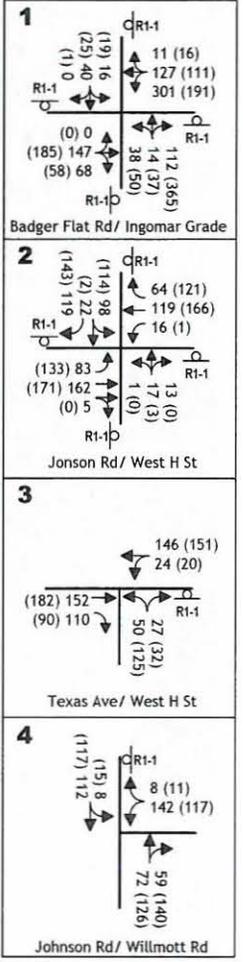
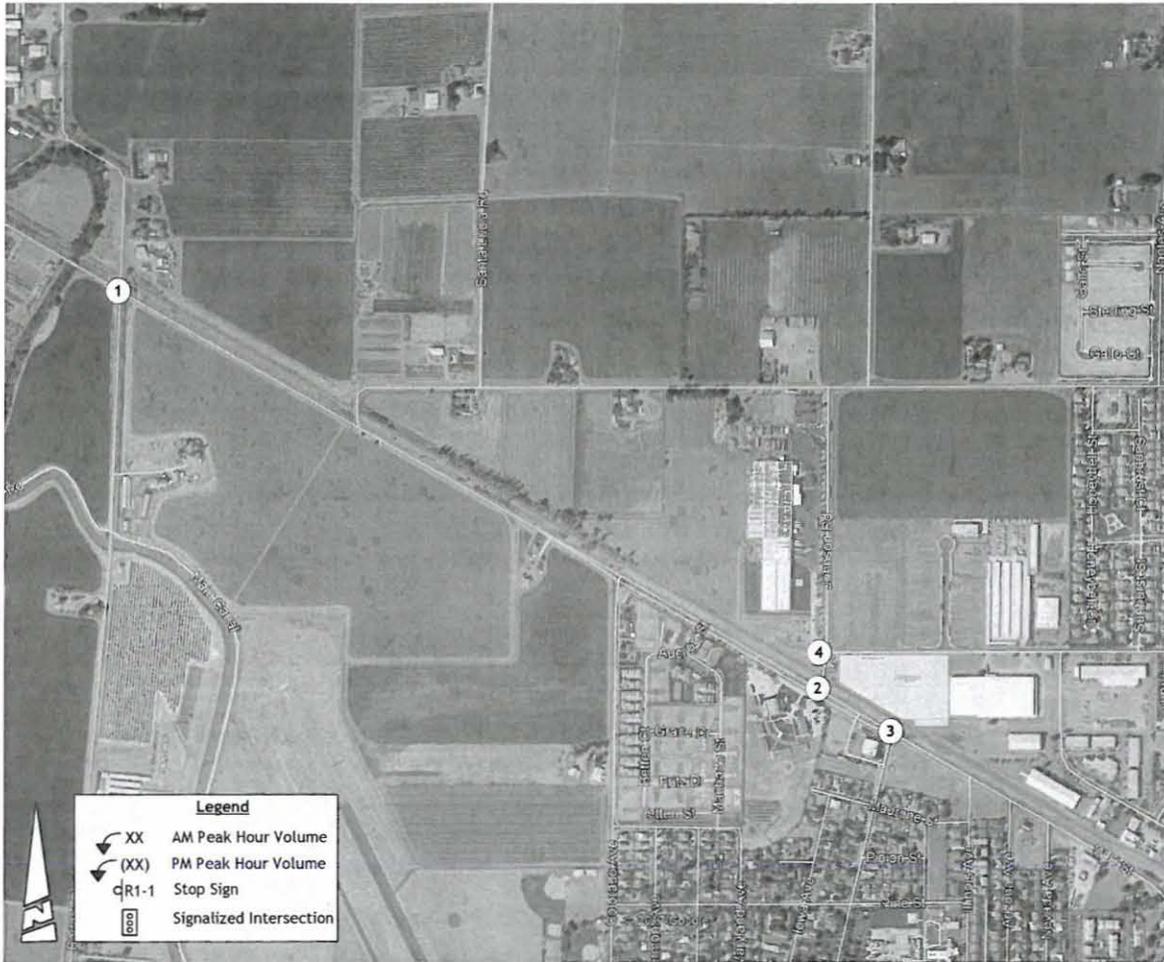
**Background Circulation System Improvements.** Based on review of available documents the local study area circulation system is not expected to be improved by approved projects.

### “Existing Plus Approved Projects (EPAP)” Traffic Conditions

The trips associated with approved projects were assigned to the study area street system, and Figure 6 presents the peak hour traffic volumes that result from full development (i.e., “Existing Plus Approved Projects”) without the proposed project. Figure 7 presents the sum of EPAP plus Project trips.

**Intersection Levels of Service.** Levels of Service occurring under the baseline “Existing Plus Approved Projects” condition have been calculated and are shown in Table 9. As shown, satisfactory Levels of Service remain with and without the project. Thus the project’s impact under these conditions is not significant.

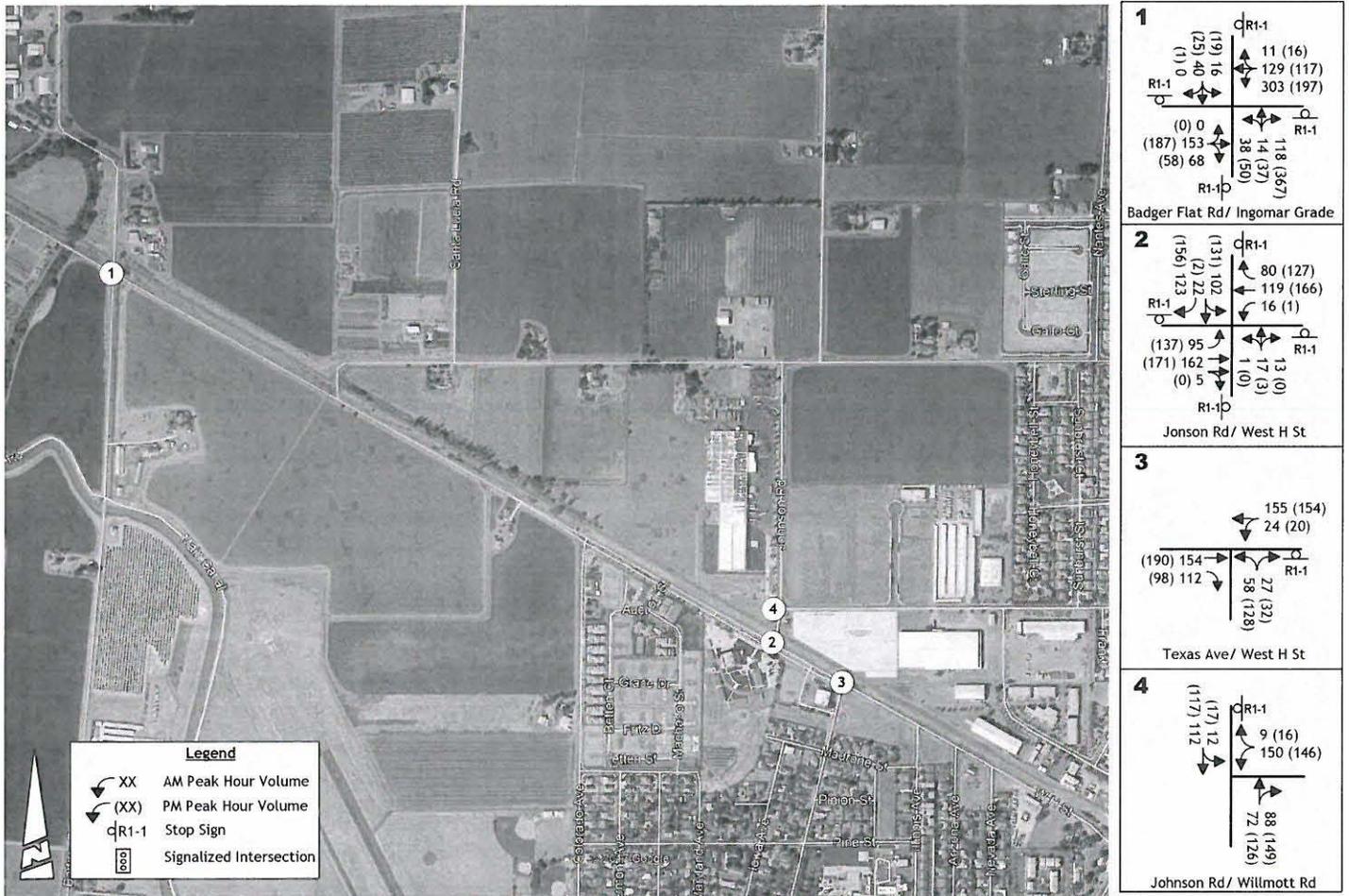
**Traffic Signal Warrants.** Table 10 noted the status of traffic signal warrants under EPAP plus Project conditions. As shown, the addition of trips from other projects and the proposed project do not change the status of warrants at any location.



EXISTING PLUS APPROVED PROJECTS  
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.  
Transportation Engineers  
9280-02 RA 11/07/2017

Figure 6



EPAP PLUS PROJECT  
 TRAFFIC VOLUMES AND LANE CONFIGURATIONS

Figure 7

**TABLE 9  
PEAK HOUR INTERSECTION LEVELS OF SERVICE  
EXISTING PLUS APPROVED PROJECTS (EPAP) CONDITIONS**

Intersection	Control	AM Peak Hour				PM Peak Hour			
		Existing		EX plus Project		Existing		EX plus Project	
		Average Delay (sec/veh)	LOS						
Ingomar Grade / Badger Flat Rd	AWS	17.7	C	18.4	C	18.7	C	18.9	C
Johnson Rd / Willmott Ave	WB Stop	11.7	B	12.2	B	12.4	B	13.1	B
H Street / Johnson Rd	AWS	10.6	B	10.9	B	10.8	B	11.1	B
H Street / Texas Ave	NB Stop	11.4	B	11.7	B	12.9	B	13.2	B

**TABLE 10  
EXISTING PLUS APPROVED PROJECTS (EPAP) TRAFFIC SIGNAL WARRANTS**

Intersection	Warrant 3 (Peak Hour Volume)				Warrant 5 (School Crossing)	Warrant 9 (Railroad Crossing)	
	Existing AM		Existing PM				
	Volume (vph)	Met?	Volume (vph)	Met?			
Ingomar Grade / Badger Flat Rd	major	662	No	570	Yes	No	Yes
	minor	168		453			
Johnson Rd / Willmott Ave	major	281	No	408	No	No	No
	minor	159		158			
H Street / Johnson Rd	major	473	No	598	No	No	Yes
	minor	246		287			
H Street / Texas Ave	major	442	No	458	No	No	No
	minor	84		160			

**Highlighted** values satisfy warrant requirements

KDA

## CUMULATIVE TRAFFIC IMPACTS

The relative impacts of the proposed project have also been assessed within the context of future traffic conditions that account for long term development in Los Banos. This analysis assumes Year 2030 conditions forecast based on development of Los Banos under the current General Plan.

### Methodology / Assumptions

**Traffic Volume Forecasts.** The City of Los Banos has commissioned preparation of local travel demand forecasting models for the 2009 GPU and subsequently for the City's Transportation Management Plan (TMP). These models reflect development throughout the community.

The approach taken to identify Year 2030 traffic conditions for this analysis combines local projections for project site traffic with intersection turning movement forecasts developed for the TMP. Forecasts were available for cumulative p.m. peak hour conditions at three study intersections:

- Ingomar Grade / Badger Flat Road
- H Street / Johnson Road
- H Street / Texas Avenue

These forecasts were compared to current volumes, and resulting approach growth rates were calculated. These rates were then used to create a.m. peak hour forecasts and to interpolate growth for the other study intersections. Because development of the project site has been assumed in the TMP, "No Project" conditions were created by subtracting project trips from the cumulative forecasts.

Figures 8 and 9 present weekday a.m. and p.m. peak hour site traffic under Year 2030 conditions with and without the proposed project.

**Future Improvements.** The long term improvements included in the Transportation Master Plan are assumed to be in place under cumulative conditions. These improvements are also noted in the preceding figures and include:

- **Ingomar Grade / Badger Flat Road:** Widen Badger Flat Road to 4-lanes; Widen Ingomar Grade to 4 lanes east of Badger Flat Road; Install traffic signal.
- **H Street / Johnson Road:** Widen H Street to 4-lanes; Install traffic signal.
- **H Street / Texas Avenue:** Widen H Street to 4-lanes; Install traffic signal

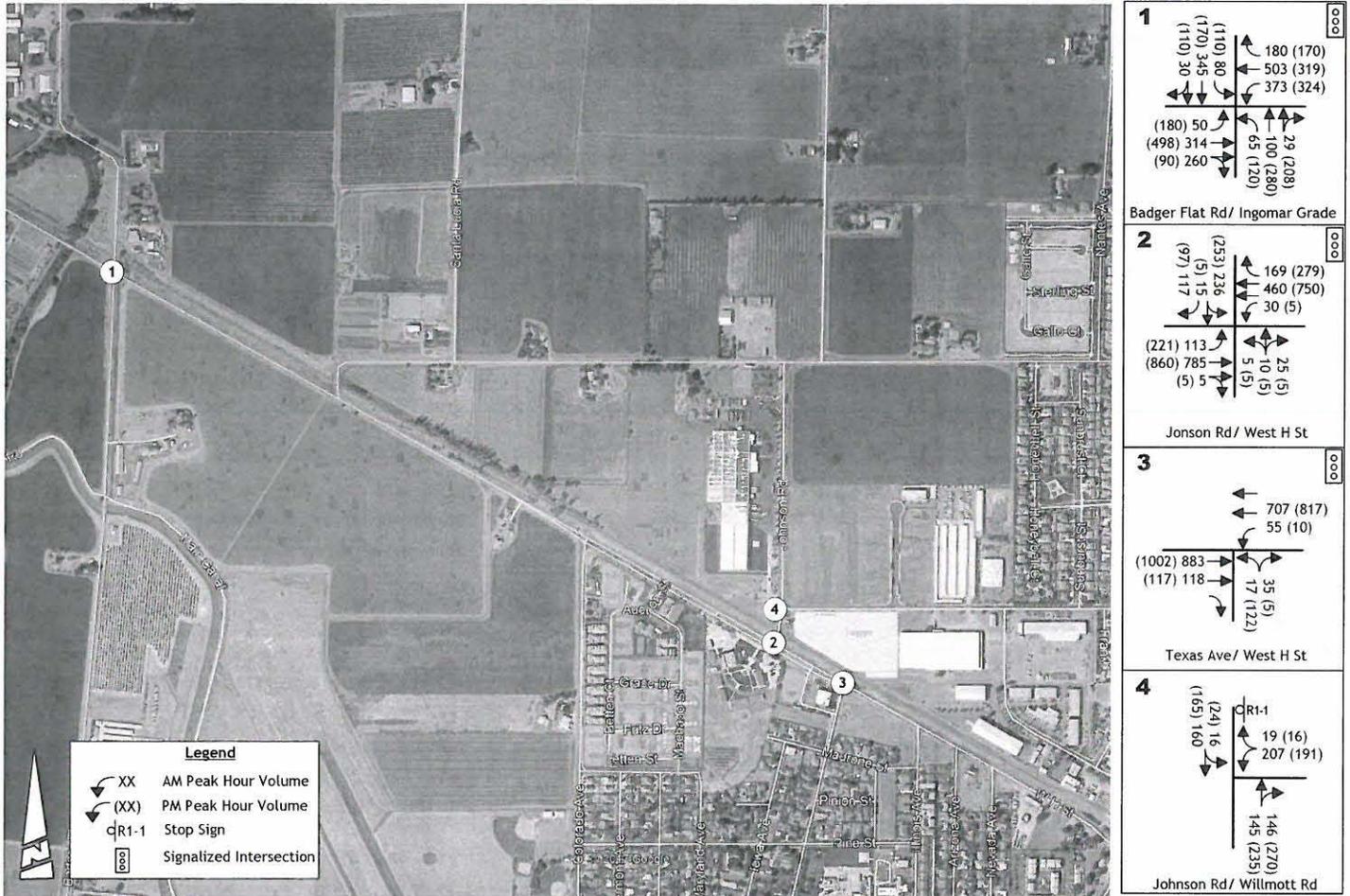
### Cumulative Levels of Service

The results of the Level of Service analysis for both cumulative scenarios are shown in Table 11 and are further described in the following text.

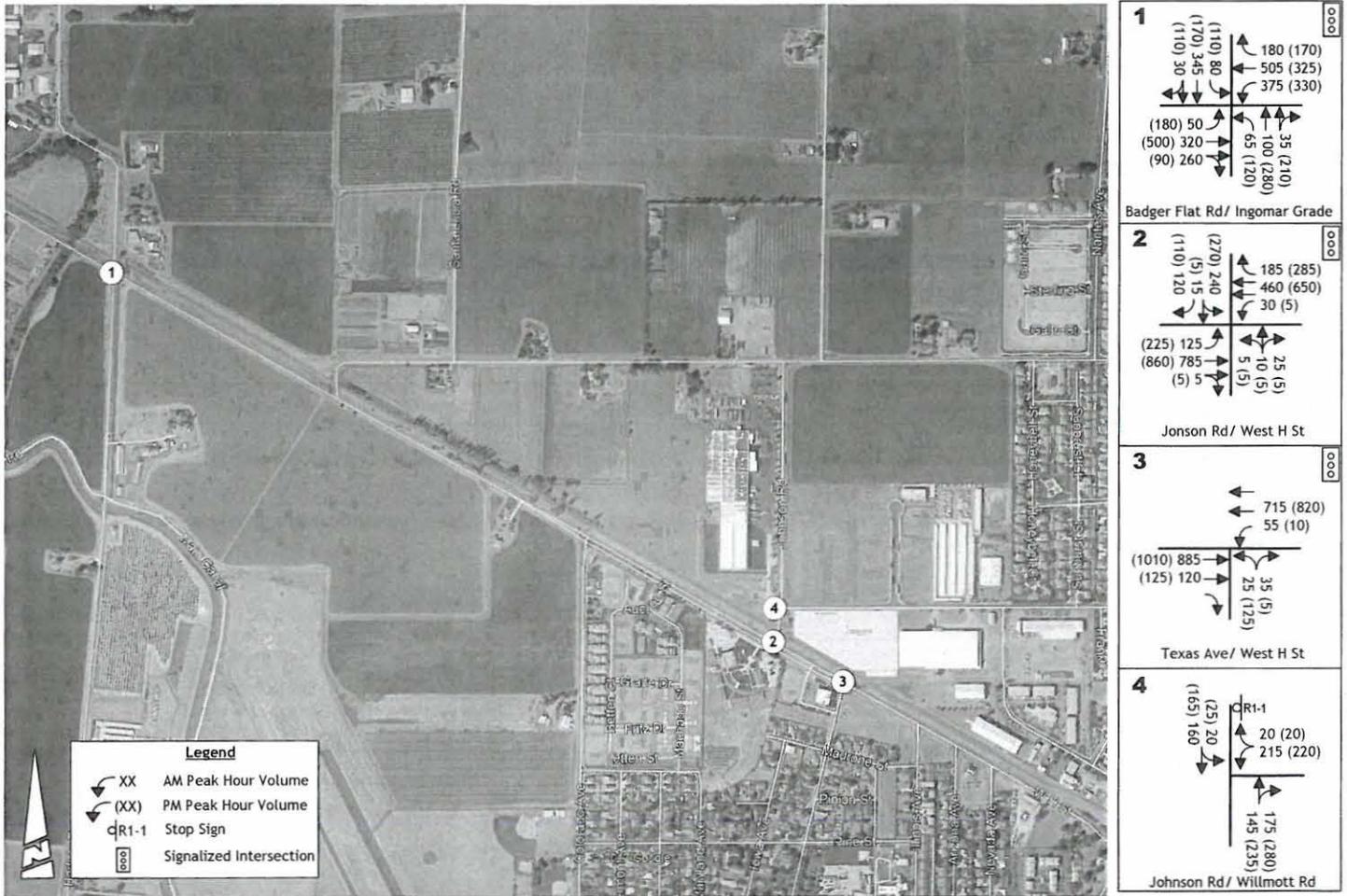
Background cumulative volumes will maintain acceptable Levels of Service (i.e., LOS D or better) at all study intersections. The addition of project trips does not change the Level of Service at any intersection. Because minimum City standards can be met the project's impact is not significant.

### **Mitigation**

While this project will not have a significant cumulative impact in the area of the site, the project should contribute its fair share to the cost of regional improvements via the City of Los Banos traffic impact mitigation fee.



CUMULATIVE WITHOUT PROJECT  
TRAFFIC VOLUMES AND LANE CONFIGURATIONS



CUMULATIVE WITH PROJECT  
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

**TABLE 11  
PEAK HOUR INTERSECTION LEVELS OF SERVICE  
CUMULATIVE PLUS PROJECT CONDITIONS**

Intersection	Control	AM Peak Hour				PM Peak Hour			
		Cumulative		Cumulative Plus Project		Cumulative		Cumulative Plus Project	
		Average Delay (sec/veh)	LOS						
Ingomar Grade / Badger Flat Rd	Signal	42.2	D	42.6	D	39.0	D	39.7	C
Johnson Rd / Willmott Ave	WB Stop	18.1	C	19.8	C	21.5	C	25.0	C
H Street / Johnson Rd	Signal	20.8	B	21.2	C	21.8	C	22.9	C
H Street / Texas Ave	Signal	6.7	A	7.8	A	7.2	A	7.6	A