

APPENDIX A: GENERAL PLAN CONSISTENCY TABLE

The following table summarizes the various relevant issues and contents within the South Lathrop Park Specific Plan (SLSP) as they relate to the Plan’s consistency with City General Plan goals and policies.

For the purposes of efficiency and brevity, only those goals and policies within the General Plan that are relevant to the SLSP are itemized and described in the Table. The column shown as “General Plan Goals, Objectives, and Policies” contains in many cases only partial quotes from relevant sections of the General Plan subjects being itemized. The Table is organized sequentially with the City’s General Plan document and formatted by section and subject heading. Since the General Plan is organized in a more “narrative” format, the Table is similarly structured, showing General Plan page numbers to facilitate location of the various items being addressed.

General Plan Goals, Objectives, and Policies	General Plan Page	General Plan Compatible	Compatibility Analysis
II. GOALS, MAJOR POLICIES AND MAJOR PROPOSALS OF THE GENERAL PLAN			
Goal #1: Balancing the Social and Economic Costs and Benefits of Urbanization —... development of job-creating activities... to assure a reasonable balance with the growth of Lathrop's economic base.	2-11	Yes	The project creates major areas of employment-generating land uses, including commercial, office, and limited industrial uses, in accordance with the overall intent of Sub-Plan Area #1 as expressed in the General Plan
Goal #2: Equality of Opportunity —... provision and availability of public services and facilities and in meeting employment and housing needs.	2-11	Yes	Even though this Goal refers to "growth centers west of Interstate 5" this project nevertheless greatly aids in "meeting employment...needs" by the nature of the land uses being implemented in accord with the General Plan Goal #1
Goal #3: Community Identity —It is a goal of the General Plan that the old and new centers of development which lay east and west of I-5... make a strong contribution toward the identity of the entire City of Lathrop.	2-11	Yes	Through both the Specific Plan intent and vision, as expressed in Chapters 1 and 3, as well as in the Design Guidelines, Chapter 5, a coherent approach to the character and organization of the Plan Area is established and will further implement the General Plan goal and policy of establishing a quality approach to the future development and identity of each parcel on the project site.
Goal #5: Enhancing the Quality of Life and Biological Resources —... to enhance the quality of living by preventing the degradation of the natural environment, and by taking steps to off-set and alleviate the effects of that degradation...	2-12	Yes	By providing for a major area of development on lands that are already disturbed by existing land uses, consolidated and away from sensitive biological resources, the project allows for these other more sensitive areas within and on the outskirts of the City to be preserved and protected from degradation. Also, the SP mandates compliance with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Although this Plan is typically voluntary, project

			proponents are required to participate in the conservation plan by contributing impact fees as part of project mitigation.
Goal #6: Transportation and Circulation ... development of an integrated system of transportation and internal circulation, and to provide access to other parts of San Joaquin County and the region.	2-12	Yes	By following the General Plan's stated concepts on circulation patterns, street designations, and road sections, plus by working closely with the City's Engineering staff, safety, economy, and efficiency of movement of people and goods is accomplished as intended by the GP.
Goal #7: Seismic Hazards	2-12	Yes	The project is expected to comply with all seismic goals and policies expressed in the General Plan at such time that site improvements and building plans are required and processed for City approval.
Goal #8: Public Safety Hazards	2-13	Yes	The project is expected to comply with all goals and policies related to fire safety, law enforcement and "large scale conditions of emergency" expressed in the General Plan at such time that site improvements and building plans are required and processed for City approval.
Goal #9: Noise Hazards ... to protect citizens from the harmful effects of exposure to excessive noise, and to protect the economic base of the City by preventing the encroachment of noise sensitive land uses by sources of adverse noise... as vehicular freeway traffic, railroad traffic and industrial operations	2-13	Yes	In accord with the intent and provisions of the General Plan, the project locates less noise sensitive land uses, such as industrial, service commercial, and retail commercial uses adjacent to Highway 120, arterial streets, and the Union Pacific Railroad lines. In addition, no residential units are planned for the project area, once the entire site has been built out.
Goal #10: Water Supply, Wastewater and Surface Water Management ... to provide for a secure source of fresh water for existing and future residents and for the reuse of wastewater and surface water so that there is no net increase in water pollution including point and non-point sources.	2-13	Yes	The project will participate in funding its share of SSJID surface water, groundwater wells, wastewater treatment and disposal and recycled water. The project will also include storm water quality features/facilities to treat surface water runoff prior to discharging it into the San Joaquin River.
Annexation through phased development ... avoid a disjointed pattern of urbanization, to avoid creating unnecessary conflicts with continuing agricultural operations, and to avoid adverse impacts of the provision and maintenance of public services and facilities.	2-13	Yes	Annexation and Phasing for the project is planned and organized in a logical, coherent sequence and pattern, avoiding excessive and untenable financial burden on the developing infrastructure and support system as the project builds out. Provision is also made for future Development Agreement(s) with the City to ensure that both the City and the development interests and land owners are able to successfully implement the project in a cost-effective, timely manner.
Limitations upon the timing of development: ... availability of and capability for financing public services and facilities	2-13	Yes	Through effective phasing, financing, and implementation of the Specific Plan elements as expressed in Chapter 7, as well as "provision for mutually acceptable Development Agreement(s)," the project has been planned in the most advantageous manner to allow for methods between City and development interests to implement adequate

			financing of public services and facilities.
Achieving visual and functional quality in new development--			
1. Architectural design review should be required of all Planned Developments (PD's) and of all multi-family, office, commercial, institutional and industrial uses.	2-14	Yes	Specific Design Guidelines are established in this Specific Plan and provisions are made for a design review system to ensure that the standards of quality envisioned for this Plan Area are achieved.
4. ... a pedestrian and bike trail linking all three Sub-Plan areas... landscaped corridors on either side of expressways and some arterial streets... A corridor for eventually combining bike and pedestrian circulation...	2-14	Yes	The Project plan provides in Chapter 4 for a biking/pedestrian trail system, both off and on street, that will allow safe and efficient passage to, from, and through the project site with minimum conflict between automobile traffic and bicyclers/walkers.
5. ... are to include a park and recreation corridor along the San Joaquin River, natural waterways and riparian vegetation, a pedestrian and bike trail...	2-15	Yes	The Project plan includes a trail along the San Joaquin River assumed to connect to the regional trail. The Project plan also provides a connection to the trail through the project.
Commercial Features of the Plan-- Service Commercial areas provide for the location of such service-connected user as auto sales and repairs, building materials supply, equipment service, and storage... Freeway Commercial uses would cater primarily to the needs of the highway traveler, including hotels, motels, inns, restaurants and auto services.	2-16	Yes	The Project includes a substantial component of commercial office uses in accordance with the vision of the General Plan.
Industrial Features of the Plan-- ... confined to lands east of Interstate 5 and north of State Route 120 in areas traditionally planned (and partially developed) for such use, where rail and highway accessibility is assured and where conflicts with established and planned residential areas can be avoided.	2-17	Yes	The Project includes a substantial component of industrial uses comprising 222 acres, or approximately 70% of the development land area on site, in accordance with the vision of the General Plan. Accessibility to rail and highway transportation is optimally available to the industrial block of land uses. In addition, large components of both commercial office satisfy "Commercial Features of the (General) Plan."
Transportation Features of the Plan - ... objective of the total transportation system is to de-emphasize reliance on the automobile to the extent possible while continuing to recognize its practical necessity as a dominant mode of surface transportation	2-17	Yes	Multi-modal transportation characterizes a large part of the intent of the project Specific Plan. Proximity and direct access to a major existing ACE station on Yosemite Ave., the provision of bus transit stops and pick up locations on-site, and a system of off-street and on-street bicycle corridors to and through the site, all are tailored to encourage modes of travel other than the automobile.
IV. COMMUNITY DEVELOPMENT ELEMENT			
A. LAND USE			
Commercial Land Use Policies and Proposals			

Service Commercial Centers-- ... located primarily north of Roth Road and along Yosemite and McKinley Avenues south of Yosemite in S-P Area #1	4-A-10	Yes	The Service Commercial areas have been planned along Guthmiller/Yosemite Ave, south of SR-120 and are within S-P Area #1.
Industrial Land Use Policies and Proposals			
1. Areas designated for industrial land uses are intended to take advantage of rail	4-A-12	Yes	See Item #15 "Industrial Features" above
2. ... long term availability of industrial land to expand the City's economic base and capability for meeting the ongoing costs of public services required by the community.	4-A-12	Yes	See Item #15 "Industrial Features" above
3. Industrial proposals should be located where possible within an industrial park designed for the accommodation of a community of industries that are compatible in terms of operational characteristics, aesthetic qualities, utility service requirements and street circulation.	4-A-13	Yes	All planned industrial parcels have been located in industrial parks within the Specific Plan area. Design Guidelines and a coherent utility and street circulation plan ensure the aesthetics and the operational needs of these parcels.
4. Industries are to be developed and operated in such manner as to avoid damage, destruction or degradation of the environment.	4-A-13	Yes	Industrial uses are located in already disturbed areas, including existing agricultural areas, with no encroachment into any existing environmentally sensitive areas. Also, permitted uses in the South Lathrop Zoning Ordinance provide for exclusion of inappropriate uses that would degrade the surrounding environment.
Office Commercial-- ... provides regional as well as local serving retail and business/professional workspace. These uses are located along Interstate 5 for greater visibility and freeway access. Land Use Intensity 0.17-.6 FAR	4-A-20	Yes	The Commercial Office Land Use in the South Lathrop Specific Plan is located next to the highly visible Guthmiller/SR 120 interchange and is structured to accommodate both regional and local retail and professional users. The SLSP provides for a FAR ranging from 0.2-0.6.
B. TRANSPORTATION AND CIRCULATION			
Interstate and State Route Freeways			
1. The City should protect the through traffic functions of Interstate and State Route Freeways serving the Lathrop area by planning arterial street alignments which will avoid the need or desire to utilize freeway sections for short, local area interval trips...	4-B-4	Yes	With Guthmiller Road connecting to Yosemite Avenue to the north of SR-120, access to and from the site is offered without the necessity to use Interstate and State Route Freeways.

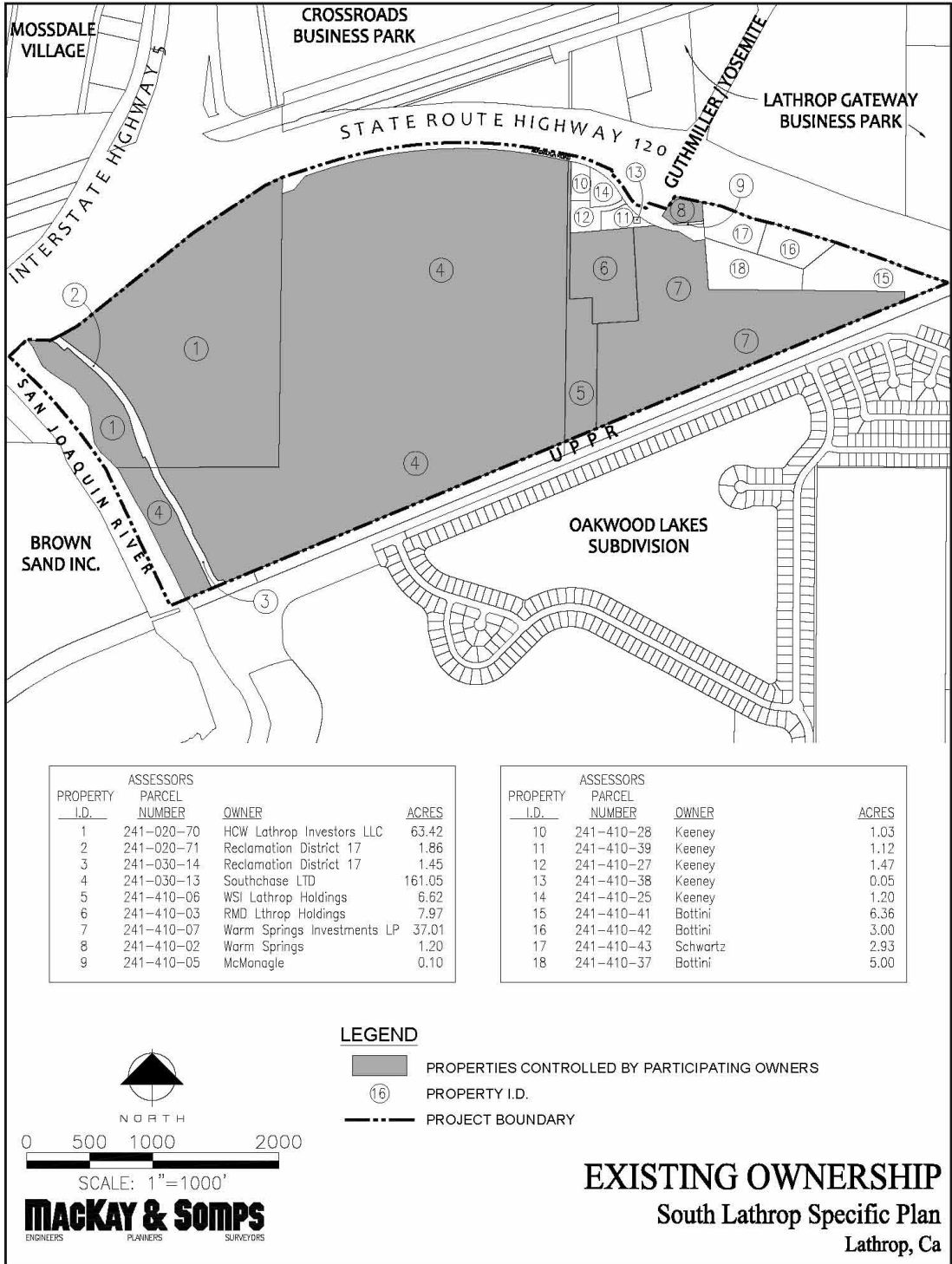
2. Land use designations along freeway sections should take into consideration the visual and noise impacts associated with existing and future traffic levels on these major traffic carrying facilities.	4-B-4	Yes	See Item #8, "Noise Hazards," above
3. Freeway interchanges should be improved to carry the demands of traffic generated by development in Lathrop in keeping with the principle that responsibility for improvements must reflect the fair apportionment of traffic to existing and future regional demands v. local demands.	4-B-4	Yes	The project will participate in funding its share of regional transportation improvements through fees and/or mitigation identified in the Environmental Impact Report.
Arterial Streets			
2. Arterials are to be typically constructed for 4-6 lanes of traffic with left turn lanes provided at intersections, although infrequently arterials may be 2 lanes wide... Street trees should be provided along all street trees	4-B-5	Yes	Section 4.4.1 of SLSP specifies sections for arterial streets on the project site with 4 lanes. Ultimate street lane characteristics have been coordinated with City planning and engineering staff to maintain consistency with the General Plan and be properly sized for the traffic loads and types of vehicles to be carried on these roads, in concert with the recommendations of the project EIR and traffic impact studies.
3. Arterial streets serving Service Commercial and Industrial areas are to be designed and constructed to standards which reflect heavy truck traffic and the need for longer turning radii for trucks at intersections. On-street parking shall be prohibited.	4-B-5	Yes	Lane and pavement dimensions have been sized to accommodate the truck traffic envisioned by the General Plan and future construction designs will be required to meet specifications for the vehicle traffic consistent with industrial and commercial areas. No on-street parking is allowed on the arterial street within the Specific Plan area.
Bicycle Routes —Within Sub Area #1, bicycle routes would be included as part of the street system...	4-B-15	Yes	See Item # 16, "Transportation Features," above
Regional Transit —Regional transit capability potentially exists by utilizing the (former) Southern Pacific and the Union Pacific Railroad lines/rights-of-way which connect with the Bay Area to the west, the Stockton and Sacramento metro areas to the north and major cities of the San Joaquin Valley and Southern California.	4-B-15	Yes	See Item # 16, "Transportation Features," above
Local Transit —Planning for an integrated bus system should be made a requirement of Specific Plan preparations so as to identify the streets requiring turnouts for bus stops.	4-B-16	Yes	The project envisions and allows for an integrated bus system with designated stops and turnouts. In subsequent stages of development, the Applicant will work with local transit authorities to confirm locations and design of future bus facilities.

D. WATER, SEWERAGE, DRAINAGE & FLOOD CONTROL			
A Strategy and Program for Meeting Requirements for Municipal Water Supplies	4-D-1	Yes	The project is planned to be consistent with the City Master Utility Plan by funding its share of SSJID surface water, groundwater wells, treatment facilities and storage/pressure facilities.
Wastewater Management Requirements	4-D-4	Yes	The project is planned to be consistent with the City Master Utility Plan by planning a wastewater system with the ability to connect to the regional Manteca WQCF.
Surface Water Drainage and Flood Control	4-D-6	Yes	The project is planned to be consistent with the City Master Drainage Plan by planning a storm water system to protect the area from flooding as well as protecting water quality.
V. RESOURCE MANAGEMENT			
Agricultural Land Policies			
1. ... preserve environmental qualities rather than the potential of Lathrop to grow beyond its planning area boundaries.	5-3	Yes	The Plan boundaries are within the Lathrop General Plan limits for Sub-Area #1.
2. Exclusive agricultural zoning shall be continued on agricultural lands outside the boundaries of the three sub-plan areas.			The Plan boundaries are within the Lathrop General Plan limits for Sub-Area #1.
4. ... develop a comprehensive approach to the cancellation of Williamson Act contracts on lands needed for early phases of Urban Development	5-3	N/A	There are no parcels within the Plan Area that are under Williamson Act contracts.
Open Space for Natural and Human Resources			
2. The objective of habitat enhancement calls for: the creation of new habitat within multi-purpose open space areas designated for reuse of treated wastewater for wildlife management and recreation.	5-8	Yes	Land uses proposed with the SLSP do not conflict with any area designated as multi-purpose open space in the City's General Plan.
3. ... It is the intent of the City of Lathrop to be a good steward of its biological resources for the benefit of its citizens and the general public.	5-8	Yes	The SLSP proposed a 100' setback along the San Joaquin River and will participate in the SJMSCP to mitigate habitat impacts.
4. Developments proposed in sensitive biological areas shall be required to provide site-specific analysis of the impacts of the project on fish and wildlife habitat.	5-9	Yes	The SLSP will participate in the SJMSCP to mitigate impacts covered by the program. In addition, resource agency permits will be required prior to constructing the outfall. In order to obtain the permits, a site specific analysis of impacts will be required.

Landscape Features			
1. Appropriate trees within public rights-of-way are to be retained and new street trees planted and maintained in accordance with policies and procedures of a Master Street Tree Plan and Street Tree Ordinance...	5-10	Yes	Unless they are diseased or declining, existing trees within public rights-of-way are to be retained as and where possible and new trees planted and maintained as per City Ordinance.
2. The installation of street trees shall be made a condition of approval of residential, commercial, industrial and institutional development	5-10	Yes	The project Landscape Guidelines and Circulation Plan call for street trees in all public rights-of way, commercial, industrial and office.
Open Space for Health, Welfare and Well-Being			
Air Quality and Solid Waste Management Policies		Yes	The Project will comply with City policies as expressed in the General Plan relating to Air Quality and Solid Waste Management section.
1. ... design and construction of an efficient system of arterial and collector streets and interchange and freeway improvements...	5-11	Yes	See Item 5, "Goal # 6," above.
2. ... development of a regional rail transit service to be incorporated into early stages of development.	5-11	Yes	See Item 16, "Transportation Features," and Items 23-29, under "Transportation and Circulation," above.
... compliance with State air quality and water quality standards... periodic monitoring of industrial processes which may have an adverse effect on water of air quality.	5-11	Yes	The project is required by the Specific Plan to comply with City and State standards for clean air and water.
4. ... positive control of dust particles during project construction activities...	5-11	Yes	The project is required by the Specific Plan to comply with City and State standards for clean air and water during construction.
5. ... Heavy plantings of trees are encouraged to assist in maintaining oxygen levels.	5-11	Yes	Project Design Guidelines, as shown in Chapter 5 of the SLSP, prescribe landscape standards, tree and shrub sizes, and quality of planting, to insure consistency with General Plan goals for landscaping and air quality.
6. ... reduce levels of vehicle emissions of air pollutants...	5-11	Yes	The project proponents and applicants will comply with all State standards, especially as indicated in the City General Plan and Mitigation Measures in the project EIR.
Archaeological and Cultural Resources			
1. Existing know archaeological and cultural resources are to be protected...	5-12	Yes	The project EIR is mandated to conduct an extensive records search as well as an on-site reconnaissance to determine the presence of these resources. Should any such resources be discovered, the project applicants will comply with mitigation measure and procedures set forth in



			Appendix K of CEQA guidelines.
2. The potential loss of as yet unknown archaeological and cultural resources shall be avoided by close monitoring of the development process..	5-12	Yes	The project will comply with all City construction, development and consultation requirements as expressed in the City General Plan and found in the project EIR Mitigation Measures.
Open Space for Outdoor Recreation			
Landscaped Open Space Corridor— The landscaped open space corridor can take several forms, including the pedestrian parkway separate from auto traffic, a combined vehicle and pedestrian parkway... connecting with other components of the park and recreation system or located separate from other areas...	18-5	Yes	The project Circulation system (see Chapter 4 of the SLSP) and Design Guidelines provide for landscaped pedestrian/bicycle corridors which allow off-road multi-use paths which traverse the project site and facilitate safe access to and from all uses within the Plan Area.
<u>VI. HAZARD MANAGEMENT</u>			
Seismic Goals and Policies	6-2	Yes	The project is expected to comply with all seismic goals and policies expressed in the General Plan at such time that site improvements and building plans are required and processed for City approval.
Safety Goals and Policies	6-4	Yes	The project is expected to comply with all goals and policies related to fire safety, law enforcement and “large scale conditions of emergency” expressed in the General Plan at such time that site improvements and building plans are required and processed for City approval. Development in the South Lathrop Specific Plan will pay all applicable fire service fees and assessments required to conform to the California Fire Code, the City’s Fire Sprinkler Ordinance, fire flow standards, and other applicable requirements. Project measures affecting planning level issues can be found in Chapter 6, Section 1 of the Specific Plan.
Noise Abatement and Control	6-7	Yes	The project will comply with all City policy requirements and noise level performance standards as expressed in the General Plan relating to noise abatement as well as those found in the Project EIR Mitigation Measures.

APPENDIX B: LAND OWNERS



PROPERTY I.D.	ASSESSORS PARCEL NUMBER	OWNER	ACRES
1	241-020-70	HCW Lathrop Investors LLC	63.42
2	241-020-71	Reclamation District 17	1.86
3	241-030-14	Reclamation District 17	1.45
4	241-030-13	Southchase LTD	161.05
5	241-410-06	WSI Lathrop Holdings	6.62
6	241-410-03	RMD Lthrap Holdings	7.97
7	241-410-07	Warm Springs Investments LP	37.01
8	241-410-02	Warm Springs	1.20
9	241-410-05	McManagle	0.10

PROPERTY I.D.	ASSESSORS PARCEL NUMBER	OWNER	ACRES
10	241-410-28	Keeney	1.03
11	241-410-39	Keeney	1.12
12	241-410-27	Keeney	1.47
13	241-410-38	Keeney	0.05
14	241-410-25	Keeney	1.20
15	241-410-41	Bottini	6.36
16	241-410-42	Bottini	3.00
17	241-410-43	Schwartz	2.93
18	241-410-37	Bottini	5.00


 NORTH

 SCALE: 1"=1000'
MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS

This document is the Mitigation Monitoring and Reporting Program (MMRP) for South Lathrop Specific Plan (proposed project). This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to “adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” An MMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

The numbering of the individual mitigation measures follows the numbering sequence as found in the Draft EIR.

4.1 MITIGATION MONITORING AND REPORTING PROGRAM

The MMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in the EIR.

The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below:

- **Mitigation Measures:** The mitigation measures are taken from the EIR in the same order that they appear in the EIR.
- **Mitigation Timing:** Identifies at which stage of the project mitigation must be completed.
- **Monitoring Responsibility:** Identifies the agency that is responsible for mitigation monitoring.
- **Compliance Verification:** This is a space that is available for the monitor to date and initial when the monitoring took place.

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IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>employment center entry locations.</i></p> <ul style="list-style-type: none"> • <i>Provide preferential carpool parking spaces close to the employment center entry locations.</i> • <i>Provide on-site amenities that encourage alternative transportation modes such as locker, shower, and secure bike storage facilities.</i> • <i>Provide on-site services such as personal mail boxes and day care that reduce mid-day trip generation.</i> • <i>Provide information to business owners regarding the benefits of telecommuting options.</i> • <i>Provide information to employees regarding carpooling, ride sharing and other available programs.</i> • <i>Coordinate SJCOG’s Commute Connection Program</i> <p>Mitigation Measure 3.3-4: <i>Prior to the approval of a Building Permit, the project proponent shall provide the City of Lathrop with confirmation that they have met with the SJVAPCD to explore the potential of entering into a Voluntary Emissions Reduction Agreement (VERA) as a method to achieve emissions reductions in excess of District Rule 9510 (Indirect Source Review) requirements and other mitigation measures required for the SLSP. The City shall confirm that the project proponent has made a good-faith effort to reduce emissions through a VERA taking into consideration whether emissions reductions through a VERA can be accomplished in a successful manner within a reasonable period of time, and taking into account economic, environmental, legal, social, and technological factors.</i></p>	<p>City of Lathrop</p>	<p>Prior to the approval of the Specific Plan</p>	
<p><i>Impact 3.3-2: Project construction has the potential</i></p>	<p>Mitigation Measure 3.3-5: <i>Prior to the commencement of construction activities, the project proponent shall prepare and submit a Dust Control</i></p>	<p>City of Lathrop</p>	<p>Prior to</p>	

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
<p>to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation</p>	<p>Plan that meets all of the applicable requirements of APCD Rule 8021, Section 6.3, for the review and approval of the APCD Air Pollution Control Officer.</p> <p>Mitigation Measure 3.3-6: During all construction activities, the project proponent shall implement dust control measures, as required by APCD Rules 8011-8081, to limit Visible Dust Emissions to 20% opacity or less. Dust control measures shall include application of water or chemical dust suppressants to unpaved roads and graded areas, covering or stabilization of transported bulk materials, prevention of carryout or trackout of soil materials to public roads, limiting the area subject to soil disturbance, construction of wind barriers, access restrictions to inactive sites as required by the applicable rules.</p> <p>Mitigation Measure 3.3-7: During all construction activities, the project proponent shall implement the following dust control practices identified in Tables 6-2 and 6-3 of the GAMAQI (San Joaquin Valley APCD, 2002):</p> <ul style="list-style-type: none"> a. All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, or vegetative ground cover. b. All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant. c. All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall control fugitive dust emissions by application of water or by presoaking. d. When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, or at least six inches of freeboard space from the top of the container shall be maintained. 	<p>City of Lathrop and the SJVAPCD</p> <p>City of Lathrop and the SJVAPCD</p>	<p>construction</p> <p>During Construction</p> <p>During Construction</p>	

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>e. All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.</i></p> <p><i>f. Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.</i></p> <p><i>g. Limit traffic speeds on unpaved roads to 15 mph; and h. Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.</i></p> <p>Mitigation Measure 3.3-8: Architectural coatings applied to all structures in the Plan Area shall meet or exceed volatile organic compound (VOC) standards set in APCD Rule 4601. The ODS shall submit to the APCD a list of architectural coatings to be used and shall indicate how the coatings meet or exceed VOC standards. If the APCD determines that any architectural coatings do not meet VOC standards, the ODS shall replace the identified coatings with those that meet standards.</p> <p>Mitigation Measure 3.3-9: To reduce impacts from construction related exhaust emissions, the project proponent shall utilize off-road construction fleets that can achieve fleet average emissions equal to or cleaner than the Tier II emission standards, as set forth in §2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations. This can be achieved through any combination of uncontrolled engines and engines complying with Tier II and above engine standards.</p> <p>Mitigation Measure 3.3-10: Asphalt paving shall be applied in accordance with APCD Rule 4641. This rule applies to the manufacture and use of</p>	<p>City of Lathrop and the SJVAPCD</p> <p>City of Lathrop and the SJVAPCD</p> <p>City of Lathrop</p>	<p>During Construction</p> <p>During Construction</p> <p>During</p>	

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.	and the SJVAPCD	Construction	
<p><i>Impact 3.3-4: The proposed project has the potential for public exposure to toxic air contaminants</i></p>	<p>Mitigation Measure 3.3-11: <i>Prior to the construction and/or operation of any industrial or commercial building that would emit toxic air contaminants, the project proponent shall, at a minimum, perform prioritization screening in accordance with the Air Toxics "Hot Spots" Program, Facility Prioritization Guidelines (July 1990) and the Air Toxics "Hot Spots" Information and Assessment Act. The prioritization screening shall be performed in coordination with the San Joaquin Valley Air Pollution Control District, whom will be responsible for determining which facilities based on their prioritization screening score, must perform a health risk assessment. In determining the need to prepare a health risk assessment, the San Joaquin Valley Air Pollution Control District should consider the potency, toxicity, quantity, and volume of hazardous materials released from the facility, the proximity of the facility to potential receptors, and any other factors specific to the facility that indicate that it may pose a significant health risk.</i></p> <p><i>If a health risk assessment is warranted for a facility based on its prioritization score, the project applicant shall assess the facilities for the potential to expose the public to toxic air contaminants in excess of the following thresholds:</i></p> <ul style="list-style-type: none"> <i>• Probability of contracting cancer for the Maximally Exposed Individual (MEI) exceeds 10 in one million.</i> <i>• Ground-level concentrations of non-carcinogenic toxic air contaminants would result in a Hazard Index greater than 1 for the MEI.</i> <p><i>Facilities that exceed the above thresholds have the potential to expose the public to toxic air contaminants levels that would be considered significant. Mitigation is required for such facilities to ensure that the toxic air</i></p>	<p><i>City of Lathrop and the SJVAPCD</i></p>	<p><i>Prior to construction of any industrial or commercial building that would emit toxic</i></p>	

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	contaminants are reduced to levels below the threshold.			
<i>Biological Resources</i>				
<p><i>Impact 3.4-1: The proposed project has the potential to have a direct or indirect effect on special-status invertebrate species</i></p>	<p>Mitigation Measure 3.4-1: Prior to commencement of any grading activities, the project proponent shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through payment of development fees for conversion of open space lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. In addition, coverage includes incidental take avoidance and minimization measures for species that could be affected as a result of the proposed project. There are a wide variety of incidental take avoidance and minimization measures contained in the SJMSCP that were developed in consultation with the USFWS, CDFW, and local agencies. The applicability of incidental takes avoidance and minimization measures are determined by SJCOG on a project basis. The process of obtaining coverage for a project includes incidental take authorization (permits) under the Endangered Species Act Section 10(a) and California Fish and Game Code Section 2081. The Section 10(a) permit also serves as a special-purpose permit for the incidental take of those species that are also protected under the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species. The SJMSCP includes the implementation of an ongoing Monitoring Plan to ensure success in mitigating the habitat impacts that are covered. The SJMSCP Monitoring Plan includes an Annual Report process, Biological Monitoring Plan, SJMSCP Compliance Monitoring Program, and the SJMSCP Adaptive Management Plan SJCOG.</p>	<p>City of Lathrop and SJCOG, Inc.</p>	<p>Prior to grading</p>	
<p><i>Impact 3.4-3: The proposed project has the potential to have direct or indirect effects on special-status bird species</i></p>	<p>Mitigation Measure 3.4-2: If construction activities occur during the avian breeding season (March 1 – August 31) then the project proponent shall conduct pre-construction surveys to prevent impacts to nesting birds. No more than 15 days prior to the start of construction a bird survey shall be conducted by a qualified biologist to identify any active nests within the Plan Area or Offsite Infrastructure Corridor. If construction stops for a period of 15 days or more during the avian breeding season than an additional bird</p>	<p>City of Lathrop</p>	<p>15 days prior to construction activities</p>	

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>term performance. The O&M plan shall incorporate the manufacturers' recommended maintenance procedures and include (1) provisions for debris removal, (2) guidance for addressing public health or safety issues, and (3) methods and criteria for assessing the efficacy of the storm drainage system. An annual report shall be submitted to the City certifying that maintenance of the facilities was conducted according to the O&M plan.</i></p> <p>Mitigation Measure 3.4-8: <i>The project applicant shall implement the following structural BMPs that focus on preventing pollutants from entering stormwater, or alternative BMPs approved by the City of Lathrop:</i></p> <ul style="list-style-type: none"> • <i>Extended Detention Facilities: Extended detention refers to the facilities proposed for the Plan Area that would detain and temporarily store stormwater runoff to reduce the peak rates of discharge to the San Joaquin River. Detention of stormwater allows particles and other pollutants to settle and thereby potentially reduce concentrations and mass loading of contaminants in the discharge.</i> • <i>Grassed Swales: A swale is a vegetated, open channel management practice designed to treat and attenuate stormwater runoff for a specified water quality volume. Stormwater runoff flowing through these channels is treated by being filtered through vegetation in the channel, through a subsoil matrix, and/or through infiltration into the underlying soils. Swales can be used throughout the SLSP area where feasible in the landscape design to treat parking lot runoff.</i> <p><i>Proprietary Devices: There are a variety of commercially available stormwater treatment devices designed to remove contaminants from drainage once flows enter the conveyance systems. StormFilter™ units, or</i></p>	<p>City of Lathrop</p>	<p>During Construction</p>	

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>equivalent filtration-type systems, are recommended within the commercial and industrial areas as the main structural BMP for these areas. Bioswales are also recommended for streets and parking areas. Drop inlet filters should also be used to control drainage runoff water quality.</p> <p>Mitigation Measure 3.4-9: The project applicant shall coordinate with state, federal, and local agencies prior to the construction of the storm drain outfall to obtain the proper permits and to establish avoidance, minimization, and compensation for impacts to special status fish species. Avoidance measures should include species specific work windows to avoid spawning periods.</p>	City of Lathrop	Prior to Construction of Outfall	
CULTURAL RESOURCES				
<p>Impact 3.5-1: Project implementation has the potential to cause a substantial adverse change to a significant historical resource, as Defined in CEQA Guidelines §15064.5</p>	<p>Mitigation Measure 3.5-1: If any cultural resources, including prehistoric or historic artifact, submerged resources or artifacts, or other indications of archaeological resources are found during grading and construction activities, all work shall be halted immediately within a 200-foot radius of the discovery until the an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, has evaluated the find(s).</p> <p>Work cannot continue at the discovery site until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially significant or eligible for listing on the NRHP or CRHR; or 3) not a significant Public Trust Resource.</p> <p>If a potentially-eligible resource or a significant Public Trust Resource is encountered, then the archaeologist, lead agency, trustee agency, and project proponent shall arrange for either 1) total avoidance of the resource, if possible; or 2) test excavations to evaluate eligibility and, if eligible, total data recovery as mitigation. If a significant Public Trust Resource is encountered, then the archaeologist, lead agency, and project proponent shall arrange coordinate with the trustee agency for the appropriate course of action given the facts and circumstances of the find. The determination</p>	City of Lathrop	During construction	

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>shall be formally documented in writing and submitted to the lead agency and trustee agency, if applicable, as verification that the provisions in CEQA for managing unanticipated discoveries have been met.</p> <p>If Native American resources are identified, a Native American monitor, following the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites established by the Native American Heritage Commission, may also be required and, if required, shall be retained at the Applicant's expense.</p>			
<p>Impact 3.5-3: Project implementation has the potential to directly or indirectly destroy a unique paleontological resource</p>	<p>Mitigation Measure 3.5-2: If paleontological resources are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the City of Lathrop shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes.</p>	<p>City of Lathrop</p>	<p>During construction</p>	
<p>Impact 3.5-4: Project implementation has the potential to disturb human remains, including those interred outside of formal cemeteries</p>	<p>Mitigation Measure 3.5-3: If human remains are discovered during the course of construction, work shall be halted at the site and any nearby area reasonably suspected to overlie adjacent human remains until the San Joaquin County Coroner has been informed and has determined that no investigation of the cause of death is required. If the remains are of Native American origin, either of the following steps will be taken:</p> <ul style="list-style-type: none"> The coroner will contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner will make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, which may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. 	<p>City of Lathrop and SJ County Coroner</p>	<p>During construction</p>	

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<ul style="list-style-type: none"> • The landowner shall retain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance when any of the following conditions occurs: <ul style="list-style-type: none"> ○ The Native American Heritage Commission is unable to identify a descendent. ○ The descendant identified fails to make a recommendation. <p>The City of Lathrop or its authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.</p>			
GEOLOGY AND SOILS				
<p><i>Impact 3.6-2: Implementation and construction of the proposed project may result in substantial soil erosion or the loss of topsoil</i></p>	<p>Mitigation Measure 3.6-1: Prior to clearing, grading, and disturbances to the ground such as stockpiling, or excavation, the Project proponent shall submit a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) to the RWQCB to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ). The SWPPP shall be designed with Best Management Practices (BMPs) that the RWQCB has deemed as effective at reducing erosion, controlling sediment, and managing runoff. These include: covering disturbed areas with mulch, temporary seeding, soil stabilizers, binders, fiber rolls or blankets, temporary vegetation, and permanent seeding. Sediment control BMPs, installing silt fences or placing straw wattles below slopes, installing berms and other temporary run-on and runoff diversions. These BMPs are only examples of what should be considered and should not preclude new or innovative approaches currently available or being developed. Final selection of BMPs will be subject to</p>	<p>City of Lathrop and RWQCB</p>	<p>During construction</p>	

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	approval by City of Lathrop and the RWQCB. The SWPPP will be kept on site during construction activity and will be made available upon request to representatives of the RWQCB.			
Impact 3.6-4: Potential for expansive soils to create substantial risks to life or property	<p>Mitigation Measure 3.6-2: Prior to earthmoving activities, a certified geotechnical engineer, or equivalent, shall be retained to perform a final geotechnical evaluation of the soils at a design-level as required by the recommendations contained in the Preliminary Geotechnical Report (Engeo 2004) and the requirements of the California Building Code Title 24, Part 2, Chapter 18, Section 1803.1.1.2 related to expansive soils and other soil conditions. The evaluation shall be prepared in accordance with the standards and requirements outlined in California Building Code, Title 24, Part 2, Chapter 16, Chapter 17, and Chapter 18, which addresses structural design, tests and inspections, and soils and foundation standards. The final geotechnical evaluation shall include design recommendations to ensure that soil conditions do not pose a threat to the health and safety of people or structures. The grading and improvement plans, as well as the storm drainage outfall and building plans shall be designed in accordance with the recommendations provided in the final geotechnical evaluation.</p>	City of Lathrop	Prior to construction	
GREENHOUSE GASES AND CLIMATE CHANGE				
Impact 3-1: Potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases	<p>Mitigation Measure 3.7-1: To reduce Greenhouse Gas Emissions and Energy Consumption, the project applicant shall institute measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, and maintenance/landscaping. As the individual projects are designed and undergo Design Review by the City of Lathrop, there should be an explanation as to why certain measures were incorporated in the individual projects and why other measures were dismissed.</p> <ul style="list-style-type: none"> • Increase transit accessibility in the Plan Area by ensuring a minimum distance of 0.2 miles to transit stops • Ensure that the pedestrian network within the Plan Area connects to offsite pedestrian networks 	City of Lathrop	Throughout the project	

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<ul style="list-style-type: none"> • Provide traffic calming measures on all street segments and intersections • Implement a voluntary trip reduction program for all employees • Encourage telecommuting and alternative work schedules. Ensure that 10% of employees have a 9/80, 4/40, or telecommute 1.5 days/wk. • Provide a Ride Sharing Program for all employees • Exceed Title 24 by 15% • Install high efficiency lighting and appliance within all buildings • Apply a water conservation strategy to achieve a 15% reduction in indoor and outdoor water usage • Utilize the City's reclaimed water system to irrigate outdoor landscaping, including medians once available (i.e. installation recycled water infrastructure to the Plan Area) • Install low faucets, toilets, and showers as applicable • Use water-efficient irrigation systems throughout the Plan Area • Institute Recycling and Composting Services to achieve a 50% reduction in waste disposal • Plant 100 hardwood tree species within the overall landscaping for the Plan Area 			
HAZARDS AND HAZARDOUS MATERIALS				
<p><i>Impact 3.8-1: Potential to create a significant hazard through the routine transport, use, or disposal of hazardous materials or through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment</i></p>	<p>Mitigation Measure 3.8-1: A Soils Management Plan (SMP) shall be submitted and approved by the San Joaquin County Department of Environmental Health prior to the issuance of a grading permit. The SMP shall establish management practices for handling hazardous materials, including fuels, paints, cleaners, solvents, etc., during construction. If surface staining is found to extend to a depth of more than six inches in soil, a hazardous waste specialist (Phase 2) shall be engaged to further assess the stained area. The approved SMP shall be posted and maintained onsite during construction activities and all construction personnel shall</p>	<p>City of Lathrop and SJ County Environmental Health</p>	<p>Prior to bringing hazardous materials onsite</p>	

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>regulatory agencies.</p> <p>Mitigation Measure 3.8-4: Prior to the issuance of grading permits the septic tank and domestic water supply wells shall be upgraded or destructed under permit from the San Joaquin County Department of Environmental Health. Any destruction of these facilities shall be in accordance with the San Joaquin County Well Standards (San Joaquin County Ordinance Code Section 9-1115.6). The project applicant shall provide the City of Lathrop with a copy of the permit and a report or other information documenting the appropriate destruction of these facilities.</p> <p>Mitigation Measure 3.8-5: Prior to the commencement of a business operation that involves the transport, storage, use, or disposal of a significant quantity hazardous material within the Plan Area, the business owner shall submit a Hazardous Materials Business Plan (HMBP) for review and approval by the San Joaquin County Department of Environmental Health. The HMBP shall establish management practices for handling, storing, and disposal of hazardous materials, including fuels, paints, cleaners, solvents, pesticides, fertilizers, etc., during operations to reduce the potential for spills and to direct the safe handling of these materials if encountered. The HMBP shall also identify the appropriate area for mixing/loading pesticides and fertilizers and for fuel dispensing, which shall be separated to ensure safety. The areas shall be designed with spillage catchments such that any accidental spillage is prevented from entering waterways. The business owner shall also consult with the San Joaquin County Department of Environmental Health to ensure that the particular business operations are compliant with all local, state, and federal regulations relative to their operations (i.e. proper permits for the installation and use of an underground storage of hazardous substances (USTs)). The approved HMBP and any other permit deemed to be required in order to commence the specific business operations shall be maintained onsite and all personnel shall acknowledge that they have reviewed and understand the HMBP and any other permit requirements.</p>	<p>City of Lathrop and SJ County Environmental Health</p> <p>City of Lathrop and SJ County Environmental Health</p>	<p>Prior to issuance of a grading permit</p> <p>Prior to commencement of business operations that involve hazardous materials</p>	
HYDROLOGY AND WATER QUALITY				

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
<p><i>Impact 3.9.5 The proposed project has the potential to otherwise substantially degrade water quality</i></p>	<p>Mitigation Measure 3.9-1: Prior to any activities that would require in-water construction activities in the San Joaquin River; the project applicant shall obtain a lease agreement from the California Lands Commission. The lease agreement shall include the latest BMP requirements, or standards, that are intended to avoid, minimize, and/or mitigate the potential for release of mercury or methylmercury from sediments into the Sacramento-San Joaquin Delta Estuary. The BMP requirements, or standards, associated with any approval by the California Lands Commission for in-water construction should be in accordance with their latest studies that have been funded to identify potential methylmercury control methods in the Delta, and/or their Exposure Reduction Program. The intent of any BMP must be an effort to ensure that the project comply with the CVRWQCB TMDL for this pollutant. Examples of BMPs include minimizing disturbance areas to the minimum required for construction, in-water excavation at low flow periods, avoiding spawning periods, etc.</p>	<p>City of Lathrop and California State Lands Commission</p>	<p>Prior to construction of the outfall</p>	
NOISE				
<p><i>Impact 3.12-5: The proposed project has the potential to increase stationary noise at sensitive receptors</i></p>	<p>Mitigation Measure 3.12-1: Proposed industrial uses which include extensive noise generating uses such as heavy trucking, outdoor manufacturing, or large ventilation systems (exhaust, dust collection, etc. other than HVAC systems) shall be reviewed by the City of Lathrop to ensure that exterior noise levels would not exceed the applicable San Joaquin County and City of Lathrop noise standards. The City shall prohibit the approval of a use that would cause an exceedance of the noise standards at a sensitive receptor. The specific development proposals within the Plan Area shall be reviewed by the City of Lathrop when the detailed information is available for the individual development/construction approvals, which may occur during Architectural Design Review and/or Building Permit.</p>	<p>City of Lathrop</p>	<p>On-going</p>	
TRANSPORTATION AND CIRCULATION				
<p><i>Impact 3.14-1: Under Existing Plus Project Conditions, project implementation would result in a significant impact</i></p>	<p>Mitigation Measure 3.14-1: At the SR 120 / Yosemite Avenue interchange, the City of Lathrop in coordination with Caltrans will prepare a Project Study Report – Project Development Support (PSR-PDS) document. Implementation of the following mitigation measures would improve</p>			

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
<p>at the SR 120/Yosemite Avenue unsignalized ramp-terminal intersections (#1 & 2)</p>	<p>operations at the SR 120/Yosemite Avenue Interchange ramp-terminal intersections to an acceptable level of service.</p> <p><u>Improvements needed to accommodate 50% Build-out of South Lathrop Specific Plan</u></p> <ol style="list-style-type: none"> 1. Install traffic signal control at both ramp-terminal intersections and provide coordinated signal operation. An evaluation of all applicable signal warrants should be conducted and additional factors (e.g., congestion, approach conditions, driver confusion) should be considered before the decision to install a signal is made. 2. Widen the eastbound and westbound off-ramps to accommodate one shared through/left-turn lane and a separate right-turn lane. 3. Widen Guthmiller Road (south of SR 120) to four lanes to provide one through and one right turn lane on the northbound approach. 4. Widen the eastbound and westbound diagonal on-ramps to provide three receiving lanes (2 mixed-flow and 1 HOV) and ramp metering. <p><u>Improvements needed to accommodate 100% Build-out of South Lathrop Specific Plan are presented on Figure 3.14, and include the following</u></p> <ol style="list-style-type: none"> 1. Widen the SR 120 undercrossing to four lanes with two through lanes and one left-turn lane on the northbound approach to the westbound ramp-terminal intersection and on the southbound approach to the eastbound ramp-terminal intersection. Tieback walls will be necessary to accommodate widening under SR 120 and will be identified as part of a PSR/PDS. 2. Install traffic signal control at both ramp-terminal intersections and provide coordinated signal operation. An evaluation of all 	<p>City of Lathrop and Caltrans</p> <p>City of Lathrop and Caltrans</p>	<p>Prior to 50% Build-out</p> <p>Prior to 100% Build-out</p>	

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>applicable signal warrants should be conducted and additional factors (e.g., congestion, approach conditions, driver confusion) should be considered before the decision to install a signal is made.</i></p> <ol style="list-style-type: none"> <i>3. Widen the eastbound and westbound off-ramps to accommodate one shared through/left-turn lane and a separate right-turn lane.</i> <i>4. Widen the eastbound and westbound diagonal on-ramps to provide three receiving lanes (2 mixed-flow and 1 HOV) and ramp metering.</i> <p><i>The City of Lathrop will participate with SJCOG, the City of Manteca, and San Joaquin County in the preparation of a Corridor System Management Plan for SR 120 between Mossdale junction I-5 to south junction SR 99 as part of the Tier 1 SR 120 Widening Project from four to six lanes.</i></p> <p><i>In addition to the improvements identified above, the PSR/PDS will also include Intelligent Transportation System (ITS) alternatives that will provide emergency vehicle access in the event of an emergency or natural disaster. Alternatives may include either infra-red / GPS enabled traffic signal pre-emption and/or emergency vehicle access via locked gates.</i></p> <p><i>These two study intersections are under Caltrans jurisdiction. The City of Lathrop would be responsible for the intersection improvement, acquisition of right-of-way, and construction. However, Caltrans would serve as the approval agency for the design and construction of proposed interchange / intersection improvements.</i></p>			
<p><i>Impact 3.14-2: Under Existing Plus Project Conditions, project implementation would add traffic to the Yosemite Avenue/Airport Way intersection and result in</i></p>	<p>Mitigation Measure 3.14-2: <i>The following mitigation measure would be required with completion and occupancy of 25% (1,072,000 square feet) of the proposed project’s total development to improve operations at the Yosemite Avenue/Airport Way intersection to an acceptable level of service:</i></p>	<p>City of Lathrop</p>	<p>Prior to 25% Buildout</p>	

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
unacceptable levels of service in the PM peak hour	<ul style="list-style-type: none"> Add an eastbound right turn lane with a storage pocket of 200 feet. <p>This study intersection is in the City of Manteca. The City of Lathrop would be responsible for the intersection improvement, acquisition of right-of-way, and the construction of proposed intersection improvements.</p>			
Impact 3.14-4: Under Existing Plus Project Conditions, project implementation would result in a significant impact to freeway facilities	<p>Mitigation Measure 3.14-3: The following mitigation measures would potentially improve SR 120 operations to an acceptable level of service:</p> <ul style="list-style-type: none"> The project applicant shall pay the appropriate San Joaquin Regional Traffic Impact Fee (RTIF), which is collecting fees from new developments to help fund widening of SR 120 to six lanes. The payment into the RTIF program does not guarantee that the lead agency will necessarily spend these developer fees on a specific improvement that mitigates a project impact. 	City of Lathrop and Caltrans	Prior to occupancy	
Impact 3.14-6: The proposed project does not identify specific transit facilities (such as sheltered transit stops or pullouts)	<p>Mitigation Measure 3.14-4: The project applicant shall incorporate bus turnouts and shelters into the preparation of the South Lathrop Specific Plan as required by the City's General Plan.</p>	City of Lathrop	Prior to occupancy	
Impact 3.14-9: The proposed project could result in inadequate emergency vehicle access	<p>Mitigation Measure 3.14-5: The project applicant has evaluated the ability to provide a secondary access point and has determined that the feasibility and cost are prohibitive. As part of Mitigation Measure 3.14-1, the PSR/PDS will also include Intelligent Transportation System (ITS) alternatives that will provide emergency vehicle access in the event of an emergency or natural disaster. Alternatives may include either infra-red / GPS enabled traffic signal pre-emption and/or emergency vehicle access via locked gates.</p>	City of Lathrop and Caltrans	Initiate PSR-PDS process immediately following Specific Plan approval	
Impact 3.14-10: Under cumulative conditions, project	<p>Mitigation Measure 3.14-6: At the SR 120 / Yosemite Avenue interchange, the City of Lathrop in coordination with Caltrans will prepare a Project Study</p>	City of Lathrop	Initiate PSR-PDS process	

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
<p>implementation would exacerbate levels of service at the SR 120/Yosemite Avenue ramp-terminal intersections (Intersections 1&2)</p>	<p>Report – Project Development Support (PSR-PDS) document. The project applicant shall pay its fair share toward improvements to the SR 120/Yosemite Avenue Interchange to the City of Lathrop, who will be the lead agency for the interchange improvement project. The project’s fair share traffic contribution to these improvements is estimated to be 28 percent¹. The following mitigation measures as shown in Figure 3.14-13 would be necessary to provide acceptable operations under cumulative conditions:</p> <ol style="list-style-type: none"> 1. Install traffic signal control at both ramp-terminal intersections and provide coordinated signal operation. An evaluation of all applicable signal warrants should be conducted and additional factors (e.g., congestion, approach conditions, driver confusion) should be considered before the decision to install a signal is made. 2. Widen the eastbound and westbound off-ramps to accommodate one left-turn lane, one shared through/left-turn lane and a separate right-turn lane. 3. Widen the eastbound and westbound diagonal on-ramps to provide three receiving lanes (2 mixed-flow and 1 HOV) and ramp metering. 4. Widen Yosemite Avenue (south of SR 120) to four lanes to provide two through and one right turn lane on the northbound approach. 5. Widen the SR 120 undercrossing to accommodate six lanes including two through lanes in each direction, two left-turn lanes on the northbound approach to the westbound ramp-terminal intersection and on the southbound approach to the eastbound ramp-terminal intersection. Tieback walls will be necessary to accommodate 	<p>and Caltrans</p>	<p>immediately following Specific Plan approval</p>	

¹ Fair share calculation is based on the project’s cumulative traffic contribution (total AM and PM peak hour volumes on the four freeway on- and off-ramps using the following formula:
 Fair Share Percentage = [Project Only Total Volume / (Cumulative Plus Project Total Volume – Existing County Volume)]
 Fair Share Percentage = [1,923 / (8,490 – 1,672)] = 28 %

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>widening under SR 120.</p> <p>Relocate the westbound ramp-terminal intersection approximately 550 feet north of its current location to create an L-7 interchange configuration with a northbound Yosemite Avenue to westbound SR 120 loop on-ramp. The two lane loop on-ramp would be metered and would increase the westbound SR 120 weave distance between the Yosemite Avenue and the I-5 northbound and southbound ramps.</p> <p>The City of Lathrop will participate with SJCOG, the City of Manteca, and San Joaquin County in the preparation of a Corridor System Management Plan for SR 120 between Mossdale junction I-5 to south junction SR 99 as part of the Tier 1 SR 120 Widening Project from four to six lanes</p>			
<p>Impact 3.14-11: Under cumulative conditions, project implementation would exacerbate cumulatively unacceptable levels of service at the Lathrop Road/McKinley Avenue intersection</p>	<p>Mitigation Measure 3.14-7: The project applicant shall pay its fair share toward improvements to the City of Lathrop for the Lathrop Road/McKinley Avenue intersection, which is currently under construction and will be signalized by December 2014. The project's fair share traffic contribution to these improvements is estimated to be 0.8%². The following mitigation measure as shown in Figure 3.14-13 would be necessary to provide acceptable operations under cumulative conditions:</p> <ul style="list-style-type: none"> • Install traffic signal control; and • Provide for protected eastbound to southbound left-turn signal phasing. 	<p>City of Lathrop and Caltrans</p>	<p>Prior to occupancy</p>	
<p>Impact 3.14-12: Under cumulative conditions, project</p>	<p>Mitigation Measure 3.14-8: The project applicant shall pay its fair share toward improvements to the Louise Avenue/McKinley Avenue intersection.</p>	<p>City of Lathrop</p>	<p>Prior to occupancy</p>	

² Fair share calculation is based on the project's cumulative traffic contribution (total AM and PM peak hour volumes on the four freeway on- and off-ramps using the following formula:
Fair Share Percentage = [Project Only Total Volume / (Cumulative Plus Project Total Volume – Existing Count Volume)]
Fair Share Percentage = [22 / (5,250 – 2,401)] = 0.8 %

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
<p>implementation would exacerbate cumulatively unacceptable levels of service at the Louise Avenue/McKinley Avenue intersection</p>	<p>The project's fair share traffic contribution to this intersection is estimated to be 2.1 %³. The following mitigation measures as shown in Figure 3.14-13 would be necessary to provide acceptable operations under cumulative conditions:</p> <ul style="list-style-type: none"> • Widen the eastbound approach to add one EB left-turn lane and one EB right-turn lane. Restripe the shared left/through lane and shared through/right lane to two eastbound through lanes. • Widen the westbound approach to add one WB left-turn lane and one WB right-turn lane. Restripe the shared left/through lane and shared through/right lane to two westbound through lanes. • Widen the northbound approach to add an additional NB left-turn lane. <p>Optimize signals with protected left-turns signal phasing.</p>			
<p>Impact 3.14-13: Under cumulative conditions, project implementation would exacerbate cumulatively unacceptable levels of service at the SR 120/Airport Way ramp-terminals intersections and the Airport Way/Daniels Street intersection</p>	<p>Mitigation Measure 3.14-9: The project applicant shall pay its fair share toward improvements to the SR 120/Airport Way interchange and Airport Way/Daniels Street intersection. The project's fair share traffic contribution to these intersections is estimated to be 1.6 % and 1.1 %⁴, respectively. The following mitigation measures as shown in Figure 3.14-13 would be necessary to provide acceptable operations under cumulative conditions:</p> <p style="text-align: center;"><u>SR 120/Airport Way Interchange</u></p> <ul style="list-style-type: none"> • Relocate the westbound ramp-terminal intersection 	<p>City of Lathrop and Caltrans</p>	<p>Prior to occupancy</p>	

³ Fair share calculation is based on the project's cumulative traffic contribution (total AM and PM peak hour volumes on the four freeway on- and off-ramps using the following formula:

Fair Share Percentage = [Project Only Total Volume / (Cumulative Plus Project Total Volume – Existing Count Volume)]

Fair Share Percentage = [66 / (6,020 – 2,803)] = 2.1 %

⁴ Fair share calculation is based on the project's cumulative traffic contribution (total AM and PM peak hour volumes on the four freeway on- and off-ramps using the following formula:

Fair Share Percentage = [Project Only Total Volume / (Cumulative Plus Project Total Volume – Existing Count Volume)]

Fair Share Percentage = [134 / (14,770 – 6,452)] = 1.6 %, Fair Share Percentage = [44 / (7,980 – 4,022)] = 1.1 %

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>approximately 180 feet south of its current location to create a tight interchange configuration, which will increase the spacing to the Airport Way/Daniels Street intersection.</p> <ul style="list-style-type: none"> • Construct loop on-ramps. • Widen overcrossing to include two northbound and three southbound lanes. • Widen SR 120 eastbound and westbound off-ramps to include two left-turn lanes and two right-turn lanes. <p><u>Airport Way/Daniels Street</u></p> <ul style="list-style-type: none"> • Restripe the southbound approach to add a third through lane and restripe the northbound approach to add an exclusive right-turn lane. • Restripe the eastbound Daniels Street approach to include one left-turn, one shared left/through lane, and two right-turn lanes with right-turn overlap phasing. <p>The SR 120/Airport Way ramp-terminal intersections are under Caltrans jurisdiction and the Airport Way/Daniels Street intersection is under City of Manteca jurisdiction.</p>			
<p>Impact 3.14-14: Under cumulative conditions, project implementation would exacerbate cumulatively unacceptable levels of service on SR 120 and I-5</p>	<p>Mitigation Measure 3.14-10: The project applicant shall pay appropriate San Joaquin County Regional Traffic Impact Fee (RTIF), which is collecting fees from new development to help fund improvements to SR 120. The payment into the RTIF program does not guarantee that the lead agency will necessarily spend these developer fees on a specific improvement that mitigates a project impact.</p> <p>The cumulative conditions analysis assumed the programmed widening of SR 120 from four to six lanes. These improvements are partially paid for</p>	<p>City of Lathrop</p>	<p>Prior to occupancy</p>	

IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>with the RTIF, which the development will be subject to. Without these assumed improvements, freeway operations would be worse than described. In addition, the commercial components of the project will generate additional revenues through the Measure K sales, which helps fund SR 120 improvements.</p> <p>Additional improvements, beyond widening the SR 120 mainline to six lanes, are not currently planned or fully funded. However, implementation of planned parallel arterial roadway improvements and system-wide operational improvements such as ramp metering and auxiliary lane improvements, will benefit SR 120 mainline operation during peak travel periods. Operational improvements will be developed through coordination with Caltrans during the Encroachment Permit process associated with implementation of Mitigation Measure like 3.14-1. However, the impact is considered significant and unavoidable because the improvements on SR 120 are within the jurisdiction of Caltrans and because implementation of operational improvements, while beneficial, would not reduce the impact to a less than significant level.</p>			
<i>UTILITIES</i>				
<p><i>Impact 3.15-2: The proposed project has the potential to result in a determination by the wastewater treatment and/or collection provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.</i></p>	<p>Mitigation Measure 3.15-1: Prior to occupancy of any building that would require wastewater treatment services, the project proponent shall secure adequate wastewater treatment capacity. The wastewater treatment capacity may come from a variety of existing facilities including the Lathrop Consolidated Treatment Facility, Crossroads POTW, and/or Lathrop-Manteca WQCF. These existing plants are permitted facilities that have undergone the appropriate environmental review. Alternatively, the wastewater treatment capacity may come from a variety of future facilities or expansions to existing facilities including a newly constructed wastewater treatment plant at the Lathrop Consolidated Treatment Facility, or a capacity expansion at Lathrop Consolidated Treatment Facility, Crossroads POTW, and or Lathrop-Manteca WQCF. The second wastewater treatment plant at the Lathrop Consolidated Treatment Facility has undergone</p>	<p>City of Lathrop</p>	<p>Prior to occupancy</p>	

<i>IMPACT</i>	<i>MITIGATION MEASURE</i>	<i>MONITORING RESPONSIBILITY</i>	<i>TIMING</i>	<i>VERIFICATION (DATE/INITIALS)</i>
	<i>environmental review and is permitted under the City's waste discharge permit. The expansion of an existing facility would require the appropriate environmental review and waste discharge permits (Note: the expansion of Lathrop Consolidated Treatment Facility to 1.56 mgd is permitted by the State under the existing waste discharge permit). Additionally, the project proponent would be required to install/connect the necessary collection/transmission infrastructure to ensure the appropriate treatment of all wastewater.</i>			

