CITY OF MERCED
Site Plan Review Committee

MINUTES

Planning Conference Room
2nd Floor Civic Center
Thursday, November 29, 2018

Chairperson McBRIDE called the meeting to order at 1:33 p.m.

1. **ROLL CALL**

Committee Members Present: Chief Building Official Frazier, City Engineer Son, and Director of Development Services McBride

Committee Members Absent: None

Staff Present: Planning Manager Espinosa, Associate Planner Nelson, Planner Mendoza-Gonzalez, Development Associate Mendoza, Economic Development Director Quintero, and Fire Inspector 1 Abeyta

2. **MINUTES**

M/S SON-FRAZIER, and carried by unanimous voice vote, to approve the Minutes of November 8, 2018, as submitted.

3. **COMMUNICATIONS**

None.

4. **ITEMS**

[Secretary's Note: Items 4.2 and 4.3 were moved ahead of Item 4.1 to help run the meeting more efficiently.]

4.2 Site Plan Application #427, submitted by David Valencia, property owner, to construct a 5,000-square-foot warehouse and a 1,600-square-foot office for D&A Concrete at 1955 Grogan Avenue, within a Light Industrial (I-L) Zone.

Planner MENDOZA-GONZALEZ reviewed the application. Refer to Draft Site Plan Resolution #427 for further information.

M/S SON - FRAZIER, and carried by the following vote to adopt a Categorical Exemption regarding Environmental Review #18-64, and approve Site Plan Application #427, subject to the Findings and thirty-seven (37) conditions set forth in Draft Resolution #427:

AYES: Committee Members Frazier, Son, and Chairperson McBride
NOES: None
ABSENT: None

4.3 Site Plan Application #428, submitted by Lupita Cazarez, applicant for Joe Esparza and Bernadette Esparza, property owners, to allow a food truck on the same parcel as a gas station (Chevron) located at 1050 W. Olive Avenue, within Planned Development (P-D) #15 with a General Plan designation of Thoroughfare Commercial (CT).

Planner MENDOZA-GONZALEZ noted that he received a comment from the Fire Department recommending to add Condition #20. This would require the food truck to be located at least 25 feet from the gas station's underground fuel storage tank access lids.

M/S FRAZIER - SON, and carried by the following vote to adopt a Categorical Exemption regarding Environmental Review #18-65, and approve Site Plan Application #428, subject to the Findings and nineteen (19) conditions set forth in Draft Resolution #428 with the addition of Condition #20 as follows:

(Note: Strikethrough deleted language, underline added language.)

"20. The food truck shall be located at least 25 feet from any underground fuel storage tank access lids."

AYES: Committee Members Frazier, Son, and Chairperson McBride
NOES: None
ABSENT: None

4.1 Site Plan Application #426, submitted by Barghausen Engineering, applicant for Gateway Park Development Partners, LLC, property owners. This application allows the construction of a 3,348-square-foot convenience market, a 1,121-square-foot car wash, and a 6,050-square-foot gas station canopy with 8 pumps on approximately 1.33 acres, generally located at the southeast corner of Campus Parkway and Coffee Street (810 and 814 South Coffee Street) within Planned Development (P-D) #74, with a General Plan designation of Regional/Community Commercial (RC).

Associate Planner NELSON noted that she received a Memo from the Fire Department recommending to add Condition #29. This would require the developer to install a fire sprinkler system (or other fire suppression system) on the fuel pump canopy.

M/S SON - FRAZIER, and carried by the following vote to adopt a Categorical Exemption regarding Environmental Review #18-63, and approve Site Plan Application #426, subject to the Findings and twenty-eight (28) conditions set forth in Draft Resolution #426 with the addition of Condition #29 as follows:

(Note: Strikethrough deleted language, underline added language.)

"29. Fire sprinklers or another approved fire suppression system shall be required for the fueling canopy, subject to approval of the Fire Department."

AYES: Committee Members Frazier, Son, and Chairperson McBride
NOES: None
ABSENT: None

5. INFORMATION ITEMS

5.1 Calendar of Meetings/Events

There was no discussion regarding the calendar of meetings/events.

6. **ADJOURNMENT**

There being no further business, Chairperson McBRIDE adjourned the meeting at 2:10 p.m.

Respectfully submitted,

Kim Espinosa, Secretary
Merced City Site Plan Review Committee

APPROVED:

FOR SMB

Scott McBride, Chairperson/
Director of Development Services
Merced City Site Plan Review Committee

CITY OF MERCED
SITE PLAN REVIEW COMMITTEE
RESOLUTION #426

Barghausen Engineering for Gateway Park Development Partners, LLC	Construction of a Gas Station, Convenience Market, and Car Wash
APPLICANT	PROJECT
133 Old Wards Ferry Rd.	810 & 814 S. Coffee Street
ADDRESS	PROJECT SITE
Sonora, CA 95370	061-250-092
CITY/STATE/ZIP	APN
(209) 533-3333	Planned Development (P-D) #74
PHONE	ZONING

In accordance with Chapter 20.68 of the Merced City Zoning Ordinance, the Site Plan Review Committee reviewed and approved Site Plan Application #426 on November 29, 2018, submitted by Barghausen Engineering, applicant for Gateway Park Development Partners, LLC, property owners. This application allows the construction of a 3,348-square-foot convenience market, a 1,121-square-foot car wash, and a 6,050-square-foot gas station canopy with 8 pumps on approximately 1.33 acres, generally located at the southeast corner of Campus Parkway and Coffee Street (810 and 814 South Coffee Street) within Planned Development (P-D) #74, with a General Plan designation of Regional/Community Commercial (RC). Said property being more particularly described as a 1.33 acre portion of the property described in the Grant Deed recorded as Document No. 2017-042844 in Merced County Records; also known as Assessor's Parcel Number (APN) 061-250-092.

WHEREAS, The Planning staff has conducted an environmental review of the project in accordance with the requirements of the California Environmental Quality Act (CEQA), and concluded that Environmental Review #18-63 is a second tier environmental document, based upon the City's determination that the proposed development remains consistent with the current General Plan and provisions of CEQA Guidelines, Section 15162 [Environmental Review #15-18 [EIR for the Merced Gateway Master Plan (SCH #2015101048)]. A copy of the Section 15162 Findings can be found at Exhibit J; and,

WHEREAS, the Merced City Site Plan Review Committee makes the following Findings:

A) The proposal complies with the General Plan designation of Regional/Community Commercial (RC) and the Zoning classification of Planned Development (P-D) #74.

B) The applicant is proposing to construct a convenience market, car wash, and gas station on approximately 1.33 acres of land within the Merced Gateway Master Plan area (Exhibits A and B).

C) The proposed project is consistent with the Merced Gateway Master Plan (Exhibit D). All applicable conditions of approval contained in City Council Resolution #2017-44 (Exhibit E) and all applicable Mitigation Measures contained in the Mitigation Monitoring Program (Exhibit F) adopted with City Council Resolution #2017-43 shall apply.

D) The parking requirements for the convenience market, car wash, and gas station are three spaces plus one space for every 250 square feet of retail sales area. Based on this calculation, the project is required to have 16 parking spaces. The site plan provides a total of 17 spaces. Parking lot trees at a ratio of one tree for every six parking spaces are required (Condition #8).

E) Gas Stations are exempt from providing bicycle parking spaces, however, the convenience market is not exempt. Therefore, bicycle parking spaces are required in compliance with Section 20.38.080 (Condition #9).

F) As required by Condition #16 of City Council Resolution #2017-44, the Circulation Transportation Improvement Phasing Plan (CTIPP) has been modified (refer to Exhibit G). No additional roadway improvements are required with this development.

G) Zoning Ordinance Section 20.44.160 prohibits tobacco sales within 1,000 feet of a school site. The Weaver Middle School is located at the southwest corner of Gerard Avenue and Coffee Street and is within 1,000 feet of the project site (Exhibit I).

H) A Parcel Map to subdivide this property into 9 separate parcels was submitted November 15, 2018 (Lot Split Application #18-03) (Exhibit H). Once the parcel map is recorded, the parcel for this project may be outside the 1,000-foot buffer for tobacco sales. Refer to Condition #17 regarding tobacco sales.

I) Alcohol sales are not proposed with this application. Alcohol sales for this project would require approval of a Conditional Use Permit (Condition #16).

NOW, THEREFORE, BE IT RESOLVED that the Merced City Site Plan Review Committee does approve Site Plan Application #426 subject to the following conditions:

1) The site shall be constructed as shown on Exhibit B (site plan), Exhibit C (elevations), and as modified by the conditions of approval within this resolution.

2) All conditions contained in Site Plan Review #79-1 – Amended ("Standard Conditions for Site Plan Review Application") shall apply.

3) All other applicable codes, ordinances, policies, etc., adopted by the City of Merced shall apply, including, but not limited to, the California Building Code and Fire Codes.

4) The developer/applicant shall indemnify, protect, defend (with counsel selected by the City), and hold harmless the City, and any agency or instrumentality thereof, and any officers, officials, employees, or agents thereof, from any and all claims, actions, suits, proceedings, or judgments against the City, or any agency or instrumentality thereof, and any officers, officials, employees, or agents thereof to attack, set aside, void, or annul, an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board, or legislative body, including actions approved by the voters of the City, concerning the project and the approvals granted herein. Furthermore, developer/applicant shall indemnify, protect, defend, and hold harmless the City, or any agency or instrumentality thereof, against any and all claims, actions, suits, proceedings, or judgments against any governmental entity in which developer/applicant's project is subject to that other governmental entity's approval and a condition of such approval is that the City indemnify and defend (with counsel selected by the City) such governmental entity. City shall promptly notify the developer/applicant of any claim, action, or proceeding. City shall further cooperate fully in the defense of the action. Should the City fail to either promptly notify or cooperate fully, the developer/applicant shall not thereafter be responsible to indemnify, defend, protect, or hold harmless the City, any agency or instrumentality thereof, or any of its officers, officials, employees, or agents.

5) The developer/applicant shall construct and operate the project in strict compliance with the approvals granted herein, City standards, laws, and ordinances, and in compliance with all State and Federal laws, regulations, and standards. In the event of a conflict between City laws and standards and a State or Federal law, regulation, or standard, the stricter or higher standard shall control.

6) Notwithstanding all other conditions, all construction and improvements shall be in strict accordance with Zoning, Building, and all other codes, ordinances, standards, and policies of the City of Merced.

7) Community Facilities District (CFD) formation is required for the entire Merced Gateway Master Plan Area for annual operating costs for police and fire services as well as storm drainage, public landscaping, street trees, street lights, parks, and open space. CFD procedures shall be initiated before issuance of the first building permit (since this project is the first building permit, CFD procedures must be initiated prior to this development.) Developer/Owner shall submit a request agreeing to such a procedure, waiving right to protest and post deposit as determined by the City Engineer to be sufficient to cover procedure costs and maintenance costs expected prior to first assessments being received.

8) A minimum of 16 parking stalls shall be provided to serve the convenience market, car wash, and gas station. The parking lot layout shall comply with all applicable

City Standards. Parking lot trees shall be provided at a ratio of one tree for every six parking spaces within this site. These trees shall be installed per the City's Parking Lot Landscape Standards, shall be a minimum of 15 gallons, and be of a type that provides a 30-foot minimum canopy at maturity (trees shall be selected from the City's approved tree list).

9) Bicycle parking shall be provided as required by Zoning Ordinance Section 20.38.080. Short-term bicycle parking shall be equivalent to 8% (1 space) of required automobile parking spaces. Long-term parking spaces are not required for this use. All bicycle parking spaces shall meet the City's design standards for bicycle racks.

10) The property owner shall contact MID and enter into all necessary agreements for all crossings over or under any MID facilities including utilities, bridges, driveways, and pipelines and for all work associated with MID facilities.

11) Appropriate turning radii shall be provided within the parking areas to allow for Fire Department and refuse truck access.

12) All improvements including, but not limited to, sidewalk, curb, gutter, street lights, and street trees, shall be installed along the project frontage on Coffee Street and Campus Parkway.

13) Access to the site shall be from a shared driveway on Coffee Street and a shared driveway on Campus Parkway. All improvements as required by the City Engineer shall be installed with these driveways.

14) The design of the intersection of Campus Parkway and Coffee Street, including the northbound turn lanes and stacking distances, shall be subject to approval of the City Engineer.

15) The applicant shall demonstrate to the satisfaction of the City Engineer that sufficient stacking room is provided for the turn lane on Coffee Street. If sufficient stacking room is not provided, an additional turn lane shall be provided.

16) Alcohol sales are not permitted with this approval. If alcoholic beverages are to be sold at this location, approval of a Conditional Use Permit shall be required. If the Census Tract for this location is over-concentrated as determined by the California Department of Alcoholic Beverage Control (ABC), a Finding of Public Convenience or Necessity by the City Council shall be required.

17) Tobacco sales are not permitted with this approval. However, if in the future, the parcel is determined to be more than 1,000 feet from a school, tobacco sales would be allowed.

18) Irrigation for all on-site landscaping shall be provided by a drip system or micro-spray system in accordance with the State's Emergency Regulation for Statewide Urban Water Conservation or any other state or city mandated water regulations dealing with the current drought conditions.

19) The on-site landscape design shall include the use of xeriscape landscaping and avoid the use of turf as much as possible.

20) All landscaping shall be kept healthy and maintained, and any damaged or missing landscaping shall be replaced immediately.

21) All signing shall comply with Merced Gateway Master Sign Program. Building permits shall be obtained prior to installing any permanent signing. A Temporary Sign Permit shall be obtained prior to installing any temporary signs or banners. Temporary freestanding or A-frame signs are not allowed. Approval from the property owner, acknowledging compliance with the Master Sign Program, shall be submitted along with the building permit for each sign. The wall posters shown on the building elevations for the convenience market are counted toward the maximum sign allowance for the building.

22) A sand/oil separator shall be installed for the car wash and a grease interceptor or other approved device shall be installed for the convenience market.

23) All mechanical equipment shall be screened from public view.

24) A backflow prevention device shall be provided for all water services (i.e., domestic, irrigation, and fire).

25) The refuse container location is approved as proposed. All refuse containers shall be located within a refuse enclosure constructed per City Standards. The opening for a front access enclosure must be a minimum of 16 feet from post to post.

26) The project shall comply with all City Standards for storm drainage. The developer shall work with the City Engineer to determine the requirements for storm drainage on the site. The developer shall provide all necessary documentation for the City Engineer to evaluate the storm drain system. All storm drain systems shall be installed to meet City Standards and State regulations.

27) The project shall comply with all the Post Construction Standards required to comply with state requirements for the City's Phase II MS-4 Permit (Municipal Separate Storm Sewer System).

28) The premises shall remain clean and free of debris at all times. All graffiti shall be removed within 48 hours.

29) Fire sprinklers or another approved fire suppression system shall be required for the fueling canopy, subject to approval of the Fire Department.

If there are any questions concerning these conditions and recommendations, please contact Julie Nelson at (209) 385-6858.

11/29/18
DATE

Julie Nelson

Associate Planner
TITLE

Exhibits

A) Location Map
B) Site Plan
C) Elevations
D) Master Development Plan
E) City Council Resolution 2017-44
F) Mitigation Monitoring Program
G) Updated CTIPP
H) Proposed Parcel Map
I) Map of 1,000-foot radius from a School
J) CEQA Section 15162 Findings

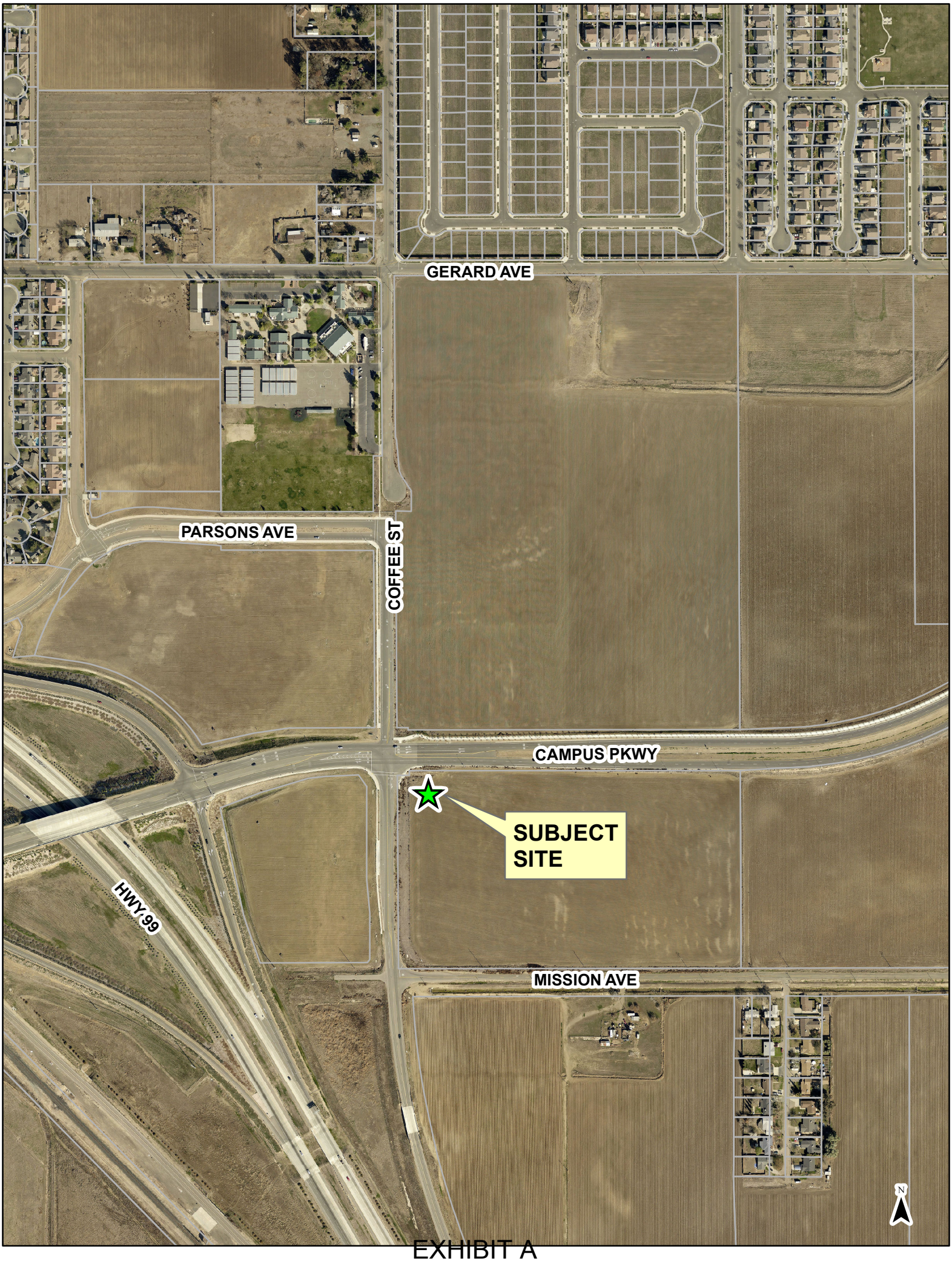
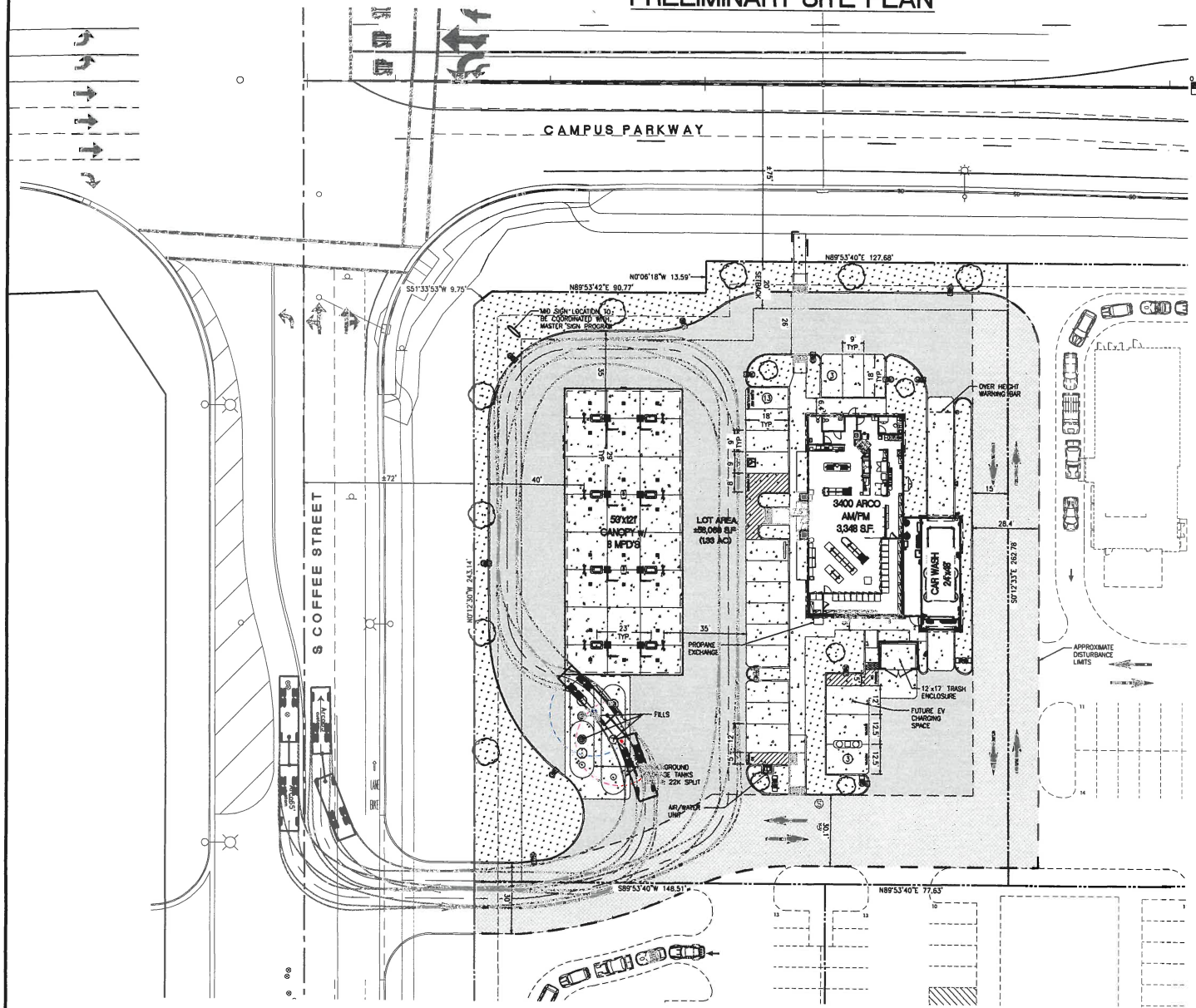
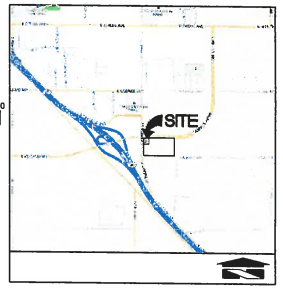

GERARD AVE
PARSONS AVE
COFFEE ST
CAMPUS PKWY
SUBJECT SITE
HWY 99
MISSION AVE
N

EXHIBIT A

PRELIMINARY SITE PLAN





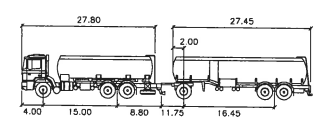
PROJECT DATA:

LOCATION:	SEC CAMPUS PKWY @ S COFFEE ST MERCED, CA 95341
JURISDICTION:	CITY OF MERCED, CA
APN #:	061250092000
LOT AREA =	1.33 ACRES (58,063 S.F.)
ZONING:	REGIONAL/CENTRAL COMMERCIAL (C-C)
FLOOD PLAIN DESIGNATION:	ZONE AO - WITH A BASE FLOOD ELEVATION (BFE) OF 1 FOOT, ACCORDING TO THE FLOOD INSURANCE RATE MAP, COMMUNITY - PANEL NUMBER 06047C0445G, WITH A REVISION DATE OF DECEMBER 12, 2008.
BUILDING SETBACKS:	
MINIMUM FRONT YARD:	20'
MINIMUM SIDE STREET YARD:	0'
MINIMUM INTERIOR SIDE YARD:	0'
MINIMUM REAR YARD:	0'
BUILDING SEPARATION:	15' MIN.
MAXIMUM BUILDING HEIGHT:	
ALLOWED:	60'
PROPOSED:	33'-8"
PARKING CALCULATIONS:	
CONVENIENCE STORE:	1 SPACE PER 250 SF OF BUILDING AREA + 3 SPACES
CONVENIENCE STORE:	
FLOOR AREA:	3,348 SF
PARKING CALCULATION:	[3,348 SF / (250 SF/1 SPACE)] + 3 SPACES
PARKING REQUIRED:	16
TOTAL PARKING SPACES REQUIRED:	16 PARKING SPACES
TOTAL PARKING SPACES PROVIDED:	17 PARKING SPACES (EXCLUDING THE VACUUM STALLS)
ADA PARKING SPACES REQUIRED:	1 PARKING SPACE
ADA PARKING SPACES PROVIDED:	1 PARKING SPACE

* NUMBER OF PARKING STALLS IN ISOLATED AREA

PROPOSED GROUND COVER SUMMARY:

BUILDINGS:	4,676 SF	(8.1%)
PARKING AND MANEUVERING:	41,481 SF	(71.4%)
WALKWAYS:	1,880 SF	(3.2%)
LANDSCAPE:	10,026 SF	(17.3%)
	58,063 SF	(100.0%)



Arco65'
feet

First Part Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 35.0
First Part Track	: 7.70	Articulating Angle	: 70.0
Trailer Track	: 7.70		

Preliminary Not For Construction

CLIENT: bp

ARCO
BP WEST COAST PRODUCTS, LLC

BARGHAUSEN CONSULTING ENGINEERS, INC.

18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-6222
(425)251-8782 FAX

CIVIL ENGINEERING, LAND PLANNING, SURVEYING, ENVIRONMENTAL SERVICES

NO.	DATE	REVISION DESCRIPTION
1	10/25/18	SITE PLAN REVIEW
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

SEAL: LICENSED PROFESSIONAL ENGINEER HAL PAUL GRUBB 57814 CIVIL STATE OF CALIFORNIA — Not For Construction

DEVELOPMENT INFORMATION:
ARCO NTI
3400 am/pm
FUEL CANOPY w/ 8 MPD's
24'x48' CAR WASH

SITE ADDRESS:
SEC CAMPUS PKWY
@ S COFFEE ST
MERCED, CALIFORNIA

FACILITY #TBD

DESIGNED BY:	ALLIANCE ZIGOM:
CHECKED BY: DBG	BP REPM:
DRAWN BY: DJ	ALLIANCE PM:
VERSION: -	PROJECT NO: 18709

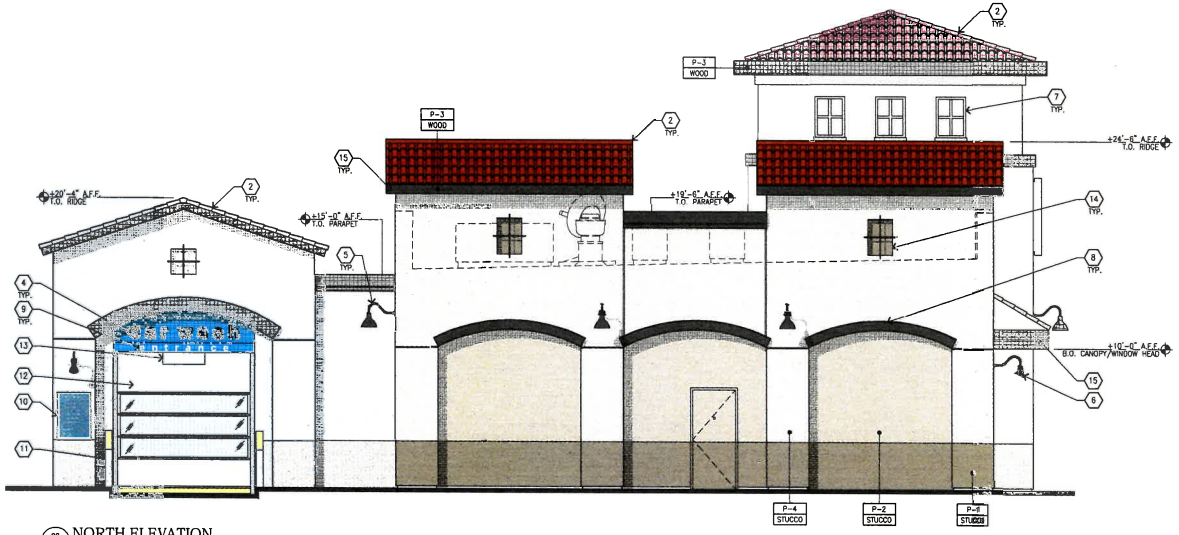
DRAWING TITLE:
PRELIMINARY SITE PLAN

SHEET NO:
SP-1

EXHIBIT B

EXHIBIT C - Page 1

01 WEST ELEVATION
SCALE: 1/4"=1'-0"



02 NORTH ELEVATION
SCALE: 1/4"=1'-0"

KEYED NOTES

1. ALUMINUM ENTRANCE AND STOREFRONT SYSTEM
2. BARREL TILE ROOF, BORAL ROOFING, VILLA 900, CASA GRANDE BLEND
3. WALL POSTER
4. INTERNALLY ILLUMINATED SURFACE MOUNTED CHANNEL LETTERS MOUNTED ON NON-ILLUMINATED BACKGROUND PANELS FLUSHED WITH THE WALL FINISH
5. WALL MOUNTED LED LIGHT FIXTURE
6. WALL MOUNTED LED SIGN LIGHT
7. FAUX WINDOW, NO GLASS W/ WOOD FRAME, PAINTED P-1
8. EIFS LINTEL. PAINTED P-3
9. VINYL LETTERS APPLIED TO ACM PANEL
10. INSTRUCTIONAL SIGN PANEL
11. 6" ROUND CONCRETE FILLED BOLLARD
12. VINYL ROLL-UP DOOR, COLOR: BEIGE
13. OVERHEAD CLEARANCE BAR
14. ARCHITECTURAL RECESS WITH DECORATIVE METAL CROSS
15. WOOD FASCIA, PAINTED P-3
16. WOOD CORNICE, PAINTED P-3
17. ALUMINUM COMPOSITE MATERIAL FASCIA PANEL

COLOR LEGEND

P-1	BENJAMIN MOORE, 1077 "GREAT PLAINS GOLD", SATIN FINISH
P-2	BENJAMIN MOORE, 1030 "BRANDY CREAM", SATIN FINISH
P-3	DUNN EDWARDS DEC756, "WEATHERED BROWN", SATIN FINISH
P-4	BENJAMIN MOORE, OC-69, "WHITE OPULENCE", SATIN FINISH
P-14	BP PEARL – BENJAMIN MOORE, OC-8, "ELEPHANT TUSK"
P-15	BP YELLOW – BENJAMIN MOORE, 2022-10, "YELLOW"
ACM-1	PANTONE PMS 166c, "ORANGE"

MATERIAL LEGEND

STUCCO	⅞" CEMENT PLASTER TEXTURE: FINE SAND FINISH
ACM	ALUMINUM COMPOSITE MATERIAL
ALUM	CLEAR ANODIZED ALUMINUM
WOOD	WOOD

CLIENT:
bp
ARCO
BP WEST COAST PRODUCTS, LLC

BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-6222
(425)251-8782 FAX
CIVIL ENGINEERING, LAND PLANNING, SURVEYING, ENVIRONMENTAL SERVICES

NO.	DATE	REVISION DESCRIPTION
1	10/25/18	SITE PLAN REVIEW

SEAL:

DEVELOPMENT INFORMATION:
ARCO NTI
3400 am/pm
FUEL CANOPY w/ 8 MPD's
24'x48' CAR WASH

SITE ADDRESS:
SEC CAMPUS PKWY
& S CUFFLE ST
MERCED, CALIFORNIA

FACILITY #TBD

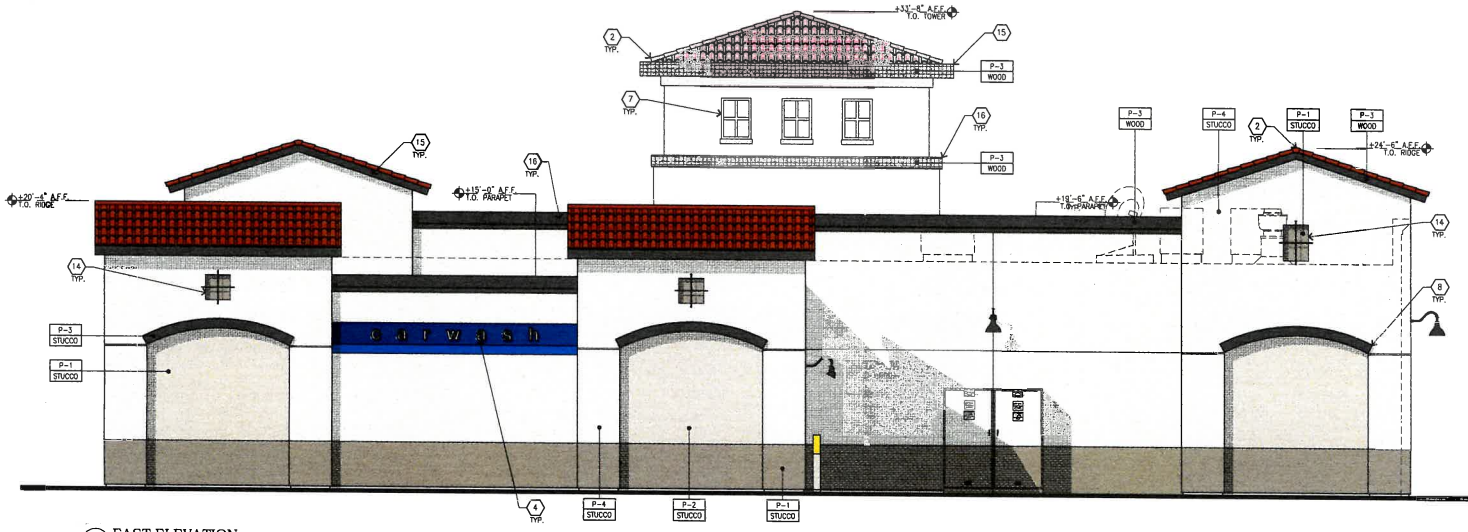
DESIGNED BY:	ALLIANCE ZAGRA
CHECKED BY:	BP REPM
DRAWN BY:	ALLIANCE PM
VERSION:	PROJECT NO: 18709

DRAWING TITLE:
EXTERIOR ELEVATIONS

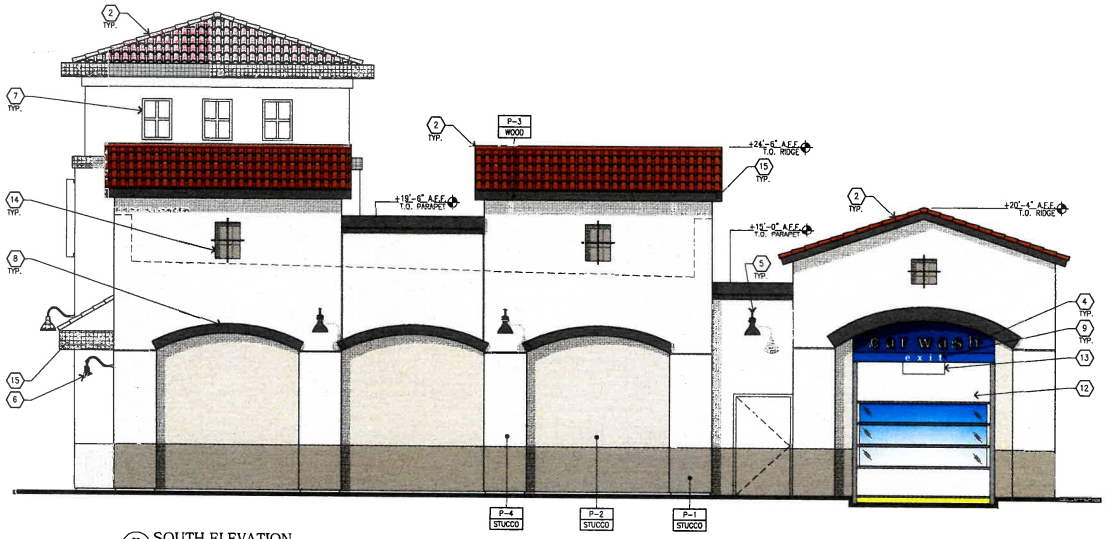
SHEET NO:
A2.1

Preliminary Not For Construction

EXHIBIT C - Page 2



01 EAST ELEVATION
SCALE: 1/4"=1'-0"



02 SOUTH ELEVATION
SCALE: 1/4"=1'-0"

KEYED NOTES

1. ALUMINUM ENTRANCE AND STOREFRONT SYSTEM
2. BARREL TILE ROOF, BORAL ROOFING, VILLA 900, CASA GRANDE BLEND
3. WALL POSTER
4. INTERNALLY ILLUMINATED SURFACE MOUNTED CHANNEL LETTERS MOUNTED ON NON-ILLUMINATED BACKGROUND PANELS FLUSHED WITH THE WALL FINISH
5. WALL MOUNTED LED LIGHT FIXTURE
6. WALL MOUNTED LED SIGN LIGHT
7. FAUX WINDOW, NO GLASS W/ WOOD FRAME, PAINTED P-1
8. EIFS LINTEL, PAINTED P-3
9. VINYL LETTERS APPLIED TO ACM PANEL
10. INSTRUCTIONAL SIGN PANEL
11. 6" ROUND CONCRETE FILLED BOLLARD
12. VINYL ROLL-UP DOOR, COLOR: BEIGE
13. OVERHEAD CLEARANCE BAR
14. ARCHITECTURAL RECESS WITH DECORATIVE METAL CROSS
15. WOOD FASCIA, PAINTED P-3
16. WOOD CORNICE, PAINTED P-3
17. ALUMINUM COMPOSITE MATERIAL FASCIA PANEL

COLOR LEGEND

P-1	BENJAMIN MOORE, 1077 "GREAT PLAINS GOLD", SATIN FINISH
P-2	BENJAMIN MOORE, 1030 "BRANDY CREAM", SATIN FINISH
P-3	DUNN EDWARDS DEC756, "WEATHERED BROWN", SATIN FINISH
P-4	BENJAMIN MOORE, OC-69, "WHITE OPULENCE", SATIN FINISH
P-14	BP PEARL – BENJAMIN MOORE, OC-8, "ELEPHANT TUSK"
P-15	BP YELLOW – BENJAMIN MOORE, 2022-10, "YELLOW"
ACM-1	PANTONE PMS 166c, "ORANGE"

MATERIAL LEGEND

STUCCO	⅜" CEMENT PLASTER TEXTURE: FINE SAND FINISH
ACM	ALUMINUM COMPOSITE MATERIAL
ALUM	CLEAR ANODIZED ALUMINUM
WOOD	WOOD

CLIENT:

bp

ARCO
BP WEST COAST PRODUCTS LLC

BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-6222
(425)251-8782 FAX
CIVIL ENGINEERING, LAND PLANNING, SURVEYING, ENVIRONMENTAL SERVICES

NO.	DATE	REVISION DESCRIPTION
1	10/25/18	SITE PLAN REVIEW
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		

SEAL:

DEVELOPMENT INFORMATION:
ARCO NTI
3400 am/pm
FUEL CANOPY w/ 8 MPD's
24'x48' CAR WASH

SITE ADDRESS:
SEC CAMPUS PKWY
& S COFFEE ST
MERCED CALIFORNIA

FACILITY #TBD

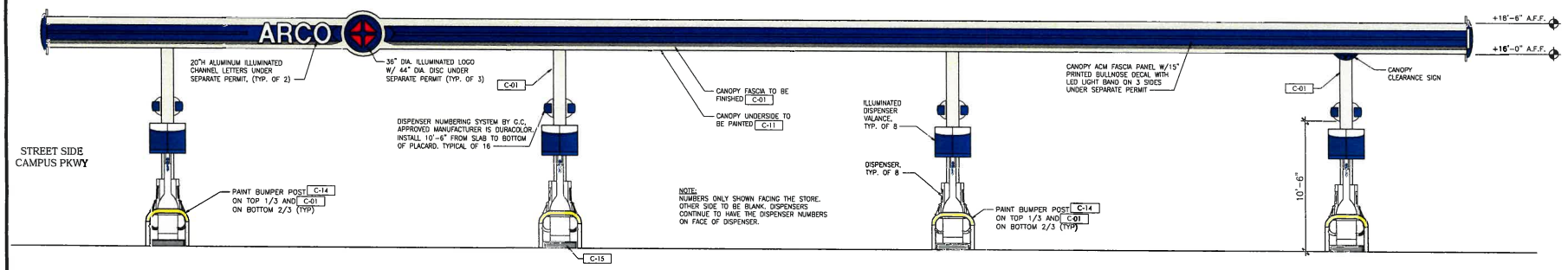
DESIGNED BY:	ALLIANCE ZADAS
CHECKED BY:	BP REPS
DRAWN BY:	ALLIANCE PSA
VERSION: -	PROJECT NO: 18709

DRAWING TITLE:
EXTERIOR ELEVATIONS

SHEET NO:
A2.2

Preliminary Not For Construction

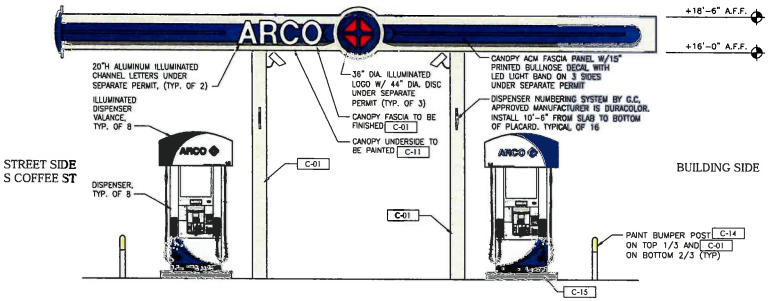
EXHIBIT C - Page 3



A WEST ELEVATION

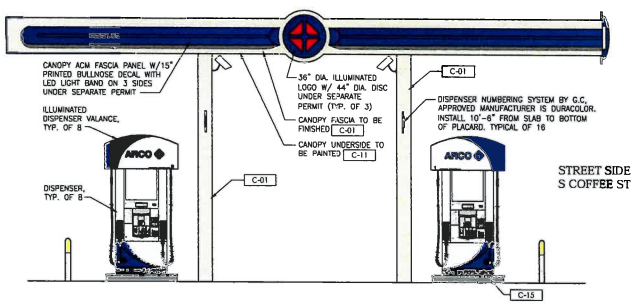
SCALE: 1/4" = 1'-0"

FACING S COFFEE ST



B SOUTH ELEVATION

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



C NORTH ELEVATION

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

FACING CAMPUS PKWY

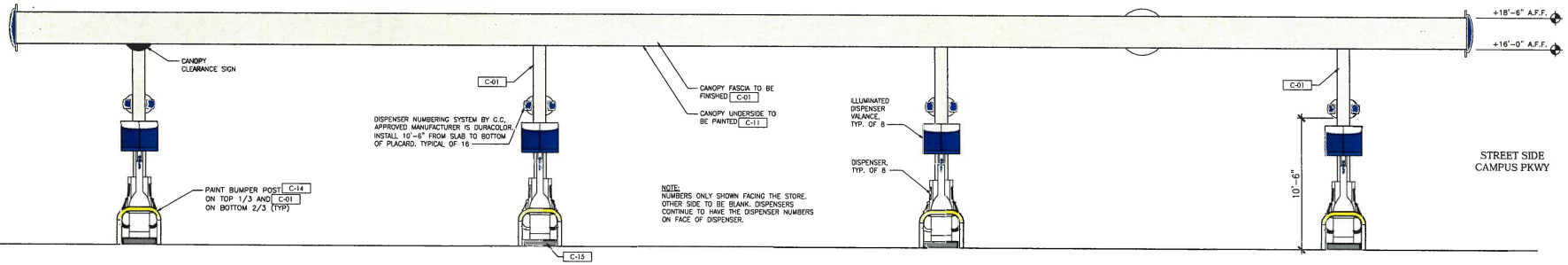
EXTERIOR PAINTS

C-01 COLOR: BP PEARL
- ICI PAINTS, ORDER #A0083, SPECIFY #38YY 72/117, "INDIAN LEGEND"
- SHERWIN WILLIAMS, SW6119, "ANTIQUE WHITE"
- BENJAMIN MOORE, OC-8, "ELEPHANT TUSK"

C-11 COLOR: HIGH HIDING WHITE
- ICI PAINTS, ORDER #A0128, SPECIFY #50GY 83/010, "WHITE WING"
- SHERWIN WILLIAMS, SW7006, "EXTRA WHITE"
- BENJAMIN MOORE, OC-67, "ICE MIST"

C-14 COLOR: BP YELLOW
- ICI PAINTS, ORDER #A0775 SPECIFY #37YY 61/867, "OMEGA YELLOW"
- SHERWIN WILLIAMS, SW6903, "CHEERFUL"
- BENJAMIN MOORE, 2022-10, "YELLOW"

C-15 COLOR: BP WARM GREY
- ICI PAINTS, ORDER #A1860, SPECIFY #40YY 25/074, "GREY MOUNTAIN"
- SHERWIN WILLIAMS, SW7053, "ADAPTIVE SHADE"
- BENJAMIN MOORE, 2137-40, "DESERT TWILIGHT"



D EAST ELEVATION

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

FACING BUILDING

CLIENT:

bp

ARCO

BP WEST COAST PRODUCTS, LLC

BARGHAUSEN CONSULTING ENGINEERS, INC.

18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-6222
(425)251-8782 FAX

CIVIL ENGINEERING, LAND PLANNING, SURVEYING, ENVIRONMENTAL SERVICES

NO.	DATE	REVISION DESCRIPTION
1	10/04/18	SW SITE PLAN
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

SEAL:

DEVELOPMENT INFORMATION:

ARCO NTI
3400 am/pm
FUEL CANOPY w/ 8 MPD's
24'x48' CAR WASH

SITE ADDRESS:

SEC CAMPUS PKWY
& S COFFEE ST
MERCED, CALIFORNIA

FACILITY #TBD

DESIGNED BY:	ALLIANCE ZADRA
CHECKED BY:	BP PEPNA
DRAWN BY:	ALLIANCE PNA
VERSION: -	PROJECT NO: 18709

DRAWING TITLE:

CANOPY ELEVATIONS

SHEET NO:

CA-2

File:P:\18000s\18709\preliminary\18709 Ck-2.dwg Date/Time:10/15/2018 2:27 PM Scale:1"-0" = 1'-0" (LAYER: Xref: ----)

MERCED GATEWAY PLANNED DEVELOPMENT MASTER PLAN

FINAL APPROVED MASTER PLAN
APPROVED BY THE MERCED CITY PLANNING COMMISSION
6/21/2017
AND
BY THE CITY COUNCIL ON
8/7/2017

EXHIBIT D

REVISED TO REFLECT NEW CODE SECTIONS

By Gateway Park Development Partners, L.L.C.

Approved August 7, 2017

rrm design group

MERCED GATEWAY

Merced, California

Prepared For:
City of Merced
Planning Division
678 W. 18th Street
Merced, CA 95340

Prepared by:
RRM Design Group
3765 S. Higuera St., Suite 102
San Luis Obispo, CA 93401

On behalf of:
Gateway Park Development Partners LLC
133 Old Wards Ferry Road
Sonora, CA 95370

CHAPTER 1 - INTRODUCTION

1.1 Background 1
1.2 Purpose 2
1.3 Master Plan Goals 2
1.4 Relationship to Existing Planning Documents 2

CHAPTER 2 - PROJECT DESCRIPTION

2.1 Location 4
2.2 Surrounding Land Uses 4
2.3 Project Description 5

CHAPTER 3 - LAND USE

3.1 Site Plan 8
3.2 North Parcel 9
3.3 South Parcel 11

CHAPTER 4 - DEVELOPMENT STANDARDS

4.1 Development Standards 12

CHAPTER 5 - ARCHITECTURAL DESIGN CONCEPTS

Conceptual Hotel Sketch 13
Conceptual Retail Plaza Sketch 14
Conceptual Residential Sketch 15

CHAPTER 6 - LANDSCAPING PLAN

6.1 Plan Area Landscape Species 16
6.2 Landscape Design Guidelines 21
6.3 Lighting 23

CHAPTER 7 - SIGNAGE

7.1 Signage Plan 24
7.2 Signage Design Guidelines 24
7.3 Freeway Oriented Sign Design Standards 26
7.4 Monument and Shopping Center Signage Design Guidelines and Standards 27
7.5 Attached Signage Guidelines and Standards 29
7.6 Directional Signage 30
7.7 Window Sign Standards 31
7.8 Multifamily Sign Standards 31
7.9 Sign Review and Permit Process 31

CHAPTER 8 - CIRCULATION

8.1 Circulation Plan 32

8.2 Coffee Street 32

8.3 Campus Parkway 33

8.4 Parsons Avenue 33

8.5 Gerard Avenue 34

8.6 Mission Avenue 34

8.7 Bicycle Circulation 34

CHAPTER 9 - STORM DRAINAGE

9.1 Existing Conditions 35

9.2 Stormwater Requirements 35

9.3 Stormwater Management Plan 36

CHAPTER 10 - IMPLEMENTATION

10.1 Development Processing 36

10.2 Phasing 38

1. INTRODUCTION

1.1 BACKGROUND

Located in California's rapidly-growing Central Valley, the City of Merced is posed for significant population growth. It is expected that over 10 million people will be added to California by 2030, with a significant portion of this growth occurring in the San Joaquin Valley. Anticipating this growth, the City of Merced envisions a growing community that preserves much of its small town feel. The Merced Gateway project is a crucial part of this expansion as it will capitalize on the newly created Campus Parkway; a major arterial road that will connect south and north Merced.

The Merced Gateway project included an application for General Plan Amendment and Zone Change to reconfigure the boundary between two land use areas and create a Planned Development (P-D) zone. P-D is the designated zone for the Merced Gateway Master Plan planning area (Master Plan area).

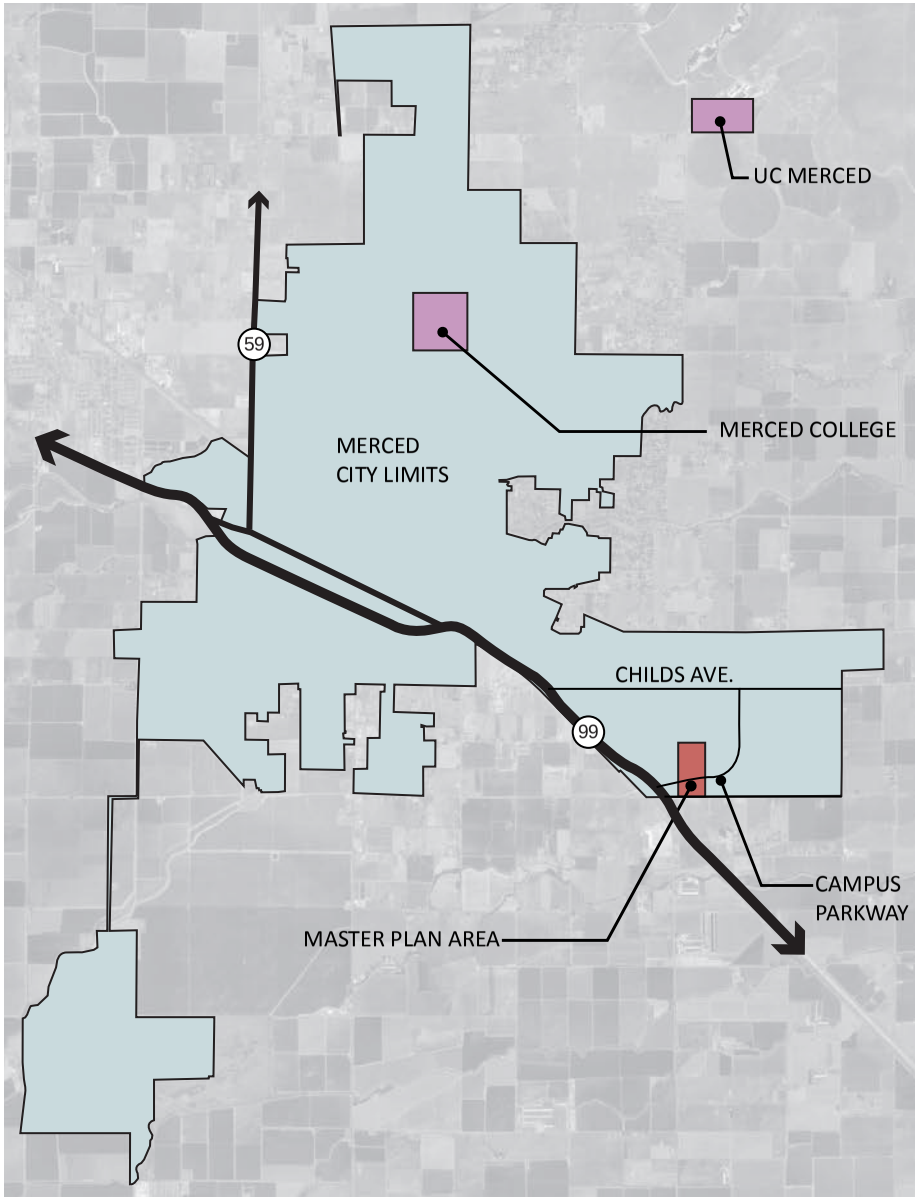


Figure 1 Context Map

1.2 PURPOSE

The purpose of the Merced Gateway Master Plan is to provide a framework for the orderly development of a 77-acre Planned Development Master Plan area into an economically vibrant and aesthetically pleasing residential and commercial shopping center in southeast Merced.

This Planned Development Master Plan (Master Plan) includes basic site development concepts with architectural standards, landscape recommendations, signage guidelines, and other design guidelines that guide development while allowing for flexibility in market changes and maintaining the integrity of project goals.

This Master Plan will also assist in the review and approval process of subsequent development proposals such as site plans and improvement plans. Responsibility for interpretation of these concepts and design guidelines lie with the City.

1.3 MASTER PLAN GOALS

The following goals reflect the desired vision for the Master Plan area:

1. Ensure the provision of multifamily housing units.
2. Establish central focal points for retail establishments with prominent placement of pedestrian plazas.
3. Provide a variety of shopping uses including big box retail establishments to complement visitor serving commercial uses.
4. Continue Parsons Avenue through the project, to provide a connection to the adjoining parcel.

1.4 RELATIONSHIP TO EXISTING PLANNING DOCUMENTS

City of Merced Municipal Code

The Master Plan area is zoned Planned-Development (P-D). P-D zoning allows for a variety of development types that carry out the objectives of the General Plan. Chapter 20.20.020 of the City's Municipal Code provides the framework for development within the P-D zone at this time. Chapter numbers and references are subject to change with the Zoning Ordinance Update.

City of Merced General Plan

The City's General Plan designates the Master Plan Area High-Medium Density Residential (HMD) and Regional/Community Commercial (RC). The Master Plan area includes 8.4 acres of HMD and 68.6 acres of RC. The City's General Plan Housing Element allocates 178 units for the portion of the Master Plan area in the HMD designation, for multifamily development such as apartments, higher density triplex/fourplex units and condominiums.

Figure 2 Merced Gateway Planned Development Zone

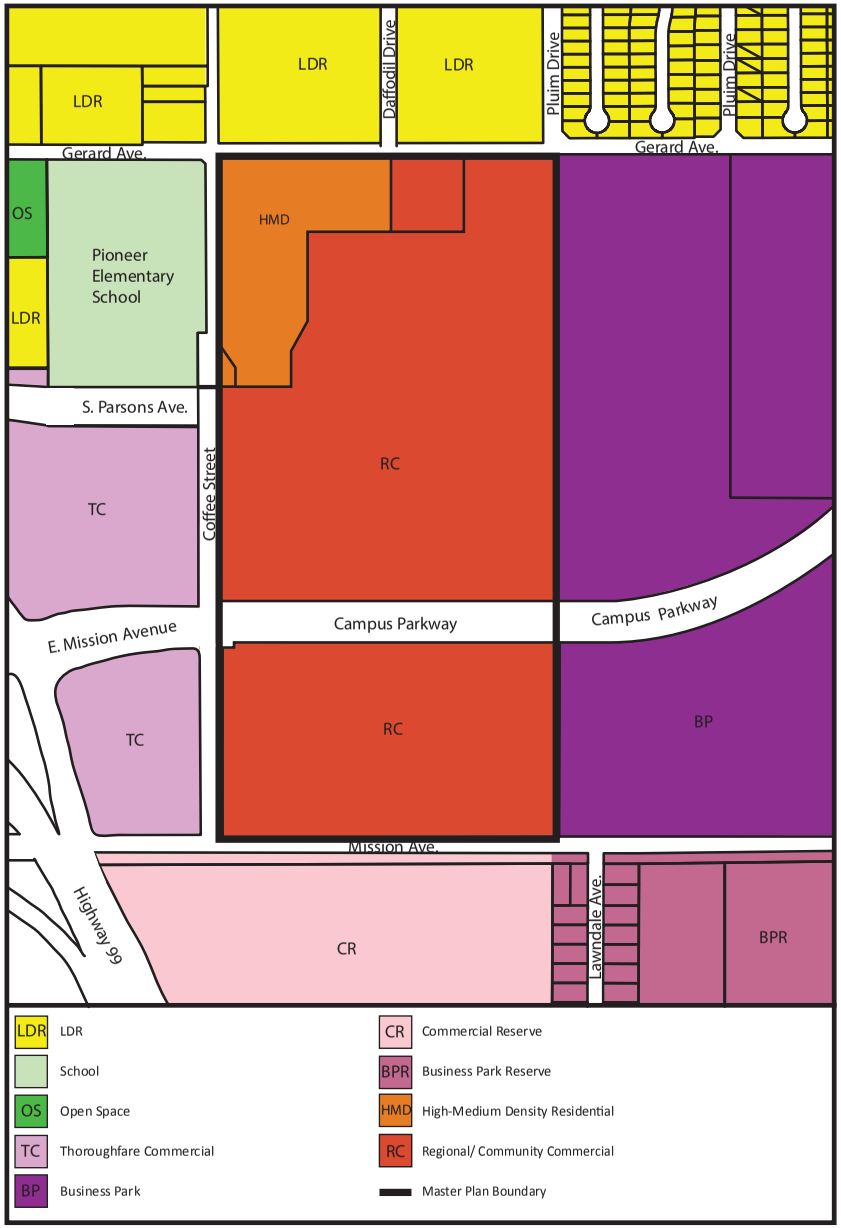


Figure 3 Merced Gateway General Plan Land Use Designations

2. PROJECT DESCRIPTION

2.1 LOCATION

The Planned Development Master Plan area (Master Plan area) is located in the southeast corner of the City of Merced within the City limits. An on- and off-ramp to Highway 99 is located approximately 500 feet west of the site, allowing for quick regional access. The newly constructed Campus Parkway bisects the site and includes median and separated multiuse trail improvements. As shown in Figure 4: *Location Map*, the Master Plan area is bordered by Coffee Street to the west, Mission Avenue to the South, Gerard Avenue to the north and vacant lands designated business park to the east.

2.2 SURROUNDING LAND USES

Surrounding the Master Plan area are a variety of land uses including Low Density Residential (LDR) adjacent to the northern boundary, vacant Business Park (BP) land to the east, vacant Commercial Reserve (CR) and Business Park Reserve (BPR) to the south, and Thoroughfare Commercial (TC) and a School to the west. Surrounding land uses are shown in Figure 4: *Location Map*.

Figure 4 Location Map

2.3 PROJECT DESCRIPTION

The Merced Gateway project includes development of a 77-acre area zoned Planned Development. P-D zoning allows for a wide variety of commercial and residential uses with customized design guidelines prepared to ensure a high-quality development that is compatible with surrounding uses.

Planned Development Land Uses

Two land use designations are provided within the Master Plan area (see Figure 3). These include 8.4 acres of High-Medium Density Residential (HMD) and 68.6 acres of Regional/Community Commercial (RC).

The HMD area is located in the northwest corner of the site. The vision for this area is to include up to 178 multifamily dwelling units in an apartment, townhouse, or condominium type configuration.

The RC area is divided by Campus Parkway, a 4-lane expressway with central median and a multiuse path on the north side. South of Campus Parkway, visitor serving uses are anticipated such as quick-serve/drive-thru dining, service stations, hotel, and big-box retail. North of Campus Parkway, community-serving uses such as a theater/entertainment use, restaurants, grocery, and a variety of retail stores.

Section 3.2 and 3.3 describe these areas in greater detail.

Development Program

The development program includes a conceptual mix of uses based on current market trends, City development regulations, and site constraints. Based on this analysis, it was determined that the Master Plan area could include a maximum of 178 residential units and 601,127 sf of commercial. Figure 5: *Conceptual Site Plan* identifies potential locations for program components and includes lettered building pads that correspond with Table 1: *Master Plan Program*. Table 1 groups the Master Plan program components into four parcels based on physical location and land use. Revisions to the plan may occur as described in Chapter 10 - *Implementation*.

Parcel 1 - Fire Station Parcel

Figure 5: *Conceptual Site Plan* shows a fire station site located in the northern portion of the Master Plan area adjacent to Gerard Avenue (see "FS" label). This fire station parcel location has been provided to enable improved fire service and response times to this area of the City, and could accommodate a 9,000 sf station in the future.

Parcel 2 - Residential Parcel

The 8.4 acre residential parcel is located in the northwest corner of the Master Plan area and serves as a transition from neighboring residential uses and an elementary school to proposed commercial areas. A maximum of 178 residential units may be permitted at a density of 12 - 24 du/ac. units per acre. Except as presented in this Master Plan, development of this parcel follows the provisions of Chapter 20.08 - *R-3 District* (subject to change) from the City's Municipal Code. On-site amenities may include a 2,500 sf clubhouse and pool area (see Figure 10).

Parcel 3 - North Parcel
This 41 acre parcel is programmed to include up to 385,535 sf of commercial uses. Table 1 identifies individual program components which include a 54,000 sf grocery store, five sit-down restaurants totaling 26,600 sf, 11 retail shops totaling 237,000 sf, one 38,800 sf movie theater, and a bus stop.

Parcel 4 - South Parcel
This 21 acre parcel is programmed to include up to 242,592 sf of commercial uses. Table 1 identifies individual program components which include a 6,000 sf automobile service station, four fast food establishments totaling 21,450 sf, one 4,000 sf sit-down restaurant, four retail stores totaling 160,607 sf, and one 50,000 sf hotel that can accommodate up to 81 hotel rooms.

Parking
The number of parking spaces required for the development of residential and commercial projects within the Master Plan area are consistent with Chapter 20.38 of the City's Municipal Code. These requirements are summarized in Table 1. However, with the final design of each individual phase, a reduction in parking may be considered by the City with a joint parking agreement or parking reduction program. The intent is to reduce the amount of asphalt/non-pervious surfaces within the Master Plan area.

Central Green
One of the key place-making amenities provided within the Master Plan area is an approximate 1 acre central green located in front of the theater/entertainment center.

TABLE 1: MASTER PLAN PROGRAM

MARK	NAME	AREA	RATIO	REQUIRED PARKING	PROVIDED PARKING
FIRE STATION PARCEL		**66,807 SF**			
PUBLIC SAFETY					
FS	FIRE STATION	9,209			
RESIDENTIAL PARCEL		**366,216 SF**			
RESIDENTIAL					
A	RESIDENTIAL - 178 UNITS MAX			**311**	**311**
CLUBHOUSE					
	CLUBHOUSE	2,500			
		2,500			
NORTH PARCEL		**1,791,131 SF**			
GROCERY					
R	GROCERY	54,176	250	217	
				217	
RESTAURANTS					
G	RESTAURANT	4,912		29	
J1	RESTAURANT	6,266		38	
J2	RESTAURANT	5,700		34	
J3	RESTAURANT	5,556		33	
M	RESTAURANT	4,181		25	
				160	
RETAIL					
B	SHOP 1	40,458	300	135	
D	SHOP 2	16,014	300	53	
E	BUS STOP	2,000	300	7	
F	MOVIE THEATRE	38,773	300	129	
H	SHOP 3	9,867	300	33	
I	SHOP 4	10,647	300	35	
K	SHOP 5	17,700	300	59	
L	SHOP 6	14,107	300	47	
N	SHOP 7	28,193	300	94	
O	SHOP 8	28,655	300	96	
P	SHOP 9	23,172	300	77	
Q	SHOP 10	15,057	300	50	
S	SHOP 11	13,358	300	45	
T1	SHOP 12	8,340	300	28	
T2	SHOP 13	11,403	300	38	
				0	
	TOTAL DEVELOPMENT SF:	**358,535**			
	FAR:	**0.20**		**1,303**	**1,627**
SOUTH PARCEL		**939,010 SF**			
TRAVEL COMMERCIAL					
U	GAS STATION/MINI MART WITH CAR WASH	6,305	400	16	
RESTAURANTS					
V1	FAST FOOD/DRIVE THRU	5,865		47	
V2	FAST FOOD/DRIVE THRU	5,260		42	
V3	FAST FOOD/DRIVE THRU	5,118		41	
V4	FAST FOOD/DRIVE THRU	5,207		42	
W	RESTAURANT	4,330		26	
				198	
RETAIL					
ZZ	SHOP 14	131,193	300	437	
Y	SHOP 15	8,136	300	27	
Z1	SHOP 16	21,278	300	71	
Z2	SHOP 16 OUTDOOR DISPLAY				
				535	
HOTEL					
X	HOTEL (81 ROOMS)	49,900		108	
	TOTAL DEVELOPMENT SF:	**242,592**			
	FAR:	**0.26**		**857**	**936**

PARKING RATIOS	
RETAIL:	1/300SF
RESTAURANTS*:	1/2.5 SEATS
HOTEL:	1/BEDROOM + 1/3BEDROOMS
GROCERY:	1/250SF
TRAVEL COMMERCIAL:	1/400SF
* 30% of bldg sf is dining & 20 sf per seat	
** 15 sf per seat for fast food/drive thru	

Notes:
1. Totals are conceptual calculations.
2. Parking requirements for apartments are based on 2 bed/2 bath units. All parking shall comply with Section 20.38 of the City's Zoning Ordinance.

Table 1 Master Plan Program

3. LAND USE

3.1 SITE PLAN

The Merced Gateway project aims to provide visitors and residences a cohesive and unique development that is connected to surrounding neighborhoods and provides the City of Merced with a one-of-a-kind shopping, living, and dining experience. The site design provides a transition from single-family residential units that border the north side of the Master Plan area to commercial developments south of Campus Parkway. The Master Plan area includes an 8.4 acre multifamily development on the northwest portion of the Master Plan area along with a 1.5 acre fire station parcel to serve new residences and the surrounding community.

Business opportunities range from big box retail to smaller anchor stores complemented by visitor serving restaurants and retail establishments. In addition, prime frontage lots face onto Campus Parkway with abundant local and tourist traffic. The addition of the Merced Gateway project to the community of Merced will attract outside businesses, encourage local businesses to expand into the Master Plan area, and employ local workers.

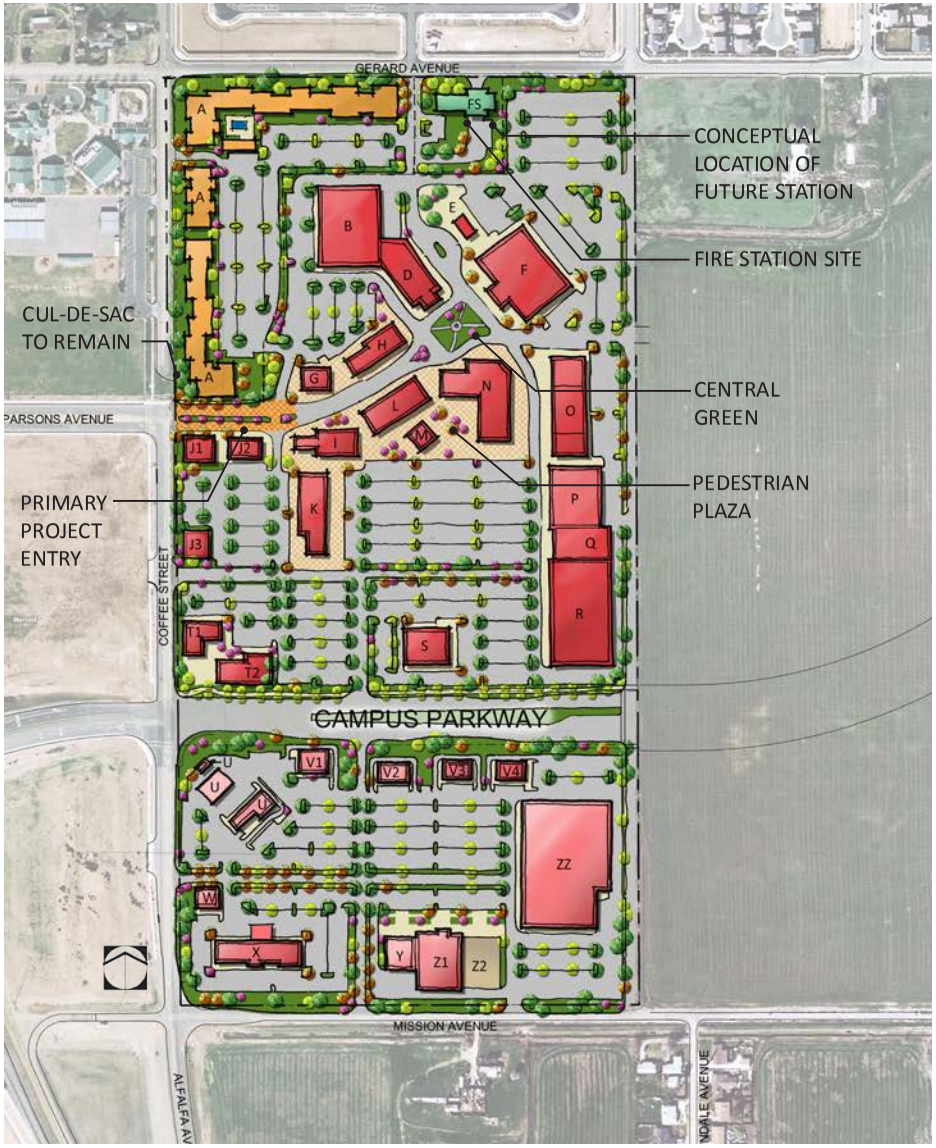


Figure 5 Conceptual Site Plan

3.2 NORTH PARCEL

The largest portion of the Master Plan area, referred to as the North Parcel, is 41 acres in size. The vision for the North Parcel contains multifamily housing, regional and local serving retail commercial, and an entertainment center. Commercial uses may include grocery, small box, and large box retailers as well as a theatre and central green. Smaller restaurants will complement the retailers and offer visitors a pleasant shopping and entertainment experience. Retail stores are placed and oriented on the site to maximize opportunity for walking once visitors access the surface parking lots. Plazas for outdoor dining or casual gathering are conveniently located throughout the center.

Figure 5: *Conceptual Site Plan* shows primary site access off of Parsons Avenue with commercial structures fronting onto the road creating a "Main Street" effect. The terminus of this public street includes an approximate 1 acre central green with a movie theater/entertainment venue beyond. The central green is envisioned to be programmed with features that allow for passive recreation and events such as farmer's markets, car shows, and live music. The road between the central green and the movie theater/entertainment center (see Figure 6: *North Parcel*) may be designed to restrict vehicular traffic during events in order to expand the event space and allow for improved pedestrian circulation between the two areas.

In the northwestern portion of the parcel, multifamily residences will provide a transition from single-family residences north of Gerard Avenue to retail/commercial establishments within the Master Plan area. Main access to the multifamily residences will occur off of Gerard Avenue at the intersection of Daffodil Drive. The 8.4 acre multifamily development includes a blend of up to 178 multifamily dwelling units that will accommodate a variety of income levels. These apartment units will bring a new residential product to the area and support the demand

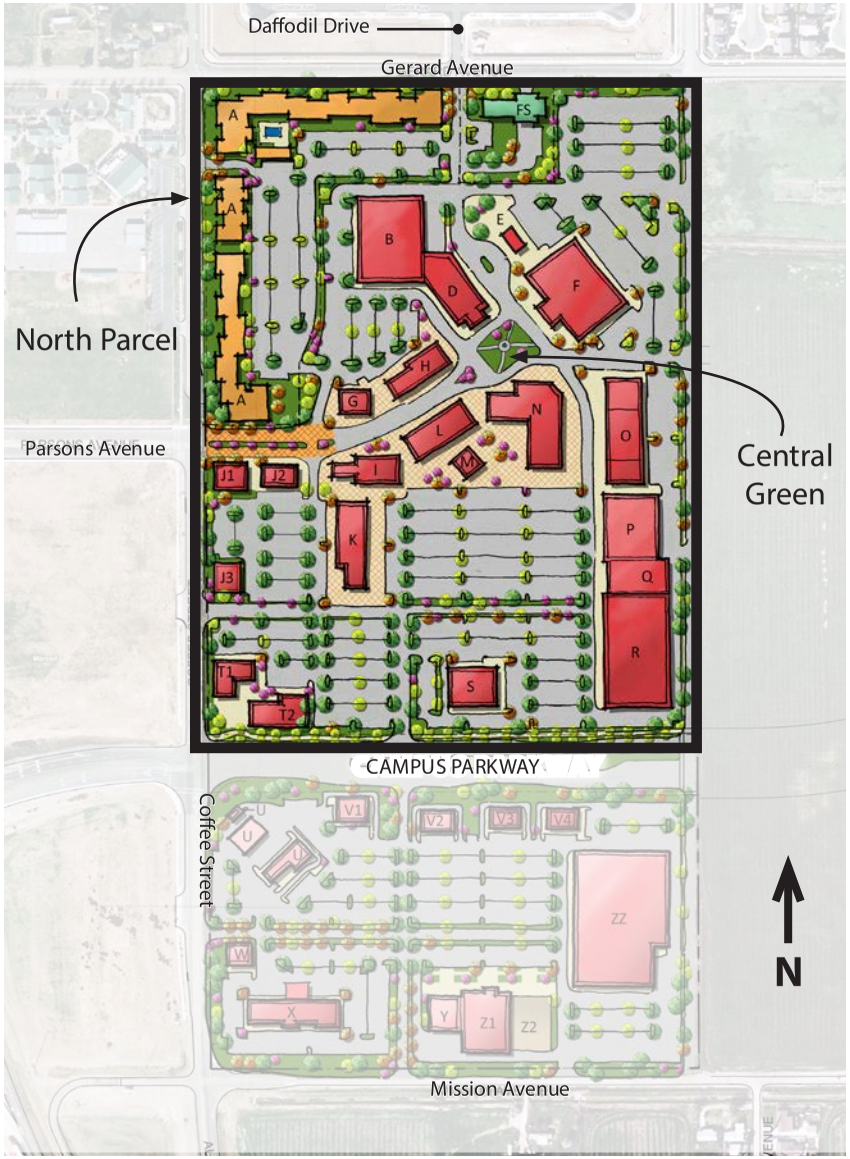


Figure 6 North Parcel

for moderate level income housing. Close proximity to Pioneer Elementary School and adjacent commercial uses will make this a vibrant and walkable place to live.

A bus stop is located between the theater and future fire station, proximate to the multifamily and retail uses.

The following list includes uses envisioned for the North Parcel.

Permitted Uses Include:

- *Bank*
- *Department store*
- *Drug store/pharmacy with drive-through*
- *Dwelling, multifamily*
- *Fast-food restaurant*
- *General retail store*
- *Hotel*
- *Medical and professional offices*
- *Personal services*
- *Public Facility/Fire Station*
- *Regional shopping center*
- *Restaurant*
- *Supermarket*
- *Theater, entertainment*
- *Transit center*
- *Other commercial uses typically associated with a mixed-use shopping center*

Conditionally Permitted Uses Include:

- *Automobile service station*
- *Drive-through restaurant*
- *Tavern, bar, cocktail lounge*
- *Alcohol sales for off-site consumption*
- *Other uses deemed compatible by the Planning Commission*

Box style commercial with arcade

Landscaping in the parking area

3.3 SOUTH PARCEL

On the south portion of the Master Plan area, the vision is to create a highway oriented center that provides for travelers and supports the outdoor lifestyle opportunities afforded by the "Gateway to Yosemite". The mix of retail uses will be focused on, but not necessarily limited to, retail uses oriented towards travelers and outdoor enthusiasts (hunting, fishing, camping, hiking and related outdoor recreation merchandise). These uses may also include a gas station, hotels, drive through and sit down restaurants and other complementing retail/commercial. The following list includes uses envisioned for the South Parcel.

Permitted Uses Include:

- *Bank*
- *Department store*
- *Fast-food restaurant*
- *Drive-through restaurant*
- *General retail store*
- *Hotel*
- *Medical and professional offices*
- *Personal services*
- *Regional shopping center*
- *Restaurant*
- *Theater*
- *Outdoor recreation retail*
- *Sporting Goods*
- *Other related uses*

Conditionally Permitted Uses Include:

- *Automobile service station*
- *Tavern, bar, cocktail lounge*
- *Alcohol sales for off-site consumption*
- *Other uses deemed compatible by the Planning Commission*

Figure 7 South Parcel

4. STANDARDS

4.1 DEVELOPMENT AND SIGN STANDARDS

The Merced Gateway Master Plan area is zoned P-D which allows for the creation of customized development standards. This section includes the regulations that allow for development to proceed by regulating height setbacks from public roadways and parking, and lot coverage.

These development standards shall supersede the City's municipal code. Where conflicts occur, the development standards provided herein shall be utilized. Where the PD standards are silent, the City Municipal Code shall govern. Sign standards are specified in Chapter 7 - *Signage*.

TABLE 2 - Merced Gateway Development Standards

Standard	Designation		Notes
	HMD	RC	
Height	40' max	60' max	Architectural projections such as towers, cupolas, chimneys and other features designed to add architectural interest may exceed the 40' height limit by up to 5'
Stories	3 max	1 max.	
Lot Area	6,000 sf min	1,980 sf min.	
Lot Coverage	60% max	35% max	Based on coverage for the entire Master Plan area.
Distance Between Buildings	15' min	15' min	
Setbacks (Buildings and Parking)			
Public street	20' min	20' min	Variation may be allowed along the extension of Parsons Avenue through the project site
East Property Line	-	20' min	
Internal Front	-	0' min.	
Internal Side	-	0' min.	
Parking	Per Chapter 20.38		
Plate height	-	14' min.	Applies to ground floor
Building facade	-	No building facade shall extend more than 100' in length without a 5' min variation to the wall plane.	
Window Glazing	-	45% minimum transparent glazing on the first floor facade for retail uses	Only applies to the extension of Parsons Avenue into the Master Plan area, and to structures adjacent to the Central Green
Land Use Compatibility	1. Loading docks, service areas, noise and odor generating operations, queuing areas for drive-through operations, and ground-mounted mechanical equipment is not permitted within 20' of HMD designated property. 2. HVAC systems shall be selected based on their noise rating or designed with features to reduce noise, such as parapet walls and equipment enclosures and/or placement of equipment. 3. Exterior lighting shall focus internally within RC properties to decrease light pollution onto neighboring residential properties. 4. Fast food restaurant speakers shall be directed away from residential units. 5. Landscaping shall be used with other features to reduce potential visual, light, and glare conflicts.		
Signs	Signs shall comply with standards in Chapter 7 - *Signage*		

5. ARCHITECTURAL DESIGN CONCEPTS

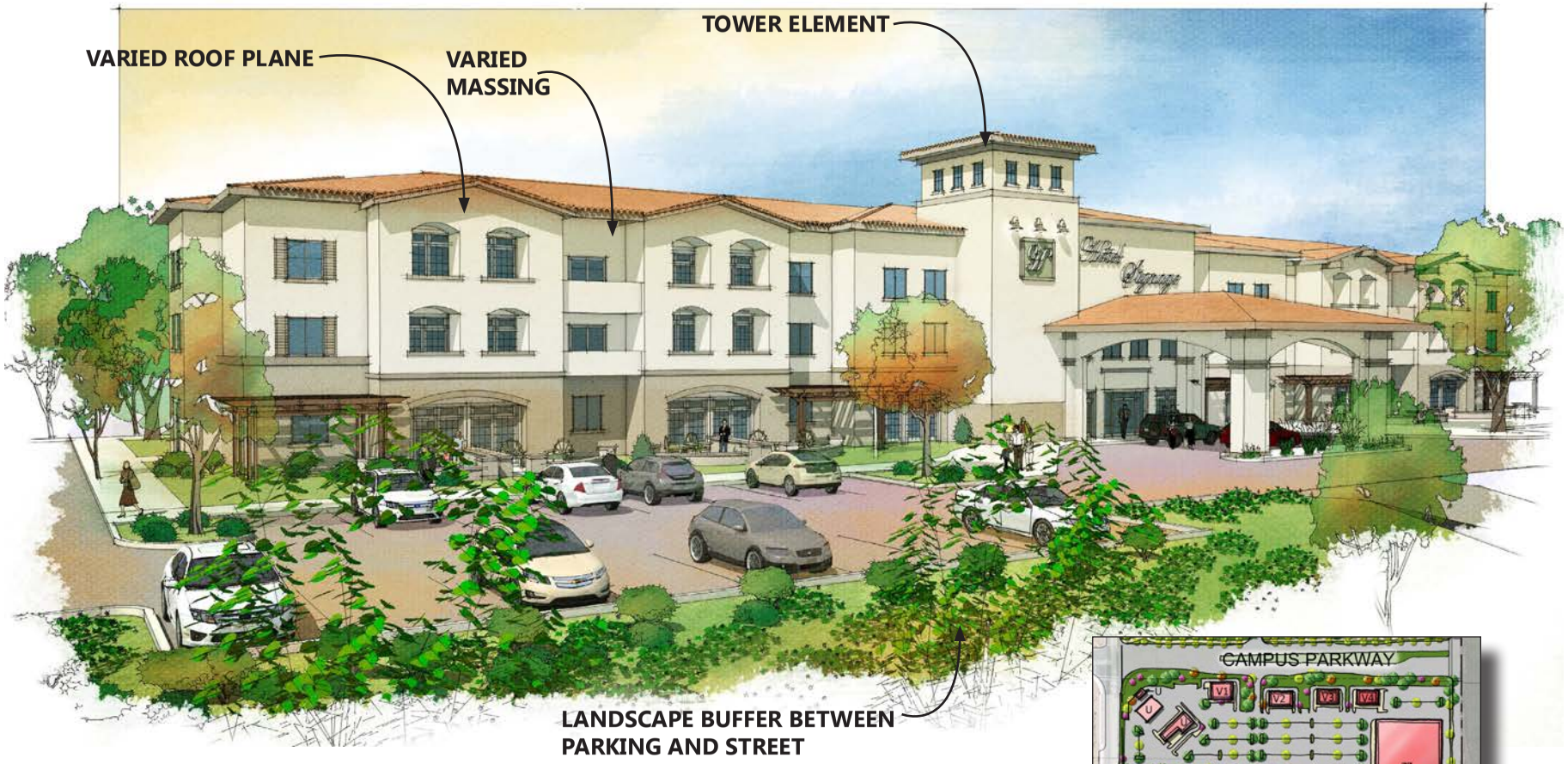
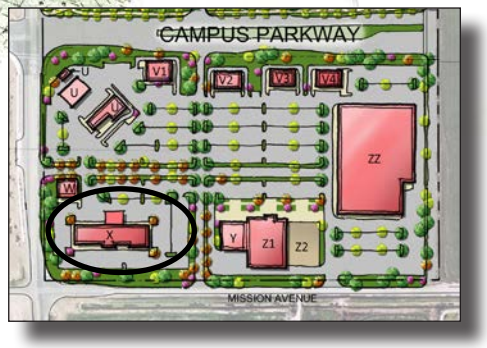
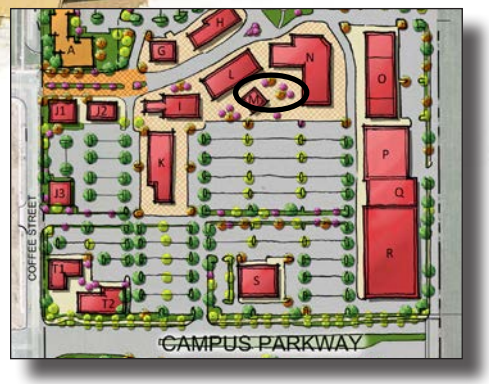


Figure 8 Conceptual Hotel Sketch



Key Map - Conceptual Hotel Location

Figure 9 Conceptual Retail Plaza Sketch



Key Map - Conceptual retail plaza location

Figure 10 Conceptual Residential Sketch

Key Map - Conceptual location for multifamily residential amenity

6. LANDSCAPING PLAN

Figure 5: *Conceptual Site Plan* shows the site layout and the areas of the Master Plan area to be landscaped. The Landscape concept includes areas of groundcover, low shrubbery, and tree plantings. California State regulations, and the current drought conditions throughout the state, require extensive consideration of drought tolerant and low-water using plants. To the fullest extent feasible, Low Impact Development (LID) principles will be employed in the final landscape design for the Master Plan area. A combination of informal groupings and formal placement of native and non-native tree species will be used to provide shade and create a strong sense of place.

The Master Plan area is also a key entry area for the City of Merced along the Campus Parkway corridor. Landscape design along the corridor will take this into account ensuring an appropriate aesthetic for this important street and point of entry.

A tree and plant palette for the Master Plan area is provided in the following sections.

6.1 PLAN AREA LANDSCAPE SPECIES

The following list of landscape species was developed specifically for the Merced Gateway Master Plan using species known to flourish in this region . Trees, shrubs, groundcovers, perennials, and grasses have been selected to survive and flourish in the Central Valley climate (hot summers, occasionally freezing in winter) and categorized according to their function in the landscape (e.g. canopy, accent, screen) Consideration should be given to the creation of shade (canopy trees); framing the streetscapes and driveways; visual screening (columnar trees) and accent trees or specimen trees to highlight an entry or point of interest.

Figure 11 Acer Platanoides

Figure 12 Ulmus Pavifolia

Recommended Canopy Trees

- *Acer platanoides `princeton gold` / princeton gold maple*
- *Acer rubrum `october glory` tm / october glory maple*
- *Celtis occidentalis `magnifica` / magnifica hackberry*
- *Crateagus laevigata 'paul's scarlet'/ english hawthorn*
- *Ginkgo biloba `autumn gold` tm / maidenhair tree*
- *Gleditsia triacanthos inermis `shademaster` tm / shademaster locust*
- *Grevillea robusta / silk oak*
- *Koelreuteria bipinnata / chinese flame tree*
- *Liriodendron tulipifera / tulip tree*
- *Magnolia grandiflora `majestic beauty` tm / southern magnolia*
- *Pistacia chinensis / chinese pistache*
- *Platanus x acerifolia `columbia` / london plane tree*
- *Prunus cerasifera `krauter vesuvius` / purple leaf plum*
- *Quercus coccinea / scarlet oak*
- *Quercus douglasii / blue oak*
- *Quercus lobata / valley oak*
- *Quercus rubra / red oak*
- *Quercus suber / cork oak*
- *Quercus wislizenii / interior live oak*
- *Robinia x ambigua `purple robe` / pink flowering locust*
- *Ulmus parvifolia `allee` / allee lacebark elm*
- *Ulmus parvifolia `sempervirens` / chinese evergreen elm*
- *Zelkova serrata / sawleaf zelkova*

Recommended Accent Trees

- *Acer palmatum spp. / japanese maple (shade)*
- *Arbutus unedo / strawberry tree*
- *Cercis canadensis 'forest pansy' / eastern redbud*
- *Cercis occidentalis / western redbud*
- *Chitalpa tashkentensis 'pink dawn' / chitalpa*
- *Cladastris kentukea / yellow wood*
- *Cornus controversa / giant dogwood*
- *Cornus florida / eastern flowering dogwood (shade)*
- *Cotinus coggygria `purpureus` / purple smoke tree*
- *Lagerstroemia indica / crape myrtle*
- *Magnolia stellata `royal star` / royal star magnolia*
- *Magnolia x soulangiana `burgundy` / burgundy magnolia*
- *Malus spp. / flowering crabapple*
- *Prunus cerasifera `krauter vesuvius` / purple leaf plum*
- *Prunus glandulosa `rosea plena` / pink flowering almond*
- *Prunus subhirtella 'pendula' / weeping flowering cherry*
- *Pyrus calleryana `bradford` / bradford flowering pear*

Recommended Screening Trees

- *Calocedrus decurrens / incense cedar*
- *Cedrus atlantica `glauca pendula` / weeping blue atlas cedar*
- *Cedrus deodara / deodar cedar*
- *Heteromeles arbutifolia / california toyon*
- *Liquidambar styraciflua 'rotundiloba' / sweetgum (sterile variety only)*
- *Liriodendron tulipifera 'arnold' / columnar tulip tree*
- *Pinus canariensis / canary island pine*
- *Pinus pinea / italian stone pine*
- *Thuja occidentalis `emerald` / emerald arborvitae*
- *Umbellularia californica / california laurel*

Figure 13 Cercis Canadensis

Figure 14 Thuja Occidentalis

Figure 15 Muhlenbergia

Figure 16 Lavandula

Recommended Shrubs, Grasses, and Groundcovers

- *Agave x `blue glow` / blue glow agave*
- *Arctostaphylos uva-ursi `emerald carpet` / emerald carpet manzanita*
- *Artemisia schmidtiana `silver mound` / silver mound artemisia*
- *Berberis thunbergii `crimson pygmy` / crimson pygmy barberry*
- *Carex testacea `prairie fire` / prairie fire sedge*
- *Carpenteria californica / bush anemone*
- *Caryopteris x clandonensis / bluebeard*
- *Ceanothus griseus horizontalis `yankee point` / california lilac*
- *Cedrus deodara `prostrate beauty` / prostrate beauty deodar cedar*
- *Cistus ladanifer / crimson spot rockrose*
- *Echeveria x `black prince` / black hen and chicks*
- *Helianthemum nummularium `apricot` / apricot sunrose*
- *Helictotrichon sempervirens `blue oats` / blue oat grass*
- *Hemerocallis x `stella de oro` / stella de oro daylily*
- *Heteromeles arbutifolia / toyon*
- *Iberis sempervirens `snowflake` / snowflake evergreen candytuft*
- *Lantana montevidensis `new gold` / trailing lantana*
- *Lavandula x intermedia `hidcote giant` / lavender*
- *Miscanthus sinensis `morning light` / eulalia grass*
- *Muhlenbergia capillaris `autumn blush` / pink muhly*
- *Pennisetum alopecuroides `little bunny` / little bunny fountain grass*
- *Penstemon heterophyllus `blue bedder` / foothill penstemon*
- *Perovskia atriplicifolia / russian sage*
- *Phormium tenax `jack spratt` / new zealand flax*

- *Pinus mugo mugo / dwarf mugo pine*
- *Rhamnus californica / california coffee berry*
- *Rhaphiolepis indica `ballerina` / ballerina indian hawthorn*
- *Rosa x `flower carpet white` / rose*
- *Sedum spurium `coccineum` / dragon`s blood sedum*
- *Spiraea x bumalda `goldmound` / gold mound spirea*
- *Viburnum tinus `compactum` / viburnum*
- *Zauschneria californica / california fuchsia*
- *Bioswale plants*
- *Andromeda polifolia `blue ice` / bog rosemary*
- *Bergenia cordifolia / heartleaf bergenia*
- *Carex spp. / sedge*
- *Corylus cornuta californica / western hazelnut*
- *Hibiscus moscheutos / rose mallow*
- *Iris douglasiana `pacific coast hybrids` / pch iris*
- *Sisyrinchium bellum / blue eyed grass*
- *Trifolium pratense / red clover*
- *Vitis californica / california wild grape*

Figure 17 Carex

Figure 18 Zauschneria

Figure 19 Native Landscaping

Figure 20 Permeable Paving

6.2 LANDSCAPE DESIGN GUIDELINES

The following landscape design guidelines are provided supplement existing City regulations and standards found in the Municipal Code.

a. *The tree and plant list above serves as the master list for the Merced Gateway Master Plan area. Substitutions/additions are permitted subject to approval of the Planning Manager who shall make findings that the proposed substitution/addition is consistent with the intent of these Design Guidelines.*

b. *California natives are encouraged where available.*

c. *Ornamental and specialty plant materials should be considered for accents and/or entry features.*

d. *Landscaped areas should include the spaces between walkways and buildings, buildings and parking lots, in pedestrian plazas, along roadways, and areas adjacent to public streets.*

e. *A water budget should be developed for landscape irrigation use that conforms to Merced's local water efficient landscape ordinance, or to the California Department of Resources Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent.*

f. *Irrigations systems should utilize weather based controllers with the ability to adjust watering run-times based on historical and current temperature and precipitation data.*

g. *Automatic low flow, high efficiency, drip irrigation systems should be utilized as an alternative to sprinklers and overhead sprays to minimize amount of water lost to evaporation, run-off, and misapplication.*

h. The use of permeable paving to reduce surface run-off is encouraged throughout the Master Plan area, including sidewalks, parking stalls, plazas, paseos, pedestrian thoroughfares, and driveways.

i. Parking lots will include the use of vegetation and canopy trees to provide shade, reduce heat of paved surfaces, noise, automobile glare, preserve local groundwater strata, slow and store water on-site, reduce storm water drainage problems, and to enhance property values. One tree is required for every six parking spaces per the City of Merced Municipal Code.

j. Tree-lined and vegetated streets are encouraged for improving air quality and providing a shaded and attractive environment for pedestrians, residents, and visitors.

k. Street trees will be planted at maximum intervals of 30' on center within planting strips and parkways, unless approved otherwise by the City.

l. Street trees should be planted at least 10' away from pedestrian streetlights and a minimum of 10' from sewer or water lines, as per City of Merced's Street Tree Standard L-1A.

m. New trees should be pollution tolerant, heat and drought resistant, low maintenance, disease resistant, long lived, and have the ability to cast shade in summer.

n. Vegetated bioswales should be used for stormwater management where possible.

o. The use of turf is prohibited except for the Central Green.

p. Ensure the adequate and appropriate provision of landscaping within all development phases.

q. All landscape plans shall comply with the City of Merced Landscape Standards.

r. All parking lot trees shall meet the requirements of the City's Parking Lot Landscape Standards 1985 edition.

s. Only trees listed on the City's approved Street Tree list shall be permitted within the public right-of-way.

6.3 LIGHTING DESIGN GUIDELINES

Effective lighting provides safety and direction for vehicles and pedestrians and provides visibility and security for businesses, all while enhancing architectural building and landscaping details. The following guidelines apply to on-site lighting for private development projects in parking areas and to lights associated with the building. Light types could include downward facing pole lights, wall-mounted sconces, parking, and landscape lighting.

Design Guidelines

a. *Lighting should be designed to provide ambiance, safety, and security without unnecessary spillover or glare onto adjacent properties. This design is particularly important for the residential users who may be located on an adjacent parcel or nearby neighborhood.*

b. *The quality of light, level of light (as measured in foot-candles) and the type of bulb or source should be carefully addressed. Lighting levels should not be so intense as to draw attention to the flow or glare of the project site. The lighting plan should incorporate current energy-efficient fixtures and technology.*

c. *Spotlighting or glare from any site lighting should be shielded from adjacent properties and directed at a specific object or target area. Exposed bulbs should not be used.*

d. *Building light fixtures should be designed or selected to be architecturally compatible with the main structure, which should complement the theme of the surrounding area.*

e. *Wall-mounted light fixtures should not extend above the height of the wall to which the fixtures are mounted.*

f. *Accent lighting that is downlit and focused on key architectural elements and trees can be effective and attractive; however, light sources should be screened from view.*

g. *Blinking, flashing lights and exposed neon lighting used to illuminate building façades or to outline buildings should not be used. (Exception: Temporary decorative lights such as holiday lighting may be allowed for up to an four week period during the calendar year.)*

h. *When security lighting is necessary, it should be recessed, hooded and located to illuminate only the intended area. Off-site glare and light trespass should be prevented.*

i. *Pedestrian areas, paseos, sidewalks, parking lots and building entrances should be adequately lit to provide safety and security.*

j. *All exterior lighting fixtures should be efficient in terms of design and energy use. Low- and high-pressure sodium (LPS, HPS) lamps are permitted in public areas, but prohibited on structures.*

7. SIGNAGE

7.1 SIGNAGE PLAN

Signs within the Master Plan area should provide a cohesive character and identity. This section is comprised of design guidelines and standards. Design guidelines should be applied to the extent practical whereas standards are required.

Conceptual sign locations are identified on Figure 21.

7.2 SIGNAGE GUIDELINES

General Design Guidelines

a. *Ensure all elements reinforce and are coordinated with the character of the Master Plan area and its surroundings.*

b. *Sign design should coordinate with any adjoining walls or fences.*

c. *Signs should be clear, concise, and informative.*

d. *Street signs and directional signs should have a common design theme.*

e. *Electronic reader-boards, of any size, are prohibited.*

f. *Freestanding signs to advertise a single individual tenant are not permitted.*

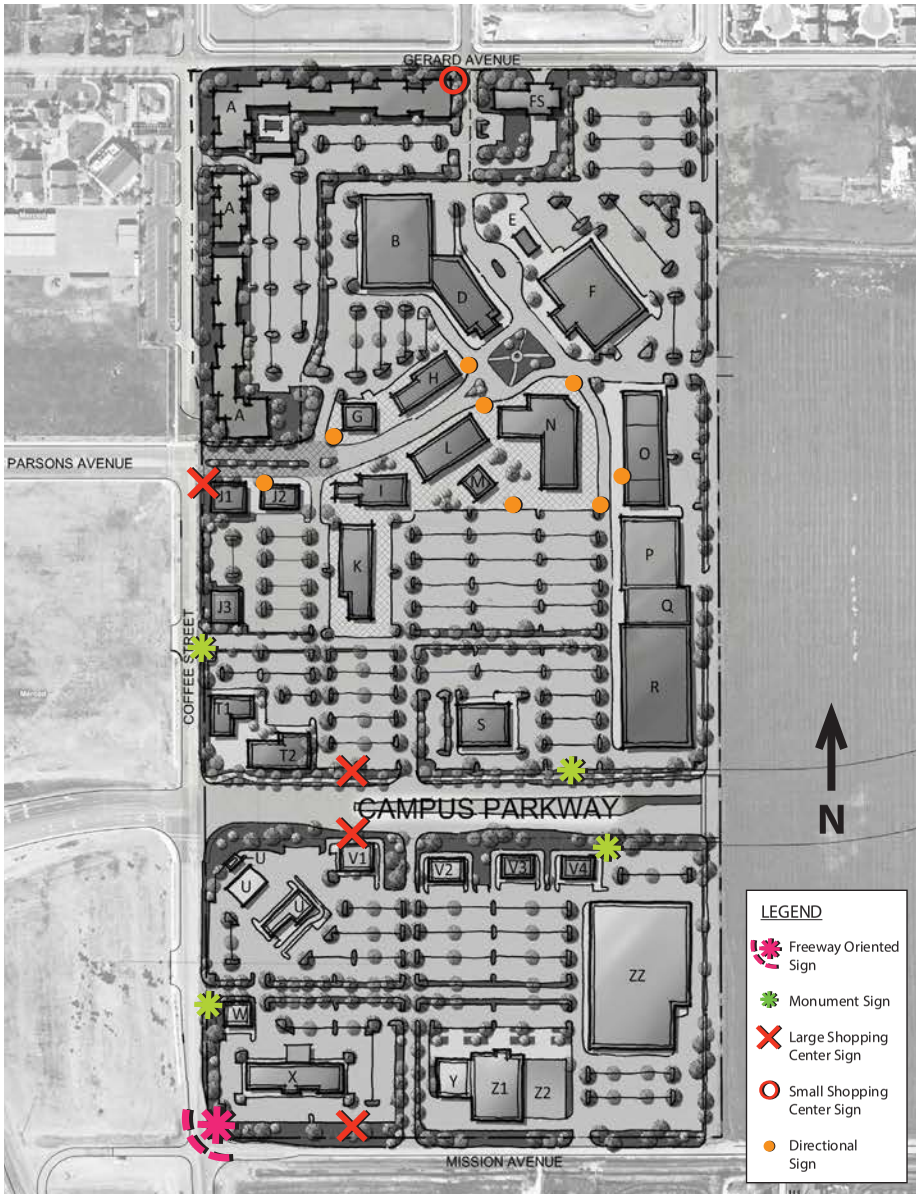


Figure 21 Conceptual Signage Plan

Figure 22 Shopping Center Sign

Material Design Guidelines

a. *Signs should be made of durable materials that are appropriate and complementary to the building architecture.*

b. *Signage should incorporate like materials, colors, and shapes that reflect those of the Merced Gateway Shopping Center.*

c. *Signs should be constructed of high-quality and long-lasting materials.*

Sign Size Design Guidelines

a. *The message of effective signs should be easily read and understood by passing motorists and pedestrians. A number of factors including distance from the sign, speed of travel, letter to-background contrast, and the number and nature of nearby, competing signs contribute to the "readability" of the sign.*

b. *For the purpose of evaluating appropriate sign size, the City should consider the normal sign viewing distances, the general nature of the street (e.g., width and traffic speed), and the size of existing signs in the area.*

Sign Height Guideline

a. *Sign height and width should be appropriate to the building on which it is placed and the distance of the sign from fronting streets.*

Sign Lighting Guideline

a. *Back-lit letters are permitted.*

b. *Exterior illuminated signs should utilize shielded spot lights.*

7.3 FREEWAY ORIENTED SIGN DESIGN STANDARDS

a. *The Freeway oriented pylon sign should be elevated by one (1) or two (2) bases.*

b. *The Freeway oriented pylon sign should be located in the southwest corner of the Master Plan area (Mission and Coffee).*

c. *One freeway sign may be provided with a maximum height not to exceed seventy five (75) feet above the crown of the freeway.*

d. *The location of the Freeway Oriented sign will be on the west side of the South Parcel or on an off-site location approved by the City.*

e. *Sign shall not exceed nine hundred fifty (950) square feet per face, or nineteen hundred (1,900) square feet total sign area.*

f. *Materials, color, and arrangement shall be compatible and consistent with the shopping center buildings.*

g. *Individual letters are required; logos may be permitted. The background area immediately adjacent to the copy portion of the sign may include trademark colors, however, it may not be illuminated and must be constructed of a material that is compatible with the texture and materials of the shopping center buildings. Additionally, background area with trademark colors will be considered part of the total allowed signage. Individual letters and logos may be internally illuminated.*

h. *The foundation base shall be a minimum 80% of the sign structure length.*

Figure 23 Freeway Sign Elevated By One Base

Figure 24 Shopping Center Sign

Figure 25 Monument Sign Example

7.4 MONUMENT AND SHOPPING CENTER SIGNAGE DESIGN GUIDELINES AND STANDARDS

General Guidelines

a. *Monument and shopping center signs should assist motorists in finding businesses along auto-oriented streets.*

b. *Signs should be located for easy visibility from passing vehicles.*

c. *Monument and shopping center signs should be internally illuminated. Where allowed by the City, direct spotlight illumination from fixtures mounted 1) at the top of the sign, or 2) on the ground below the sign may be permitted.*

d. *Fixtures should be shielded to avoid direct view of the bulb.*

e. *Monument and shopping center signs should be, or appear to be made of stone, metal, and/or other natural materials.*

f. *Materials, color, and arrangement shall be compatible and consistent with the freestanding building or shopping center.*

g. *Monument and shopping center signs should be constructed of matte finish, non-reflective materials.*

Monument Sign Standards

a. *Maximum of four permitted within the Master Plan area.*

b. *The sign may be double-faced, with up to two tenant advertising spaces per side. The sign area for each advertising space is 4.8 square feet. Sign area should not exceed 75% of structure area.*

c. *Monument structure shall not exceed a height of six feet or a length of eight feet.*

d. *The foundation/base shall be at least 80% of the monument structure length.*

e. *Materials, color, and arrangement shall be compatible and consistent with the freestanding building or shopping center.*

Shopping Center Sign Standards

a. *A maximum of one large shopping center sign may be provided for each of the following street segments: 1) Coffee Street between Parsons Avenue and Campus Parkway; 2) Mission Avenue; 3) Campus Parkway (north-side); and 4) Campus Parkway (south-side).*

b. *A maximum of one small, non-illuminated, shopping center sign may be provided on Gerard Avenue.*

c. *The shopping center sign copy shall be limited to the name of the center, the tenants in the center, or both the center and tenants names.*

d. *Individual letters are required; logos may be permitted. The background surrounding the lettering may include trademark colors, but may not be illuminated. Background area with trademark colors will be considered in total allowed signage. Individual letters and logos may be internally illuminated.*

e. *The sign may be double-faced and include multiple tenant advertising spaces per side.*

Shopping Center Sign Standards		
Sign Feature	Small Shopping Center Sign	Large Shopping Center Sign
Overall Height (as measured from the top of sidewalk or curb)	12.5 feet + 2' appurtenance	20' + 3' appurtenance
Maximum Structure Height	12.5' high by 8' wide	20' high by 13' wide
Maximum Sign Area	40% of Structure Area	40% of Structure Area

Figure 26 Wall Sign Example

Figure 27 Blade Sign Example

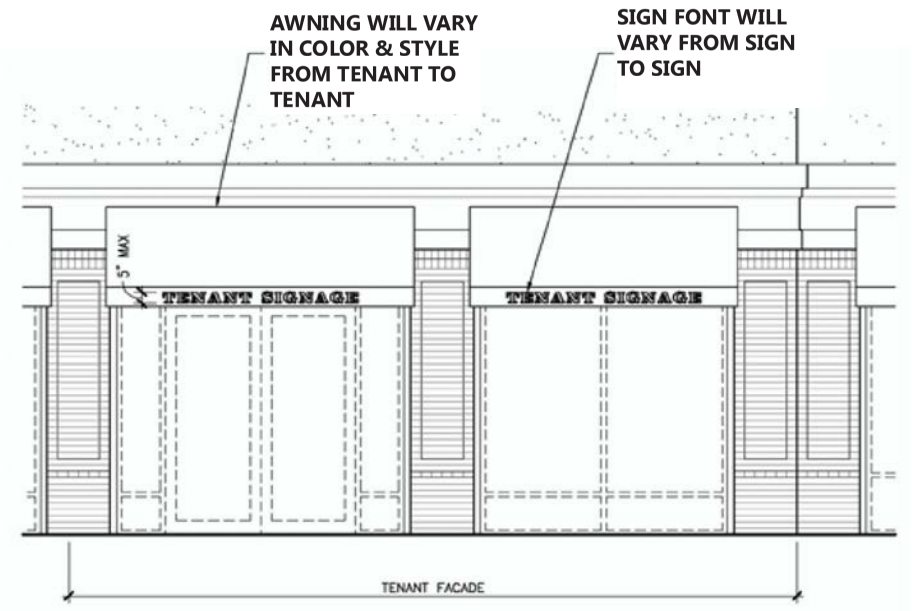


Figure 28 Awning Sign Guideline

Figure 29 Awning Signage

f. Minimum letter height is 14 inches.

g. The foundation base shall be a minimum 80% of the sign structure length.

h. Materials, color, and arrangement shall be compatible and consistent with the shopping center buildings.

7.5 ATTACHED SIGNAGE GUIDELINES AND STANDARDS

Each tenant will have the option to place various types of tenant attached signage on the front façade(s).

General Guidelines

a. The design of signs and awnings should vary in design including materials, geometry, and color.

Wall Signage Design Standards

a. Wall signage should be mounted above the tenant entrance.

b. Wall signage shall be individually lettered signs.

c. Wall signage may be internally or externally illuminated, however, internally-illuminated sign cabinets are not allowed.

d. Tenants are permitted up to four (4) signs.

e. Single and multi-tenant buildings shall be permitted two square feet (2 sf) of sign area for each linear foot of building frontage. Primary anchor tenants (30,000 sf or larger) shall be permitted up one square foot (1 sf) of sign area for each linear foot of frontage.

f. Signage shall not exceed 100 sf for a single sign, or 200 sf total sign area, for single tenants; 40 sf, or 75 sf total, for tenants in multi-tenant buildings; and 200 sf, or 400 sf total, for primary anchor tenants. A 50% increase in total sign area may be permitted for primary anchor tenants with two street frontages, with approval by the Director of Development Services.

g. Window and door signage are permitted 0.5 sf of sign area for each linear foot of building frontage. This signage may not exceed 25 sf, or 10% of combined window and door area.

Blade Signs Design Standards

a. Blade signage may or may not be internally illuminated.

b. Blade signs shall be no greater than four (4) square feet.

c. A blade sign must have a vertical clearance of eight (8) feet above the sidewalk or other public right-of-way and cannot exceed a height of more than six (6) feet above the entryway of the building on which the sign is mounted.

d. A blade sign must be attached by a wrought iron or similar metal framework to the building wall.

e. Materials, color, and arrangement shall be compatible and consistent with the freestanding building or shopping center.

Awning Signage Design Standards

a. A tenant may elect to place its name on the entire width of the valance portion of the awning sign.

b. The typeface on an awning sign should not exceed 5 inches in height.

c. The text font of each awning sign should vary among tenants.

d. Awning should be limited to the width of the window bay.

7.6 DIRECTIONAL SIGNAGE

Directional signage is a key component in facilitating easy movement of pedestrians, bicyclists, and vehicles throughout the Master Plan area. Signage should be easy to read and visually attractive, and should enhance the form, character, and identity of the Merced Gateway. Directional signs should be placed along internal roadsides at key locations or within landscaped areas.

Figure 30 Directional signage concept

Directional Signage Design Guidelines

a. *Directional signs should be located within the center to help direct people to specific attractions, services, and destinations.*

b. *Directional signs should include direction arrows and non-commercial labeling to denote these attractions.*

Directional Signage Design Standards

a. *Directional signs shall follow the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) guidelines for design, organization, type fonts, sizes, contrast and reflectivity, but may be mounted or customized in ways which can help to reinforce the Master Plan area identity established at entryways.*

b. *Directional signs shall use neutral colors and use uniform font size and color.*

c. *Use of logos on directional signs is not permitted.*

7.7 WINDOW SIGN STANDARDS

a. *Window signs shall be non-illuminated and shall not exceed twenty percent of the window area.*

b. *Window spaces used for more than 30 consecutive days to display signs shall be counted towards the total sign area square-footage permitted for the building. Use of window spaces for any shorter time-frame is not allowed.*

c. *Window signs shall not be counted toward the sign area permitted for the building or use.*

7.8 MULTIFAMILY SIGN STANDARDS

a. *Signs utilized on the multifamily portion of the development site shall be designed consistent with City Municipal Code Section 17.36.572.*

7.9 TEMPORARY SIGN STANDARDS

a. *Temporary signs utilized on the development site shall be provided consistent with City Municipal Code Section 17.36.570.*

7.10 SIGN REVIEW AND PERMIT PROCESS

Signs that are consistent with the standards of this Master Plan may be permitted through the City's building permit process, except that a Conditional Use Permit shall be required for the freeway-oriented sign. If a sign is found to be inconsistent with the standards of this Master Plan, the Planning Manager has the authority to require a higher level of review, up to and including a review by the Planning Commission. For signs that are not addressed by the standards of this Master Plan, the signs shall comply with the most restrictive code section of the Merced Municipal Code, and related review and permit process as described in said code.

8. CIRCULATION

8.1 CIRCULATION PLAN

The Circulation Plan provides for internal circulation area and includes multiple points of access to surrounding roadways. These access points include a main entry point as an extension of Parsons Avenue, two secondary access points along Coffee Street for the North Parcel, and one for the South Parcel. Access off Gerard Avenue is accomplished by two access points into the Master Plan area. Along Campus Parkway, four right-in right-out entrances provide access to the South and North Parcel areas. Two access points from Mission Avenue are provided to the South Parcel. Except for the extension of Parsons Avenue into the site, the internal circulation shown in Figure 31 is composed of private roads.

8.2 COFFEE STREET

Coffee Street currently extends south from Gerard Avenue and stops at a cul-de-sac prior to reaching Parsons Avenue. South of the cul-de-sac, Coffee Street continues until the intersection at Mission Avenue where it then turns into Marino Way. The Master Plan Circulation Plan preserves the cul-de-sac in order to maintain current traffic levels on Coffee Street north of Parsons Avenue.

Proposed Improvements

- Improve Coffee Street along the Master Plan area boundary between Parsons Avenue and Gerard Avenue to the City's adopted standard for a local road.
- Improve Coffee Street along the Master Plan area boundary between Parsons Avenue and Mission Avenue to the City's adopted standard for a collector street.
- Provision of Class II bike lane on east side for the full length of Coffee Street between Gerard Avenue and Mission Avenue.
- Other improvements required by project conditions of approval and mitigation measures.

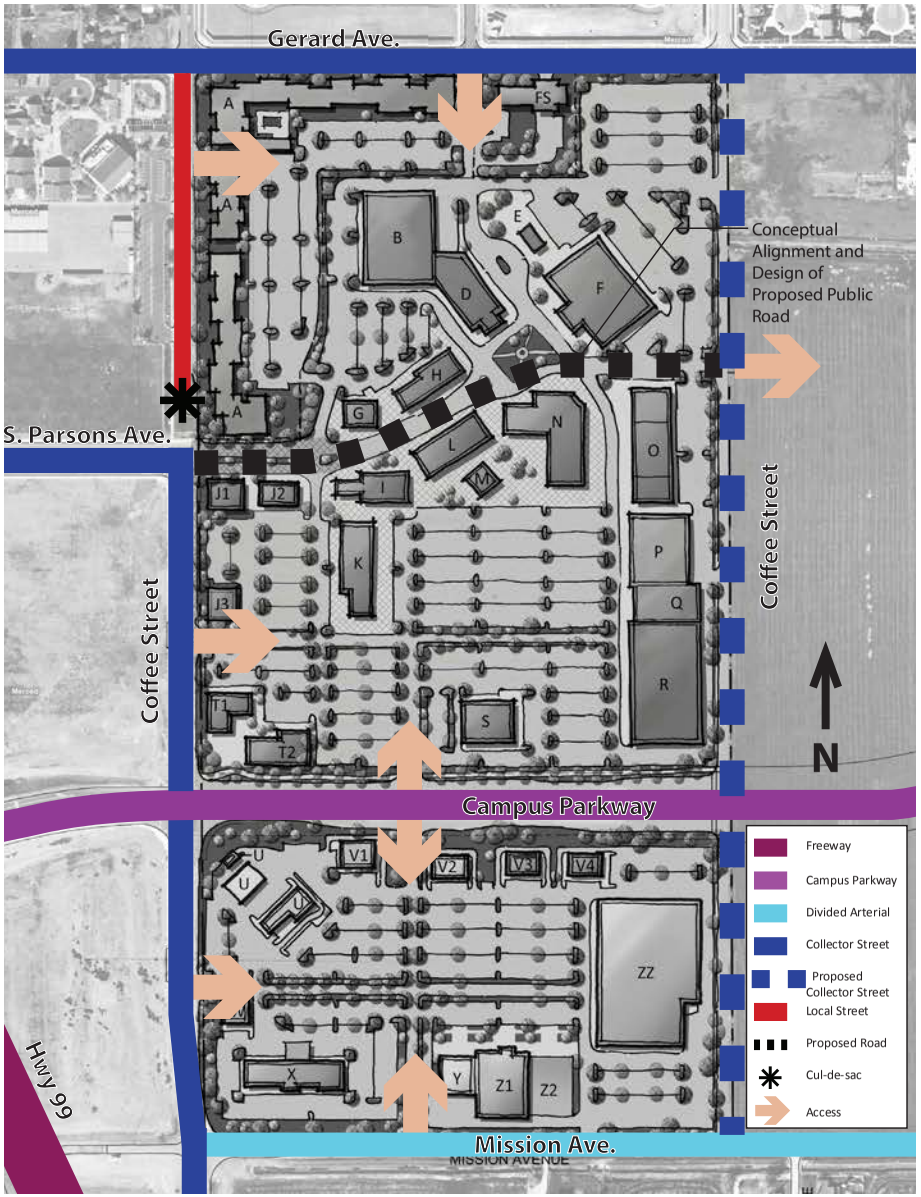


Figure 31 Circulation Plan

8.3 CAMPUS PARKWAY

Campus Parkway was constructed as a four-lane limited-access expressway that will eventually connect State Route 99 with Yosemite Avenue. North of Yosemite Avenue, the road is planned to be an urban arterial, which will extend to UC Merced. The construction of the Campus Parkway was in response for the need to serve projected growth in north and east Merced. Merced Gateway will have limited access from Campus Parkway, only allowing right-in and right-out circulation movements with adequate turning and deceleration lanes.

Proposed Improvements

- Deceleration/Acceleration lane at project access points to allow for right turn in/out movements. No left turns will be permitted.
- Other improvements required by project conditions of approval and mitigation measures.

8.4 PARSONS AVENUE

Parsons Avenue is a collector street that currently terminates at the west side of the Master Plan area. It is proposed to extend through the site to the eastern Project boundary as a public street right-of-way. The final street design and alignment will be determined upon submittal of a Development Application. The street should be pedestrian oriented with sidewalks, landscaping, and connections to adjacent commercial uses.

Proposed Improvements

- Extension of Parsons Avenue as a public street to the adjoining parcels which lie on the east side of the Master Plan area.
- Other improvements required by project conditions of approval and mitigation measures.

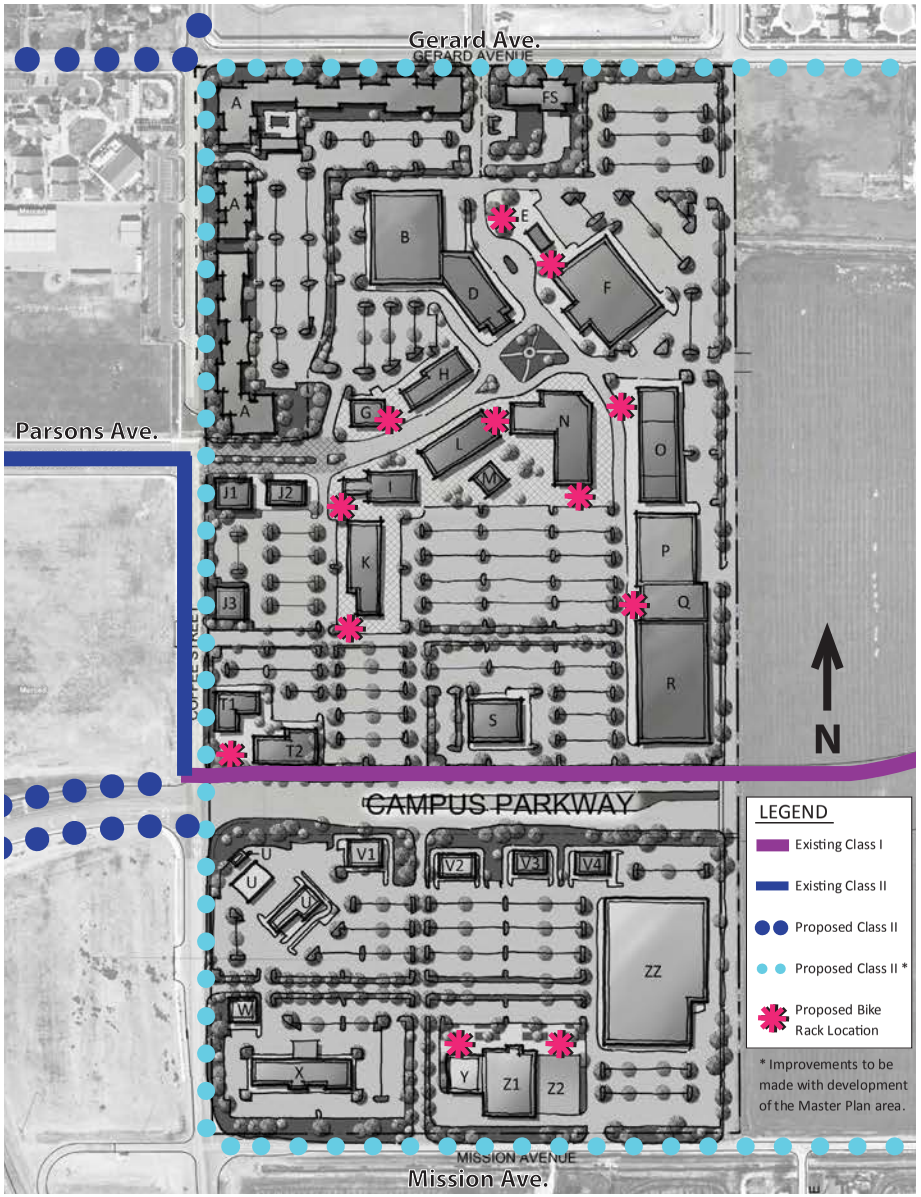


Figure 32 Bikeway Plan

8.5 GERARD AVENUE

Gerard Avenue is an east-west collector located along the northern boundary of the Master Plan area. A residential subdivision lies behind a sound wall just north of the right-of-way. Primary access to the potential fire station and residential parcel will be taken from the intersection of Daffodil Drive with Gerard Avenue.

Proposed Improvements

- Provision of Class II bike lane on south side for the full length of Gerard Avenue between Coffee Street and Pluim Drive.
- Improve Gerard Avenue along the Master Plan area boundary to the City's adopted standard for a collector street.
- Other improvements required by project conditions of approval and mitigation measures.

8.6 MISSION AVENUE

Mission Avenue is designated as divided arterial (118') in the City's General Plan (Figure 4.1: *City of Merced Circulation Plan*). Two Master Plan area access points are proposed.

Proposed Improvements

- Mission Avenue will be improved per city requirements. Fee credits or reimbursement may be available for constructing improvements beyond those required to develop the project.
- Other improvements required by project conditions of approval and mitigation measures.

8.7 PLUIM DRIVE EXTENSION

Pluim Drive is proposed to extend along the eastern extents of the Master Plan area. The road will be improved as a collector road with half of the improvements located on the Merced Gateway, LLC property and the other half on Gateway Park Development Partners, LLC property.

Proposed Improvements

- Pluim Drive will be improved per city requirements for 1/2 of street improvement.
- Gerard Avenue/Pluim Drive - Add eastbound and westbound left-turn lanes.
- Campus Parkway/Pluim Drive - Add traffic signal. Create dual left-turn lanes and separate right-turn lanes on all approaches.
- Mission Avenue/Pluim Drive - Add an all-way stop.

8.8 BICYCLE CIRCULATION

Bicycle access to and from the Merced Gateway should be provided through Class II bicycle lanes along Gerard Avenue, Coffee Street, and Mission Avenue consistent with Figure 32: *Bikeway Plan*. This is consistent with the City of Merced General Plan. The following are additional guidelines for bicycle parking and internal circulation routes.

a. *Bicycle parking shall be as provided in the Merced Municipal Code.*

b. *Internal bicycle circulation on private drives should be considered. However, bicycle circulation should not interfere with pedestrian circulation and safety.*

c. *Multifamily residential should provide interior bike parking/ hangers.*

d. *Bicycle parking should be conveniently located, but should not conflict with pedestrian or auto circulation.*

e. *An enhanced bicycle crossing should be considered at the intersection of Campus Parkway and Coffee Street as bicyclists will not be permitted to cross Campus Parkway elsewhere.*

9. STORM DRAINAGE

9.1 EXISTING CONDITIONS

The current Master Plan area is relatively flat with less than 2% grade based upon the USGS survey. The soil consists mainly of clay loam over hardpan as determined in the Natural Resources Conservation Service soil survey. Per the Caltrans drainage basin report the existing subsurface percolation rate is expected to be low to very low, which reduces the type of Best Management Practices (BMPs) that can be utilized on-site.

9.2 STORMWATER REQUIREMENTS

Stormwater requirements for the City of Merced requires two different evaluations to determine the volume of water that will need to be detained:

1. The Post Construction Standards Plan implements the City of Merced's Volumetric BMP Calculator (accessible from the City of Merced website)
2. The City's Storm Drain Design Standards uses the following equation: Vol = (V×A×R)/12.

Based on the equation above, the volume required for the storm drain basin will be 13.6 acre feet. A license agreement with the County will be required prior to use of the basin.

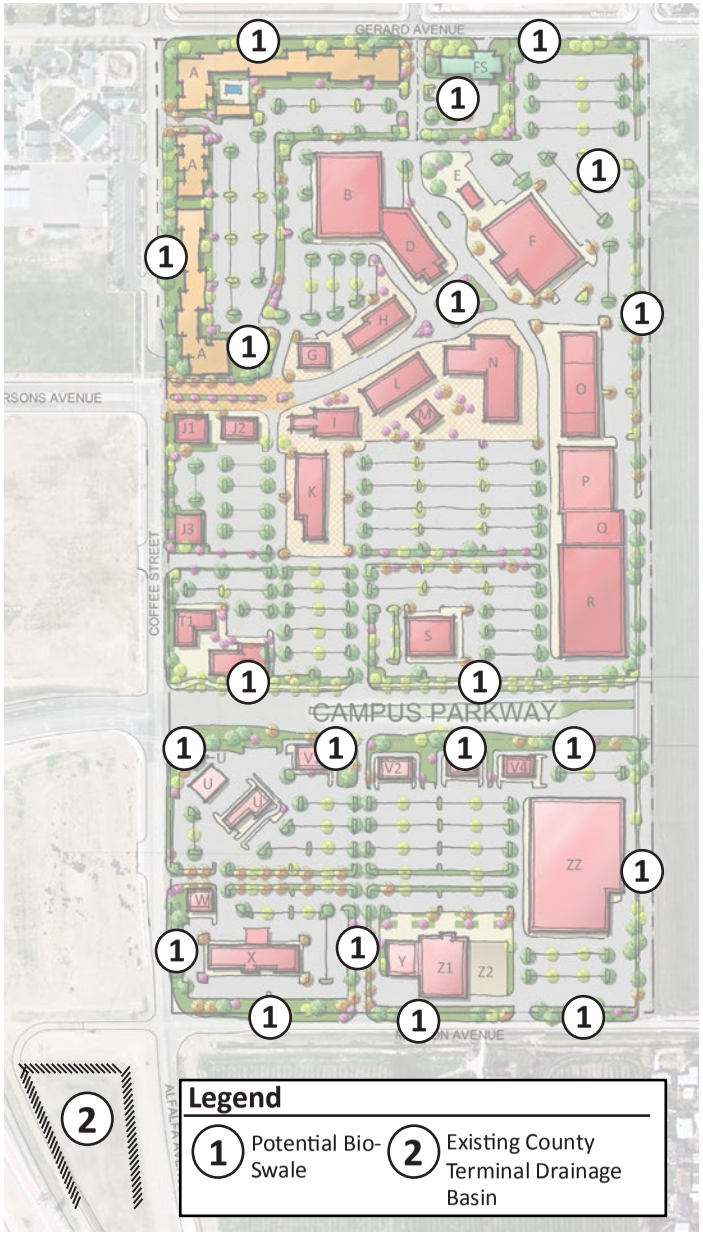


Figure 33 Stormwater Drainage Plan

9.3 STORMWATER MANAGEMENT PLAN

The on-site stormwater volume will be accommodated by an existing off-site County of Merced terminal drainage basin at the intersection of Mission Avenue and Coffee Street west of the Master Plan Area. The preliminary storm-water runoff analysis shows 615,855 cubic feet of runoff volume which will be conveyed through drainage bioswales into inlets that will be equipped with catch basin filters and piped to the existing basin (See Figure 33: *Stormwater Drainage Plan*).

Use of the basin may require some minor excavation to increase capacity to meet the County's new Drainage Basin Design requirement of accommodating a 100 year storm plus 20% over capacity. A licensing agreement with the County of Merced will be required.

10. IMPLEMENTATION

The Merced Gateway Master Plan acts as one of a series of steps in securing approval for development within the Master Plan area. This Master Plan, which includes the City Council adopted Preliminary Site Utilization Plan (SUP), becomes the basis for reviewing subsequent tract maps and other site specific entitlement requests.

10.1 DEVELOPMENT PROCESSING

Although the Merced Gateway Master Plan is not an implementation mechanism, development implementation can occur in the following two ways:

1. Implementation of site specific projects which conform with this Master Plan.
2. Implementation of public infrastructure required to support development envisioned by this Master Plan.

The following entitlement steps will follow the approval of the Merced Gateway Master Plan for the processing of development requests, unless otherwise required by the Merced Municipal Code.

Step 1: Final Site Utilization Plan

Prior to or concurrent with applications for any building permits within a Planned Development zoning district, a Final Site Utilization Plan (Final SUP) shall be approved by the Site Plan Review Committee, unless the Director of Development Services determines that the Final SUP should be referred to the Planning Commission for approval because of substantial modifications or more than 3 years have passed since the Preliminary SUP was adopted. Due to the size of the Merced Gateway Project and

extended time of anticipated buildout, with concurrence of the Director of Development Services , the Final SUP may encompass sub-areas of the total 77-acre project site. These sub-areas should correspond to the adopted phasing map, but may be smaller where allowed by the Director of Development Services. The Final Site Utilization Plan shall include:

1. Permit Conditions, Mitigation Measures, and other Terms: The required conditions of approval, mitigation measures, and terms of the development agreement of the project, where appropriate.
2. Land Use: The Final Site Utilization Plan shall include a map showing the location of each land use proposed within the site, including open space and common areas. The land use map shall be accompanied by a narrative description of permitted land uses, allowable accessory uses, and uses allowed with a Conditional Permit. Only those uses specifically listed are allowed in the Planned Development.
3. Subdivision Map: If the project involves the subdivision of land, the application shall include a tentative parcel map or tentative subdivision map as required by Title 18 (Subdivisions) of the Merced Municipal Code. The proposed parcels shall have, at least, minimum parcel area and minimum parcel dimensions.
4. Circulation: the Final Site Utilization Plan shall include map and descriptions of the major circulation features within the site including vehicular, bicycle, pedestrian facilities; traffic flow of internal traffic; and existing and proposed public streets, bikeways, transit facilities, and sidewalk improvements.
5. Public Facilities and Open Space: The application shall include the amount (in square feet or acres) and percentage of site area that will be dedicated for all types of open space, including proposed recreational facilities and amenities; and any public facilities, including public utility easements, public buildings and public land uses. The map(s) with location and dimensions of each open space shall be also submitted.
6. Development Standards: The Final Site Utilization Plan Development Standards shall identify all development standards that apply within the site, including parcel dimensions, density, setbacks, structure height, parking, and landscaping requirements, which assures the suitable integration of the Planned Development into the neighborhood or area in which it is located.

Step 2: Revisions to a Planned Development

A public hearing by the Planning Commission and City Council shall be required prior to approval of revisions to either the Preliminary of Final Site Utilization Plan which involve changes in land use, expansion or intensification of development or changes in the standards of development. The Planning Manager shall determine, on a case-by-case basis, those instances where a Revision to the Preliminary of Final Site Utilization Plan is necessary, following the same procedures as the original application. Changes in approved Preliminary or Final Site Utilization Plan which do not involve changes in land use, expansion or intensification of development, or changes in the standards of development, may be approved by the Site Plan Review Committee if such changes are consistent with the purposes, character, and conditions of the

Planned Development.

Minor Changes

Minor changes to an approved Site Utilization Plan shall be approved as specified in Section 20.72.050 of the Merced Municipal Code (Changes to an Approved Project).

Step 3: Subsequent Entitlements and Building Permits

After adoption of a Final SUP, or amendments thereof, building permits for projects may be submitted to the City. Note: Consistent with project approvals, public improvement requirements may precede the submittal, review or issuance of a building permit. Project elements that require an additional planning entitlement prior to submittal of a building permit include:

1. Freeway-orientated Shopping Center Sign: Conditional Use Permit from the Planning Commission.

10.2 PHASING

The phasing concept for the Master Plan area is reflected on Figure 34: *Conceptual Phasing Plan*. Eight phases are planned with each phase occurring over two to three years or approximately 10 years for build-out. Development may occur faster than the anticipated time-line depending on the market. Each of the eight primary phases may include sub-phases (e.g. 1-A, 1-B,) based on demand. Table 4 summarizes the conceptual development potential for each phase. Based on Project conditions of approval, CEQA Mitigation Measures, or terms of the Development Agreement, specific infrastructure is required to be installed and/or financed with each phase. Changes to the phasing plan and infrastructure schedule are probable; the Development Agreement describes how such requests are handled.

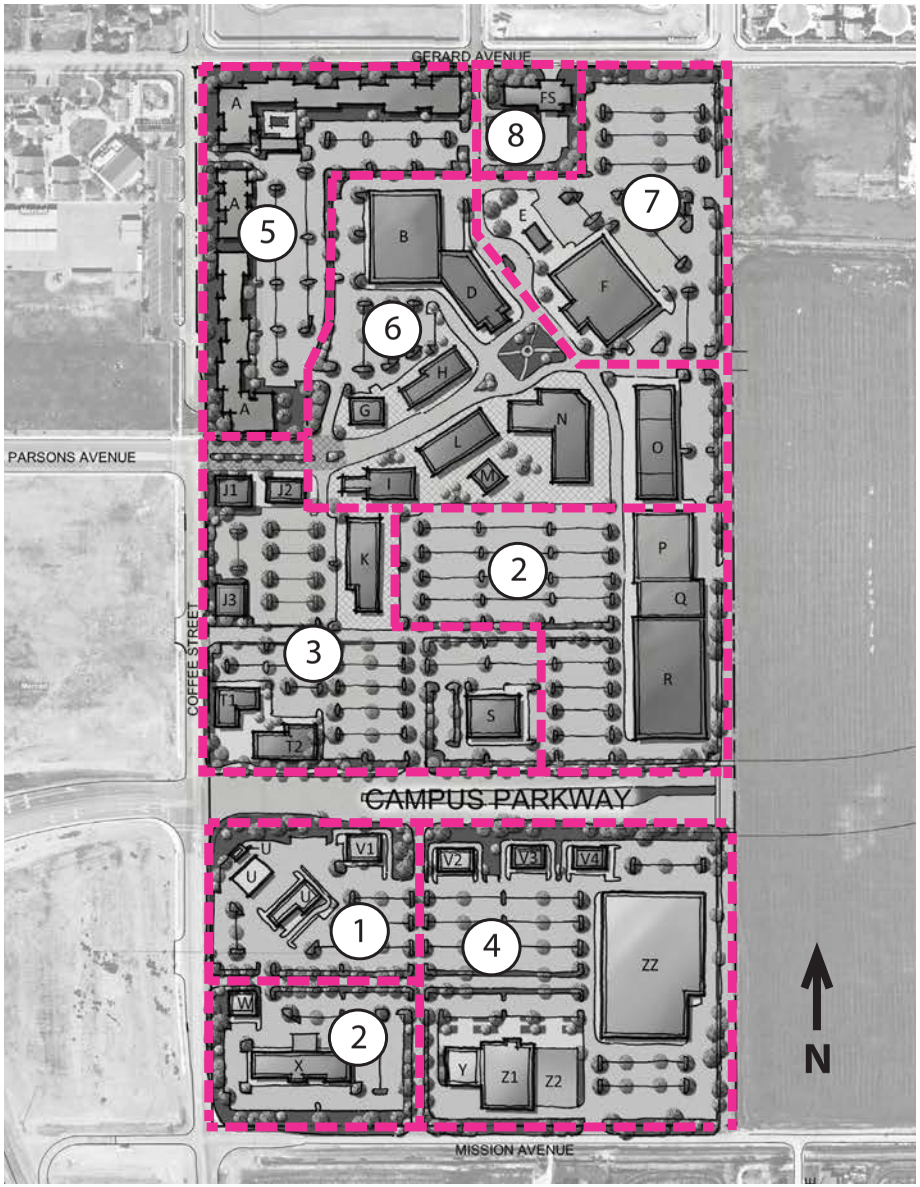


Figure 34 Conceptual Phasing Plan

Table 4: Phasing Concept		
Phase	**Potential Square Feet**	**Total Units/Rooms**
Phase 1		
Gas	6,305	-
Restaurants/Fast Food	5,865	-
Sub Total	**12,170 sf**	-
Phase 2		
Restaurants/Fast Food	4,330	-
Hotel	49,900	81 rooms
Retail/Grocery	92,405	
Sub Total	**146,635 sf**	**81 rooms**
Phase 3		
Retail	50,801	-
Restaurants	17,522	-
Sub Total	**68,323 sf**	-
Phase 4		
Restaurants/Fast Food	15,585	
Retail	160,607	
Sub Total	**176,192**	
Phase 5		
Residential	-	178 units max
Clubhouse	2,500	
Sub Total	**2,500 sf**	178 units max
Phase 6		
Restaurants	9,093	
Retail	147,941	
Sub Total	**157,034**	
Phase 7		
Theater	38,773	
Transit	2,000	
Sub Total	**40,773**	
Phase 8		
Fire Station	9,209	
Sub Total	**9,209**	

RESOLUTION NO. 2017-_44___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MERCED, CALIFORNIA, APPROVING GENERAL PLAN AMENDMENT #15-03, WHICH AMENDS THE GENERAL PLAN DESIGNATION FOR PROPERTY GENERALLY LOCATED AT THE NORTHEAST CORNER OF COFFEE STREET AND CAMPUS PARKWAY BY RECONFIGURING AND REDUCING THE AREA BY APPROXIMATELY 12 ACRES DESIGNATED AS HIGH-MEDIUM DENSITY RESIDENTIAL (HMD), CHANGING THE GENERAL PLAN DESIGNATION TO REGIONAL/COMMUNITY COMMERCIAL (RC), AND AMENDING THE CIRCULATION ELEMENT

WHEREAS, the City is processing an application for a General Plan Amendment for approximately 12 acres of land generally located on the northeast corner of Coffee Street and Campus Parkway and shown on the map at Exhibit "A," attached hereto and incorporated herein by reference; and

WHEREAS, the Planning Commission of the City of Merced held a noticed public hearing on June 21, 2017, at which time all those interested in the matter were provided the opportunity to speak or provide written or oral testimony regarding the application; and

WHEREAS, after hearing all of the evidence and testimony, the Planning Commission adopted Resolution #3084, attached hereto as Exhibit "C," and incorporated herein by reference, recommending that the City Council approve the General Plan Amendment; and,

WHEREAS, The City Council held a noticed public hearing on August 7, 2017, at which time all those interested in the matter were provided the opportunity to speak or to provide written or oral testimony regarding the application.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MERCED AS FOLLOWS:

SECTION 1. GENERAL PLAN AMENDMENT ADOPTION. The General Plan of the City of Merced is hereby amended by approving General Plan Amendment #15-03, which reconfigures the area designated as High-Medium

Density Residential (HMD) and reduces the area designated as High-Medium Density Residential (HMD) by approximately 12 acres by changing the General Plan designation for that area to Regional/Community Commercial (RC) for land generally located at the northeast corner of Coffee Street and Campus Parkway as shown on Exhibit "B," attached hereto and incorporated herein by reference.

SECTION 2. APPROVAL OF LEGISLATIVE ACTION AGREEMENT. The Legislative Action Agreement between the City of Merced and the Pluim Family Partnership, pertaining to the approvals granted herein and the development of the property subject to these approvals is hereby approved. The approvals granted herein are contingent upon the property owner executing and returning the Developer Agreement and the documents being recorded. The City Manager or Assistant City Manager is hereby authorized to execute the Legislative Action Agreement on behalf of the City of Merced.

PASSED AND ADOPTED by the City Council of the City of Merced at a regular meeting held on the 7 day of August 2017, by the following vote:

AYES: 7 Council Members: BELLUOMINI, BLAKE, MARTINEZ, MCLEOD, MURPHY, PEDROZO, SERRATTO

NOES: 0 Council Members: NONE

ABSENT: 0 Council Members: NONE

ABSTAIN: 0 Council Members: NONE

APPROVED:

Mayor

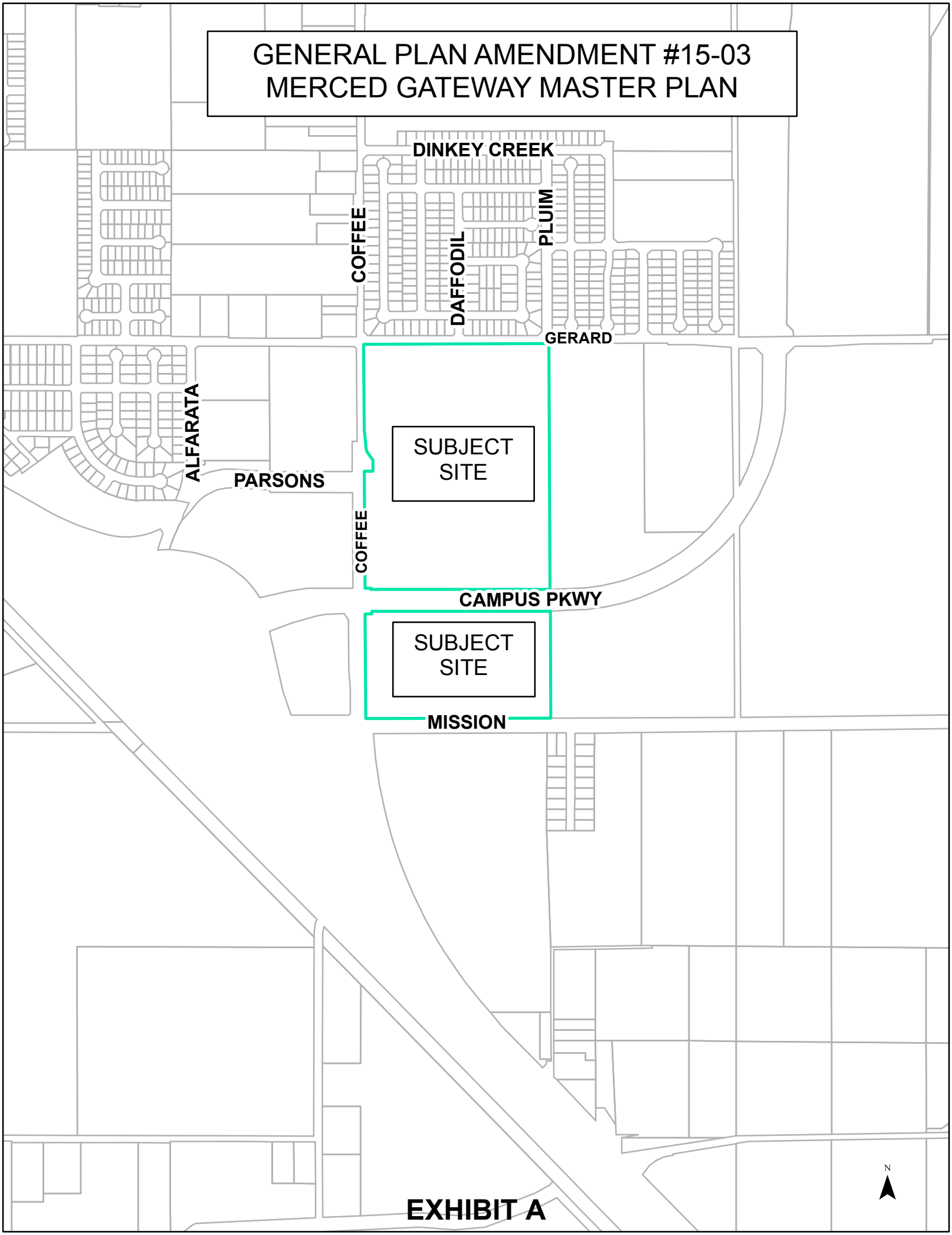
ATTEST:
STEVE CARRIGAN, CITY CLERK

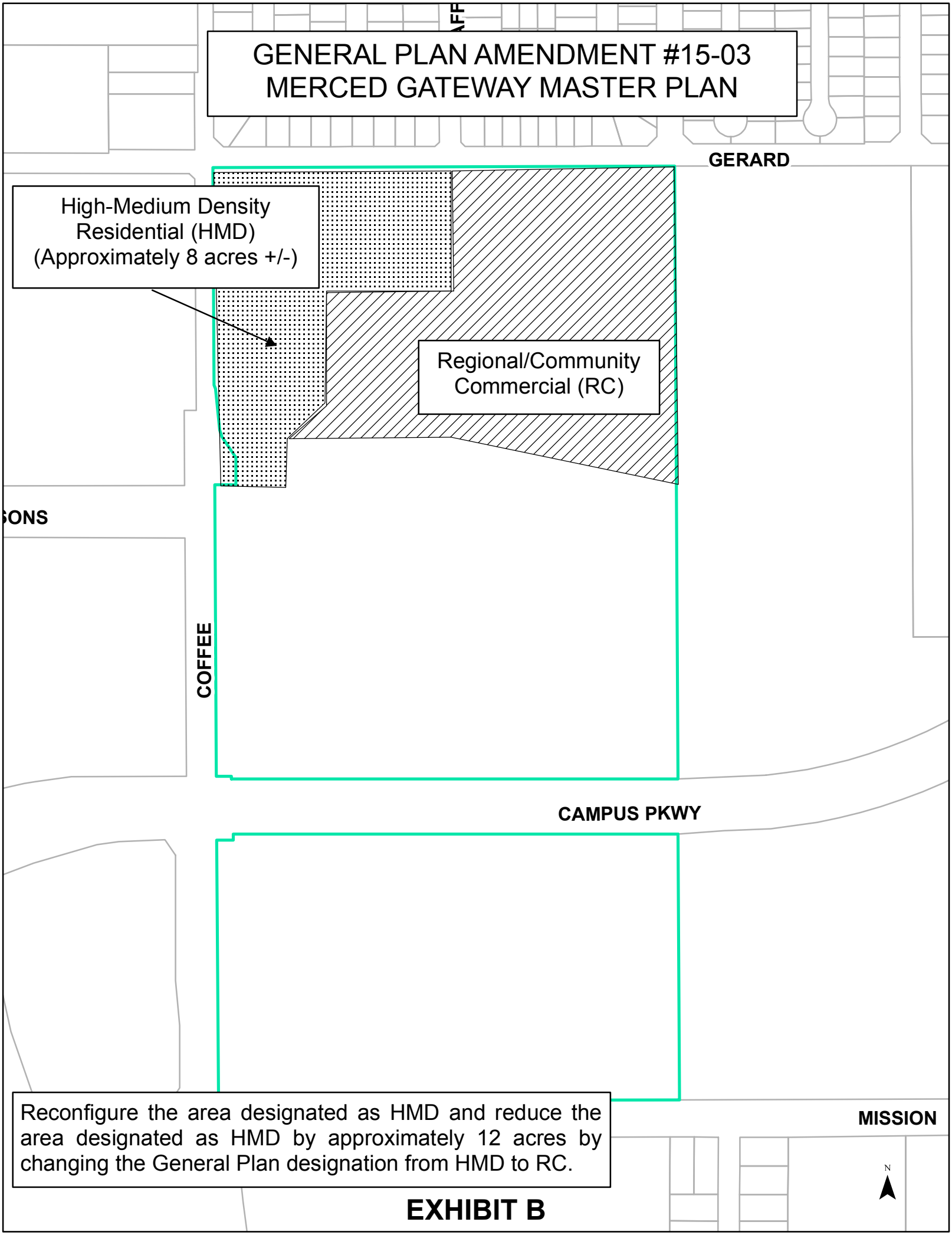
BY: _____
Assistant/Deputy City Clerk

(SEAL)

APPROVED AS TO FORM:

_____ 7-17-17
City Attorney Date


GENERAL PLAN AMENDMENT #15-03
MERCED GATEWAY MASTER PLAN
DINKEY CREEK
COFFEE
DAFFODIL
PLUIM
GERARD
ALFARATA
PARSONS
SUBJECT SITE
COFFEE
CAMPUS PKWY
SUBJECT SITE
MISSION
N
EXHIBIT A


GENERAL PLAN AMENDMENT #15-03
MERCED GATEWAY MASTER PLAN
GERARD
High-Medium Density Residential (HMD) (Approximately 8 acres +/-)
Regional/Community Commercial (RC)
COFFEE
CAMPUS PKWY
MISSION
N
Reconfigure the area designated as HMD and reduce the area designated as HMD by approximately 12 acres by changing the General Plan designation from HMD to RC.
EXHIBIT B

CITY OF MERCED
Planning Commission

Resolution #3084

WHEREAS, the Merced City Planning Commission at its regular meeting of June 21, 2017, held a public hearing and considered **General Plan Amendment #15-03, Zone Change #422, and the Establishment of Planned Development (P-D) #74**, for the proposed Merced Gateway Master Plan (hereinafter referred to as the "Project"), initiated by Gateway Park Development Partners, LLC, on behalf of Pluim Family Partnership, property owner. General Plan Amendment #15-03 would: 1) reconfigure the boundary between the Regional/Community Commercial (RC) and High to Medium Density Residential (HMD) designations; and, 2) amend the Official Circulation Plan by adding several driveways along the Campus Parkway Expressway. Planned Development Establishment #74 would establish a Site Utilization Plan for 601,127 square feet of commercial uses (including retail, restaurants, a hotel, and gas station), 178 multi-family residential dwelling units, and a 1.53-acre fire station site; along with development standards. Zone Change #422 would relocate and reduce the size of a High-Medium Density Residential (R-3-2) site, and change the designation of the Regional/Central Commercial (C-C) area to Planned Development (P-D) #74. The project site is bounded by Gerard Avenue, Coffee Street, Mission Avenue and Pluim Drive (extended), on property currently designated Regional/Community Commercial and High to Medium Density Residential; also known as Assessor's Parcel No. 061-250-092; and,

WHEREAS, the Merced City Planning Commission concurs with Findings A through P of Staff Report #17-11; and,

NOW THEREFORE, after reviewing the City's Environmental Impact Report, and fully discussing all the issues, the Merced City Planning Commission does resolve to hereby recommend to City Council Approval of General Plan #15-03, Zone Change #422, and the Establishment of Planned Development (P-D) #74, subject to the Conditions set forth in Exhibit A attached hereto and incorporated herein by this reference.

EXHIBIT C

Upon motion by Commissioner Padilla, seconded by Commissioner Colby, and carried by the following vote:

AYES: Commissioner(s) Camper, Colby, Padilla, Smith, and Chairperson Dylina

NOES: Commissioner(s) None

ABSENT: Commissioner(s) Baker and Smoot
ABSTAIN: Commissioner(s) None

Adopted this 21st day of June 2017

Chairperson, Planning Commission of the City of Merced, California

ATTEST:

Secretary

Attachment:
Exhibit A – Conditions of Approval

Conditions of Approval
Planning Commission Resolution #3084
General Plan Amendment #15-03, Zone Change #422, and
Establishment of Planned Development (P-D) #74

1. The proposed project shall be constructed/designed in substantial compliance with Exhibit 1 (site plan) and Exhibit 2 (the Merced Gateway Master Plan), -- Attachments F and G of Staff Report #17-11, except as modified by the conditions below or as approved by the Site Plan Review Committee.

2. The approval of the Merced Gateway Master Plan is an approval of the conceptual design of the project. Specific details related to access, site design, and architectural details shall be approved by the Site Plan Review Committee prior to each phase of construction.

3. In compliance with Merced Municipal Code Section 20.20.020 Q, Site Plan Review permits are required prior to construction to address conformance with the standards of Planned Development (P-D) #74, including but not limited to, building elevations, landscaping, signage, etc.

4. Approval of the General Plan Amendment, Zone Change, Planned Development Establishment, and Merced Gateway Master Plan is subject to the applicant's entering into a written (legislative action) agreement that they agree to all the conditions and shall pay all City and school district fees, taxes, and/or assessments, in effect on the date of any subsequent subdivision and/or permit approval, any increase in those fees, taxes, or assessments, and any new fees, taxes, or assessments, which are in effect at the time the building permits are issued, which may include public facilities impact fees, a regional traffic impact fee, Mello-Roos taxes—whether for infrastructure, services, or any other activity or project authorized by the Mello-Roos law, etc., unless a subsequent agreement is reached with the City for a modified fee schedule for the project. Payment shall be made for each phase at the time of building permit issuance for such phase unless an Ordinance or other requirement of the City requires payment of such fees, taxes, and or assessments at an earlier or subsequent time. Said legislative action agreement to be approved by the City Council prior to the adoption of the ordinance, resolution, or minute action.

5. The proposed project shall comply with all standard Municipal Code and Subdivision Map Act requirements as applied by the City Engineering Department.

6. All other applicable codes, ordinances, policies, etc. adopted by the City of Merced shall apply.

7. The developer/applicant shall indemnify, protect, defend (with counsel selected by the City), and hold harmless the City, and any agency or instrumentality thereof, and any officers, officials, employees, or agents thereof, from any and all claims, actions, suits, proceedings, or judgments against the City, or any agency or instrumentality thereof, and any officers, officials, employees, or agents thereof to attack, set aside, void, or annul, an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board, or legislative body, including actions approved by the voters of the City, concerning the project and the approvals granted herein. Furthermore, developer/applicant shall indemnify, protect, defend (with counsel selected by the City), and hold harmless the City, or any agency or instrumentality thereof, against any and all claims, actions, suits, proceedings, or judgments against any governmental entity in which developer/applicant's project is subject to that other governmental entity's approval and a condition of such approval is that the City indemnify and defend such governmental entity. City shall promptly notify the developer/applicant of any claim, action, or proceeding. City shall further cooperate fully in the defense of the action. Should the City fail to either promptly notify or cooperate fully, the developer/applicant shall not thereafter be responsible to indemnify, defend, protect, or hold harmless the City, any agency or instrumentality thereof, or any of its officers, officials, employees, or agents.

8. The developer/applicant shall construct and operate the project in strict compliance with the approvals granted herein, City standards, laws, and ordinances, and in compliance with all State and Federal laws, regulations, and standards. In the event of a conflict between City laws and standards and a State or Federal law, regulation, or standard, the stricter or higher standard shall control.

9. Community Facilities District (CFD) formation is required for annual operating costs for police and fire services as well as storm drainage,

public landscaping, street trees, street lights, parks and open space. CFD procedures shall be initiated before issuance of the first building permit. Developer/Owner shall submit a request agreeing to such a procedure, waiving right to protest and post deposit as determined by the City Engineer to be sufficient to cover procedure costs and maintenance costs expected prior to first assessments being received.

10. The project shall comply with all mitigation measures required by the Mitigation Monitoring program (Exhibit B of Planning Commission Resolution #3083 – Attachment M of Staff Report #17-11).

11. All development shall be in accordance with the design guidelines and standards of the Merced Gateway Master Plan unless otherwise modified by this resolution or future action of the Site Plan Review Committee.

12. Minor modifications to the Merced Gateway Master Plan, including the site plan are subject to approval by the Development Services Director or, at his/her discretion, may be referred to the Site Plan Review Committee. Changes to the Master Plan and/or site plan shall be supported by evidence showing that the changes would not create conflicts within the Master Plan area or surrounding area. The Director of Development Services may require changes to the Master Plan or Site Plan if it is determined the proposed plan creates an unsafe situation.

13. If the final site plan is approved in phases, evidence shall be provided showing that the phase being approved would not conflict with future phases. A site plan of the entire Master Plan area shall be provided with the approval of each phase to allow the Site Plan Review Committee to confirm each phase will work in conjunction with existing and future phases.

14. At the time the City determines it is needed, the owner shall offer for dedication a minimum 1.5-acre parcel for a future fire station as shown on the site plan found at Attachment F of Staff Report #17-11.

15. Roadway improvements shall be made in accordance with the Circulation Transportation Improvement Phasing Plan found at Attachment I of Staff Report #17-11.

16. The Circulation Transportation Improvement Phasing Plan (CTIPP) shall be modified prior to the first phase of construction at the owner's

sole expense to determine what improvements are necessary. Subsequent modifications shall be made at the owner's sole expense if the phasing of the project is different than what is analyzed in the CTIPP. Any modifications to the CTIPP shall be approved by the Development Services Director and City Engineer and in consultation with Caltrans regarding improvements within its jurisdiction.

17. Any modifications to the CTIPP shall be supported by a traffic analysis subject to City and Caltrans approval which identifies:

    a. When "Interim" improvements to the SR 99 / Mission Avenue / Campus Parkway interchange are needed,

    b. Design requirements for "Interim" improvements in terms of lane length, signage, markings, etc.;

    c. When improvements to the Campus Parkway / Coffee Street intersection are needed; and,

    d. What level of overall project development can be accommodated prior to the need for ultimate SR 99/Mission Avenue / Campus Parkway interchange improvements.

18. The construction of Pluim Drive, including the signal at Pluim Drive and Campus Parkway, shall be required when the eastern access driveway is necessary to either the north or south parcels. This may be as determined by the phasing of the site or when deemed necessary by the City Engineer to ensure adequate circulation and safety.

19. A signal shall be installed at the intersection of Parsons Avenue and Coffee Street. The traffic signal shall be constructed at the time Parsons Avenue is extended and the shopping center entrance is constructed unless otherwise approved by the Development Services Director and City Engineer.

20. All streets shall be built to City Standards (with the exception of a portion of Parsons Avenue – see Condition #21).

21. Parsons Avenue shall extend through the shopping center and connect to Pluim Drive. However, the design shown on the proposed Site Plan and Merced Gateway Master Plan are not approved as proposed. The developer shall work with the City Engineer, Public Works Director, and Director of Development Services to determine the alignment and design of Parsons Avenue. The City Engineer and Public Works Director shall also determine if public utilities would be needed in this

section of Parsons Avenue and if the applicant will be responsible for maintenance of the roadway.

22. A Class II Bike Lane shall be included on the following streets: 1) Coffee Street – east side of the street for the full length of Coffee Street between Gerard and Mission Avenue; 2) Gerard Avenue – south side of street for the full length between Coffee Street and Pluim Drive; and 3) Mission Avenue from Coffee Street to Pluim Drive. Refer to Figure 32 of the Merced Gateway Master Plan.

23. Full frontage improvements, including, but not limited to sidewalk, curb, gutter, street lights, and street trees, shall be installed along the frontage adjacent to each building or group of buildings at the time of construction. Additional areas may be required to be improved by the Site Plan Review Committee or as determined necessary by the Engineering Department at the time of building permit review.

24. The project shall dedicate all necessary right-of-way along Coffee Street (Collector Street), Gerard Avenue (Arterial Street), Pluim Drive (future Collector Street), and Mission Avenue (Collector Street) to comply with City Standards or as determined by the City Engineer.

25. Prior to the construction of any phase which proposes direct access to Campus Parkway between Coffee Street and Pluim Drive, a traffic analysis shall evaluate the impacts of this access on the operation of SR 99 ramps ,and identify desirable driveway location and design. If required by Caltrans, dual right turn lanes for eastbound traffic on Campus Parkway into the western driveway access for the southern parcel shall be constructed.

26. "Interim" improvements to the SR 99 NB ramps / Mission Avenue and SR 99 SB ramps / Mission Avenue intersection shall be constructed with the first phase of development unless determined to be needed under an alternative schedule by an updated CTIPP. "Interim" improvements shall include:

    a. restripe the northbound off ramp to include a shared left/through/right lane and an exclusive right turn lane. The outside (#1) right-turn lane shall be designated for northbound Coffee Street by appropriate signing and markings approved by Caltrans

b. restripe the southbound off ramp to have a shared right/through/left lane and an exclusive left turn lane.

c. All work within the State right of way shall be completed under an encroachment permit issued subject to Caltrans approval and shall be accompanied by a supporting traffic analysis subject to Caltrans approval which evaluates specific design requirements.

27. The project may be eligible for reimbursement for certain improvements subject to the provisions of the Merced Municipal Code (MMC).

28. Per the Merced Gateway Master Plan, an enhanced bicycle crossing should be considered at the intersection of Campus Parkway and Coffee Street. Additionally, an enhanced bicycle crossing should be considered at Campus Parkway and Pluim Drive. The developer shall work with the City Engineer and Director of Development Services to determine if such crossings are needed. If it is determined the enhanced crossings are needed, the developer shall work with the City Engineer and Director of Development Services to determine the design of the crossings. The crossings shall be subject to Caltrans approval.

29. Deceleration and acceleration lanes shall be constructed at all non-signalized entrances/exits to the project site along Campus Parkway. The length of these lanes shall be approved by the City Engineer and Caltrans.

30. All uses within the Merced Gateway Master Plan area shall comply with the parking requirements set forth in Merced Municipal Code Section (MMC) 20.38 – Parking and Loading.

31. Sidewalks or pedestrian pathways shall be incorporated into the parking areas to provide pedestrian access from the parking areas to the buildings. Details shall be worked out with the Planning Department at the Site Plan Review stage.

32. A minimum turning radius of 33 feet inside, curb-to-curb and 49 feet wall-to-wall for fire apparatus access must be provided throughout the project site. Refuse containers or other items shall not be permitted to be placed in the required clear space of the turning area.

33. Bicycle parking shall meet the minimum requirements of the California Green Building Code and MMC 20.38.080.

34. All driveways shall comply with the City of Merced Standard for commercial driveways and are to be reviewed by the Fire Department as part of the review of the improvement plan submittals.

35. The developer shall work with UC Merced (Cat Tracks) and the Merced Transit System (The Bus) to determine the best location for public transit facilities. The location of these facilities will be subject to review and approval by the Development Services Director and City Engineer or through the Site Plan Review process.

36. Consideration shall be given to circulation and vehicle stacking room for all uses with a drive-through window. Vehicles waiting in the drive-through aisle shall not conflict with the circulation on the site.

37. If the apartment complex or any other part of the project has gated entrances/exits, each entrance/exit shall be provided with a Knox-box that is equipped with "click-to-enter" technology for the Fire Department and Public Works Departments. Details to be reviewed by Fire Department at the building permit stage. The developer/owner shall provide the necessary remotes to operate the gates to the City.

38. If the apartment complex or any other part of the project is gated, pedestrian access gates shall be provided to allow pedestrian access to the public sidewalks as well as into the shopping center.

39. Prior to any demolition work, the applicant shall obtain all necessary approvals from the San Joaquin Valley Air Pollution Control District.

40. The developer shall use proper dust control procedures during site development in accordance with San Joaquin Valley Air Pollution Control District rules.

41. All construction activity shall be conducted in accordance with City of Merced standards for times of operation.

42. All landscaping shall comply with the Section 20.36.040 – Landscape and Sprinkler Plans, of the City's Zoning Ordinance in addition to all applicable state laws and the Merced Gateway Master Plan requirements.

43. Changes to the tree and plant list approved with the Merced Gateway Master Plan are subject to approval by the Planning Manager for any on-site landscape areas. All landscaping in the public right-of-way is subject to approval by the City's Public Works Department.

44. Full landscape and irrigation plans shall be submitted at the time of building permit application. Landscaping is required with each building at the time of construction and in common areas connecting buildings as these areas are constructed, as well as the public right-of-way adjacent to each building. Additional areas may be required to be landscaped at the time of building permit review or by the Site Plan Review Committee.

45. Parking lot trees shall be installed per the City's Parking Lot Landscape Standards. Trees shall be a minimum of 15-gallons, and be of a type that provides a 30-foot minimum canopy at maturity (trees shall be selected from the City's approved tree list). Trees shall be installed at a ratio of at least one tree for each six parking spaces. The trees may be located in planter areas that protrude into the parking areas, or which run along the edge of the parking areas and shall be located to accommodate any carport or shade structures (details to be worked out with Planning Staff).

46. All walking paths, bicycle and vehicle parking areas, and recreational areas shall be provided with sufficient lighting to ensure a safe environment.

47. Lighting near the apartment complex at the northwest corner of the site or across the street from residential uses shall be oriented and/or shielded in such a way as to not spill-over into the apartment units.

48. The project shall comply with the Post Construction Standards in accordance with the requirement for the City's Phase II MS-4 Permit (Municipal Separate Storm Sewer System).

49. All storm water shall be retained onsite and metered out to the City's storm water system in accordance with City Standards. The storm drainage plan proposed by the Merced Gateway Master Plan is conceptually approved. The City Engineer shall approval final design of the storm drain system prior to construction.

50. The use of the County of Merced-owned terminal drainage basin at the intersection of Mission Avenue and Coffee Street is approved

subject to the approval of a license agreement with Merced County and approval of the Local Agency Formation Commission (LAFCo).

51. A 16-inch water line shall be installed in Mission Avenue along the full frontage of the project site. A 12-inch water line (or a size determined to be acceptable by the Public Works Director) shall be installed in Pluim Drive. All water lines shall be installed per City Standards. The developer may be eligible for reimbursement from the adjacent property owner and for any over-sizing of the water lines in accordance with the Merced Municipal Code.

52. The developer shall work with the Public Works Director to determine if a sewer line is required in Mission Avenue and Pluim Drive. If sewer lines are required, they shall be installed per City Standards. The developer may be eligible for reimbursement from the adjacent property owner and for any over-sizing of the water lines in accordance with the Merced Municipal Code.

53. All new utilities (including electrical lines) shall be installed underground.

54. A backflow prevention device shall be provided for all water services (i.e., domestic, irrigation, and fire).

55. All signs shall comply with the sign requirements adopted with the Merced Gateway Master Plan. Single and multi-tenant buildings shall be permitted two square feet of sign area for each linear foot of building frontage. Primary anchor tenants (30,000 square feet or larger) shall be permitted up to one square foot of sign area for each linear foot of building frontage. Modifications to the sign program may be approved by the Director of Development Services.

56. The project shall comply with all FEMA Flood Zone requirements and with the California 200-year Urban Level of Flood Protection requirements.

57. The applicant shall work with the City's Refuse Department to determine the best location for the refuse enclosures serving each building or group of buildings. The enclosures shall be constructed per City Standards.

58. The premises shall remain clean and free of debris, weeds, and graffiti at all times.

59. Fire Hydrants shall meet minimum fire-flow requirements and be located in accordance with City of Merced codes and standards. The maximum spacing between hydrants is 500 feet. The placement of fire hydrants and the number of hydrants for the site is to be worked out with the Fire Department no later than the review of building permit plans.

n:shared:planning:PC Resolutions:GPA#15-03/ZC#422/Est. of PD #74 (Merced Gateway) Exhibit A

Table 1 (cont.): Merced Gateway Master Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Section 3.5—Cultural Resources					
MM CUL-1: In the event that buried historic or archaeological resources are discovered during construction, operations shall stop within 50 feet of the find and a qualified archaeologist shall be consulted to evaluate the resource in accordance with CEQA Guidelines 15064.5. The applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the resource does not qualify as a significant resource, then no further protection or study is necessary. If the resource does qualify as a significant resource then the impacts shall be avoided by project activities. If the resource cannot be avoided, adverse impacts to the resource shall be addressed. The archaeologist shall make recommendations concerning appropriate mitigation measures that shall be implemented to protect the resources, including but not limited to excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA criteria.					
MM CUL-3: In the event that fossils or fossil-bearing deposits are discovered during construction activities, excavations within a 50-foot radius of the find shall be temporarily halted or diverted. The project contractor shall notify a qualified paleontologist to examine the discovery. The applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology standards and assess the significance of					

Table 1 (cont.): Merced Gateway Master Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction activities are allowed to resume at the location of the find. If the Applicant determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery. The plan shall be submitted to the City of Merced for review and approval prior to implementation, and the Applicant shall adhere to the recommendations in the plan.					
MM CUL-4: In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code (PRC) Sections 5097.94 and 5097.98 must be followed. If during the course of project development there is accidental discovery or recognition of any human remains, the following steps shall be taken: 1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted and determines if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the most likely descendant (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.					

Table 1 (cont.): Merced Gateway Master Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
2. Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance: • The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission. • The descendant identified fails to make a recommendation. • The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner. Additionally, California Public Resources Code Section 15064.5 requires the following with regards to Native American Remains: When an initial study identifies the existence of, or the probable likelihood of, Native American Remains within a project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98. The applicant may develop a plan for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American Burials with the appropriate Native Americans as identified by the NAHC.					

Table 1 (cont.): Merced Gateway Master Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Section 3.6—Hazards and Hazardous Materials					
MM HYD-1a: Prior to the issuance of grading permits, the project applicant shall file a Notice of Intent with and obtain a facility identification number from the State Water Resources Control Board. The project applicant shall also submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Merced that identifies specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for BMP implementation, site restoration, contingency measures, responsible parties, and agency contacts. The SWPPP shall include but not be limited to the following elements: • Comply with the requirements of the State of California's most current Construction Stormwater Permit. • Temporary erosion control measures shall be implemented on all disturbed areas. • Disturbed surfaces shall be treated with erosion control measures during the October 15 to April 15 rainy season. • Sediment shall be retained on-site by a system of sediment basins, traps, or other BMPs. • The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate discharge of materials to storm drains. • BMP performance and effectiveness shall be determined either by visual means where applicable (e.g., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (such as inadvertent petroleum release) is required by the Central Valley Regional Water Quality Control Board to determine adequacy of the measure. • In the event of significant construction delays or delays in					

Table 1 (cont.): Merced Gateway Master Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season.					
MM HYD-1b: Prior to the issuance of building permits, the project applicant shall submit a final Storm Water Mitigation Plan (SWMP) to the City of Merced for review and approval. The plan shall be developed using the California Stormwater Quality Association's "New Development and Redevelopment Handbook." The SWMP shall identify pollution prevention measures and BMPs necessary to control stormwater pollution from operational activities and facilities, and provide for appropriate maintenance over time. The SWMP shall include design concepts that are intended to accomplish a "first flush" objective that would remove contaminants from the first 2 inches of stormwater before it enters area waterways. The project applicant shall also prepare and submit an Operations and Maintenance Agreement to the City identifying procedures to ensure that stormwater quality control measures work properly during operations.					
MM HYD-4: Prior to issuance of grading permits for any building located within a 100-year hazard flood zone, the applicant shall prepare and submit building plans to the City of Merced that demonstrate compliance with federal law and Merced Code of Ordinances Chapter 17.48. The standards include but are not limited to requirements for anchoring, construction materials and methods, elevation, and floodproofing. In addition, the applicant shall provide certification by a registered professional engineer or architect that the activity would not result in an increase in flood levels during the occurrence of the base flood discharge.					

Table 1 (cont.): Merced Gateway Master Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Section 3.9—Noise					
MM NOI-1: To reduce potential construction noise impacts, the following multi-part mitigation measure shall be implemented for the project: • The construction contractor shall ensure that all internal combustion engine-driven equipment is equipped with mufflers that are in good condition and appropriate for the equipment. • The construction contractor shall locate stationary noise-generating equipment as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction disturbance area. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site. • The construction contractor shall prohibit unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes is prohibited). • The construction contractor shall locate, to the maximum extent practical, on-site equipment staging areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. • The construction contractor shall limit all noise producing construction activities, including deliveries and warming up of equipment, to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday. No such work shall be permitted on Sundays or federal holidays without prior approval from the City.					

Table 1 (cont.): Merced Gateway Master Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
MM NOI-2: To reduce potential traffic noise impacts, the following multi-part mitigation measure shall be implemented for the project: • The project shall incorporate a minimum 8-foot-high soundwall along the Gerard Avenue bordering the proposed residential land use portion of the project. The soundwall shall wrap around the west end of the residential portion of the project, along Coffee Street, for a minimum of 50 feet. In addition, the soundwall should wrap around the eastern end of the residential portion of the project, along the project entrance south of Daffodil Street, for a minimum distance of 50 feet. The building plans approved by the City shall reflect this requirement. • All proposed residential units with a direct line of sight to Gerard Avenue would require an alternative ventilation system, such as air conditioning, to ensure that windows can remain closed for a prolonged period of time. The building plans approved by the City shall reflect this requirement. • The proposed hotel land use located on the southern parcel of the project site shall include an alternate form of ventilation, such as an air conditioning system, in order to ensure that windows can remain closed for a prolonged period of time. The building plans approved by the City shall reflect this requirement.					
Section 3.11—Transportation					
MM TRANS-1a: In accordance with the transportation improvement phasing plan identified in MM TRANS-1g, the project applicant shall improve the intersection of Gerard Avenue/Coffee Street (3) with an enhanced pedestrian crossing.					

Table 1 (cont.): Merced Gateway Master Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
MM TRANS-1b: In accordance with the transportation improvement phasing plan identified in MM TRANS-1g, the project applicant shall improve the segment of Coffee Road from Parsons Avenue to Campus parkway to a four-lane roadway. The improved roadway shall be designed and constructed in accordance with City of Merced engineering standards.					
MM TRANS-1c: In accordance with the transportation improvement phasing plan identified in MM TRANS-1g, the project applicant shall improve the intersection of Coffee Street/Parsons Avenue (9). The intersection shall be improved with a traffic signal.					
MM TRANS-1d: In accordance with the transportation improvement phasing plan identified in MM TRANS-1g, the project applicant shall improve the intersection of Mission Avenue/Southbound SR-99 Ramps (10). The intersection shall be improved with a second southbound left turn lane by reconfiguring the existing right turn lane to become a left-turn/right-turn lane.					
MM TRANS-1e: In accordance with the transportation improvement phasing plan identified in MM TRANS-1g, the project applicant shall improve the intersection of Mission Avenue/Northbound SR-99 Ramps (11). The intersection shall be improved by adding a third eastbound through lane and reconfiguring the westbound lanes to provide a combined through lane and second right-turn lane, and add a second northbound right-turn lane. In addition, a second eastbound right turn lane will be added at the project's mid-block driveway on Campus Parkway under the proposed project, and the eastbound share through/right turn at Coffee and Campus Parkway will be split into a separate through lane and separate right turn lane (**required for both the proposed project and the Circulation Element Alternative**).					

Table 1 (cont.): Merced Gateway Master Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
MM TRANS-1f: In accordance with the transportation improvement phasing plan identified in MM TRANS-1g, the project applicant shall improve the intersection of Campus Parkway/Coffee Street (12). The intersection shall be improved with a signal, a third eastbound through lane, a second eastbound left turn lane and westbound left turn lane, a third westbound through lane, a westbound right turn lane, a second northbound left turn lane, and separate southbound left turn and through lanes, with overlap phase on southbound right turn. Coffee Street shall be widened north and south of Campus Parkway to provide two receiving lanes for left turns from Campus Parkway.					
MM TRANS-1g: A transportation improvement phasing plan shall be prepared by the City of Merced as a part of the Merced Gateway Planned Development Master Plan. The transportation improvement phasing plan shall specify, based on vehicle trip generation volumes or other accepted metric, when intersection, road segment, alternative transportation improvements, or other transportation improvements shall be implemented in order to ensure acceptable levels of service at each affected intersection or roadway segment. The plan will also indicate the costs, fair-share or otherwise, of the improvement to be borne by the applicant.					
MM TRANS-2: In accordance with the transportation improvement phasing plan identified in MM TRANS-1g, the project applicant shall improve the intersection of Mission Avenue/Southbound SR-99 Ramps (10) with a third eastbound through lane and the segment of Mission Avenue between the ramps and Coffee shall be widened to 6 lanes total. The applicant shall be responsible for its proportional cost of the improvement.					

Table 1 (cont.): Merced Gateway Master Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
MM TRANS-3a: Prior to issuance of building permits for the proposed project, the project applicant shall pay impact fees to the City of Merced for improvements to the intersection of Childs Avenue/Parsons Avenue (1). The improvements shall consist of reconfiguring the eastbound through lane to a shared through/left-turn lane. The City of Merced shall install the improvements when monitoring determines that the intersection is approaching unacceptable levels.					
MM TRANS-3b: In accordance with the transportation improvement phasing plan identified in MM TRANS-1g, widen Coffee Street between Campus Parkway and Mission Avenue to four lanes.					
MM TRANS-5: In accordance with the transportation improvement phasing plan identified in MM TRANS-1g, the applicant shall retain a qualified engineer to design the Parsons Avenue extension between Coffee Street and the eastern boundary of the project to be capable of handling commercial trucks. The roadway improvement plans shall be submitted to the City of Merced for review and approval. The Parsons Avenue extension shall be completed by the time of issuance of the first certificate of occupancy for the North commercial area.					

KD Anderson & Associates, Inc.
Transportation Engineers

November 1, 2018

Ms. Kim Espinosa
City of Merced Planning Department
678 West 18th Street
Merced, CA 95340

RE: CAMPUS PARKWAY ARCO STATION, MERCED, CA: CONSISTENCY WITH MERCED GATEWAY MASTER PLAN MITIGATION MONITORING PROGRAM

Dear Ms. Espinosa:

This letter summarizes KDAnderson & Associates review of the ARCO am/pm gas station proposed near the intersection of Campus Parkway / Coffee Street in the Merced Gateway Master Plan area of the City Merced. Our review is intended to fulfill the requirements of Merced Gateway's Mitigation TRANS-1g which requires consideration of the incremental impacts of individual Master Plan phases. Our review makes use of work we prepared in 2017 to support the Merced Gateway Master Plan's DEIR and is intended to identify the extent to any which identified mitigation measures should accompany the ARCO am/pm project.

June 1, 2017 Phasing Analysis

Our firm completed a focused Circulation / Transportation Improvement Phasing Analysis for Merced Gateway in the summer of 2017, and that document is attached. That analysis identified the incremental impacts of ten distinct development phases for Merced Gateway as had been identified at the time and focused on the need to improve the key Campus Parkway / Coffee Street intersection.

The analysis' executive summary identified the following key conclusions:

Executive Summary

1. ***An all-way stop control at Campus Parkway / Coffee Street will operate at LOS C with Phase 3 but would reach LOS E with Phase 4. With Phases 1-3 eastbound queueing on Campus Parkway will not extend to the NB ramp intersection, and modifying the NB off ramp to provide a second right turn lane is not immediately required. A total of 775 new p.m. peak hour trips would be generated with Phases 1-3. This represents 32% of the project's total new p.m. peak hour trips.***

2. ***A traffic signal at Campus Parkway / Coffee Street would be needed with Phase 4, and the NB SR 99 off ramp will need to be reconfigured to provide a second right turn lane. Without additional SR 99 interchange modifications the Campus Parkway/ Coffee Street intersection would operate at LOS D or better through Phase 6, but under the original access configuration***

EXHIBIT G

(i.e., full access at Coffee Street) LOS E would occur at the Campus Parkway / Coffee Street intersection with Phase 7. A total of 1,398 new p.m. peak hour trips would be generated by Phases 1-6. This represents 58% of the project's total new p.m. peak hour trips.

3. ***Because the Circulation Element Access Alternative provided incrementally better Level of Service, the amount of development that is permissible with the partial signal at Coffee Street and a full signal at Pluim Drive can reasonably be expected to exceed the limit under the original access plan. However, for the purpose of this assessment, Phase 6 is also assumed to be the limit of permissible development without additional interchange improvements.***

4. ***A traffic signal may be warranted at Parsons Avenue / Coffee Street with Phase 8 if left turns are prohibited at the Central Access on Coffee Street (intersection 15). A total of 1,676 new p.m. peak hour trips would occur as a result of Phases 1-7, or 70% of the project total.***

As suggested by the executive summary, the initial phases of Merced Gateway could proceed without capacity improvements to the Campus Parkway / Coffee Street intersection or to the adjoining State Route 99 / Campus Parkway interchange. Frontage improvements were expected to be installed as each phase proceeds.

Assessment Approach

Because the June 2017 analysis determined that initial Merced Gateway development could proceed without major mitigations, the assessment herein was intended to confirm that those conclusions are still applicable to the ARCO am/pm site. This confirmation was based on consideration of these factors:

- Does the ARCO am/pm project fall within the area of a Merced Gateway phase which was expected to be develop initially?
- Does the trip generation estimate for the ARCO am/pm fall within the limits of the estimates made for initial Merced Gateway Phases?
- Is there evidence that any other factor may have altered background traffic conditions in the area of Merced Gateway to that point that the need for improvements may have been accelerated?

ARCO am/pm location. Review of the 2017 analysis indicates that the ARCO am/pm site lies within the assumed Merced Gateway Phase 1. That phase generally included the southeast corner of the Campus Parkway / Coffee Street intersection and was the first phase expected to be developed.

ARCO am/pm Trip Generation Estimate. Table 1 identifies the original trip generation estimate for Merced Gateway Phase 1. As shown that phase was assumed to include a gasoline station and fast food restaurant and was expect to generate 171 "new" trips after discount for "pass by" trips. Alternatively the ARCO am/pm is expected to generate 98 new p.m. peak hour trips. Because its forecast is lower, the ARCO am/pm can reasonably be assumed to fall within the mitigation requirements of Phase 1.

KDA

TABLE 1
MERCED GATEWAY PHASING TRIP GENERATION FORECASTS

Phase	Description	Quantity	Trip Generation PM Peak Hour In	Out	Total
	June 2017 Analysis Results				
1	Fast Food Restaurant with drive-thru	5.35 ksf	91	84	175
	Pass-by Trips	50%	45	42	87
	Net New Trips		46	42	88
	Gasoline Sales with C-store	12 Fueling Position	85	81	166
	Pass-by Trips		42	41	83
	Net New Trips		43	40	83
	Total New Trips		**89**	**82**	**171**
	Proposed ARCO am/pm				
ITE 945	Gasoline Station with Convenience Store	Fueling position	51%	49%	13.99
	ARCO am/pm	16 fueling positions	114	109	223
	Pass-by Trips	56%	64	61	<125>
	Net New Trips		**50**	**48**	**98**

Phase 1 Mitigation Requirements. The June 2017 analysis specifically considered the Campus Parkway / Coffee Street intersection and concluded that Phase 1 could be occupied with a satisfactory Level of Service using the existing all-way stop controls. A traffic signal (i.e., **MM TRANS-1f**) is not required with Phase 1, and this conclusion would be consistent for the ARCO am/pm.

The June 2017 study also spoke to the adjoining State Route 99 interchange. NB ramp improvements (**MM TRANS 1-e**) were considered, and we determined that this mitigation was not required with Phase 1 because Level of Service was adequate and the queue of eastbound traffic from the Coffee Street intersection would not reach the northbound SR 99 ramps intersection. The June 2017 analysis reviewed conditions at the Mission Avenue / SB SR 99 ramps intersection and found acceptable Level of Service would remain, thus **MM TRANS 1-d** and **MM TRANS 2** are not required.

The June 2017 analysis also looked to the Coffee Street / Parsons Avenue intersection and determined that without development of a phase adjoining that intersection no improvements were needed (i.e., **MM TRANS 1-c).**

Other EIR Mitigations. Other EIR mitigation locations were not specifically analyzed in June 2017 but can be judged based on the location of the ARCO am/pm.

KDA

MM TRANS 1-a requires improvements to the Coffee Street / Gerard Avenue intersection. Because Coffee Street remains discontinuous between Parson Avenue and Gerard Avenue no ARCO am/pm traffic will be at that intersection and this mitigation is not required. Similarly, **MM TRANS 1-b** required widening Coffee Street from Parson Avenue to Campus Parkway, and the ARCO am/pm traffic contribution in this area would be too small to justify immediate widening.

Mitigation **MM TRANS 3-b** requires widening Coffee Street to four lanes from Campus Parkway to Mission Avenue. The ARCO am/pm is along this stretch of Coffee Street and will be installing frontage improvements that are consistent with this mitigation requirement. However, the traffic volume caused by the ARCO am/pm is too small to reach the level that would create the need for full roadway widening from Campus Parkway to Mission Avenue.

Mitigation **MM TRANS 1-g** requires preparation of a transportation improvement phasing plan. This mitigation requirement was predicated on the assumption that Merced Gateway's actual development schedule was likely to vary from description provided in the CEQA review, and the mitigation was likely to be needed to address changing circumstances. In this case, because the ARCO am/pm is within the physical limits originally identified for Phase 1 and generates fewer trips, additional analysis to confirm its impacts or mitigation requirements is not required.

Similarly, we are not aware of any appreciable change to the baseline circumstances that were known when the Merced Gateway project was assessed and when the June 2017 analysis was prepared. No major development projects have been occupied in the area tributary to the study intersections. Review of the Caltrans traffic volume data base does not provide any information to suggest that the traffic volume on SR 99 ramps has increased.

Thank for your review of these materials. Please feel free to contact me if you have any questions.

Sincerely Yours,

KD Anderson & Associates, Inc.

Kenneth D. Anderson, P.E.
President

Attachment: June 2017 Merced Gateway Phasing Analysis

KDA

KD Anderson & Associates, Inc.
Transportation Engineers

June 1, 2017

Mr. Jason Brandman
FIRST CARBON SOLUTIONS
1350 Treat Boulevard
Walnut Creek, CA 94597

RE: CIRCULATION TRANSPORTATION IMPROVEMENT PHASING PLAN FOR MERCED GATEWAY PROJECT, MERCED, CALIFORNIA

Dear Mr. Brandman:

This letter presents a *Transportation Improvement Phasing Plan* that has been prepared to determine the level of site development that can proceed prior to investing in major improvements to Campus Parkway assuming that baseline project frontage improvements required by the City of Merced are made.

The analysis is intended to identify the level of development that could:

1. Proceed prior to exceeding LOS D under "Existing Plus Project Phases" conditions at an all-way stop controlled intersection at Campus Parkway / Coffee Street.
2. Proceed with traffic signals at Campus Parkway / Coffee Street and/or Campus Parkway / Pluim Drive prior to installing major improvements in the Caltrans right-of-way.
3. Proceed prior to signalizing the Parsons Avenue / Coffee Street intersection.

It is important to note that many factors make identification of an exact project phasing schedule and transportation improvement implementation schedule difficult. In addition to market forces that may affect commercial development, recent legislative action has accelerated the probable schedule for the northerly extension of Campus Parkway beyond its current terminus at Childs Avenue. The DEIR analysis assumed that Campus Parkway would eventually be extended under the long term cumulative scenario but its presence under the "Existing Plus" conditions described herein could drastically change forecasts traffic patterns. As a result, it is likely that this phasing strategy will need to be modified as more information regarding both the timing of Campus Parkway and the location and nature of local development becomes available.

Executive Summary

1. ***An all-way stop control at Campus Parkway / Coffee Street will operate at LOS C with Phase 3 but would reach LOS E with Phase 4. With Phases 1-3 eastbound queueing on Campus Parkway will not extend to the NB ramp intersection, and modifying the NB off ramp to provide a second right turn lane is not immediately required. A total of 775 new p.m. peak hour trips would be generated with Phases 1-3. This represents 32% of the project's total new p.m. peak hour trips.***
2. ***A traffic signal at Campus Parkway / Coffee Street would be needed with Phase 4, and the NB SR 99 off ramp will need to be reconfigured to provide a second right turn lane. Without additional SR 99 interchange modifications the Campus Parkway/ Coffee Street intersection would operate at LOS D or better through Phase 6, but under the original access configuration***

(i.e., full access at Coffee Street) LOS E would occur at the Campus Parkway / Coffee Street intersection with Phase 7. A total of 1,398 new p.m. peak hour trips would be generated by Phases 1-6. This represents 58% of the project's total new p.m. peak hour trips.

3. ***Because the Circulation Element Access Alternative provided incrementally better Level of Service, the amount of development that is permissible with the partial signal at Coffee Street and a full signal at Pluim Drive can reasonably be expected to exceed the limit under the original access plan. However, for the purpose of this assessment, Phase 6 is also assumed to be the limit of permissible development without additional interchange improvements.***
4. ***A traffic signal may be warranted at Parsons Avenue / Coffee Street with Phase 8 if left turns are prohibited at the Central Access on Coffee Street (intersection 15). A total of 1,676 new p.m. peak hour trips would occur as a result of Phases 1-7, or 70% of the project total.***

Development Assumptions

To assist in this analysis a potential development schedule was created that identified areas of the overall project that might incrementally proceed. Ten (10) separate phases were identified. It is important to note that these phases were initially identified in response to the DEIR's proposed project and that an alternative strategy may eventually result from implementation of the Circulation Element Alternative as is now anticipated

Required Improvements. The extent of frontage improvements required by the City of Merced with each phase was identified by City staff. These assumptions are noted in attachments A1-A10. It is recognized that the summary of frontage improvements will change with implementation of the modified Circulation Element Alternative.

Analysis Locations. The locations evaluated in this assessment are intended to provide the information needed to address operating Level of Service and traffic signal warrants. In the case of the Parsons Avenue / Coffee Street intersection, the volume of traffic at this location is dependent on traffic controls installed at the Coffee Street / Central Access intersection. The DEIR traffic study assumed that left turns would be prohibited at the Central Access is intersection under Existing Plus Project (Merced Gateway Build Out) conditions. However, because full access will be initially permitted at the Central Access, it is necessary to evaluate this driveway's operation in order to determine whether turn prohibitions are justified and if additional traffic will be diverted to the Parsons Avenue intersection by such prohibition.

Trip Generation Forecasts. The p.m. peak hour trip generation associated with each development phases was identified using the trip generation rates employed for the DEIR, and these rates are presented in Table 1. Table 2 presents the resulting trip generation forecasts.

KDA

TABLE 1
MERCED GATEWAY
TRIP GENERATION RATES

Code	Description	Unit	Trip Generation Rates per unit								
			Daily	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
220	Multiple Family Residential	Dwelling Unit	6.65	20%	80%	0.51	65%	35%	0.62	50%	50%	0.52
-	Fire Station	Firefighter	4.34	50%	50%	2.00	50%	50%	2.00	5%	50%	0.50
-	Transit Center	each	20	50%	50%	2.00	50%	50%	2.00	-	-	-
934	Fast Food Restaurant with drive-thru	ksf	496.12	51%	49%	45.42	52%	48%	32.65	51%	49%	59.00
946	Gasoline Sales with C-store	Fueling Position	152.84	51%	49%	11.84	51%	49%	13.86	50%	50%	19.46
932	Sit Down Restaurant	ksf	127.15	55%	45%	10.81	60%	40%	9.95	53%	47%	14.07
850	Supermarket	ksf	102.24	62%	38%	3.40	51%	49%	9.48	51%	49%	10.65
861	Sporting Goods Superstore	ksf	18.40	62%	38%	0.91	48%	52%	1.84	51%	49%	3.84
810	Tractor Supply Store	ksf	14.00	62%	38%	0.91	47%	53%	1.40	49%	51%	3.17
820	SC Retail (400 ksf+)	ksf	41.80	62%	38%	0.91	48%	52%	3.79	52%	48%	5.38
445	Movie Theater	ksf	62.65	-	-	-	62%	38%	4.91	75%	25%	4.70
310	Motel / Hotel	room	8.17	59%	41%	0.53	51%	49%	0.60	56%	44%	0.72

KDA

TABLE 2
MERCED GATEWAY TRIP GENERATION FORECASTS

Phase	Description	Quantity	Trip Generation PM Peak Hour		
			In	Out	Total
1	Fast Food Restaurant with drive-thru	5.35 ksf	91	84	175
	Pass-by Trips	50%	45	42	87
	Net New Trips		46	42	88
	Gasoline Sales with C-store	12 Fueling Position	85	81	166
	Pass-by trips		42	41	83
	Net new trips		43	40	83
	Total New Trips		**89**	**82**	**171**
2	Supermarket	54.2 ksf	262	252	514
	Pass-by trips	36%	94	91	185
	Net New Trips		168	161	329
	High Turnover Sit Down Restaurant	4.3 ksf	25	16	41
	Pass-by trips	35%	9	5	14
	Net New Trips		16	11	27
	Hotel	81 rooms	25	24	49
	Total New Trips		**209**	**196**	**405**
3	High Turnover Sit-Down Restaurant	5.4 ksf	32	22	54
	Pass-by Trips	35%	11	8	19
	Net new Trips		21	14	35
	Retail	50.8 ksf	92	101	193
	Pass-by Trips	15%	14	15	29
	Net New Trips		78	86	164
	Total New Trips		**99**	**100**	**199**
1-3	**Total New Trips Phase 1-3**		**397**	**378**	**775 (32%)**
4	High Turnover Sit-Down Restaurant	5.4 ksf	32	22	54
	Pass-by Trips	35%	11	8	19
	Net New Trips		21	14	35
	Retail	48.9 ksf	89	96	185
	Pass-by Trips		13	14	27
	Net New Trips		76	82	158
	Total New Trips		**97**	**96**	**193**
5	Multi-Family Residential	178 du's	72	38	110
	Fast Food	5.35 ksf	91	84	175
	Pass-by Trips		45	42	87
	Net New Trips		46	42	88
	Total New Trips		**118**	**80**	**198**

KDA

TABLE 2 (cont'd)
MERCED GATEWAY TRIP GENERATION FORECASTS

Area	Description	Quantity	Trip Generation PM Peak Hour In	Out	Total
6	Fire Station	1	4	4	8
	Transit Center	1	1	1	2
	High Turnover Sit-Down Restaurant	5.4 ksf	32	22	54
	Pass-by Trips	35%	11	8	19
	Net New Trips		21	14	35
	Retail	50.4 ksf	92	99	191
	Pass-by Trips	15%	14	15	29
	Net New Trips		78	84	162
	Farm & Ranch Supply	21.3 ksf	14	16	30
	Pass-by Trips	15%	2	3	5
	Net New Trips		12	13	25
	Total New Trips		**116**	**116**	**232**
4-6	**Total Phases 4-6**		**331**	**292**	**623**
	Total Phases 1-6				**1,398 (58%)**
7	Movie Theater	38.8 ksf	118	72	190
	Fast Food Restaurant	5.35 ksf	91	84	175
	Pass-by Trips	50%	45	42	87
	Net New Trips		46	42	88
	Total New Trips		**164**	**114**	**278**
	Total New Trips Project Build Out (Phases 1-10)				**2,392**

Trip Distribution. The directional distribution assumptions made for "Existing plus Project" conditions in the DEIR traffic study were re-used. As was noted in the DEIR traffic study, because existing traffic volumes are low, it was assumed that background volumes on Campus Parkway or Coffee Street were not sufficient to be an appreciable source of the project's pass-by trips. Pass-by trips were again assumed to be diverted from through traffic on SR 99.

Trip Assignment. Trips were assigned to the study area circulation system assuming access that is available under each phase. In the case of driveways on Coffee Street, full access was assumed for the new retail driveways under these initial conditions.

Evaluation

Existing plus Project Phases traffic volume were evaluated within the context of the circulation system that would be available under each phase. Improved intersections were identified, Simtraffic simulation was performed and resulting Levels of Service were calculated in order to identify the development phase that would result in conditions in excess of the City's LOS D standard.

KDA

Permissible Development with All-Way Stop at Campus Parkway / Coffee Street. The simulation results indicated that Phases 1 thru 3 could be accommodated with an all-way stop at LOS C, but that Phase 4 would result in LOS E conditions at the intersection.

Figure 1 illustrates Existing Plus Phases 1-3 traffic volumes and schematically notes the intersection geometry that would be available at the end of Phase 3 under the original access alternative. An all-way stop remains at the Campus Parkway / Coffee Street intersection, but required frontage improvements have resulted in some additional lanes at the intersection. Under the Circulation Element Alternative it is anticipated the Coffee Street approaches will not be widened because only single right turn lanes will ultimately be created with the partial traffic signal.

As noted in Table 3, at these volume levels the SR 99 ramp intersections continue to operate at LOS A. The effect of all-way stop operation on queueing in the area of the Campus Parkway intersections has also been evaluated. With Phase 1-3, the eastbound queues extending from Coffee Street back towards SR 99 would reach 190 feet (left turn lane) 160 feet (through lane and 110 feet (through plus right turn lane). These queues would not interfere with the operation of the NB ramp intersection, and as a result it would not be necessary to reconfigure the NB off ramp to provide a second right turn lane until after Phase 3.

TABLE 3
EXISTING PLUS PHASES 1-3 INTERSECTION LEVELS OF SERVICE
EITHER ACCESS ALTERNATIVE

Intersection	Control	PM Peak Hour		Traffic Signal Warranted
		Average Delay (sec/veh)	LOS	
9. Parsons Avenue / Coffee Street	AWS	-	-	No
10. SB SR 99 ramps / Mission Avenue	Signal	8.9	A	-
11. NB SR 99 ramps / Campus Parkway	Signal	5.5	A	-
12. Campus Parkway / Coffee Street	AWS	19.4	C	
15. Coffee Street / Central Access				

Permissible Development with a Full Access Traffic Signal at Campus Parkway / Coffee Street. The simulation results indicate that under the original access proposal Phases 1 thru 6 could be accommodated with a full access traffic signal at the Campus Parkway / Coffee Street intersection, but that Phase 7 would result in LOS E conditions at the intersection. It is important to note, however, that this evaluation does not assume that Campus Parkway is extended northerly beyond Childs Avenue. This street extension could reasonably be anticipated to occur before the project exceeded Phase 3 and would appreciably affect local traffic conditions. As a result additional analysis may be required as development proceeds. Figure 2 illustrates Existing Plus Phases 1-6 traffic volumes and schematically notes the intersection geometry that would be available at the end of Phase 6. A traffic signal has been installed at the Campus Parkway / Coffee Street intersection, but portions of the required frontage improvements can now be used to create auxiliary lanes that were not feasible with an all-way stop (i.e., dual left turn lanes). As noted in Table 4, at these volume levels the SR 99 ramp intersections continue to operate at LOS A or LOS B. However, to address queuing issues in the area between Coffee Street and SR 99 the Northbound SR 99 off ramp would be reconfigured to provide a second right turn lane when the Coffee Street intersection is signalized.

KDA

TABLE 4 EXISTING PLUS PHASES 1-6 INTERSECTION LEVELS OF SERVICE ORIGINAL ACCESS (FULL ACCESS AT COFFEE STREET)				
Intersection	**Control**	**PM Peak Hour**		**Traffic Signal Warranted**
		Average Delay (sec/veh)	**LOS**	
9. Parsons Avenue / Coffee Street	AWS	-	-	No
10. SB SR 99 ramps / Mission Avenue	Signal	12.6	B	-
11. NB SR 99 ramps / Campus Parkway	Signal	8.0	A	-
12. Campus Parkway / Coffee Street	Signal	33.5	C	-
15. Coffee Street / Central Access Westbound Approach	WB Stop	10.5	B	No

Table 5 summarizes conditions with Phase 7. As shown, while the SR 99 ramps would operate at LOS B, the Campus Parkway / Coffee Street intersection operates at LOS E, which exceeds the City's LOS D minimum.

TABLE 5 EXISTING PLUS PHASES 1-7 INTERSECTION LEVELS OF SERVICE ORIGINAL ACCESS (FULL ACCESS AT COFFEE STREET)				
Intersection	**Control**	**PM Peak Hour**		**Traffic Signal Warranted**
		Average Delay (sec/veh)	**LOS**	
9. Parsons Avenue / Coffee Street	AWS			No
10. SB SR 99 ramps / Mission Avenue	Signal	16.6	B	-
11. NB SR 99 ramps / Campus Parkway	Signal	14.3	B	-
12. Campus Parkway / Coffee Street	Signal	59.3	E	-
15. Coffee Street / Central Access Westbound Approach	WB Stop	14.4	B	No
18. Coffee Street / South Access Westbound Approach	WB Stop	150.3	F	No

Permissible Development with Modified Circulation Element Alternative Traffic Signals. If the modified Circulation Element Alternative is pursued then traffic signals will be created at the new Pluim Drive intersection (full access) and a partial signal will be constructed at the Coffee Street intersection. The order of installation at these locations is unknown. The exact level of development that can be accommodated under this circulation alternative has not been calculated, however, the DEIR analysis concluded that Levels of Service with the Circulation Element Alternative were generally better than those identified under the original access alternative. Thus, it is reasonable to conclude that the amount of development that can be accommodated will be similar to or greater than that identified above. (i.e., Phase 1-6 permitted). However, it will be appropriate to affirm this conclusion as development proceeds.

KDA

Traffic Signal Warrant at Parsons Avenue / Coffee Street. The DEIR traffic study noted that under the original access proposal the Parsons Avenue / Coffee Street intersection would eventually carry volumes that satisfied MUTCD peak hour traffic signal warrants, even though the operating Level of Service was acceptable. The phase that would result in volumes that met warrants would depend on the traffic control at the Central Access and the location of development. Development south of Campus Parkway has relatively little effect on the volume of traffic at the Parsons Avenue / Coffee Street intersection. As noted in Table 6, if access at the Central Access on Coffee Street (intersection 15) were to be limited to right-turns-only, then traffic signal warrants could be met at the Parsons Avenue / Coffee Street intersection with completion of Phase 8.

TABLE 6
PARSONS AVENUE / COFFEE STREET INTERSECTION TRAFFIC SIGNAL WARRANTS WITH ORIGINAL ACCESS ALTERNATIVE

Development Level	Central Access Control	PM Peak Hour Volumes (VPH)		Traffic Signal Warranted?
		Major	Minor	
Phase 7	Full	347	304	No
	No lefts	474	304	No
Phase 8	Full Access	395	346	No
	No lefts	535	346	Yes
Project Build Out	No lefts	559	511	Yes

In general, the Circulation Element Alternative results in less traffic on Coffee Street than was anticipated under the original access alternative. Thus, while a traffic volume forecast has not been prepared, it is reasonably to conclude that a traffic signal will not be needed at this intersection under this alternative until phase 8 or later.

Please feel free to call me if you have any questions or need more information.

Sincerely yours,

KD Anderson & Associates, Inc.

Kenneth D. Anderson, P.E.
President

Attachment: Phase illustrations, TRAFFIX assignments, SimTraffic summary results

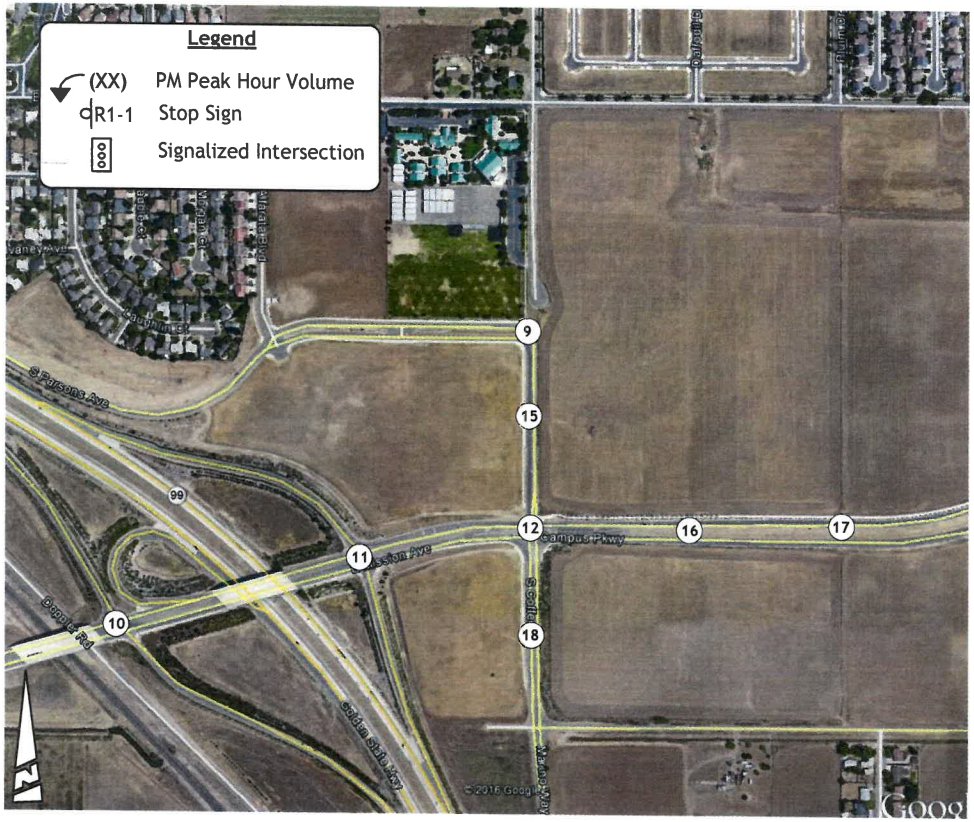
KDA

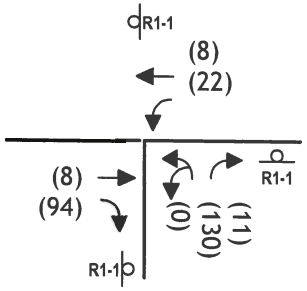
KD Anderson & Associates, Inc.
Transportation Engineers

3260-02 LT 8/8/2016

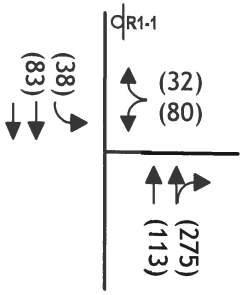
STUDY INTERSECTIONS

figure 1

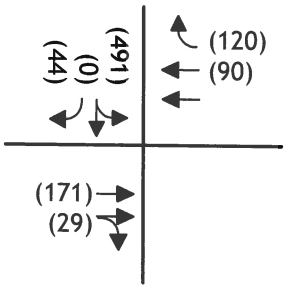




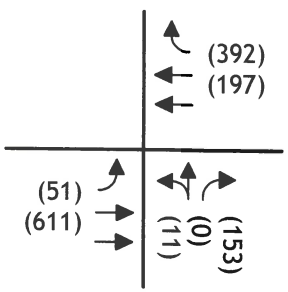
Parsons Ave/ Coffee St



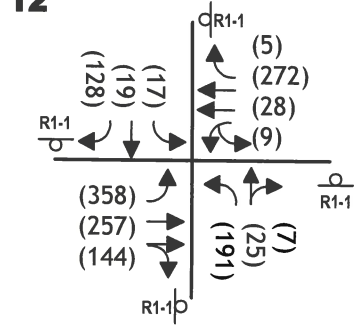
Coffee St/ Central Access



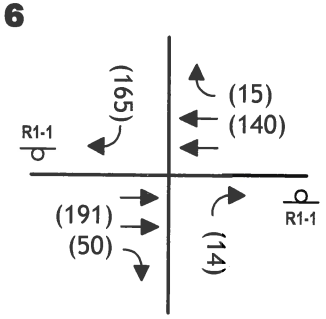
SB SR 99 / E Mission Ave



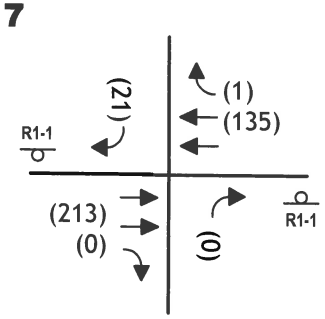
NB SR 99 / Campus Pkwy



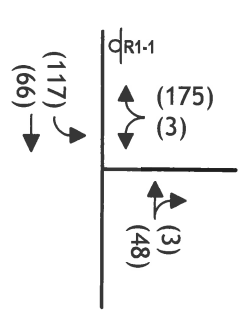
Coffee St/ Campus Pkwy



Central Access/ Campus Pkwy



East Access/ Campus Pkwy

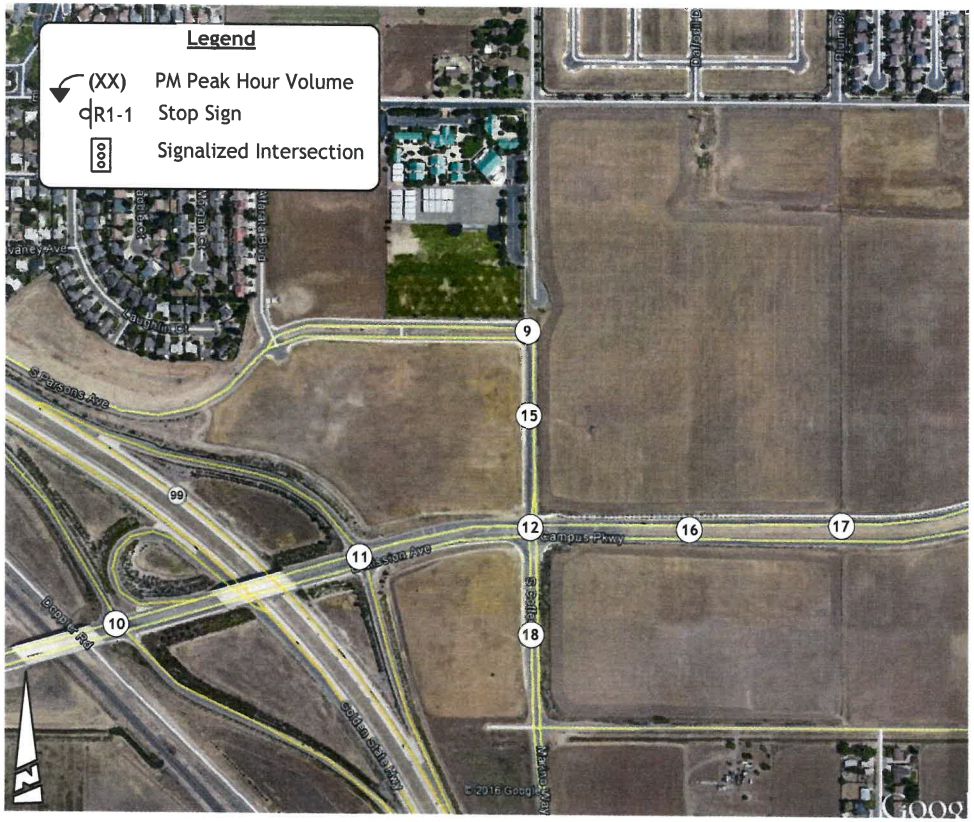


Coffee St/ South Access

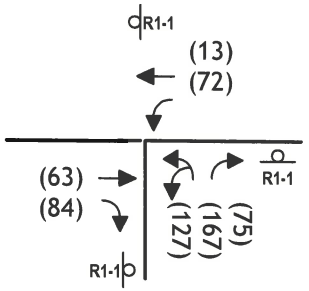
KD Anderson & Associates, Inc.
Transportation Engineers
3260-02 LT 8/8/2016

PHASES 1 THRU 3 TRAFFIC VOLUMES AND LANE CONFIGURATIONS

figure 2

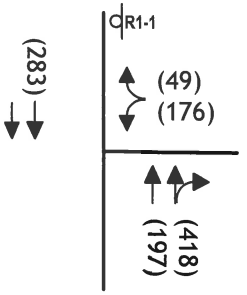


9



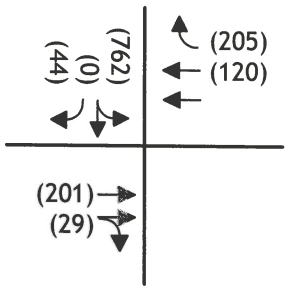
Parsons Ave/ Coffee St

15



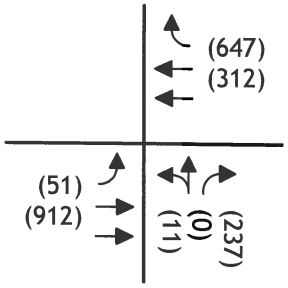
Coffee St/ Central Access

10



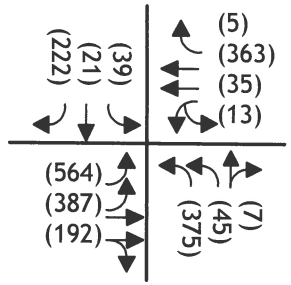
SB SR 99 / E Mission Ave

11



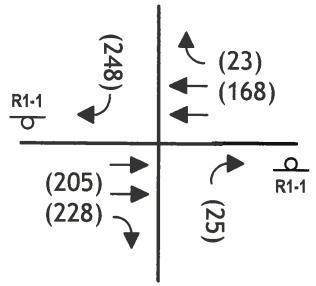
NB SR 99 / Campus Pkwy

12



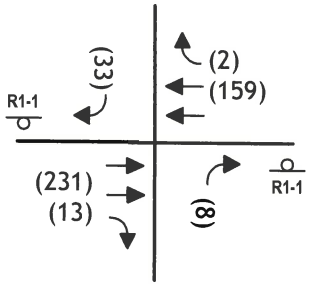
Coffee St/ Campus Pkwy

16



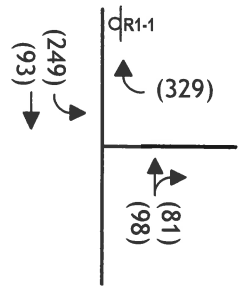
Central Access/ Campus Pkwy

17



East Access/ Campus Pkwy

18



Coffee St/ South Access

KD Anderson & Associates, Inc.
Transportation Engineers
3260-02 LT 8/8/2016

PHASES 4 THRU 6 TRAFFIC VOLUMES AND LANE CONFIGURATIONS

figure 3

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	13.2	11.7	7.0	8.9

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.0	6.1	5.2	5.5

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	24.0	17.4	14.2	8.8	19.4

Total Zone Performance

Denied Del/Veh (s)	0.1
Total Del/Veh (s)	1186.5

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	20.3	17.5	9.7	12.6

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.7	9.0	8.9	8.0

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	31.5	45.9	36.8	18.7	33.5

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	1441.6

15: Coffee St & Central Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	10.5	3.5	4.4	4.9

18: Coffee St & Southside Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.2
Total Del/Veh (s)	5.4	1.7	3.0	4.0

Total Zone Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	644.6

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	TR	T	T	LT	R
Maximum Queue (ft)	102	96	63	64	200	36
Average Queue (ft)	43	34	23	23	106	8
95th Queue (ft)	84	74	50	53	170	28
Link Distance (ft)	3477	3477	156	156	1076	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						1000
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	77	120	108	94	111	181	38	148
Average Queue (ft)	30	52	44	16	42	91	6	63
95th Queue (ft)	64	100	90	55	92	156	25	110
Link Distance (ft)		800	800	646	646		538	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	330					450		425
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	UL	T	T	R	L	L	TR	L
Maximum Queue (ft)	310	320	239	293	81	274	339	70	250	273	310	81
Average Queue (ft)	157	190	58	155	33	96	184	5	91	175	46	27
95th Queue (ft)	278	293	156	263	69	227	299	49	211	263	159	61
Link Distance (ft)			646	646		416	416	416			372	
Upstream Blk Time (%)							0				0	
Queuing Penalty (veh)							0				0	
Storage Bay Dist (ft)	450	450			270				250	250		200
Storage Blk Time (%)						0			0	2		
Queuing Penalty (veh)						0			0	1		

Intersection: 12: Coffee St & Campus Parkway

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	62	171
Average Queue (ft)	15	71
95th Queue (ft)	47	134
Link Distance (ft)	369	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 2

Intersection: 15: Coffee St & Central Access

Movement	WB	NB	SB
Directions Served	LR	R	LT
Maximum Queue (ft)	134	16	141
Average Queue (ft)	57	1	32
95th Queue (ft)	104	9	96
Link Distance (ft)	303	369	313
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Coffee St & Southside Access

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	126	9	71
Average Queue (ft)	61	0	21
95th Queue (ft)	99	7	57
Link Distance (ft)	311	328	372
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 0

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	28.5	23.6	12.6	16.6

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.3	11.9	26.2	14.3

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.4	0.0	0.3
Total Del/Veh (s)	54.1	54.8	98.5	21.8	59.3

Total Zone Performance

Denied Del/Veh (s)	3.2
Total Del/Veh (s)	2128.0

15: Coffee St & Central Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	14.4	4.9	4.2	6.1

18: Coffee St & Southside Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	150.3	0.0	0.0	76.0
Total Del/Veh (s)	84.5	7.5	3.7	43.4

Total Zone Performance

Denied Del/Veh (s)	108.3
Total Del/Veh (s)	1684.7

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	TR	T	T	LT	R
Maximum Queue (ft)	123	120	80	75	261	42
Average Queue (ft)	54	52	31	26	144	8
95th Queue (ft)	103	99	63	58	224	28
Link Distance (ft)	3477	3477	156	156	1076	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						1000
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	B52
Directions Served	L	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	117	304	278	109	175	282	136	274	7
Average Queue (ft)	34	96	108	28	64	148	15	130	0
95th Queue (ft)	83	250	258	77	129	243	127	265	7
Link Distance (ft)		800	800	646	646		538		559
Upstream Blk Time (%)							0	0	
Queuing Penalty (veh)							0	0	
Storage Bay Dist (ft)	330					450		425	
Storage Blk Time (%)		1					0	1	
Queuing Penalty (veh)		0					0	0	

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	UL	T	T	R	L	L	TR	L
Maximum Queue (ft)	309	334	572	642	114	306	371	107	370	372	410	113
Average Queue (ft)	188	204	200	430	49	110	208	7	325	361	356	39
95th Queue (ft)	283	299	510	701	94	252	330	80	445	410	522	86
Link Distance (ft)			646	646		416	416	416			372	
Upstream Blk Time (%)			0	5		0	1	0	1	19	32	
Queuing Penalty (veh)			1	36		0	1	0	0	0	198	
Storage Bay Dist (ft)	450	450			270				450	450		200
Storage Blk Time (%)			0			0			1	19	32	
Queuing Penalty (veh)			0			0			0	13	174	

Intersection: 12: Coffee St & Campus Parkway

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	61	213
Average Queue (ft)	14	94
95th Queue (ft)	43	170
Link Distance (ft)	369	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 424

Intersection: 15: Coffee St & Central Access

Movement	WB	NB	NB	SB
Directions Served	LR	T	R	LT
Maximum Queue (ft)	160	67	177	169
Average Queue (ft)	64	2	11	34
95th Queue (ft)	122	19	75	112
Link Distance (ft)	303	369	369	313
Upstream Blk Time (%)	0	0	0	
Queuing Penalty (veh)	0	0	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 18: Coffee St & Southside Access

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	358	105	102
Average Queue (ft)	297	31	30
95th Queue (ft)	435	82	79
Link Distance (ft)	311	328	372
Upstream Blk Time (%)	78		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 0

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	12.4	11.1	7.1	8.8

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.0	6.1	5.1	5.5

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	17.1	16.4	11.0	8.4	15.1

Total Zone Performance

Denied Del/Veh (s)	0.1
Total Del/Veh (s)	931.2

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	TR	T	T	LT	R
Maximum Queue (ft)	70	80	40	42	130	40
Average Queue (ft)	27	26	14	13	75	8
95th Queue (ft)	56	57	33	35	116	28
Link Distance (ft)	3477	3477	156	156	1076	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						1000
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	61	76	78	35	77	72	31	82
Average Queue (ft)	25	31	25	7	23	38	6	35
95th Queue (ft)	51	67	59	28	56	63	23	64
Link Distance (ft)		800	800	665	665		538	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	330					450		425
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	UL	T	T	R	L	TR	LTR
Maximum Queue (ft)	216	223	135	53	107	174	28	109	52	90
Average Queue (ft)	102	49	60	20	29	73	4	49	21	40
95th Queue (ft)	188	157	103	44	66	134	18	85	47	71
Link Distance (ft)		665	665		434	434	434		377	374
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200			270				250		
Storage Blk Time (%)	4									
Queuing Penalty (veh)	6									

Zone Summary

Zone wide Queuing Penalty: 6

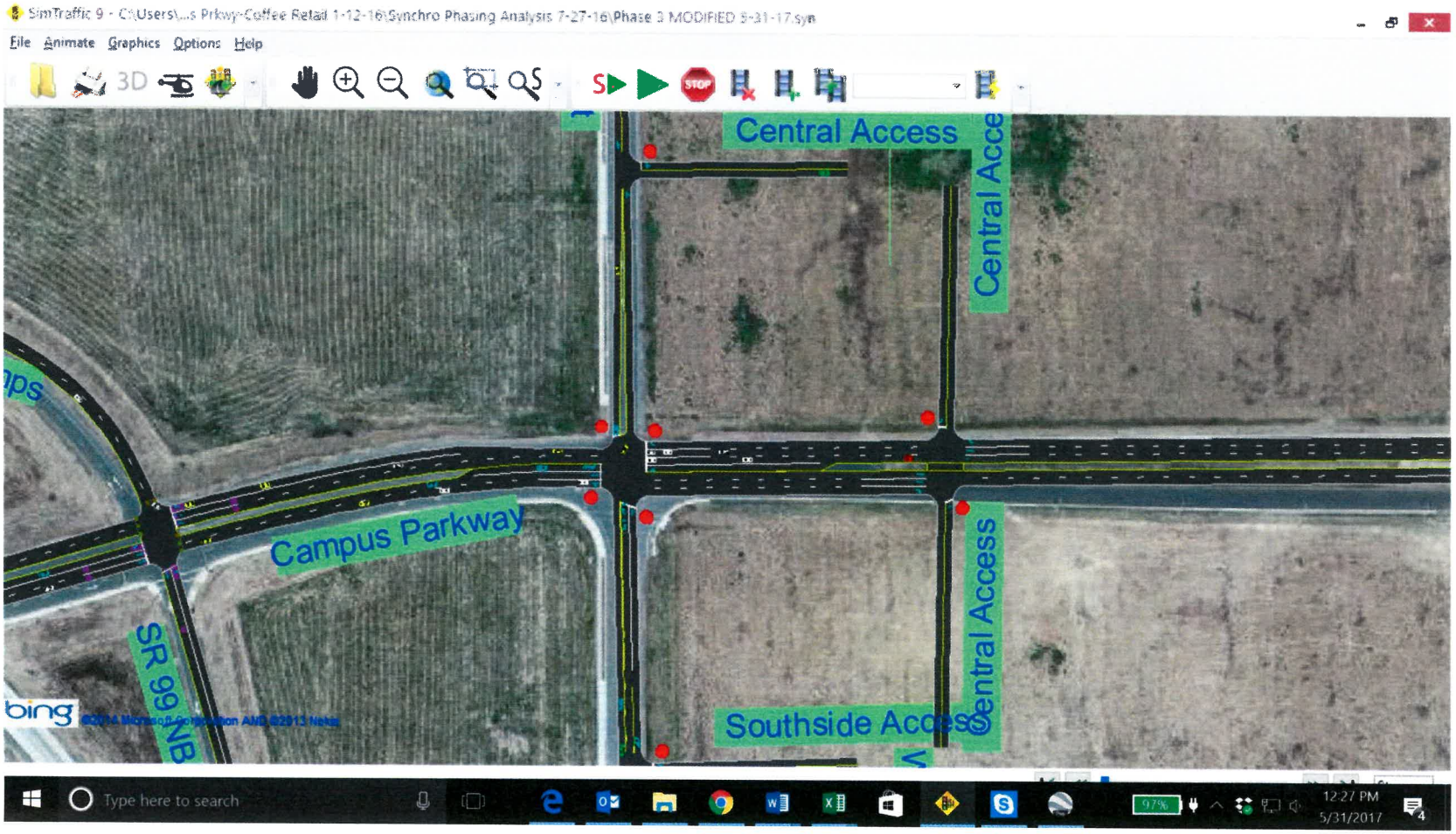
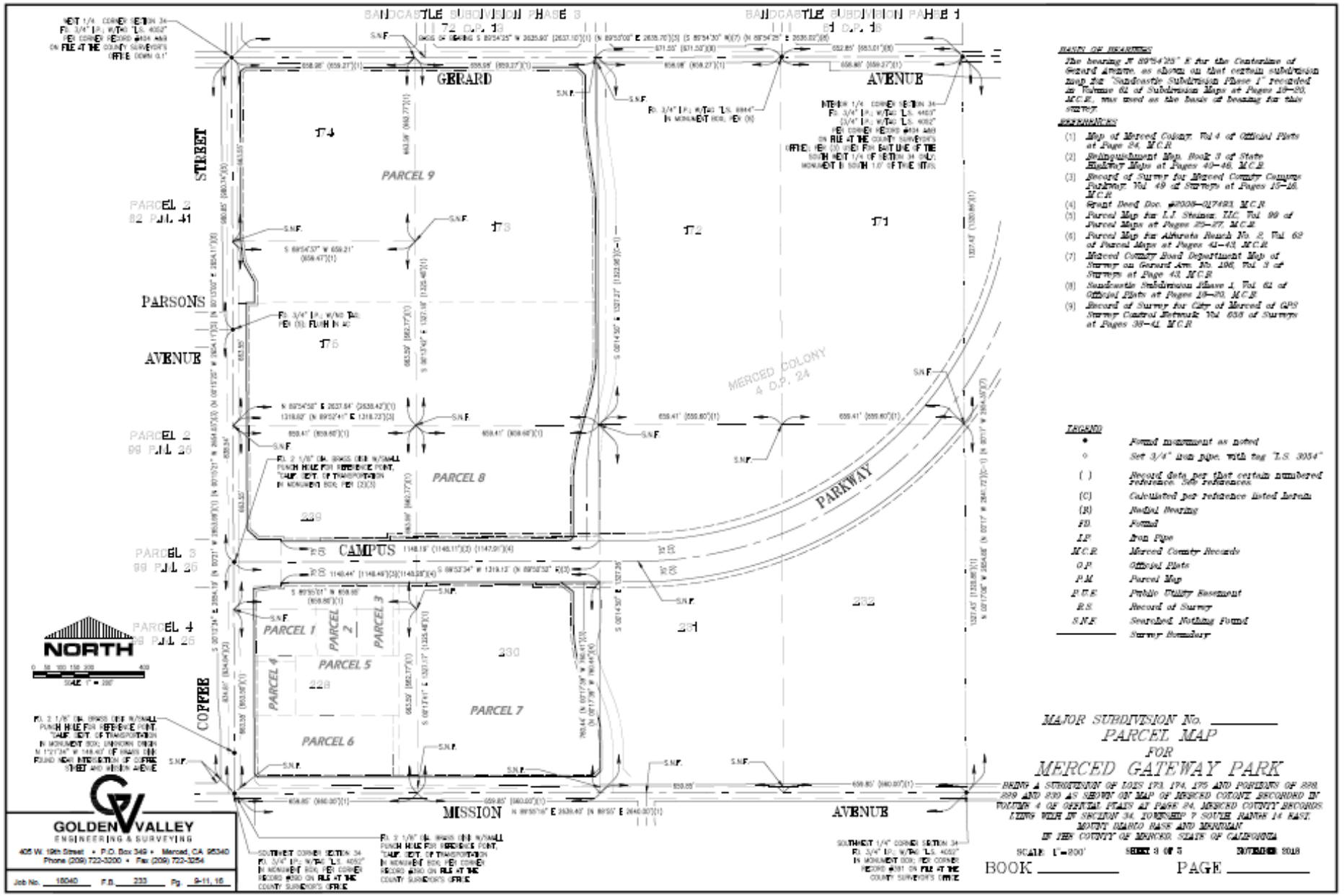

SimTraffic 9 - C:\Users\...s Prkwy-Coffee Retail 1-12-16\Synchro Phasing Analysis 7-27-16\Phase 3 MODIFIED 5-31-17.syn
File Animate Graphics Options Help
Central Access
Central Acce
Campus Parkway
SR 99 NB
Central Access
Southside Access
bing
Type here to search
12:27 PM
5/31/2017

EXHIBIT H



BASIS OF BEARINGS

The bearing N 89°54'25" E for the Centerline of Gerrard Avenue, as shown on that certain subdivision map the "Bandcastle Subdivision Phase 1" recorded in Volume 01 of Subdivision Maps at Pages 19–20, M.C.R., was used as the basis of bearing for this survey.

REFERENCES

(1) *Map of Merced Colony, Vol 4 of Official Plats at Page 24, M.C.R.*
(2) *Subdivision Map, Book 3 of State Highway Maps at Pages 40–46, M.C.R.*
(3) *Record of Survey for Merced County County Highway, Vol 49 of Surveys at Pages 15–16, M.C.R.*
(4) *Grant Deed Doc. #2005–027493, M.C.R.*
(5) *Parcel Map for L.J. Shelton, LLC, Vol 99 of Parcel Maps at Pages 25–27, M.C.R.*
(6) *Parcel Map for Alhambra Ranch No. 2, Vol. 62 of Parcel Maps at Pages 41–43, M.C.R.*
(7) *Merced County Road Department Map of Survey on Gerrard Ave. No. 196, Vol. 3 of Surveys at Page 43, M.C.R.*
(8) *Bandcastle Subdivision Phase 1, Vol. 01 of Official Plats at Pages 19–20, M.C.R.*
(9) *Record of Survey for City of Merced of GPS Survey Control Network, Vol. 058 of Surveys at Pages 38–41, M.C.R.*

LEGEND

●	*Found monument as noted*
○	*Set 3/4" iron pipe, with tag "L.S. 8054"*
( )	*Record data per that certain numbered reference. See references*
(C)	*Calculated per reference listed herein*
(R)	*Radial Bearing*
F.D.	*Found*
I.P.	*Iron Pipe*
M.C.R.	*Merced County Records*
O.P.	*Official Plats*
P.M.	*Parcel Map*
P.U.E.	*Public Utility Easement*
R.S.	*Record of Survey*
S.N.F.	*Searched, Nothing Found*
———	*Survey Boundary*

MAJOR SUBDIVISION No. _____

PARCEL MAP

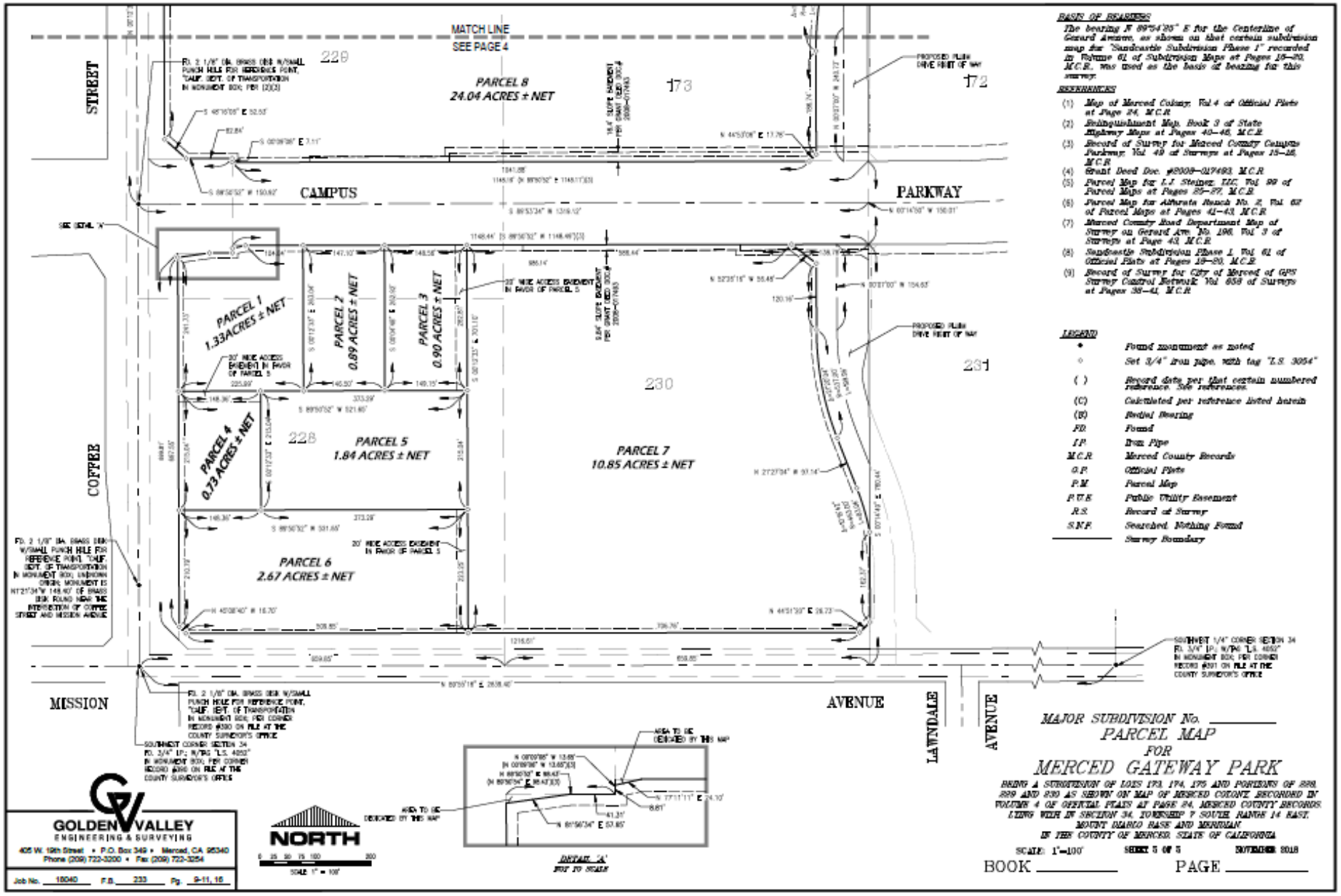
FOR

MERCED GATEWAY PARK

BEING A SUBDIVISION OF LOTS 173, 174, 175 AND PORTIONS OF 898, 899 AND 939 AS SHOWN ON MAP OF MERCED COLONY RECORDED IN VOLUME 4 OF OFFICIAL PLATS AT PAGE 24, MERCED COUNTY RECORDS, LYING WITHIN SECTION 34, TOWNSHIP 7 SOUTH, RANGE 14 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF MERCED, STATE OF CALIFORNIA

SCALE: 1"=200' SHEET 3 OF 5 SEPTEMBER 2018

BOOK _____ PAGE _____



BASIS OF BEARINGS

The bearing N 89°54'35" E for the Centerline of Gerard Avenue, as shown on that certain subdivision map for "Sandcastle Subdivision Phase 1" recorded in Volume 61 of Subdivision Maps at Pages 19–20, M.C.R., was used as the basis of bearing for this survey.

REFERENCES

(1) *Map of Merced County, Vol 4 of Official Plats at Page 24, M.C.R.*
(2) *Relinquishment Map, Book 3 of State Highway Maps at Pages 40–46, M.C.R.*
(3) *Record of Survey for Merced County Campus Parkway, Vol 49 of Surveys at Pages 15–28, M.C.R.*
(4) *Grant Deed Doc. #2008–017493, M.C.R.*
(5) *Parcel Map for L.J. Steinez, LLC, Vol 99 of Parcel Maps at Pages 25–27, M.C.R.*
(6) *Parcel Map for Alfarata Ranch No. 2, Vol. 62 of Parcel Maps at Pages 41–43, M.C.R.*
(7) *Merced County Road Department Map of Survey on Gerard Ave. No. 198, Vol. 3 of Surveys at Page 43, M.C.R.*
(8) *Sandcastle Subdivision Phase 1, Vol. 61 of Official Plats at Pages 19–20, M.C.R.*
(9) *Record of Survey for City of Merced of GPS Survey Control Network, Vol. 659 of Surveys at Pages 38–41, M.C.R.*

LEGEND

●	*Found monument as noted*
○	*Set 3/4" iron pipe, with tag "L.S. 3054"*
( )	*Record data per that certain numbered reference. See references.*
(C)	*Calculated per reference listed herein*
(R)	*Radial Bearing*
FD.	*Found*
I.P.	*Iron Pipe*
M.C.R.	*Merced County Records*
O.P.	*Official Plats*
P.M.	*Parcel Map*
P.U.E.	*Public Utility Easement*
R.S.	*Record of Survey*
S.N.F.	*Searched, Nothing Found*
———	*Survey Boundary*

FD. 2 1/2" DIA. BRASS DISK W/SMALL PUNCH HOLE FOR REFERENCE POINT, "CALIF. DEPT. OF TRANSPORTATION IN MONUMENT BOX; UNKNOWN ORIGIN; MONUMENT IS N17°21'34"W 148.40' OF BRASS DISK FOUND NEAR THE INTERSECTION OF COFFEE STREET AND MISSION AVENUE

FD. 2 1/2" DIA. BRASS DISK W/SMALL PUNCH HOLE FOR REFERENCE POINT, "CALIF. DEPT. OF TRANSPORTATION IN MONUMENT BOX; PER CORNER RECORD #390 ON FILE AT THE COUNTY SURVEYOR'S OFFICE

SOUTHWEST CORNER SECTION 34 FD. 3/4" I.P.; W/TAG "L.S. 4652" IN MONUMENT BOX; PER CORNER RECORD #390 ON FILE AT THE COUNTY SURVEYOR'S OFFICE

SOUTHWEST 1/4" CORNER SECTION 34 FD. 3/4" I.P.; W/TAG "L.S. 4652" IN MONUMENT BOX; PER CORNER RECORD #391 ON FILE AT THE COUNTY SURVEYOR'S OFFICE

MAJOR SUBDIVISION No. _____

PARCEL MAP
FOR
MERCED GATEWAY PARK

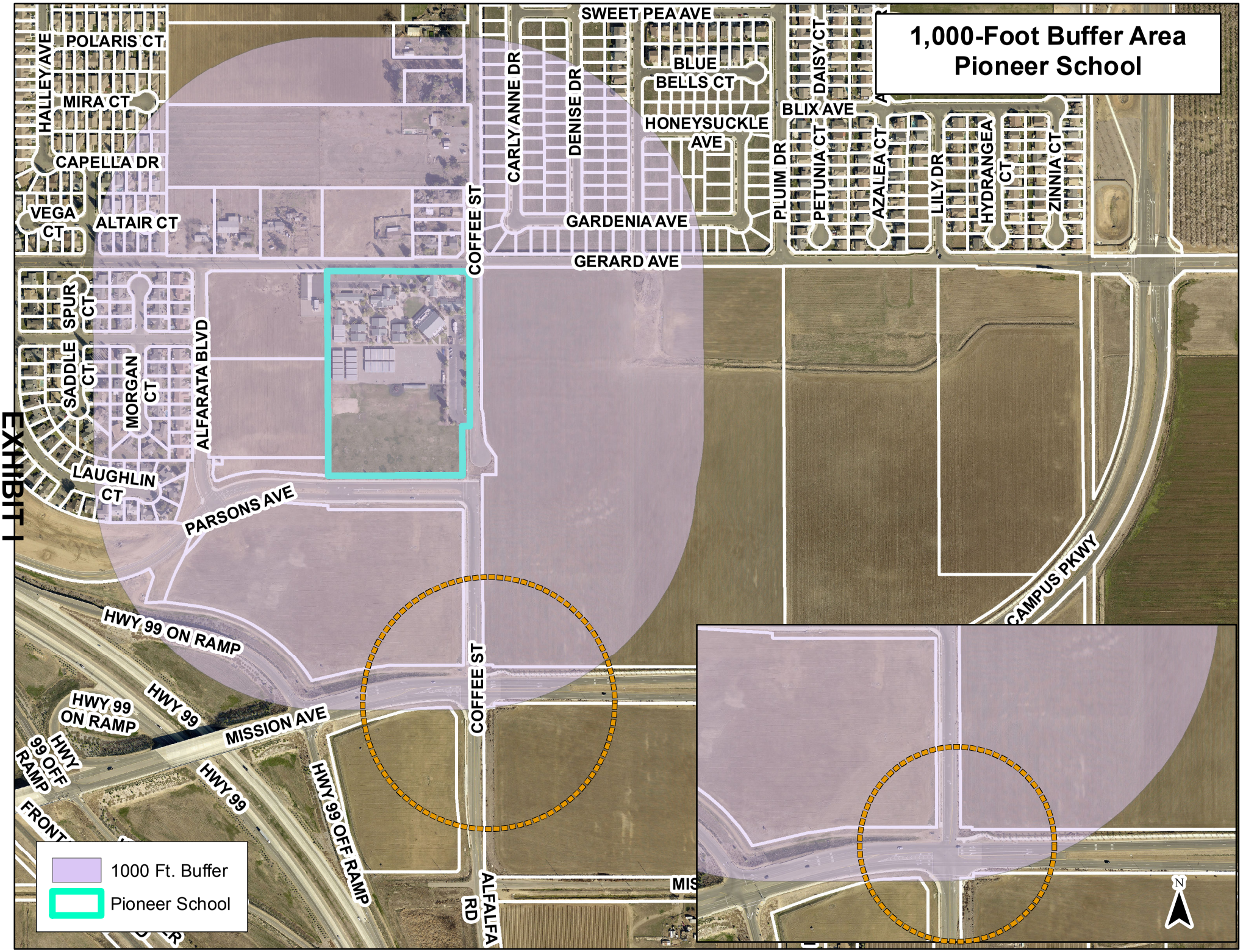
BEING A SUBDIVISION OF LOTS 173, 174, 175 AND PORTIONS OF 228, 229 AND 230 AS SHOWN ON MAP OF MERCED COLONY, RECORDED IN VOLUME 4 OF OFFICIAL PLATS AT PAGE 24, MERCED COUNTY RECORDS; LYING WITH IN SECTION 34, TOWNSHIP 7 SOUTH, RANGE 14 EAST, MOUNT DIABLO BASE AND MERIDIAN IN THE COUNTY OF MERCED, STATE OF CALIFORNIA

SCALE: 1"=100' SHEET 5 OF 5 NOVEMBER 2018

BOOK _____ PAGE _____

GOLDEN VALLEY ENGINEERING & SURVEYING
405 W. 19th Street • P.O. Box 349 • Merced, CA 95340
Phone (209) 722-3200 • Fax (209) 722-3254

Job No. 18040 F.B. 233 Pg. 9-11, 16


1,000-Foot Buffer Area
Pioneer School
EXHIBIT I
SWEET PEA AVE
POLARIS CT
HALLEY AVE
MIRA CT
CAPELLA DR
VEGA CT
ALTAIR CT
CARLY ANNE DR
DENISE DR
BLUE BELLS CT
HONEYSUCKLE AVE
DAISY CT
BLIX AVE
PLUIM DR
PETUNIA CT
AZALEA CT
LILY DR
HYDRANGEA CT
ZINNIA CT
COFFEE ST
GARDENIA AVE
GERARD AVE
SPUR CT
SADDLE CT
MORGAN CT
ALFARATA BLVD
LAUGHLIN CT
PARSONS AVE
CAMPUS PKWY
HWY 99 ON RAMP
HWY 99
HWY 99 ON RAMP
MISSION AVE
HWY 99 OFF RAMP
HWY 99
HWY 99 OFF RAMP
ALFALFA RD
1000 Ft. Buffer
Pioneer School
N

The California Environmental Quality Act
(CEQA) Section 15162 Findings:

Application: Site Plan Review #426 – Environmental Review #18-63

Assessor Parcel Number or Location: Assessor's Parcel Number (APN): 061-250-092

Previous Initial Study/EIR Reference: This site was previously reviewed through Environmental Review #15-18 [EIR for the Merced Gateway Master Plan (SCH #2015101048)].

Original Project Date: Initial Study #15-18 was approved on August 7, 2017, by the Merced City Council.

Section A - Previous Studies

	Yes	No
1. Substantial changes are proposed in the project that will require major revisions of the previous project EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects?		X

Comment/Finding: The proposed project is consistent with the previous environmental review. The site plan for the Merced Gateway Master Plan project included a convenience market, gas station, and car wash at this location. There is no change from the original plan that was analyzed under the previous EIR and therefore, no new significant or increased impacts.

	Yes	No
2. Substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects?		X

Comment/Finding: There have been no changes in the circumstances under which the project is undertaken that would require major revisions in the previous EIR. There are no new significant environmental effects or substantial increases in the severity of previously identified environmental effects, and the area under consideration remains the same area previously evaluated.

	Yes	No
3. New information of substantial importance that was not known and could not have been know with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, has been revealed? (If "Yes" is checked, go to Section "B" below)		X

Comment/Finding: There is no new information of substantial importance that was not known and could not have been known with the reasonable diligence at the time the previous EIR was adopted.

EXHIBIT J

Section B - New Information

	Yes	No
A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration.		X
B) Significant effects previously examined will be substantially more severe than shown in the previous EIR.		X
C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.		X
D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.		X

Comment/Finding: All previously identified mitigation measures will be enforced with this project including payment of Public Facility Impact Fees. Therefore, the resulting impacts are no greater than those previously analyzed and the previously imposed mitigation measures remain sufficient to address all impacts from this project.

On the basis of this evaluation, in accordance with the requirements of Section 15162 of the CEQA Guidelines:

	1. It is found that subsequent negative declaration will need to be prepared.
	2. It is found that an addendum Negative Declaration will need to be prepared.
	3. That a subsequent EIR will need to be prepared.
X	4. No further documentation is required.

Date: November 20, 2018
Prepared By:

Julie Nelson,
Associate Planner

CITY OF MERCED
SITE PLAN REVIEW COMMITTEE
RESOLUTION #427

D&A Concrete	Construct a 1,600-s.f. office and a 5,000-s.f. warehouse for D&A Concrete.
APPLICANT	PROJECT
3024 Belcher Avenue	1955 Grogan Avenue
ADDRESS	PROJECT SITE
Merced, CA 95348	059-300-043
CITY/STATE/ZIP	APN
209-822-9712	Light Industrial (I-L)
PHONE	ZONING

In accordance with Chapter 20.68 of the Merced City Zoning Ordinance, the Site Plan Review Committee reviewed and approved Site Plan Application #427 on November 29, 2018, submitted by David Valencia, property owner, to construct a 5,000-square-foot warehouse and a 1,600-square-foot office for D&A Concrete at 1955 Grogan Avenue, within a Light Industrial (I-L) Zone. Said property being more particularly described as Parcel 2 as shown on the map entitled "Parcel Map for Aldo Brocchini Investments," recorded in Book 59, Page 39 of Merced County Records; also known as Assessor's Parcel Number (APN) 059-300-043.

WHEREAS, the proposal is exempt from the California Environmental Quality Act (CEQA), and is in accordance with Section 15332 (Exhibit D); and,

WHEREAS, the Merced City Site Plan Review Committee makes the following Findings:

A) The proposal complies with the General Plan designation of Industrial (IND) and the Zoning classification of Light Industrial (I-L).

B) Approval of this use shall be subject to approval from the Airport Land Use Commission or its staff designee (see Condition #25). The City Council may override the Commission's determination.

C) The parking requirement for a warehouse is 1 parking space per 2,000 square feet of floor area or 1 per 2 employees working during the largest shift, whichever is greater. Based on the proposed 6,600-square-foot building, this business would be required to have a minimum of 4 parking spaces (see Condition #28).

D) Parking lot trees are not required, but are encouraged to be installed per the City's Parking Lot Landscape Standards. Trees should be a minimum of 15 gallons and be of a type that provides a 30-foot minimum canopy at maturity

(trees should be selected from the City's approved tree list). Trees should be installed at a ratio of at least one tree for every six parking spaces. Street trees shall be planted as required by City Standards. Irrigation for all on-site landscaping shall be provided by a drip system or micro-spray system in accordance with the State's Emergency Regulation for Statewide Urban Water Conservation or any other State or City mandated water regulations.

NOW, THEREFORE, BE IT RESOLVED that the Merced City Site Plan Review Committee does approve Site Plan Application #427 subject to the following conditions:

1) The subject site shall be constructed as shown on Exhibit B (site plan/floor plan) and Exhibit C (elevations), except as modified by the conditions of approval within this resolution.

2) All conditions contained in Site Plan Review #79-1 – Amended ("Standard Conditions for Site Plan Review Application") shall apply.

3) The Project shall comply with relevant conditions set forth for Tentative Subdivision Map #1034, except as modified by the conditions of approval within this resolution.

4) All other applicable codes, ordinances, policies, etc., adopted by the City of Merced shall apply, including, but not limited to, the California Building Code and Fire Codes.

5) The developer/applicant shall indemnify, protect, defend (with counsel selected by the City), and hold harmless the City, and any agency or instrumentality thereof, and any officers, officials, employees, or agents thereof, from any and all claims, actions, suits, proceedings, or judgments against the City, or any agency or instrumentality thereof, and any officers, officials, employees, or agents thereof to attack, set aside, void, or annul, an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board, or legislative body, including actions approved by the voters of the City, concerning the project and the approvals granted herein. Furthermore, developer/applicant shall indemnify, protect, defend, and hold harmless the City, or any agency or instrumentality thereof, against any and all claims, actions, suits, proceedings, or judgments against any governmental entity in which developer/applicant's project is subject to that other governmental entity's approval and a condition of such approval is that the City indemnify and defend (with counsel selected by the City) such governmental entity. City shall promptly notify the developer/applicant of any claim, action, or proceeding. City shall further cooperate fully in the defense of the action. Should the City fail to either promptly notify or cooperate fully, the developer/applicant shall not thereafter be responsible to indemnify, defend, protect, or hold harmless the City, any agency or instrumentality thereof, or any of its officers, officials, employees, or agents.

6) The developer/applicant shall construct and operate the project in strict compliance with the approvals granted herein, City standards, laws, and ordinances, and in

compliance with all State and Federal laws, regulations, and standards. In the event of a conflict between City laws and standards and a State or Federal law, regulation, or standard, the stricter or higher standard shall control.

7) Notwithstanding all other conditions, all construction and improvements shall be in strict accordance with Zoning, Building, and all other codes, ordinances, standards, and policies of the City of Merced.

8) All plans and supporting documents submitted for Building Permits shall meet or exceed the building codes in effect at the time of building permit application submittal. Plans shall be drawn by a licensed design professional.

9) Appropriate turning radii shall be provided within the parking areas to allow for Fire Department and refuse truck access. This includes providing a minimum 22-foot-wide emergency vehicle access roadway around the structures.

10) All required Fire Permits shall be obtained from the City of Merced Fire Department. Some of these permits will depend on the operations or functions conducted inside the office or warehouse, and may be required after obtaining the certificate of occupancy for this development.

11) The applicant shall provide a fire sprinkler system and fire alarms that meet Fire Department requirements.

12) If the site is to be gated, there must be a minimum 22-foot-wide clearance for emergency vehicles to pass through when the gate is opened. If the gate requires manual operation, the applicant shall provide a Knox padlock. If the gate requires electronic operation, the applicant shall provide a Knox override switch with "Click-to-Enter."

13) Bicycle racks shall be provided at a minimum ratio equal to 5% of the vehicular parking spaces.

14) The developer shall use proper dust control procedures during site development in accordance with San Joaquin Valley Air Pollution Control District rules.

15) As required by Merced Municipal Code Section 17.04.050 and 17.04.060, full public improvements shall be installed/repaired if the permit value of the project exceeds $100,000.00. Public improvements may include, but not be limited to, repairing/replacing the sidewalk, curb, gutter, and street corner ramp(s) so that they comply with ADA standards and other relevant City of Merced/State/Federal standards and regulations.

16) All mechanical equipment shall be screened from public view.

17) Any outdoor storage shall be screened from public view with either a chain-link fence with privacy slats or a non-transparent fence.

18) The premises shall remain clean and free of debris and graffiti at all times.

19) The applicant shall contact the City's Water Quality Control Division and comply with all requirements for this type of business and obtain all pertinent permits prior

to issuance of certificate of occupancy. Said requirements may include, but may not be limited to, utilizing secondary containers and providing spill kits for leaks or spills.

20) A backflow prevention device shall be provided for all water services (i.e., domestic, irrigation, and fire) per Merced Municipal Code.

21) The developer shall work with the City's Engineering Division to determine the requirements for storm drainage on the site. The developer shall provide all necessary documentation for the City's Engineering Division to evaluate the storm drain system. All storm drain systems shall be installed to meet City Standards and State regulations.

22) All landscaping shall be kept healthy and maintained; any damaged or missing landscaping shall be replaced immediately.

23) The applicant shall submit an Industrial User Survey to the City's Water Quality Control Division during the building permit stage.

24) The business owner and their successors-in-interest shall be fully responsible for any Project-related contamination that may be found on the site or away from the site and for any necessary clean-up of such contamination. This includes all types of hazardous materials. The site plan permit may be subject to review and revocation by the City of Merced per the procedures in the Merced Municipal Code.

25) Approval of this application is subject to approval and/or recommendation by the Airport Land Use Commission, or its staff designee, to determine that the project is consistent with the Airport Land Use Compatibility Plan.

26) All portions of the property not occupied by paving or building shall be maintained to acceptable standards for health, fire safety, and aesthetic reasons. Grasses and weeds shall be kept to a maximum of six inches (however, the use of xeriscape is acceptable), or as otherwise required by the Fire Department and Merced County Environmental Health Department.

27) Parking lot and building lighting shall be shielded or oriented in a way that does not allow "spillover" onto adjacent lots in compliance with the California Energy Code requirements. Any lighting on the building shall be oriented to shine downward and not spill over onto adjacent properties.

28) A change in use or increase in number of employees working during the largest shift may require additional parking.

29) The Project shall have a separate Irrigation and Domestic water service line going from the water main to the property line.

30) The applicant shall replace the existing damaged curb and gutter fronting the subject site.

31) The applicant shall install a curb along the edge of the parking lot to ensure vehicles do not back into the retention basin.

32) The retention basin shall be designed to meet City standards. The basin shall be large enough to accommodate the storm runoff required for this site. If the depth of the basin is greater than 3 feet, the applicant shall install a fence along the perimeter of the retention basin as required by the City's Engineering Division.

33) During the building permit stage, the applicant shall provide a site plan with a note indicating who will be installing landscaping for this site.

34) The refuse enclosure shall be designed to meet the City's Engineering Standards for refuse enclosures (R-4). The applicant shall not install any posts in front of the refuse enclosure. A side gate shall be provided with pedestrian access, as required by the City Engineering Division.

35) The applicant shall work with the City's Refuse Department to determine the best location for the refuse enclosure and to determine if a recycling container would be required. This may include placing the refuse enclosure further from the street to allow the refuse truck to turn around within the subject site instead of out to the street.

36) The project shall comply with Post-Construction Standards, as required by the City's Engineering Division.

37) The Project shall comply with the City's Performance Standards for developments within Industrial Zones as outlined under Merced Municipal Code Section 20.12.030 (C) – Development Standards for Industrial Zoning Districts – Performance Standards (e.g. noise, air quality, odor, etc.).

If there are any questions concerning these conditions and recommendations, please contact Francisco Mendoza-Gonzalez at (209) 385-6858.

11-29-18
DATE

Francisco Mendoza-Gonzalez

Planner
TITLE

Exhibits
A) Location Map
B) Site Plan/Floor Plan
C) Elevations
D) Categorical Exemption

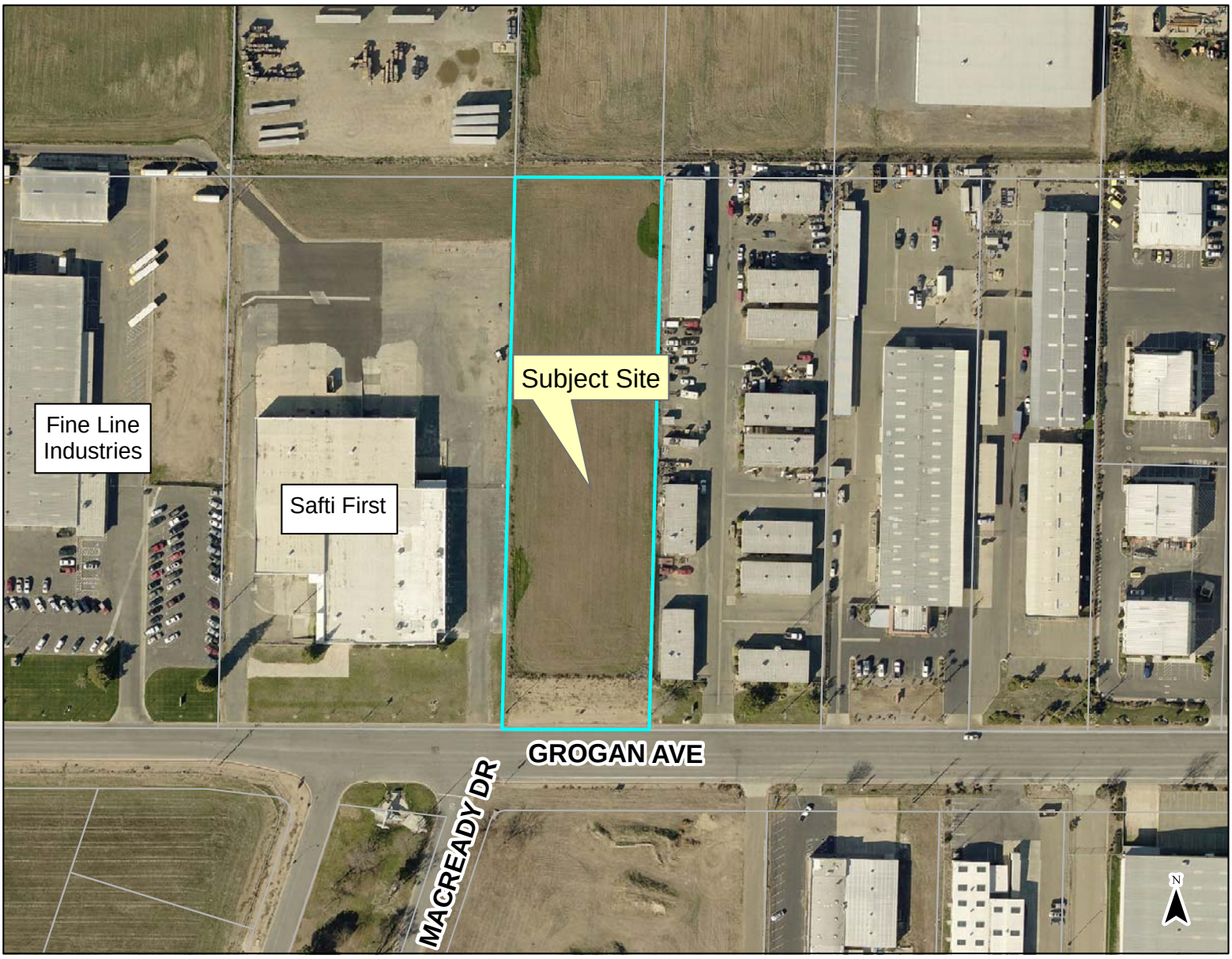
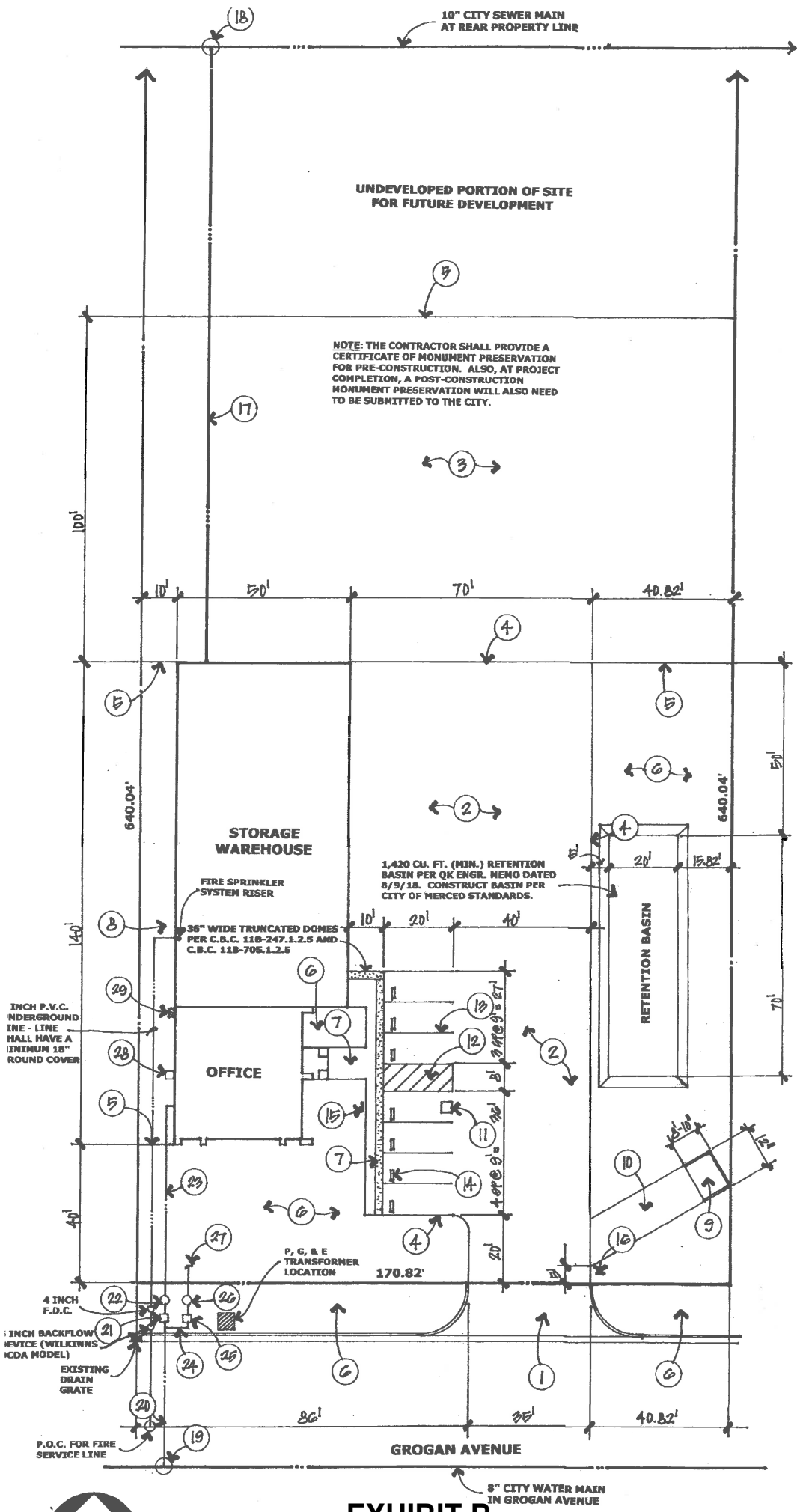

Subject Site
Fine Line Industries
Safti First
GROGAN AVE
MACREADY DR
N

EXHIBIT A

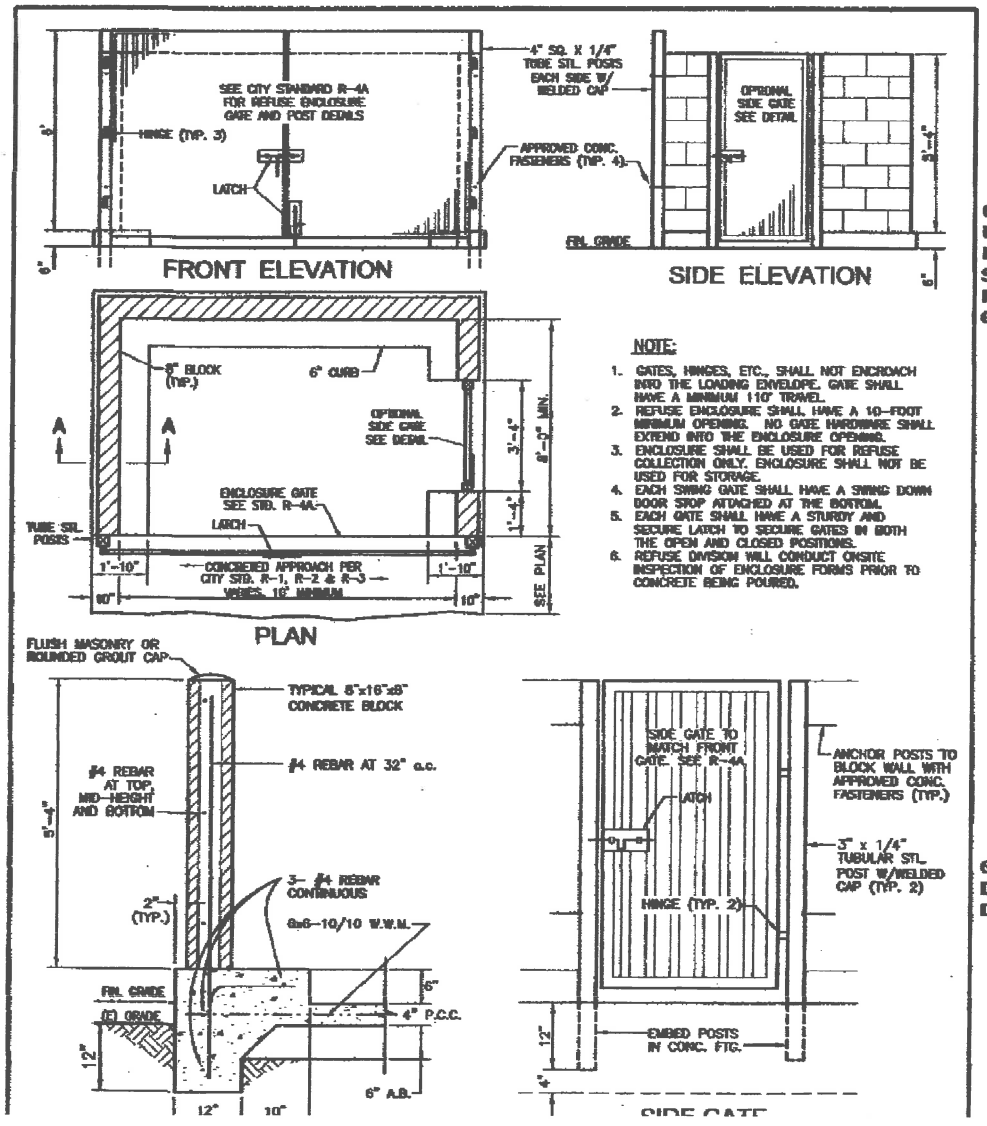


SITE PLAN

EXHIBIT B

SITE PLAN NOTES: NOTE SYMBOL ◯

1. NEW COMMERCIAL DRIVE APPROACH PER STANDARD CITY ENGINEERING DETAIL D-7.
2. CONCRETE PAVING: 6" THICK CONCRETE (3,000 P.S.I., 5 SACK MIX) WITH NO. 4 REBAR AT 24" O.C. BOTH WAYS OVER 6" CLASS II AGG. BASE (COMP. TO 95%) OVER NATIVE SOIL WITH TOP 8" SCARIFIED AND RECOMPACTED TO 90%.
3. GRAVELLED PORTION OF SITE FOR UTILITY VEHICLE PARKING.
4. THICKENED EDGE OF CONCRETE PAVING (8" WIDE, 8" DEEP).
5. 2x6 REDWOOD HEADER WITH 2"x2"x16" SUPPORT STAKES AT 48" O.C.
6. LANDSCAPED PORTION OF SITE. SEE LANDSCAPE DRAWINGS BY OTHERS.
7. 6 FT. WIDE PEDESTRIAN WALKWAY AT PARKING. 9 FT. WIDE AT BUILDING ENTRY.
8. REAR OF BUILDING TO HAVE GRAVEL, OR, BARK MULCH COVER.
9. CONCRETE BLOCK REFUSE ENCLOSURE PER STANDARD CITY ENGINEERING DETAIL R-4.
10. CONCRETE APPROACH PER REFUSE ENCLOSURE DETAIL R-4.
11. INTERNATIONAL SYMBOL OF ACCESSIBILITY PAINTED ON CONCRETE PER PARKING STALL DETAIL THIS SHEET.
12. ACCESS AISLE PER PARKING STALL DETAIL THIS SHEET.
13. STANDARD 4" WIDE PAINTED TRAFFIC STRIPING.
14. STANDARD 36" LONG CONCRETE PARKING BUMPER, GLUED AND DOWELED INTO CONCRETE PAVING.
15. ACCESSIBLE PARKING STALL SIGN PER DETAIL THIS SHEET.
16. UNAUTHORIZED PARKING SIGN AT SITE ENTRANCE PER DETAIL THIS SHEET.
17. 4" SEWER FROM BUILDING TO 10" CITY SEWER MAIN AT REAR PROPERTY LINE.
18. P.O.C. FOR BUILDING SEWER TO CITY SEWER MAIN PER STANDARD CITY ENGINEERING DETAIL S-7 ON SHEET 2.
19. P.O.C. FOR BUILDING WATER SERVICE LINE TO CITY WATER MAIN IN GROGAN AVENUE PER STANDARD CITY ENGINEERING DETAIL W-4 ON SHEET 2.
20. 1½" WATER SERVICE LINE TO BUILDING.
21. WATER SERVICE METER BOX FOR BUILDING SERVICE LINE PER STANDARD CITY ENGINEERING DETAIL W-32 ON SHEET 2.
22. BACKFLOW PREVENTER FOR BUILDING SERVICE LINE PER STANDARD CITY ENGINEERING DETAIL W-9 ON SHEET 2.
23. 1½" WATER SERVICE LINE TO BUILDING PER STANDARD CITY ENGINEERING SPECIFICATION W-17 ON SHEET 2.
24. 1" WATER SERVICE LINE FOR LANDSCAPE SPRINKLER CONNECTION.
25. WATER SERVICE METER BOX FOR LANDSCAPE IRRIGATION SYSTEM PER STANDARD CITY ENGINEERING DETAIL W-32 ON SHEET 2.
26. BACKFLOW PREVENTER FOR LANDSCAPE IRRIGATION SYSTEM PER STANDARD CITY ENGINEERING DETAIL W-9 ON SHEET 2.
27. P.O.C. FOR LANDSCAPE SPRINKLER LINE.
28. 4 FT. SQUARE, 4" THICK, CONCRETE PAD FOR H.V.A.C. CONDENSER. TOP OF PAD SHALL BE AT BUILDING FINISHED FLOOR LEVEL, OR, ABOVE. BOLT CONDENSER IN A MIN. OF 3 LOCATIONS FOR SEISMIC RESTRAINT.
29. MAIN ELECTRICAL SERVICE PANEL (SEE ELECTRICAL POWER PLAN). PROVIDE A MIN. 3 FT. FRONTAL CLEARANCE, A MIN. 30 IN. (OR WIDTH OF THE ELECTRICAL PANEL, WHICHEVER IS GREATER) WORKING WIDTH, AND A MIN. 6 FT. HEIGHT CLEARANCE IN FRONT OF THE ELECTRICAL PANEL, PER THE CALIFORNIA ELECTRICAL CODE.

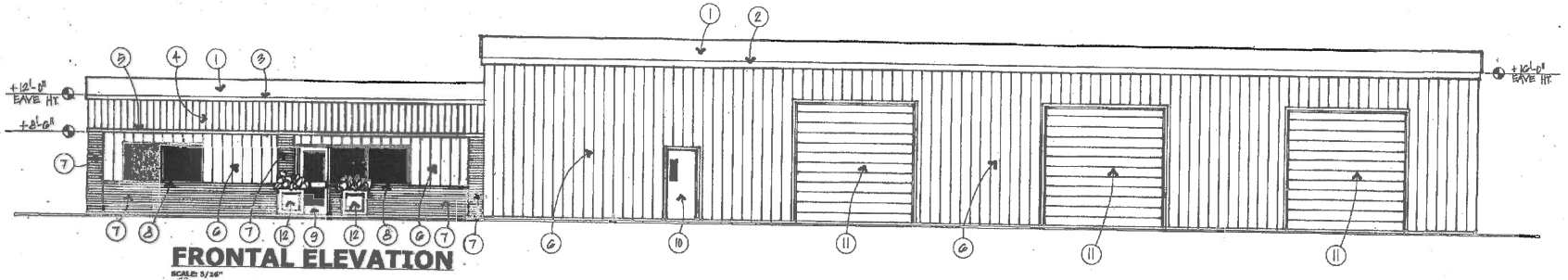


6 INCH P
UNDERGI
LINE - LI
SHALL H
MINIMUI
GROUND

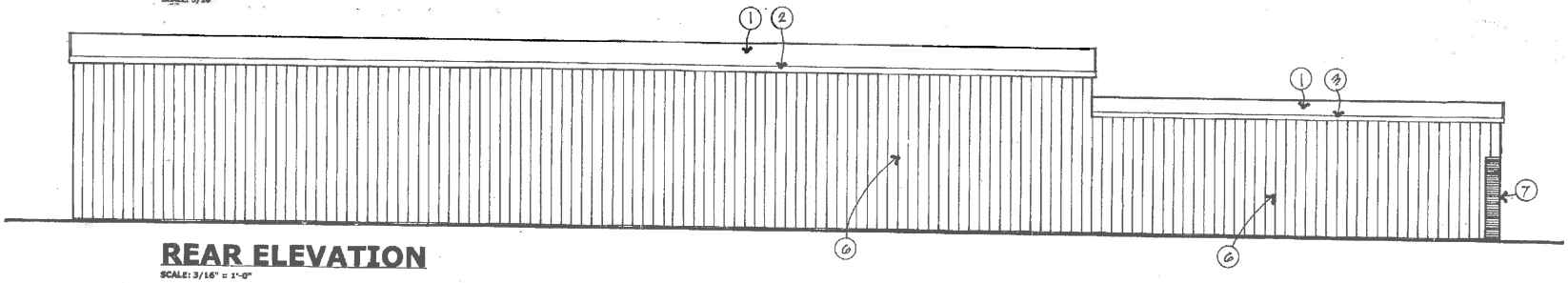
6 INCH B
DEVICE (
DCDA MC

P
S

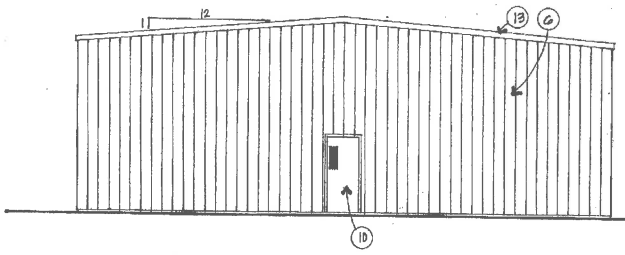
EXHIBIT C



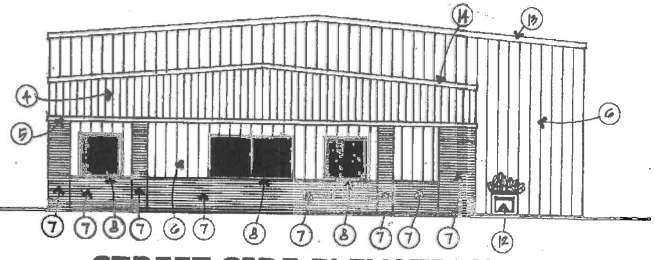
FRONTAL ELEVATION
SCALE: 3/16"



REAR ELEVATION
SCALE: 3/16" = 1'-0"



BACK ELEVATION
SCALE: 3/16" = 1'-0"



STREET SIDE ELEVATION
SCALE: 3/16" = 1'-0"

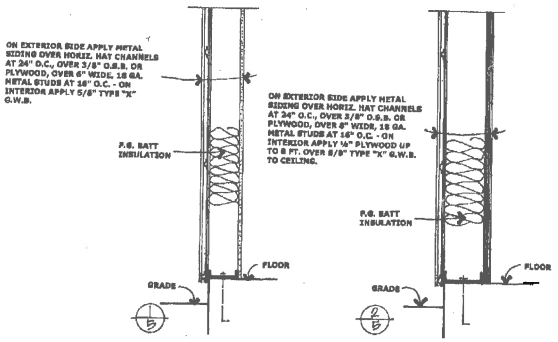
EXTERIOR ELEVATIONS NOTES: NOTE SYMBOL ⬡

1. NEW STANDING SEAM MTAL ROOFING PANELS BY METAL BUILDING MANUFACTURER. ROOFING SHALL BE 16" WIDTH PANELS SIMILAR TO NCI 55316 PANELS WITH STANDARD COLOR TO BE SELECTED BY OWNER. USE HIDDEN, SCREW DOWN, CLIPS.
2. METAL EAVE GUTTER BY METAL BUILDING MANUFACTURER. PROVIDE A MIN. OF 6 DOWNSPOUTS (3 PER ELEVATION) FOR THE WAREHOUSE SECTION, AND, A MIN. OF 4 DOWNSPOUTS (2 PER ELEVATION) FOR THE OFFICE SECTION.
3. MTAL EAVE GUTTER BY METAL BUILDING MANUFACTURER.
4. VERTICAL SEAM METAL WALL PANELS, SIMILAR TO NCI TITAN 309, BY METAL BUILDING MANUFACTURER.
5. 6" HIGH CLOSURE PANEL BY METAL BUILDING MANUFACTURER.
6. VERTICAL SEAM METAL WALL PANELS, SIMILAR TO NCI RETRO-R, BY METAL BUILDING MANUFACTURER.
7. CULTURED STONE OVER STUCCO SCRATCH AND BROWN COATS. STONE SHALL BE SIMILAR TO BORAL PRO-FIT ALPINE LEDGESTONE. USE THE STONE FOR THE EXTERIOR WAINSCOT AND COLUMNS.
8. METAL FRAME, INSULATED WINDOWS. SEE WINDOW SCHEDULE.
9. METAL FRAMED, STOREFRONT DOOR. SEE DOOR SCHEDULE.
10. METAL PEDESTRIAN DOOR. SEE DOOR SCHEDULE.
11. OVERHEAD ROLL-UP DOOR. SEE DOOR SCHEDULE.
12. PRECAST CONCRETE PLANTERS.
13. RAKE TRIM FOR WAREHOUSE PORTION BY METAL BUILDING MANUFACTURER.
14. RAKE TRIM FOR OFFICE PORTION BY METAL BUILDING MANUFACTURER.

NOTE: PROVIDE SKYLIGHT PANELS, AND/OR, ROOF VENTING AT OWNER'S OPTION.

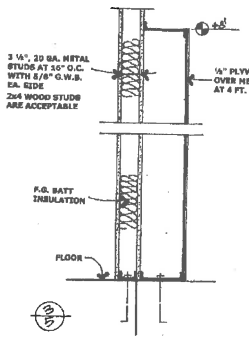
EXTERIOR FINISHES AND PAINTING SCHEDULE:
NOTE: ALL PAINT SYSTEMS SPECIFIED HEREIN ARE KELLY-MOORE PAINT SYSTEMS.

A. STANDING SEAM METAL ROOFING HAS A FACTORY FINISH.
B. FERROUS METAL - PRIME WITH ONE COAT 1725 KEL-GUARD ACRYLIC METAL PRIMER, THEN FINISH WITH TWO COATS 1250 ACRY-LUSTRE EXTERIOR SEMI-GLOSS 100% ACRYLIC FINISH.
C. NON-FERROUS METAL - PRIME WITH ONE COAT 1722 KEL-GUARD ACRYLIC GALVANIZED IRON PRIMER, THEN FINISH WITH TWO COATS 1250 ACRY-LUSTRE EXTERIOR SEMI-GLOSS 100% ACRYLIC FINISH.
D. METAL CLAD DOORS - IF UNPRIMED, APPLY ONE COAT 1722 KEL-GUARD ACRYLIC GALVANIZED IRON PRIMER, THEN FINISH WITH TWO COATS 1250 ACRY-LUSTRE EXTERIOR SEMI-GLOSS 100% ACRYLIC FINISH. IF PRIMED, FINISH WITH THE TWO COATS OF 1250 ACRY-LUSTRE EXTERIOR SEMI-GLOSS 100% ACRYLIC FINISH.CONCRETE OR STUCCO STONE BLOCK - PRIME WITH ONE COAT 521 FILL & PRIME ACRYLIC BLOCK FILLER, THEN FINISH WITH TWO COATS 1245 ACRY-VELVET EXTERIOR LOW SHEEN ACRYLIC FINISH.
E. WOOD SURFACES - PAINT WITH TWO COATS 1245 ACRY-VELVET EXTERIOR LOW SHEEN ACRYLIC FINISH.
F. FIBREGLASS SURFACES - IF UNPRIMED, APPLY ONE COAT 255 STAIN LOCK II STAIN RESISTANT ACRYLIC PRIMER, THEN FINISH WITH TWO COATS 1250 ACRY-LUSTRE EXTERIOR SEMI-GLOSS 100% ACRYLIC FINISH.
G. TRAFFIC LINE STRIPING - PAINT WITH ONE COAT 1460 MARK RIGHT GLOSS LATEX CURB MARKING PAINT.

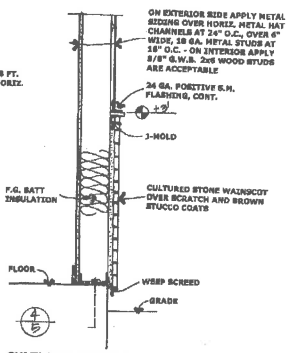


EXTERIOR WALL AT OFFICE
SCALE: 1" = 1'-0"

EXTERIOR WALL AT WAREHOUSE
SCALE: 1" = 1'-0"



WALL BETWEEN OFFICE AND WAREHOUSE
SCALE: 1" = 1'-0"



CULTURED STONE WAINSCOT
SCALE: 1" = 1'-0"

MORGAN ARCHITECTS
2825 SAN JUAN COURT
MERCED, CALIFORNIA 95340
TELEPHONE/FAX: (209) 383-3060

REGISTERED ARCHITECT
MICHAEL MORGAN
C-9283
7/31/18
STATE OF CALIFORNIA

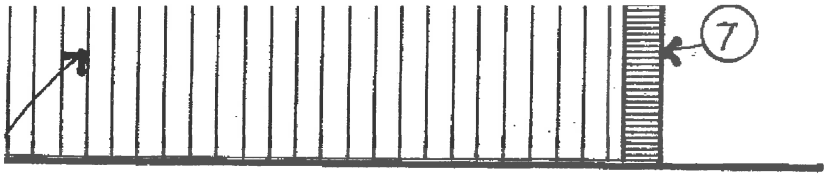
AN OFFICE AND WAREHOUSE FOR
DAVID VALENCIA, DBA. D&A CONCRETE
1955 GROGAN AVENUE
MERCED, CALIFORNIA

DATE
8/10/18

REVISIONS

JOB NUMBER
2017-03

SHEET NUMBER
5



EXTERIOR ELEVATIONS NOTES: NOTE SYMBOL ◯

1. NEW STANDING SEAM METAL ROOFING PANELS BY METAL BUILDING MANUFACTURER. ROOFING SHALL BE 16" WIDTH PANELS SIMILAR TO NCI SS216 PANELS WITH STANDARD COLOR TO BE SELECTED BY OWNER. USE HIDDEN, SCREW DOWN, CLIPS.
2. METAL EAVE GUTTER BY METAL BUILDING MANUFACTURER. PROVIDE A MIN. OF 6 DOWNSPOUTS (3 PER ELEVATION) FOR THE WAREHOUSE SECTION, AND, A MIN. OF 4 DOWNSPOUTS (2 PER ELEVATION) FOR THE OFFICE SECTION.
3. METAL EAVE GUTTER BY METAL BUILDING MANUFACTURER.
4. VERTICAL SEAM METAL WALL PANELS, SIMILAR TO NCI TITAN 369, BY METAL BUILDING MANUFACTURER.
5. 6" HIGH CLOSURE PANEL BY METAL BUILDING MANUFACTURER.
6. VERTICAL SEAM METAL WALL PANELS, SIMILAR TO NCI RETRO-R, BY METAL BUILDING MANUFACTURER.
7. CULTURED STONE OVER STUCCO SCRATCH AND BROWN COATS. STONE SHALL BE SIMILAR TO BORAL PRO-FIT ALPINE LEDGESTONE. USE THE STONE FOR THE EXTERIOR WAINSCOT AND COLUMNS.
8. METAL FRAME, INSULATED WINDOWS. SEE WINDOW SCHEDULE.
9. METAL FRAMED, STOREFRONT DOOR. SEE DOOR SCHEDULE.
10. METAL PEDESTRIAN DOOR. SEE DOOR SCHEDULE.
11. OVERHEAD ROLL-UP DOOR. SEE DOOR SCHEDULE.
12. PRECAST CONCRETE PLANTERS.
13. RAKE TRIM FOR WAREHOUSE PORTION BY METAL BUILDING MANUFACTURER.
14. RAKE TRIM FOR OFFICE PORTION BY METAL BUILDING MANUFACTURER.

NOTE: PROVIDE SKYLIGHT PANELS, AND/OR, ROOF VENTING AT OWNER'S OPTION.

EXTERIOR FINISHES AND PAINTING SCHEDULE:

NOTE: ALL PAINT SYSTEMS SPECIFIED HEREIN ARE KELLY-MOORE PAINT SYSTEMS.

A. STANDING SEAM METAL ROOFING HAS A FACTORY FINISH.

B. FERROUS METAL - PRIME WITH ONE COAT 1725 KEL-GUARD ACRYLIC METAL PRIMER, THEN FINISH WITH TWO COATS 1250 ACRY-LUSTRE EXTERIOR SEMI-GLOSS 100% ACRYLIC FINISH.

C. NON-FERROUS METAL - PRIME WITH ONE COAT 1722 KEL-GUARD ACRYLIC GALVANIZED IRON PRIMER, THEN FINISH WITH TWO COATS 1250 ACRY-LUSTRE EXTERIOR SEMI-GLOSS 100% ACRYLIC FINISH.

D. METAL CLAD DOORS - IF UNPRIMED, APPLY ONE COAT 1722 KEL-GUARD ACRYLIC GALVANIZED IRON PRIMER, THEN FINISH WITH TWO COATS 1250 ACRY-LUSTRE EXTERIOR SEMI-GLOSS 100% ACRYLIC FINISH. IF PRIMED, FINISH WITH THE TWO COATS OF 1250 ACRY-LUSTRE EXTERIOR SEMI-GLOSS 100% ACRYLIC FINISH.CONCRETE OR STUCCO STONE BLOCK - PRIME WITH ONE COAT 521 FILL & PRIME ACRYLIC BLOCK FILLER, THEN FINISH WITH TWO COATS 1245 ACRY-VELVET EXTERIOR LOW SHEEN ACRYLIC FINISH.

E. WOOD SURFACES - PAINT WITH TWO COATS 1245 ACRY-VELVET EXTERIOR LOW SHEEN ACRYLIC FINISH.

F. FIBERGLASS SURFACES - IF UNPRIMED, APPLY ONE COAT 255 STAIN LOCK II STAIN RESISTANT ACRYLIC PRIMER, THEN FINISH WITH TWO COATS 1250 ACRY-LUSTRE EXTERIOR SEMI-GLOSS 100% ACRYLIC FINISH.

G. TRAFFIC LINE STRIPING - PAINT WITH ONE COAT 1460 MARK RIGHT GLOSS LATEX CURB MARKING PAINT.

NOTICE OF EXEMPTION

To: ____ Office of Planning and Research
P.O. Box 3044
Sacramento, CA 95812-3044

__X__ County Clerk
County of Merced
2222 M Street
Merced, CA 95340

From: (Public Agency)
City of Merced
678 West 18th St.
Merced, CA 95340

Project Title: Site Plan Review #427 (Environmental Review #18-64)

Project Applicant: D & A Concrete

Project Location (Specific): 1955 Grogan Avenue **APN:** 059-300-043

Project Location - City: Merced **Project Location - County:** Merced

Description of Nature, Purpose, and Beneficiaries of Project:

Name of Public Agency Approving Project: City of Merced

Name of Person or Agency Carrying Out Project: D&D Pest Control

Exempt Status: (check one)

___ Ministerial (Sec. 21080(b)(1); 15268);
___ Declared Emergency (Sec. 21080(b)(3); 15269(a));
___ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
__X__ Categorical Exemption. State Type and Section Number: 15332
___ Statutory Exemptions. State Code Number: _____.
___ General Rule (Sec. 15061 (b)(3))

Reasons why Project is Exempt:
As defined under the above referenced Section, the proposed project is considered an in-fill project. The project location is within the City limits on an approximately 2.50-acre parcel surrounded by urban uses. The site can be served by all required utilities and public services, and the project site has no value as habitat for endangered, rare or threatened species. No significant effects resulting from traffic, noise, air quality, or water quality will result from the construction of the building. The project is consistent with the City of Merced General Plan and Zoning regulations.

Lead Agency: City of Merced
Contact Person: Francisco Mendoza-Gonzalez **Area Code/Telephone:** (209) 385-6858

Signature: _____ **Date:** 11-29-2018 **Title:** Planner

__X__ Signed by Lead Agency

Date Received for Filing at OPR: _____
(If applicable)

Authority Cited: Sections 21083 and 21110. Public Resources Code
Reference: Sections 21108, 21152, and 21152.1. Public Resources Code

EXHIBIT D

CITY OF MERCED
SITE PLAN APPROVAL
RESOLUTION #428

Lupita Cazarez	Food Truck
APPLICANT	PROJECT
1024 Poppy Hills	1050 W. Olive Avenue
ADDRESS	PROJECT SITE
Atwater, Ca, 95301	007-320-001
CITY/STATE/ZIP	APN
(831) 254-9202	Planned Development (P-D) #15
PHONE	ZONING

In accordance with Chapter 20.68 of the Merced City Zoning Ordinance, the Site Plan Review Committee reviewed and approved Site Plan Application #428 on November 29, 2018, submitted by Lupita Cazarez, applicant for Joe Esparza and Bernadette Esparza, property owners, to allow a food truck on the same parcel as a gas station (Chevron) located at 1050 W. Olive Avenue, within Planned Development (P-D) #15 with a General Plan designation of Thoroughfare Commercial (CT). Said property being more particularly described as Parcel 1 as shown on the Map entitled "Parcel Map for J.F. Collins Co. Inc.," recorded in Volume 1, Page 15 of Merced County Records; also known as Assessor's Parcel Number (APN) 007-320-001.

WHEREAS, the proposal is exempt from the California Environmental Quality Act (CEQA), and is in accordance with Section 15311, Class 11 (Exhibit D); and,

WHEREAS, the Merced City Site Plan Review Committee makes the following Findings:

A) A food truck is allowed with Site Plan Review approval within Planned Development (P-D) #15 and complies with the General Plan designation of Thoroughfare Commercial (CT).

B) As proposed by the applicant, the food truck satisfies the City Standards and expectations outlined under the Merced Municipal Code Section 20.44.020 – Food Trucks in Fixed Locations, regarding operational standards, hours of operation, parking and access, maintenance, advertising, and licenses.

C) The subject site is currently occupied by a gas station (Chevron) with a touchless car wash (see Condition #19).

D) The food truck would be located near the southeast corner of the parcel, approximately 100 feet from Olive Avenue and approximately 175 feet from R Street (see Exhibit B).

E) The food truck would not block any driving aisles, fire lanes, fire hydrants, parking stalls, or building exits.

F) This proposal does not include any outdoor seats or tables.

G) Reserved parking for food truck patrons (2 spaces as required by code) would be available along the car wash's north elevation (see Exhibit B).

H) Employee restrooms would be available inside Chevron (see Condition #17).

I) The applicant has acknowledged that the business will not utilize or install illuminated signs, movable signs, inflatable signs, A-Frame signs, flags, or pennants. Business signage will be located on the food truck only (see Condition #8).

NOW, THEREFORE, BE IT RESOLVED that the Merced City Site Plan Review Committee does approve Site Plan Review Application #428 subject to the following conditions:

1) All conditions contained in Site Plan Approval Resolution #79-1 ("Standard Conditions of Site Plan Approval") shall apply.

2) All other applicable codes, ordinances, policies, etc., adopted by the City of Merced shall apply including, but not limited to, the California Building Code and Fire Codes.

3) The site shall be constructed as shown on Exhibit B (site plan) and as modified by the conditions of approval within this resolution.

4) The developer/applicant shall indemnify, protect, defend (with counsel selected by the City), and hold harmless the City, and any agency or instrumentality thereof, and any officers, officials, employees, or agents thereof, from any and all claims, actions, suits, proceedings, or judgments against the City, or any agency or instrumentality thereof, and any officers, officials, employees, or agents thereof to attack, set aside, void, or annul, an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board, or legislative body, including actions approved by the voters of the City, concerning the project and the approvals granted herein. Furthermore, developer/applicant shall indemnify, protect, defend, and hold harmless the City, or any agency or instrumentality thereof, against any and all claims, actions, suits, proceedings, or judgments against any governmental entity in which developer/applicant's project is subject to that other governmental entity's approval and a condition of such approval is that the City indemnify and defend (with counsel selected by the City) such governmental entity. City shall promptly notify the developer/applicant of any claim, action, or proceeding. City shall further cooperate fully in the defense of the action. Should the City fail to either promptly notify or cooperate fully, the developer/applicant shall not thereafter be responsible to indemnify, defend, protect, or hold harmless the City, any agency or instrumentality thereof, or any of its officers, officials, employees, or agents.

5) The developer/applicant shall construct and operate the project in strict compliance with the approvals granted herein, City standards, laws, and ordinances, and in compliance with all State and Federal laws, regulations, and standards. In the event of a conflict between City laws and standards and a State or Federal law, regulation, or standard, the stricter or higher standard shall control.

6) Modifications to the location of the food truck shall be subject to review by the Planning Manager, or if deemed necessary, the Site Plan Review Committee.

7) At least two trash receptacles shall be provided while food is being served. The site and immediate area shall be maintained free of all debris and trash generated from the use.

8) All signage shall be contained on the food truck. No A-frame signs, banners, flags, or other moving or portable signs shall be permitted for this use anywhere onsite or off site.

9) The hours of operation shall be any span of time between 7:00 a.m. and 9:00 p.m. daily.

10) If the business is open after dark, lights shall be provided on the vehicle or on the property that are sufficient to light the vehicle and at least a 50-foot radius around the vehicle. If lights are not provided, the business shall close at sundown.

11) Disposal of waste products shall be limited to a Merced County Environmental Health Department approved commissary or an alternatively approved facility.

12) The applicant shall comply with the Water Quality Control Division's (WQCD) Best Management Practices regarding the disposal of cooking grease and proper cleaning of kitchen equipment, as shown on Exhibit C, or as otherwise required by the WQCD.

13) The applicant shall comply with all City of Merced business licensing requirements and all requirements of the Merced County Health Department.

14) If problems arise as a result of this business that may require excessive Police Department service calls to the site or within the immediate area including, but not limited to, excessive harassment, malicious property damage, or lewd and/or disorderly conduct, this approval may be subject to review and revocation by the City of Merced.

15) Food truck activities shall in no way interfere with the operation of the existing business on the lot, or nearby businesses, including noise, litter, loitering, and traffic circulation.

16) The applicant shall comply with all regulations found in Merced Municipal Code Section 20.44.020 - Food Trucks in Fixed Locations.

17) The applicant shall provide restroom facilities for their employees. These restrooms shall be available in a permanent building that meets the Health Department's requirements for distance from the business operation. Portable toilets shall not be allowed.

18) The food truck shall be fully self-contained for electrical, gas, and plumbing.

19) The food truck shall not block access to the existing car wash (even though it is currently not in use) or the underground fuel tanks.

20) The food truck shall be located at least 25 feet from any underground fuel storage tank access lids.

If there are any questions concerning these findings and/or conditions, please contact Francisco Mendoza-Gonzalez at (209) 385-6858.

11-29-2018
DATE

SIGNATURE

Planner
TITLE

Exhibits:
A) Location Map
B) Site Plan
C) Water Quality Control Division Best Management Practices Brochure
D) Categorical Exemption

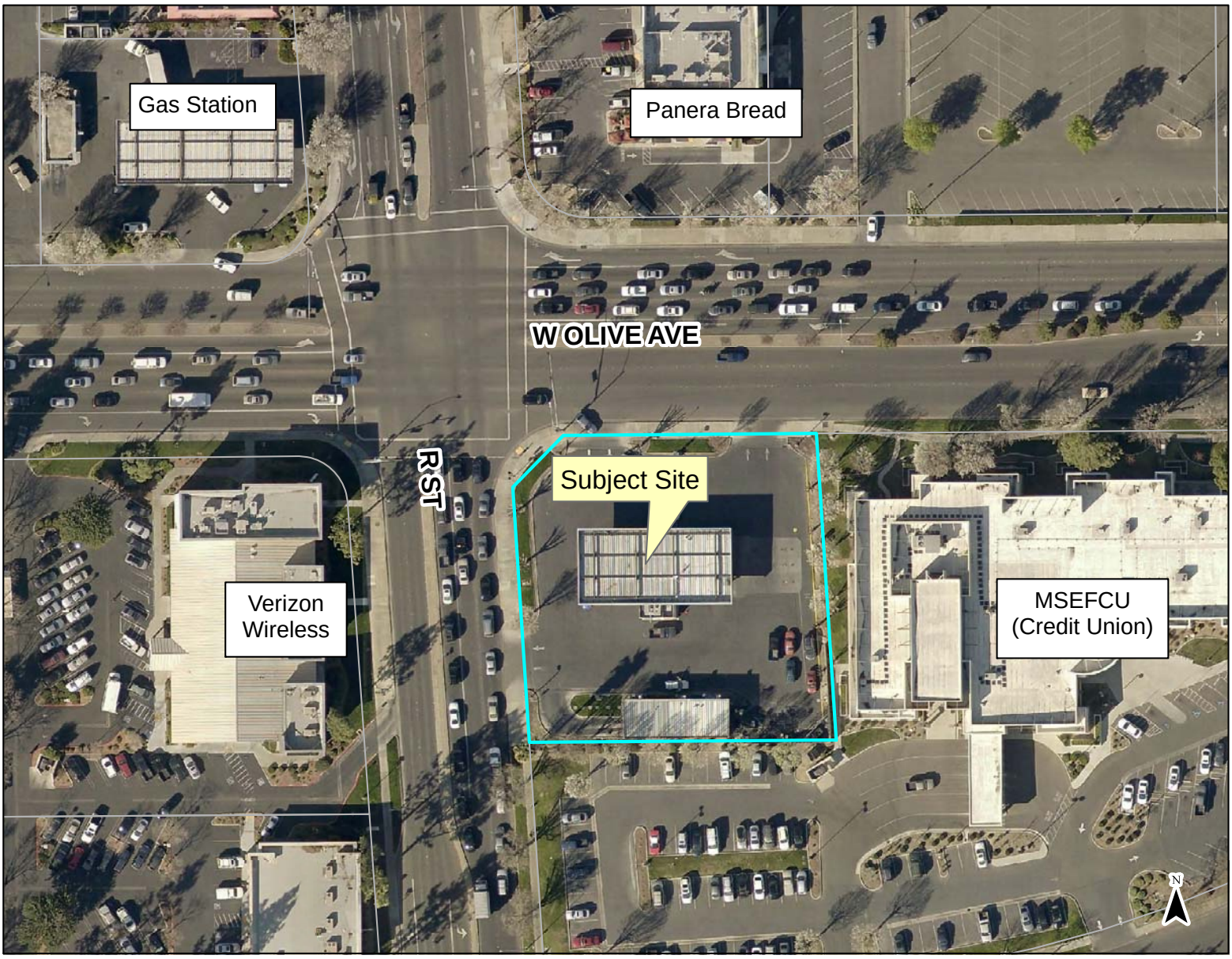

Gas Station
Panera Bread
W OLIVE AVE
R ST
Subject Site
Verizon Wireless
MSEFCU (Credit Union)
N

EXHIBIT A

1050 W Olive Ave
40'
MOBILE FOOD FACILITY
PARKING
APN 007-320-01
PARKING
PARKING
PARKING
R St

EXHIBIT B

MERCED MUNICIPAL CODE

15.50.050 - Discharge of non-storm water prohibited

A. Except as provided in Section 15.50.060, it is unlawful, and a misdemeanor subject to punishment in accordance with Chapter 1.12 of this Code, for any person to make or cause to be made any non-storm water discharge.

B. Notwithstanding the exemptions provided by Section 15.50.060, if the regional water quality control board or the enforcement official determines that any otherwise exempt discharge causes or significantly contributes to violations of any storm water permit, or conveys significant quantities of pollutants to a surface water or storm water conveyance, or is a danger to public health or safety, such discharge shall be prohibited from entering the storm water conveyance system.

1.12.020 - General penalties

A. Misdemeanors. Unless otherwise provided, any person convicted of a misdemeanor under the provisions of this code shall be punishable by a fine of not more than one thousand dollars ($1,000.00) or by imprisonment in the county jail of Merced County for a period not exceeding one (1) year, or by both such fine and imprisonment.

REPORT
ILLEGAL DUMPING
(209) 385-6905

City of Merced
Gateway to Yosemite

For further information, please contact our office at:

City of Merced
Water Quality Control Division
1776 Grogan Avenue
Merced, CA 95341
(209) 385-6204
www.cityofmerced.org

FOOD TRUCKS AND STORM WATER

CITY OF MERCED, CALIFORNIA
INCORPORATED APRIL 1, A.D. 1889

EXHIBIT C

The City of Merced is promoting storm water pollution prevention through public outreach and the Storm Water Ordinance. The Merced Municipal Code 15.50.020 - Purpose and Intent states,

A. The purpose of this chapter is to protect and promote the health, safety, and general welfare of the citizens of City of Merced by controlling non-storm water discharges to the storm water conveyance system from spills, dumping, or disposal of materials other than storm water, and by reducing pollutants in urban storm water discharges to the maximum extent practicable.

B. This chapter is intended to assist in the protection and enhancement of the water quality of watercourses, water bodies, and wetlands in a manner pursuant to and consistent with the Federal Clean Water Act (33 U.S.C. Sections 1251 et seq.) and any subsequent amendments thereto, by reducing pollutants in storm water discharges to the maximum extent practicable and by prohibiting non-storm water discharges into the storm drain system.

Anything that spills or lands on the ground of areas such as streets, sidewalks, drainage channels, or parking lots of the City of Merced eventually becomes storm water pollution. Everything that flows into a storm drain, goes directly to our creeks and rivers, untreated. This means aquatic life can die off and areas for water recreation become unsafe for human enjoyment.

Mobile Food Trucks play a major role in minimizing storm water pollution, because of the mobile aspect of the business. The following are important responsibilities of Food Trucks to aid in the protection of our environment, as well as, the health, safety and general welfare of the citizens of Merced:

DO'S

Visit commissary DAILY for disposing of fats, oils and grease
- keep logs

Clean spills using dry methods, like absorbents

Clean kitchen equipment indoors or at wash facility with an oil separator or a grease interceptor

Clean mobile food truck at an approved wash facility

DON'TS

Do not dispose of waste fats, oils and grease in storm drains or drainage ditches

Do not use water to clean up spills

Do not clean kitchen equipment outdoors where wastewater could impact the storm drain

Do not clean mobile food truck at place of residence

NOTICE OF EXEMPTION

To: ____ Office of Planning and Research
P.O. Box 3044
Sacramento, CA 95812-3044

__X__ County Clerk
County of Merced
2222 M Street
Merced, CA 95340

From: (Public Agency)
City of Merced
678 West 18th St.
Merced, CA 95340

Project Title: Site Plan Review #428 (Environmental Review #18-65)

Project Applicant: Lupita Cazarez

Project Location (Specific): 1050 W. Olive Avenue **APN:** 007-320-001

Project Location - City: Merced **Project Location - County:** Merced

Description of Nature, Purpose, and Beneficiaries of Project:

Name of Public Agency Approving Project: City of Merced

Name of Person or Agency Carrying Out Project: Lupita Cazarez

Exempt Status: (check one)

___ Ministerial (Sec. 21080(b)(1); 15268);
___ Declared Emergency (Sec. 21080(b)(3); 15269(a));
___ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
__X__ Categorical Exemption. State Type and Section Number: 15311, Class 11, Accessory Structures
___ Statutory Exemptions. State Code Number: _____.
___ General Rule (Sec. 15061 (b)(3))

Reasons why Project is Exempt: As defined under the above referenced Section, the proposed project consists of a minor accessory commercial use in a commercial area, such as a food truck, which is considered to be exempt under the CEQA Guidelines per Section 15311 Section 11.

Lead Agency: City of Merced
Contact Person: Francisco Mendoza-Gonzalez **Area Code/Telephone:**(209) 385-6858

Signature: _____ **Date:** 11-19-2018 **Title:** Planner

__X__ Signed by Lead Agency

Date Received for Filing at OPR: _____
(If applicable)

Authority Cited: Sections 21083 and 21110. Public Resources Code
Reference: Sections 21108, 21152, and 21152.1. Public Resources Code

EXHIBIT D