



# ADDENDUM TO THE EIR

FOR THE

## SOUTH LATHROP SPECIFIC PLAN

JULY 30, 2018

*Prepared for:*

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D e N o v o P l a n n i n g G r o u p

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A Land Use Planning, Design, and Environmental Firm





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## **1.0 INTRODUCTION**

This Addendum was prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. This document has been prepared to serve as an Addendum to the previously certified EIR (State Clearinghouse Number 2013012064) for the South Lathrop Specific Plan (Original Project). The City of Lathrop is the lead agency for the environmental review of the proposed project modifications (Modified Project).

This Addendum addresses the proposed modifications in relation to the previous environmental review prepared for the South Lathrop Specific Plan (SLSP) Project. CEQA Guidelines Section 15164 describes the circumstances that require preparation of an Addendum as:

*The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

*....A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record.*

Information and technical analyses from the South Lathrop Specific Plan EIR are utilized throughout this Addendum. Relevant passages from the South Lathrop Specific Plan EIR are cited and available for review at:

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### **1.1 BACKGROUND AND PURPOSE OF THE EIR ADDENDUM**

The SLSP EIR was certified on July 20, 2015 by the Lathrop City Council. The Original Project included a specific plan, general plan amendment, pre-zoning, zoning code amendment, annexation, subdivision, and a development agreement for a 315-acre Plan Area located in the City of Lathrop's Sphere of Influence. The Original Project included development of 10 acres of commercial office uses, 222 acres of limited industrial uses, and the remaining 83 acres in open space, roads and public facility sites.

Since certification of the EIR, the City of Lathrop has modified the Original Project, which will be referred to as the "Modified Project" in this EIR Addendum. The Modified Project refines the land use vision of the SLSP with a minor increase in the total amount of square footage that can be constructed within the Plan Area, as well as additions to the allowed uses within the Commercial Office land use to emphasize clean Light Industrial land uses.

The Modified Project also includes a modification to the site plan prepared for the Original Project. Specifically, the Modified Project includes a Minor Specific Plan Amendment of the Original Project to increase the maximum square footage allowed to be constructed thereunder from 4,288,918 square feet to 4,850,000 square feet (i.e., for an increase of 561,082 square feet), and the addition of clean Light Industrial land uses to the previously designated Commercial Office land use area. In

addition to the above minor amendments to the SLSP, the Modified Project includes approval of a Site Plan Review Application for approximately 4,709,826 square feet of Limited Industrial uses located on approximately 264.75 acres, and 140,174 square feet of clean Light Industrial uses on 8.95 acres within the Plan Area. A more detailed description of the changes to the site plan are provided under Section 2.0 (Project Description), below.

The CEQA analysis approach to this Modified Project is to prepare an Addendum to the South Lathrop Specific Plan EIR, which will focus on the potential environmental effects of the Modified Project related to proposed changes to the Original Project.

In determining whether an Addendum is the appropriate document to analyze the proposed modifications to the project and its approval, CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) states:

- a) *The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*
- b) *An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*
- c) *An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*
- d) *The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*
- e) *A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

## 1.2 BASIS FOR DECISION TO PREPARE AN ADDENDUM

When an environmental impact report has been certified for a project, Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15164 set forth the criteria for determining whether a subsequent EIR, subsequent negative declaration, addendum, or no further documentation be prepared in support of further agency action on the project. Under these Guidelines, a subsequent EIR or negative declaration shall be prepared if any of the following criteria are met:

- (a) *When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*
  - (1) *Substantial changes are proposed in the project which 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;*



- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which 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; or*
  - (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:*
    - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
    - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
    - (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; or*
    - (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.*
- (b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, and addendum, or no further documentation.*

Based on review of the Modified Project, no new significant environmental effects, no substantial increases in the severity of previously identified environmental effects, and no new information of substantial importance that would require major changes to the South Lathrop Specific Plan pursuant to CEQA Guidelines Section 15162(a) have been identified. Therefore, a Subsequent EIR is not warranted for this project.

The Modified Project would only require minor changes to the South Lathrop Specific Plan EIR to address the incremental change in impacts between development of the site with the previously proposed South Lathrop Specific Plan characteristics and development of the site as currently proposed. In general, it is anticipated that all impacts would remain the same under the Modified Project when compared to the Original SLSP previously analyzed in the SLSP EIR.

As demonstrated in the environmental analysis provided in Section 3.0 (Environmental Analysis), the proposed changes do not meet the criteria for preparing a subsequent EIR or negative declaration. An addendum is appropriate here because, as explained in Section 3.0, none of the conditions calling for preparation of a subsequent EIR or negative declaration have occurred.

## **2.0 PROJECT DESCRIPTION**

This section provides a detailed description of the proposed Modified Project. The reader is referred to Section 3.0 (Environmental Analysis) for the analysis of environmental effects of the proposed modifications in relation to the analysis contained in the previously certified SLSP EIR.

### **2.1 PROJECT LOCATION**

The Plan Area (also referred to as the “project site”) is located in the southeast portion of the City of Lathrop, south of State Route 120, north and west of the Union Pacific Railroad, and east of the San Joaquin River (as shown in Figures 1 and 2). Figure 3 shows the area USGS map, and Figure 4 shows an aerial photo of the Modified Project location. The project site is located on the Lathrop, California, USGS 7.5-minute quadrangle, Township 2 South, Range 6 East, sections 2 and 3.

### **2.2 SURROUNDING LAND USES**

The Plan Area is surrounded by a variety of existing land uses within several land use jurisdictions. To the north of SR-120 and west of I-5 in the City of Lathrop is Mossdale Village with residential and service commercial land use, east of I-5 is Crossroads Commerce Center with office uses, northeast is the Lathrop Gateway Business Park, which is developed with industrial, rural residential and service land uses, with some remaining agricultural lands that are not yet developed. South of the Plan Area, in unincorporated San Joaquin County, is the Oakwood Lakes Subdivision. To the east, in the City of Manteca, are developing lands including residential, commercial, business and public uses (including the regional Manteca Wastewater Quality Control Facility). The area to the west of the Plan Area is sand and gravel borrow area within unincorporated San Joaquin County. Slightly further to the west is the proposed River Islands residential development within the City of Lathrop.

### **2.3 SITE CHARACTERISTICS**

The Plan Area is in the southeast portion of the City of Lathrop, south of SR 120, north and west of the UPRR and east of the San Joaquin River. The project site has relatively flat terrain. The UPRR tracks are elevated along the south and eastern boundaries between elevation 24 and 31 feet. SR 120 is elevated along the northern boundary between elevation 20 and 50 feet. A levee is elevated along the western boundary at approximately 31 feet. High voltage power lines (115 and 60 Kilovolts), within Pacific Gas & Electric (PG&E) power line easements, traverse portions of the Plan Area running east/west and north/south.

The Plan Area is located within the boundaries of 18 assessor’s parcel numbers (APNs); the majority of the property owners, who own 273.6 acres (87%) within the Plan Area, have participated in the preparation of the Specific Plan. Figure 5 shows the APN map for the Plan Area. Figure 6 shows the Project Land Use Map.

### **2.4 PROJECT CHARACTERISTICS AND DESCRIPTION**

The proposed Modified Project would modify the Original Project. The Modified Project would refine the land use vision contained in the Original Project with a minor increase in the total amount of square footage that can be constructed in the Plan Area, as well as additions to the allowed uses within the Commercial Office land use to emphasize Light Industrial land uses. Specifically, the Modified Project includes a Minor Specific Plan Amendment of the Original SLSP to increase the maximum square footage allowed to be constructed thereunder from 4,288,918 square feet to 4,850,000 square feet (i.e., for an increase of 561,082 square feet), and the addition of Light Industrial

land uses to the planned Commercial Office land use area. In addition to the above minor amendments to the SLSP, the Modified Project seeks approval of a Site Plan Review Application for approximately 4,709,826 square feet of Limited Industrial uses located on approximately 264.75 acres, and 140,174 square feet of Light Industrial uses on 8.95 acres within the Plan Area.

The Modified Project would amend the SLSP to allow for an increase in the maximum square footage of Limited Industrial uses by 561,082 square feet, and to reallocate the 130,680 square feet of Commercial Office uses currently planned for under the SLSP to Light Industrial uses.

The Modified Project would modify the SLSP site plan, as previously described. The Modified Project site plan differs from the Original Project site plan in the following ways:

- South Side Road would be realigned to the opposite side (south side) of the PG&E power lines from what is shown in the Original Project concept plan, allowing for better movement of logistics and more efficient and marketable design of the buildings on the site. In addition, by moving South Side Road to the new location as shown, the Modified Project would enlarge the street dimensions to allow for two lanes of traffic to move in each direction and to accommodate a center median for turning movements.
- The roundabout that is shown at the intersection of Yosemite Ave and South Side Road for the Original Project would be eliminated and South Side Road has been modified to tie directly into Yosemite Avenue, thus having Yosemite Ave continue unabated.
- A full, four-way traffic signal would be added along Yosemite Ave to allow for left turns out from a realigned Madrugá Road.
- Madrugá Road would be realigned to intersect Yosemite Avenue further away from where Madrugá currently intersects with Yosemite Avenue, to accommodate the Caltrans requirement of 500 feet of separation between the freeway off-ramp and an intersecting street where there would be a turning movement from the intersecting street that would cross on-coming traffic.
- Retail uses on the 8.95-acre parcel to the east of Yosemite Avenue would be replaced with a 140,174 square feet clean Industrial building.
- A new industrial building would be added to the west side of Yosemite Avenue, where previously identified as “Existing Development” on the Original Project site plan.
- Several of the buildings shown in the Original Project conceptual plan would be shifted slightly, would be enhanced, and a new conceptual plan is proposed.
- The existing north/south PG&E lines that bisect the property would be relocated to the perimeter of the property. The new alignment would connect to the existing connection points. Beginning from the north connection point, the new alignment would travel southwest along Madrugá Road, then south along the route of the San Joaquin River levee, and then northeast to the south connection point.
- The cul-de-sacs in the Original Project would be removed, enhancing the emergency vehicle access adjacent to the base of the San Joaquin River Levee, and Madrugá Road and Yosemite Avenue would be connected, thus providing a full loop of street connection around the project site.
- Total buildout on the site plan would be increased from 4,288,918 to 4,850,000 square feet.

## SOUTH LATHROP SPECIFIC PLAN EIR ADDENDUM

Furthermore, as provided in an updated traffic analysis prepared by Fehr & Peers, even though the Modified Project involves an increase in the total amount of square footage that could be developed (as compared with the Original Project), the commitment to clean Light Industrial use of the commercial area of the SLSP more than offsets this increased development capacity, with the Modified Project expected to generate fewer AM and PM peak traffic trips. For this reason, the revised Traffic Technical Memo developed by Fehr & Peers (developed to analyze the Modified Project) concludes that the Project would not result in any new significant impacts or any increase in the severity of previously identified impacts.

A summary of the Original Project land use characteristics are shown in Table 2-1, and the Modified Project land use characteristics are shown in Table 2-2 (as provided below).

**TABLE 2-1: LAND USE SUMMARY - ORIGINAL PROJECT**

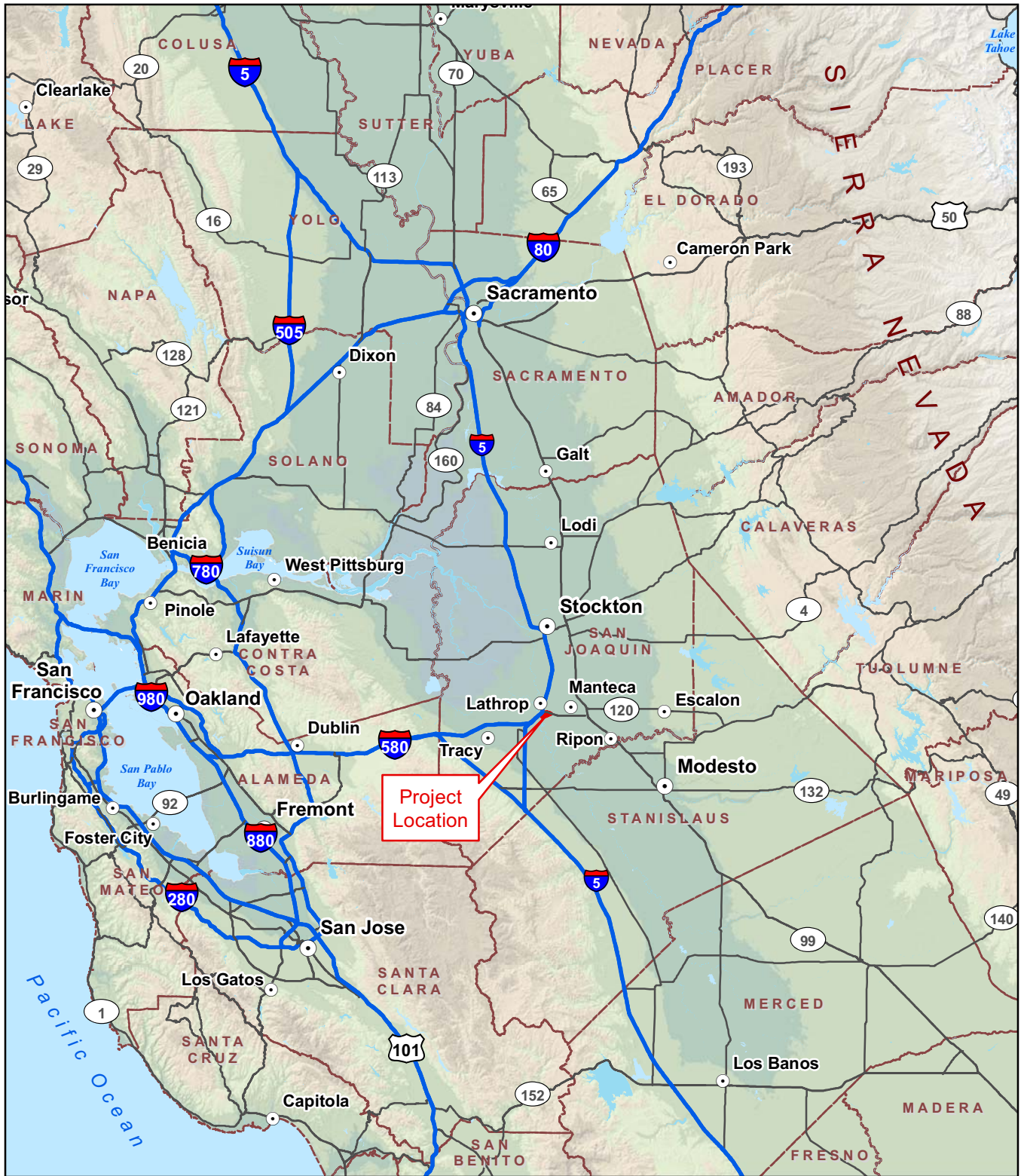
<i>MODIFIED PROJECT LAND USE SUMMARY</i>						
<i>LAND USE</i>	<i>LAND USE SYMBOL</i>	<i>ACREAGE (NET)</i>	<i>TOTAL SQ. FT. PER LAND USE</i>	<i>FAR RANGE</i>	<i>FAR TARGET</i>	<i>MAX. SQ. FT.</i>
Commercial Land Use	CO	10.0	435,600	0.20 to 0.60	0.30	130,680
Limited Industrial	LI	246.4	10,733,184	0.15 to 0.65	0.387	4,158,238
Open Space	OS	31.5				
Public/Quasi-Public Facilities	P/QP	11.6				
Subtotals		299.5				
Existing Roads		5.0				
Major Roads		10.5				
<b>Total</b>		<b>315.0</b>	<b>11,168,784</b>	<b>0.15 to 0.65</b>	<b>0.417</b>	<b>4,288,918</b>

SOURCE: PROJECT APPLICANT

**TABLE 2-2: LAND USE SUMMARY - MODIFIED PROJECT**

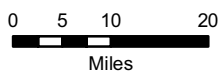
<i>MODIFIED PROJECT LAND USE SUMMARY</i>						
<i>LAND USE</i>	<i>LAND USE SYMBOL</i>	<i>ACREAGE (NET)</i>	<i>TOTAL SQ. FT. PER LAND USE</i>	<i>FAR RANGE</i>	<i>FAR TARGET</i>	<i>MAX. SQ. FT.</i>
Commercial Land Use	CO	8.95	389,862	0.15 to 0.65	0.360	140,174
Limited Industrial	LI	247.5	10,778,922	0.15 to 0.65	0.437	4,709,826
Open Space	OS	31.5				
Public/Quasi-Public Facilities	P/QP	11.6				
Subtotals		299.5				
Existing Roads		5.0				
Major Roads		10.5				
<b>Total</b>		<b>315.0</b>	<b>11,168,784</b>	<b>0.15 to 0.65</b>	<b>0.434</b>	<b>4,850,000</b>

SOURCE: PROJECT APPLICANT



**SOUTH LATHROP SPECIFIC PLAN**

**Figure 1. Regional Map**

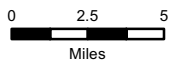
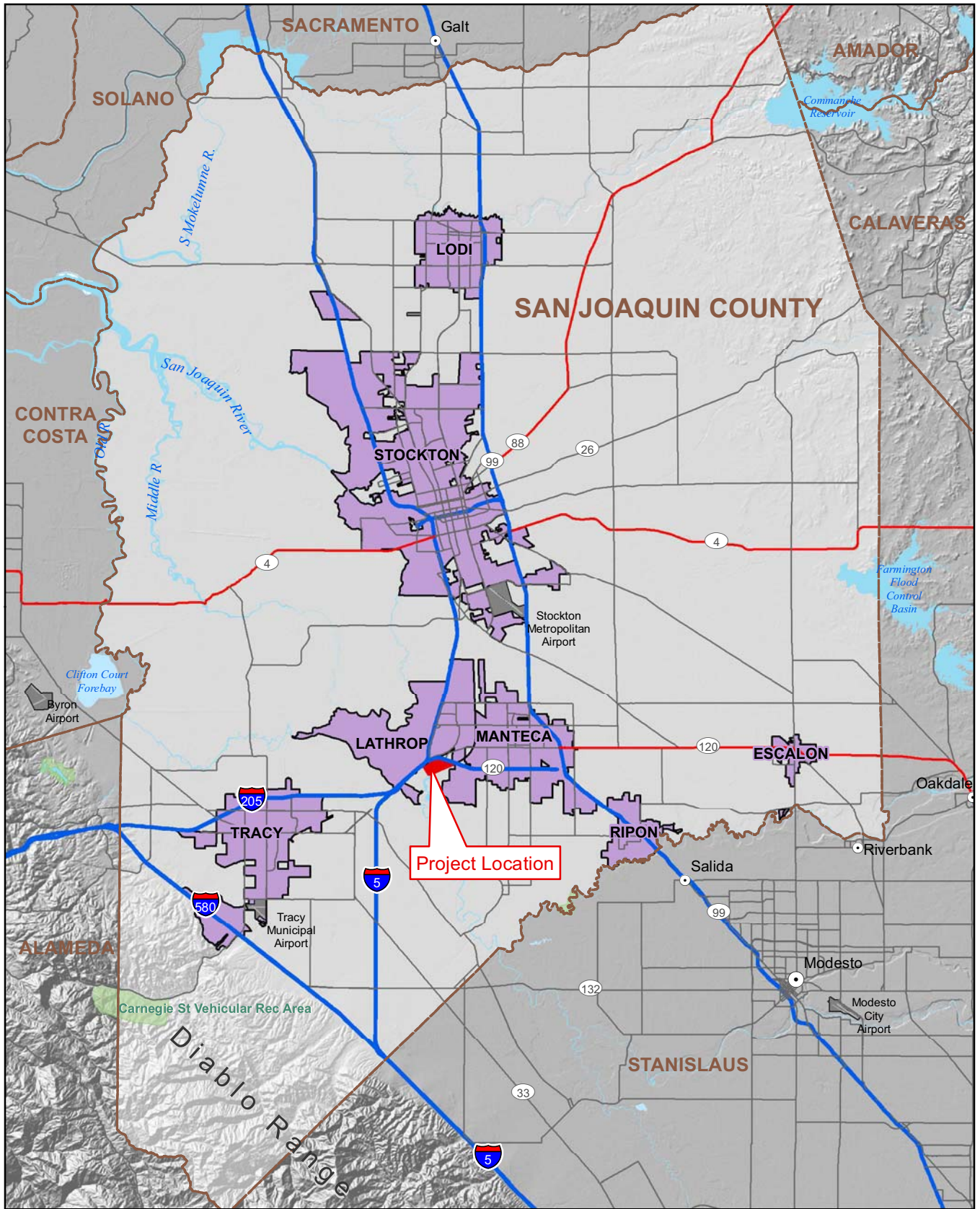


1:1,250,000

Data source: California Spatial Information Library  
 Map date: January 9, 2013

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1:400,000

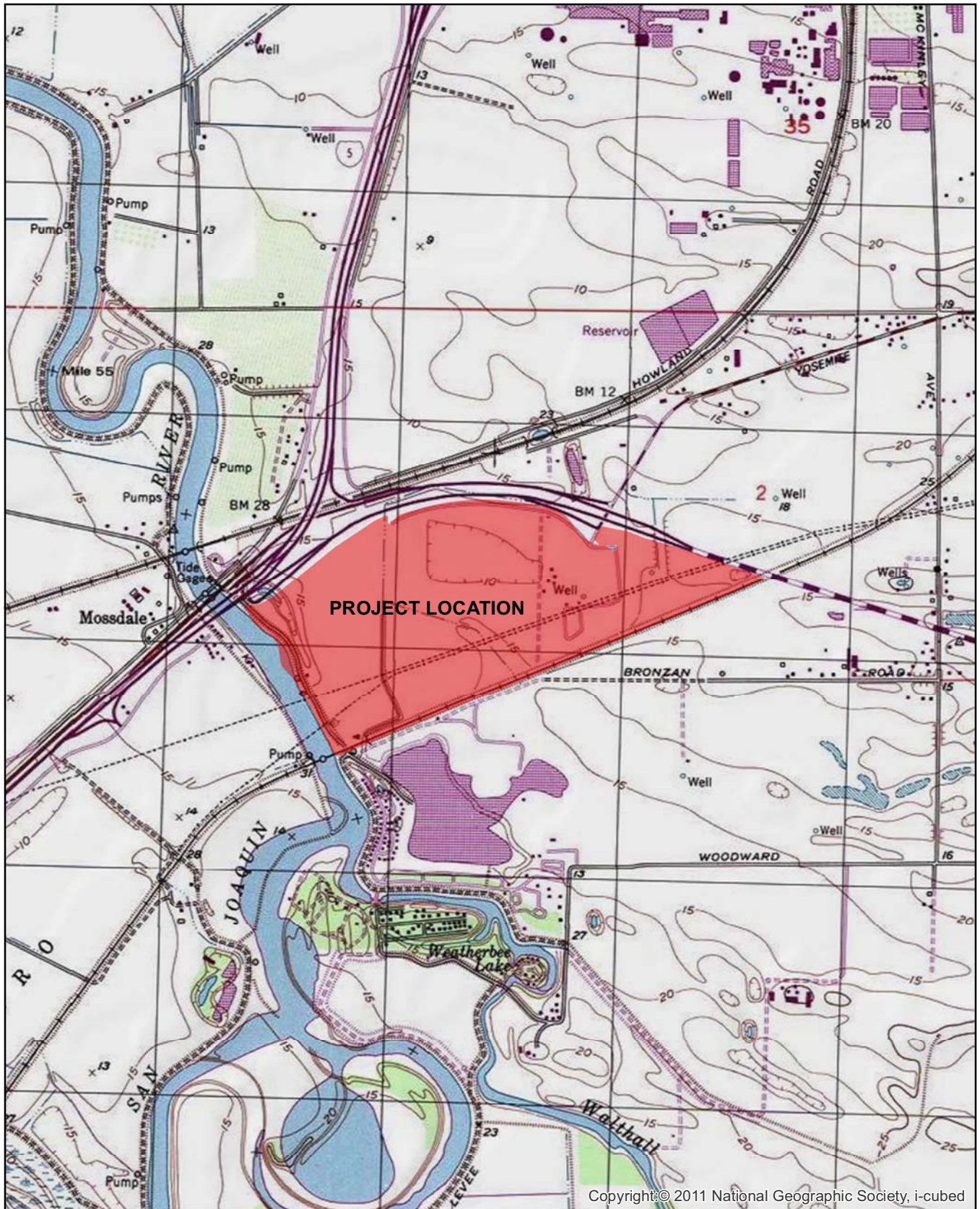
**SOUTH LATHROP SPECIFIC PLAN**

**Figure 2. Vicinity Map**

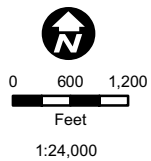
Data sources: California Spatial Information Library, ESRI StreetMap North America, San Joaquin County GIS. Map date: January 9, 2013.

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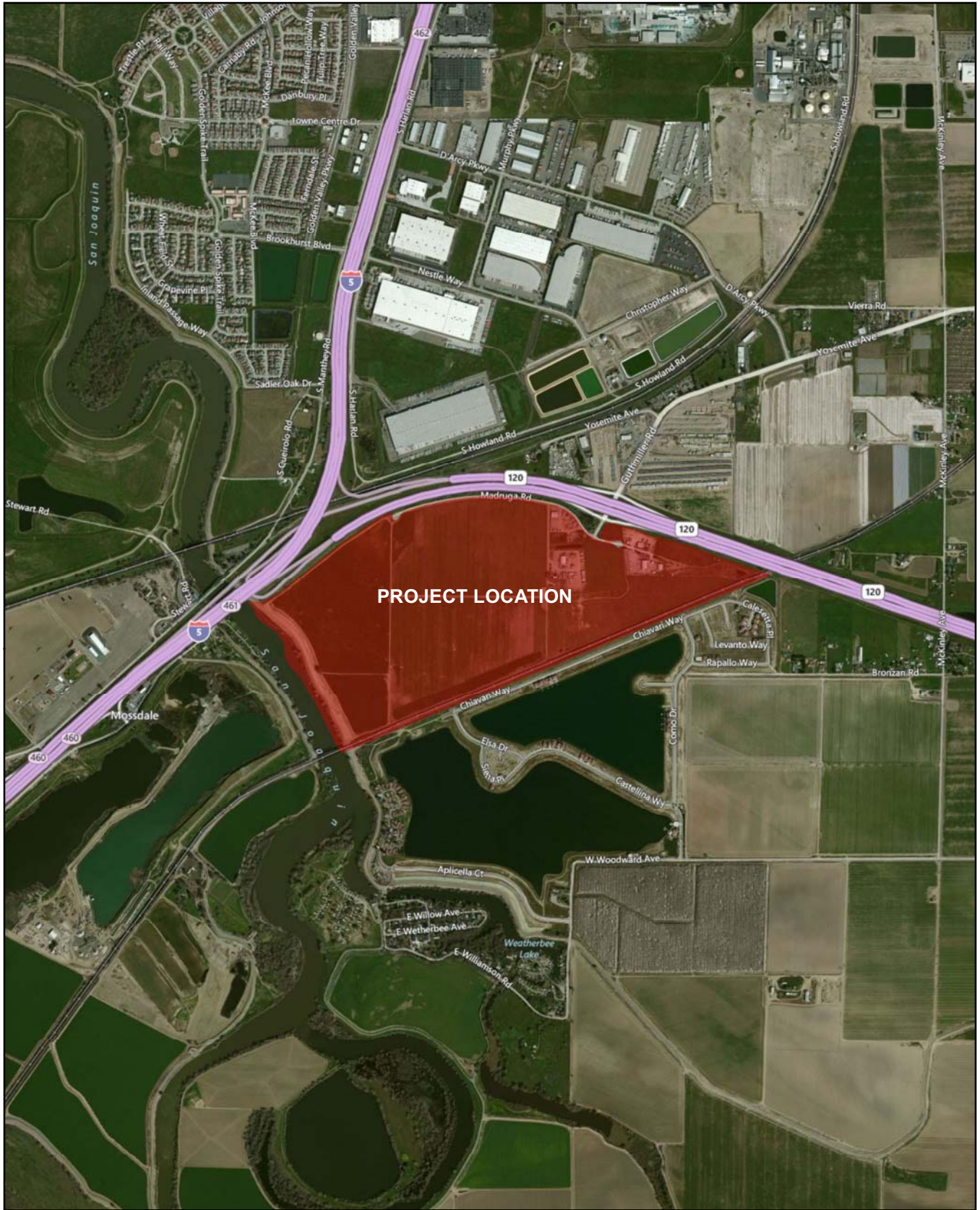


Data sources: ArcGIS Online USA Topo Maps.  
Map date: January 9, 2013.

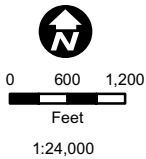
**SOUTH LATHROP SPECIFIC PLAN**

**Figure 3. USGS Topographic Map**  
Lathrop Quadrangle

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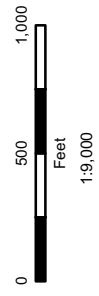
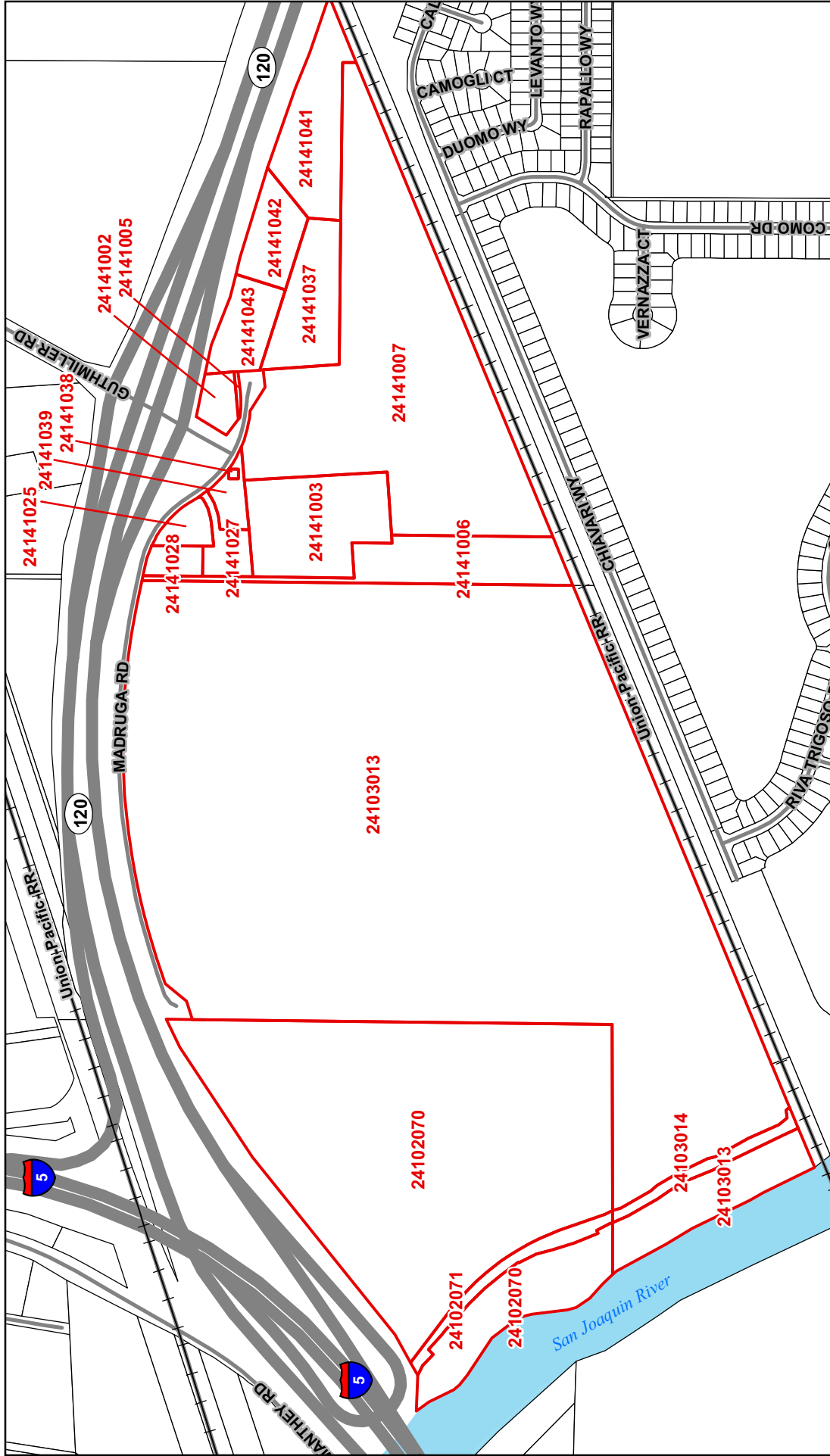
**PROJECT LOCATION**



**SOUTH LATHROP SPECIFIC PLAN**  
**Figure 4. Aerial Photo**

Data sources: ArcGIS Online BING aerial images with labels web mapping service. Map date: January 9, 2013.

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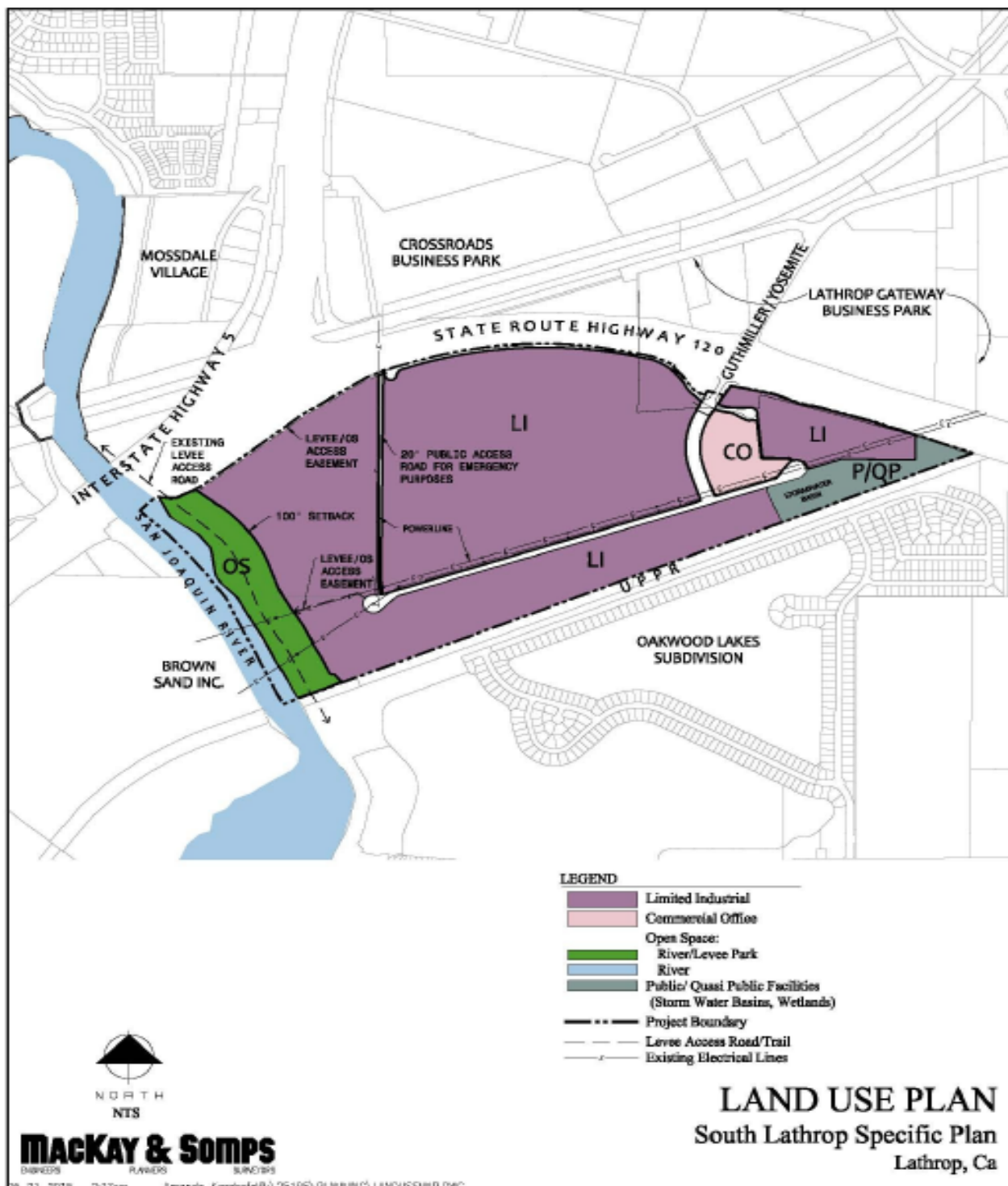


Data sources: San Joaquin County GIS. Map date: January 10, 2013.

**SOUTH LATHROP SPECIFIC PLAN**  
**Figure 5. Assessor's Parcel Map**

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FIGURE 3.1



DATE: 01-11-2018 2:17pm Location: C:\projects\18-025-165-PL\18-025-165-PL\LANDUSE.DWG  
 REFERENCES: USGS - C&GSIF; 2012-08-22\_Site Plan; parcels  
 IMAGES:

SOUTH LATHROP SPECIFIC PLAN  
 Figure 6. Land Use Plan

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### **3.0 ENVIRONMENTAL ANALYSIS**

This section of the Addendum provides analysis and cites substantial evidence that supports the City's determination that the proposed modifications to the South Lathrop Specific Plan Project do not meet the criteria for preparing a subsequent or supplemental EIR under CEQA Guidelines Section 15162.

As addressed in the analysis below, the proposed modifications to the South Lathrop Specific Plan Project are not substantial changes to the originally anticipated project. The proposed modifications to the South Lathrop Specific Plan would not cause a new significant impact or substantially increase the severity of a previously identified significant impact from the Final EIR (CEQA Guidelines Section 15162[a][1]) that would require major revisions to the EIR. All impacts would be nearly equivalent to the impacts previously analyzed in the Final EIR. Relatedly, the proposed modifications to the South Lathrop Specific Plan Project are not inconsistent with the General Plan, Zoning Ordinance, or adopted Mitigation Measures for this project.

The proposed changes do not cause a new significant impact or substantially increase the severity of a previously identified significant impact, and there have been no other changes in the circumstances that meet this criterion (CEQA Guidelines Section 15162[a][2]). There have been no changes in the environmental conditions on the property not contemplated and analyzed in the EIR that would result in new or substantially more severe environmental impacts.

There is no new information of substantial importance (which was not known or could not have been known at the time of the application, that identifies: a new significant impact (condition "A" under CEQA Guidelines Section 15162[a][3]); a substantial increase in the severity of a previously identified significant impact (condition "B" CEQA Guidelines Section 15162[a][3]); mitigation measures or alternatives previously found infeasible that would now be feasible and would substantially reduce one or more significant effects; or mitigation measures or alternatives which are considerably different from those analyzed in the EIR which would substantially reduce one or more significant effects on the environment (conditions "C" and "D" CEQA Guidelines Section 15162[a][3]). None of the "new information" conditions listed in the CEQA Guidelines Section 15162[a][3] are present here to trigger the need for a Subsequent or Supplemental EIR.

CEQA Guidelines Section 15164 states that "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a Subsequent or Supplemental EIR have occurred.

The following includes a detailed discussion of applicable impacts identified under the EIR in relation to the South Lathrop Specific Plan Project. All impacts identified under the EIR have been determined to be less than significant, less than significant with mitigation, or significant and unavoidable. The City adopted CEQA Findings of Fact relative to each impact at the time the EIR was certified for the South Lathrop Specific Plan Project. Additionally, the City adopted Statement of Overriding Considerations relative to each significant and unavoidable impact at the time the EIR was certified for the South Lathrop Specific Plan Project. Mitigation measures from the EIR that were adopted for the purpose of lessening an impact to the extent feasible are embodied in a Mitigation Monitoring and Reporting Program that the City adopted at the time the EIR was certified.

The section below identifies the environmental topics addressed in the EIR, provides a summary of impacts associated with the Original Project, as described in the EIR, and includes an analysis of the potential impacts associated with the Modified Project when compared to the Original Project.

**AESTHETICS**

***Aesthetic Impacts Associated with the Original SLSP***

**Impact 3.1-1:** Implementation of the Original SLSP could result in substantial adverse effects on scenic vistas (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.1-2:** Implementation of the Original SLSP could substantially damage scenic resources within a State Scenic Highway (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.1-3:** Implementation of the Original SLSP could substantially degrade the existing visual character or quality of the Plan Area and its surroundings (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measures 3.4-5 and 3.4-6. Residual impact is less than significant.

**Impact 3.1-4:** Implementation of the Original SLSP could result in light and glare impacts (Less than Significant).

**Mitigation Adopted by the City:** None.

**Discussion**

These impacts associated with the Original SLSP were identified and discussed in Section 3.1, Aesthetics (pages 3.1-7 through 3.1-18) of the Draft EIR. The Original SLSP would transform the area from rural agricultural and industrial land to a developed Plan Area. The Draft EIR identified that the Original SLSP would not result in substantial adverse effects on scenic vistas, substantially damage scenic resources within a State Scenic Highway, or results in light and glare impacts. The Draft EIR also identified that the Original Project would not degrade the existing visual character or quality of the Plan Area and its surroundings, with implementation of Mitigation Measures 3.4-5 and 3.4-6 (as provided under Biological Resources within this Addendum).

The proposed modifications associated with the Modified Project are not substantial changes to the Original SLSP relating to Aesthetics. The Modified Project is different from the Original SLSP in that the Modified Project would increase the total amount of square footage that can be constructed, as well as additions to the allowed uses within Commercial Office to emphasize clean Light Industrial Uses. The Modified Project would also realign Madrugá Road to the south, and South Side Road would be realigned to the opposite side (south side) of the PG&E power lines from what is shown in the Original Project concept plan. Additionally, the existing north/south PG&E lines that bisect the property would be relocated to the perimeter of the property. Appendix A provides master site plan for the Modified Project.

The SLSP site plan has been slightly modified, as described under Section 2.0 Project Description. These modifications will not increase the severity of impacts beyond what was addressed in the Original SLSP EIR. There are no new impacts beyond what was addressed in the Original SLSP EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

**AGRICULTURAL RESOURCES**

***Agricultural Resources Impacts Associated with the Original SLSP***

**Impact 3.2-1:** Implementation of the Original SLSP could result in the conversion of important farmlands to non-agricultural use (Significant and Unavoidable).

**Mitigation Adopted by the City:** Mitigation Measure 3.2-1 and 3.2-2. Residual impact is significant and unavoidable.

***Mitigation Measure 3.2-1:*** Prior to the conversion of important farmland in the Plan Area, the project proponents shall participate in the City of Lathrop agricultural mitigation program and the SJMSCP by paying the established fees on a per-acre basis for the loss of important farmland. Fees paid toward the City of Lathrop's program shall include half of the mitigation (\$1,000/acre) to be paid to the Central Valley Farm Trust (CVFT). The CVFT shall use these funds to purchase conservation easements on agricultural lands to fulfill the compensatory mitigation. The other half (\$1,000/acre) will be collected by the City of Lathrop and may be passed to the CVFT or other trust, or may be retained by the City of Lathrop to be applied to local easements or other agricultural mitigation. Fees paid toward the SJMSCP shall be in accordance with the fees established at the time they are paid (2013 fees for Agricultural Habitat is \$12,711/acres). The SJCOG shall use these funds to purchase conservation easements on agricultural habitat lands to fulfill the compensatory mitigation. Written proof of payment to SJCOG and CVFT shall be provided to the City.

***Mitigation Measure 3.2-2:*** Prior to the close of real property transactions within the SLSP, the project proponent shall provide Right-to-Farm disclosures to the purchaser. This provision is required for all properties within the Plan Area which may be impacted or affected by on-going farming operations.

**Impact 3.2-2:** Implementation of the Original SLSP would not conflict with existing zoning or Williamson Act Contracts (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.2-3:** Implementation of the Original SLSP has the potential to result in conflicts with adjacent agricultural lands or indirectly cause conversion of agricultural lands (Less than Significant).

**Impact 3.2-4:** Implementation of the Original SLSP has the potential to result in the conversion of Prime Farmland, as defined under California Government Code Section 560643 for purposes of LAFCO's decision for the proposed annexation (Less than Significant).

**Discussion**

These impacts associated with the Original SLSP were identified and discussed in Section 3.2, Agricultural Resources (pages 3.2-13 through 3.2-19) of the Draft EIR. The EIR identified that development of the Original SLSP would result in a conversion of Prime Farmland, Farmland of Statewide Importance, and Farmland of Local Importance, to non-agricultural industrial and commercial uses. Specifically, development of the Original SLSP would result in the permanent conversion of roughly 161 acres of Prime Farmland/Farmland of Statewide Importance on the Southchase LTD property (APN 241-030-013), 63 acres of Farmland of Local Importance on the HCW Lathrop Investors LLC property (APN 241-020-070), 37 acres on the Warm Springs Investments LP property (APN 241-410-007), one acre on the Keeney property (APN 241-410-

039), and nine acres on the Bottini properties (APNs 241-410-041 and 042). Mitigation Measures 3.2-1 and 3.2-2 is included to ensure that the SLSP participates in the City of Lathrop agricultural mitigation program and the SJMSCP, and that Right-to-Farm disclosures are provided to the purchaser of the property. Even with implementation of these mitigation measures, this impact would remain significant.

The EIR identified that there are no conflicts with agricultural zoning or Williamson Act contracts, and the Original Project would not have a significant potential to result in conflicts with adjacent agricultural lands or indirectly cause conversion of agricultural lands, or result in the conversion of Prime Farmland, as defined under California Government Code Section 560643 for purposes of LAFCO's decision for the proposed annexation.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SLSP relating to Agricultural Resources. The Modified Project is different from the Original SLSP in that the Modified Project would increase the total amount of square footage that can be constructed, as well as additions to the allowed uses within Commercial Office to emphasize clean Light Industrial Uses. The Modified Project would also realign Madrugá Road to the south, and South Side Road would be realigned to the opposite side (south side) of the PG&E power lines from what is shown in the Original Project concept plan. Additionally, the existing north/south PG&E lines that bisect the property would be relocated to the perimeter of the property. The SLSP site plan has been slightly modified, as described under Section 2.0 Project Description. The Modified Project would not modify the net acreage or location of the Plan Area, as compared with the Original project. These modifications will not increase the severity of impacts beyond what was addressed in the Original SLSP EIR. There are no new impacts beyond what was addressed in the Original SLSP EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

**AIR QUALITY**

***Air Quality Impacts Associated with the Original SLSP***

**Impact 3.3-1:** Implementation of the Original SLSP operations has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation (Significant and Unavoidable).

**Mitigation Adopted by the City:** Mitigation Measures 3.3-1, 3.3-2, 3.3-3, and 3.3-4. Residual impact is significant and unavoidable.

***Mitigation Measure 3.3-1:*** Prior to final discretionary approval, the project proponent shall submit an Air Impact Assessment (AIA) application to the San Joaquin Valley Air Pollution Control District for District Rule 9510 Indirect Source Review (ISR) to obtain AIA approval from the District. Prior to the issuance of a building permit, the project proponent shall incorporate mitigation measures into the SLSP and demonstrate compliance with District Rule 9510 including payment of all fees.

***Mitigation Measure 3.3-2:*** Prior to the approval of improvement plans, the project proponent shall incorporate the following features into project plans and specifications, consistent with adopted City of Lathrop Design and Construction Standards (2007):

- *Bus turnouts and transit improvements where requested by the San Joaquin RTD.*
- *Continuous public sidewalks adjacent to all proposed public streets.*
- *Pavement and striping for bike lanes/paths.*
- *Street lighting.*
- *Pedestrian signalization, signage and safety designs at signalized intersections.*
- *Shade trees to shade sidewalks in street-side landscaping areas.*
- *Require low-VOC cleaning supplies to be used by businesses and cleaning services within the Plan Area.*

***Mitigation Measure 3.3-3:*** Prior to the approval of improvement plans, the project proponent shall prepare and implement a transportation demand management (TDM) plan that includes, but is not limited to, the following measures subject to the review and approval of the City of Lathrop:

- *Provide secure bicycle parking in conjunction with commercial and office development.*
- *Provide designated vanpool parking spaces close to the employment center entry locations.*
- *Provide preferential carpool parking spaces close to the employment center entry locations.*
- *Provide on-site amenities that encourage alternative transportation modes such as locker, shower, and secure bike storage facilities.*
- *Provide on-site services such as personal mail boxes and day care that reduce mid-day trip generation.*
- *Provide information to business owners regarding the benefits of telecommuting options.*
- *Provide information to employees regarding carpooling, ride sharing and other available programs.*
- *Coordinate SJCOG's Commute Connection Program*

***Mitigation Measure 3.3-4:*** 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.*

**Impact 3.3-2:** Implementation of the Original SLSP construction has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation (Less than Significant).

**Mitigation Adopted by the City:** Mitigation Measures 3.3-5, 3.3-6, 3.3-7, 3.3-8, 3.3-9, and 3.3-10. Residual impact is less than significant.

***Mitigation Measure 3.3-5:*** Prior to the commencement of construction activities, the project proponent shall prepare and submit a Dust Control 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.

***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.

***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):

- 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.*
- 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.*

*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.*

*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.*

**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.*

**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.*

**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 cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.*

**Impact 3.3-3:** The Original SLSP has the potential to have carbon monoxide hotspot impacts (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.3-4:** The Original SLSP has the potential for public exposure to toxic air contaminants (Less than Significant).

**Mitigation Adopted by the City:** Mitigation Measure 3.3-11. Residual impact is less than significant.

**Mitigation Measure 3.3-11:** *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.*

*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:*



- *Probability of contracting cancer for the Maximally Exposed Individual (MEI) exceeds 10 in one million.*
- *Ground-level concentrations of non-carcinogenic toxic air contaminants would result in a Hazard Index greater than 1 for the MEI.*

*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 contaminants are reduced to levels below the threshold.*

**Impact 3.3-5:** The Original SLSP has the potential for exposure to odors (Less than Significant)

**Mitigation Adopted by the City:** None.

### **Discussion**

These impacts were identified and discussed in Section 3.3, Air Quality (pages 3.3-16 through 3.3-29) of the Draft EIR. The EIR identified that the Original SLSP would generate criteria pollutant emissions from mobile source emissions, area source emissions, and energy consumption, during project operation. The mobile source emissions would be entirely from vehicles, while the area source emissions would be primarily from the use of natural gas fuel combustion, landscape fuel combustion, consumer products, and architectural coatings. This would be considered a significant impact, even after implementation of Mitigation Measures 3.3-1 through 3.3-4. The EIR also identified that, although construction emissions would be below the applicable thresholds, the SJVAPCD requires construction-related mitigation in accordance with their rules and regulations (as provided by Mitigation Measures 3.3-5 through 3.3-10). Additionally, although the EIR stated that implementation of the Original SLSP itself would not result in increased exposure of sensitive receptors to localized concentration of TACs, there is the potential for future commercial and industrial business to result in increased exposure of sensitive receptors to localized concentrations of TACS. The Original Project is required to implement Mitigation Measure 3.3-12, which requires commercial and/or industrial buildings to undergo a TAC prioritization screening, and to develop a health risk assessment (as warranted based on the prioritization score). Finally, the EIR describes that the Original SLSP has the potential to create carbon monoxide hotspots and/or objectionable odors, which would result in a less than significant impact.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SLSP relating to Air Quality. The Modified Project is different from the Original SLSP in that the Modified Project would increase the total amount of square footage that can be constructed, as well as additions to the allowed uses within Commercial Office to emphasize clean Light Industrial Uses. The Modified Project would also realign Madrugá Road to the south, and South Side Road would be realigned to the opposite side (south side) of the PG&E power lines from what is shown in the Original Project concept plan. Additionally, the existing north/south PG&E lines that bisect the property would be relocated to the perimeter of the property. Given the fewer number of peak hour traffic trips that would occur as a result of the modifications to the Original SLSP project (as provided within the updated Trip Generation and Traffic Analysis as provided by Fehr & Peers), it is anticipated that Air Quality impacts related to mobile sources would be less than those as disclosed as part of the Original Project EIR. The modifications to the Original Project will not increase the severity of impacts beyond what was addressed in the Original SLSP EIR. There are no new impacts beyond what was addressed in the Original SLSP EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

**BIOLOGICAL RESOURCES**

***Biological Resources Impacts Associated with the Original SLSP***

**Impact 3.4-1:** The Original SLSP has the potential to have a direct or indirect effect on special-status invertebrate species (Less than Significant)

**Mitigation Adopted by the City:** Mitigation Measure 3.4-1. Residual impact is less than significant.

***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.

**Impact 3.4-2:** The Original SLSP has the potential to have direct or indirect effects on special-status reptile and amphibian species (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.4-3:** The Original SLSP has the potential to have direct or indirect effects on special-status bird species (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measures 3.4-1 and 3.4-2. Residual impact is less than significant.

***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 survey shall be conducted. The biologist will conduct a survey in the Plan Area or Offsite Infrastructure Corridor, including the San Joaquin River, for all special-status birds protected by the federal and state ESA, MBTA and CFGC, including but not limited to those that are documented within a ten-mile radius of the Plan Area and are known to nest in the region. The biologist shall map all nests that are within, and visible from, the Plan Area or Offsite Infrastructure Corridor. If nests are identified, the biologist shall develop buffer zones around active nests as deemed

*appropriate in coordination with the CDFW. Construction activity shall be prohibited within the buffer zones until the young have fledged or the nest fails. Nests shall be monitored at least twice per week and a report submitted to the City and CDFW monthly.*

**Impact 3.4-4:** The Original SLSP has the potential to result in direct or indirect effects on special-status mammal species (Less than Significant).

**Mitigation Adopted by the City:** Mitigation Measure 3.4-1.

**Impact 3.4-5:** The Original SLSP has the potential for direct or indirect effects on candidate, sensitive, or special-status plant species (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.4-6:** The Original SLSP has the potential for effects on Protected Wetlands and Jurisdictional Waters (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measures 3.4-3 and 3.4-4. Residual impact is less than significant.

***Mitigation Measure 3.4-3:** Prior to any construction activities that would disturb protected wetlands in the Plan Area and/or jurisdictional areas of the San Joaquin River associated with the storm drainage outfall, the appropriate state and federal authorizations (Streambed Alteration Agreement, Section 404 permit, Section 401 water quality certification) shall be obtained. All requirements of these authorizations shall be adhered to throughout the construction phase.*

***Mitigation Measure 3.4-4:** The project applicant shall compensate for any authorized disturbance to protected wetlands and/or jurisdictional areas to ensure no net loss of habitat functions and values. Compensation ratios shall be based on site-specific information and determined through coordination with state, federal, and local agencies as part of the permitting process for the project. Unless determined otherwise by the regulatory/permitting agency, the compensation shall be at a minimum ratio of 1 acre restored, created, and/or preserved for every 1 acre of wetland disturbed. It is anticipated that the total compensation will be 0.306 acres mitigated. Compensation may comprise onsite restoration/creation, off-site restoration, preservation, or mitigation credits (or a combination of these elements).*

**Impact 3.4-7:** The Original SLSP has the potential for adverse effects on Riparian Habitat or Sensitive Natural Community (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measures 3.4-5 through 3.4-6. Residual impact is less than significant.

***Mitigation Measure 3.4-3:** The storm drainage outfall shall be designed and located such that it avoids and minimizes impacts to riparian vegetation to the extent feasible (i.e. identify areas where vegetation density is lower and trees are sparse).*

***Mitigation Measure 3.4-4:** Prior to installation of the storm drainage outfall, compensate/replace for any disturbance to riparian habitat along the San Joaquin River in association with the storm drainage outfall. Compensation/replacement ratios shall be at a minimum ratio of 1 acre restored, created, and/or preserved for every 1 acre of riparian disturbed. The acreage impacted shall be calculated based on the final design of the storm*

*drainage outfall. Compensation may comprise onsite restoration/creation, off-site restoration, preservation, or mitigation credits (or a combination of these elements).*

**Impact 3.4-8:**

The Original SLSP has the potential for interference with the movement of native fish or wildlife species or with established wildlife corridors, or impede the use of native wildlife nursery site (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measures 3.4-7, 3.4-8, and 3.4-9. Residual impact is less than significant.

**Mitigation Measure 3.4-7:** *The project applicant shall implement the following nonstructural BMPs that focus on preventing pollutants from entering stormwater:*

- *Pollution Prevention/Good Housekeeping*
  - *A spill response and prevention plan shall be developed as a component of (1) SWPPPs prepared for construction activities, (2) SWPPPs for facilities subject to the NPDES Stormwater Permit, and (3) spill prevention control and countermeasure plans for qualifying facilities.*
  - *Streets and parking lots shall be swept at least once every two weeks.*
- *Operation and Maintenance (O&M) of Treatment Controls*
  - *An Operation and Maintenance (O&M) Plan shall be developed for the storm drainage facilities to ensure long-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.*

**Mitigation Measure 3.4-8:** *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:*

- *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.*
- *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.*
- *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 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.*

**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.*

**Impact 3.4-9:** The Original SLSP has the potential to conflict with an Adopted Habitat Conservation Plan (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.4-10:** The Original SLSP has the potential to conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (Less than Significant).

**Mitigation Adopted by the City:** None.

**Discussion**

These impacts were identified and discussed in Section 3.4, Biological Resources (pages 3.4-23 through 3.4-39) of the Draft EIR. The EIR identified that the proposed project would not have a significant effect on special-status invertebrate species, reptile and amphibian species, mammal species, plant species, conflict with an adopted Habitat Conservation Plan, or conflict with local policies/ordinances protecting biological resources, including local trees. The EIR also identified that the proposed project could have a significant effect on special-status bird species, but this effect would be reduced to less than significant by Mitigation Measure 3.4-1 and 3.4-2. The EIR identified a significant effect on protected wetlands and jurisdictional waters, which would be reduced to a less than significant impact by Mitigation Measures 3.4-3 and 3.4-4. In addition, the EIR identified a significant effect on riparian habitat, which would be reduced to a less than significant impact by Mitigation Measures 3.4-5 and 3.4-6. The proposed project could cause interference with the movement of native fish or wildlife species that would be significant, which would be reduced to a less than significant level by Mitigation Measures 3.4-7, 3.4-8, and 3.4-9.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SLSP relating to Biological Resources. The Modified Project is different from the Original SLSP in that the Modified Project would increase the total amount of square footage that can be constructed, as well as additions to the allowed uses within Commercial Office to emphasize clean Light Industrial Uses. The Modified Project would also realign Madrugá Road to the south, and South Side Road would be realigned to the opposite side (south side) of the PG&E power lines from what is shown in the Original Project concept plan. Additionally, the existing north/south PG&E lines that bisect the property would be relocated to the perimeter of the property. The SLSP site plan has been slightly modified, as described under Section 2.0 Project Description. These modifications will not increase the severity of impacts beyond what was addressed in the Original SLSP EIR. There are no new impacts beyond what was addressed in the Original SLSP EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

## CULTURAL RESOURCES

### *Cultural Resources Impacts Associated with the Original SLSP*

**Impact 3.5-1:** Implementation of the Original SLSP has the potential to cause a substantial adverse change to a significant historical resources, as defined in CEQA Guidelines §15064.5 (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 3.5-1. Residual impact is less than significant.

***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).*

*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.*

*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 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.*

*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.*

**Impact 3.5-2:** Implementation of the Original SLSP has the potential to cause a substantial adverse change to a significant archaeological resource, as defined in CEQA Guidelines §15064.5 (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** See Mitigation Measure 3.5-1.

**Impact 3.5-3:** Implementation of the Original SLSP has the potential to directly or indirectly destroy a unique paleontological resource (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 3.5-2. Residual impact is less than significant.

***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.*

**Impact 3.5-4:** Implementation of the Original SLSP has the potential to disturb human remains, including those interred outside of formal cemeteries (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 3.5-3. Residual impact is less than significant.

***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:*

- *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.*
- *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:*
  - *The Native American Heritage Commission is unable to identify a descendent.*
  - *The descendant identified fails to make a recommendation.*
  - *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.*

## **Discussion**

These impacts were identified and discussed in Section 3.5, Cultural Resources (pages 3.5-17 through 3.5-24) of the Draft EIR. The EIR identified that the Original SLSP has the potential to cause a substantial adverse change to a significant historical resource, as defined in CEQA Guidelines §15064.5, if the discovery of a previously unknown historical resource were to occur. However, Mitigation Measure 3.5-1 would reduce this impact to less than significant. The EIR also identified that, with Mitigation Measure 3.5-1, the Original SLSP would ensure a less than significant impact with regard to the potential to cause a substantial adverse change to a significant archaeological resource, as defined in CEQA Guidelines §15064.5. Similarly, the Original SLSP was found to have the potential to destroy a unique paleontological resource, but Mitigation Measure 3.5-2 would reduce this impact to less than significant. Finally, the EIR also found that the Original SLSP could disturb human remains, but implementation of Mitigation Measure 3.5-3, which would require that action be taken if human remains are discovered, reduces this impact to a less than significant level.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SLSP relating to Cultural Resources. The Modified Project is different from the Original

SLSP in that the Modified Project would increase the total amount of square footage that can be constructed, as well as additions to the allowed uses within Commercial Office to emphasize clean Light Industrial Uses. The Modified Project would also realign Madruga Road to the south, and South Side Road would be realigned to the opposite side (south side) of the PG&E power lines from what is shown in the Original Project concept plan. Additionally, the existing north/south PG&E lines that bisect the property would be relocated to the perimeter of the property. The SLSP site plan has been slightly modified, as described under Section 2.0 Project Description. These modifications will not increase the severity of impacts beyond what was addressed in the Original SLSP EIR. There are no new impacts beyond what was addressed in the Original SLSP EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.



## GEOLOGY AND SOILS

### *Geology and Soils Impacts Associated with the Original SLSP*

**Impact 3.6-1:** Implementation of the Original SLSP could expose people or structures to potential substantial adverse effects involving strong seismic ground shaking or seismic related ground failure (Less than Significant).

**Mitigation Adopted by the City:** None

**Impact 3.6-2:** Implementation and construction of the Original SLSP could result in substantial soil erosion or the loss of topsoil (Less than Significant).

**Mitigation Adopted by the City:** Mitigation Measure 3.6-1.

***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 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 3.6-3:** The Original SLSP has the potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of project implementation, and potentially result in landslide, lateral spreading, subsidence, liquefaction or collapse (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.6-4:** The Original SLSP has the potential for expansive soils to create substantial risks to life or property (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** See Mitigation Measure 3.6-2. Residual impact is less than significant.

***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.*

**Discussion**

These impacts were identified and discussed in Section 3.6, Geology and Soils (pages 3.6-13 through 3.6-18) of the Draft EIR. The EIR identified that there is a less than significant impact from the Original SLSP to exposing people or structure to the effects of strong seismic ground shaking or seismic related ground failure. The EIR identified that there would be a significant impact related to soil erosion and/or the loss of topsoil, but Mitigation Measure 3.6-1, which would require the development of an SWPPP, which would reduce this impact to a less than significant level. The EIR identified that the proposed project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of project implementation, and potentially result in a landslide, lateral spreading, subsidence, liquefaction or collapse. Finally, the Original SLSP has the potential for expansive soils to create substantial risks to life or property; implementation of Mitigation Measure 3.6-2 would reduce this impact to a less than significant level.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SLSP relating to Geology and Soils. The Modified Project is different from the Original SLSP in that the Modified Project would increase the total amount of square footage that can be constructed, as well as additions to the allowed uses within Commercial Office to emphasize clean Light Industrial Uses. The Modified Project would also realign Madrugá Road to the south, and South Side Road would be realigned to the opposite side (south side) of the PG&E power lines from what is shown in the Original Project concept plan. Additionally, the existing north/south PG&E lines that bisect the property would be relocated to the perimeter of the property. The SLSP site plan has been slightly modified, as described under Section 2.0 Project Description. These modifications will not increase the severity of impacts beyond what was addressed in the Original SLSP EIR. There are no new impacts beyond what was addressed in the Original SLSP EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

## GREENHOUSE GASES AND CLIMATE CHANGE

### *Greenhouse Gases and Climate Change Impacts Associated with the Original SLSP*

**Impact 3.7-1:** Implementation of the Original SLSP has the 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 purposes of reducing the emissions of greenhouse gases (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 3.7-1. Residual impact is less than significant.

*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.*

- *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*
- *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*

### **Discussion**

This impact was identified and discussed in Section 3.7, Greenhouse Gases and Climate Change (pages 3.7-16 through 3.7-22) of the Draft EIR. The EIR identified that there is a significant impact from the Original SLSP to generating greenhouse gas emissions. However, implementation of Mitigation Measure 3.7-1, which would reduce greenhouse gas emissions and energy consumption through various measures, would reduce this impact to a less than significant level.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SLSP relating to Greenhouse Gas Emissions and Climate Change. The Modified Project is different from the Original SLSP in that the Modified Project would increase the total amount of square footage that can be constructed, as well as additions to the allowed uses within Commercial

Office to emphasize clean Light Industrial Uses. The Modified Project would also realign Madruga Road to the south, and South Side Road would be realigned to the opposite side (south side) of the PG&E power lines from what is shown in the Original Project concept plan. Additionally, the existing north/south PG&E lines that bisect the property would be relocated to the perimeter of the property. Given the fewer number of peak hour traffic trips that would occur as a result of the modifications to the Original SLSP project (as provided within the updated Trip Generation and Traffic Analysis as provided by Fehr & Peers), it is anticipated that Greenhouse Gas Emissions and Climate Change impacts related to mobile sources would be less than those as disclosed as part of the Original Project EIR. The SLSP site plan has been slightly modified, as described under Section 2.0 Project Description. These modifications will not increase the severity of impacts beyond what was addressed in the Original SLSP EIR. There are no new impacts beyond what was addressed in the Original SLSP EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

## HAZARDS AND HAZARDOUS MATERIALS

### *Hazards and Hazardous Materials Impacts Associated with the Original SLSP*

**Impact 3.8-1:** Implementation of the Original SLSP has the 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 (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 3.8-1, 3.8-2, 3.8-3, 3.8-4, and 3.8-5. Residual impact is less than significant.

**Mitigation Measure 3.8-1:** *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 acknowledge that they have reviewed and understand the plan.*

**Mitigation Measure 3.8-2:** *Prior to the removal of or issuance of demolition permits for buildings built prior to 1980, the applicant shall hire a qualified consultant to perform a Phase 2 ESA to: 1) sample the soils for residual agrichemicals, 3) sample any areas that appear stained, and 32) investigate whether any of the buildings or facilities contain asbestos-containing materials and lead that could become friable or mobile during demolition activities. If toxic levels of residual agrichemicals are found, the contaminated soil shall be excavated from the site and disposed of at an off-site disposal facility designed to accept such waste. If any stained soils are found, the contaminated soil shall be excavated from the site and disposed of at an off-site disposal facility designed to accept such waste. If asbestos-containing materials and/or lead are found in the buildings, a Cal-OSHA certified ACBM and lead based paint contractor shall be retained to remove the asbestos-containing materials and lead in accordance with EPA and California Occupational Safety and Health Administration (Cal/OSHA) standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards. The ACBM and lead shall be disposed of properly at an appropriate offsite disposal facility.*

**Mitigation Measure 3.8-3:** *Prior to the issuance of grading permits or demolition permits, the project proponent shall perform a Phase 2 assessment in accordance with the recommendations provided in the Phase 1 ESAs. San Joaquin County Department of Environmental Health shall be notified by the project applicant if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during the Phase 2 assessment. Any contaminated areas shall be remediated by the project applicant in accordance with recommendations made by San Joaquin County Department of Environmental Health, Regional Water Quality Control Board, Department of Toxic Substances Control, or other appropriate federal, state, or local regulatory agencies.*

**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.*

**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.*

**Impact 3.8-2:** Implementation of the Original SLSP has the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (Less than Significant).

**Mitigation Adopted by the City:** None

**Impact 3.8-3:** Implementation of the Original SLSP has the potential to result in impacts from being included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Less than Significant).

**Mitigation Adopted by the City:** None

**Impact 3.8-4:** Implementation of the Original SLSP has the potential for the project to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Less than Significant).

**Mitigation Adopted by the City:** None

**Discussion**

These impacts were identified and discussed in Section 3.8, Hazards and Hazardous Materials (pages 3.8-16 through 3.8-22) of the Draft EIR. The EIR identified that there is a less than significant impact from the Original SLSP for the potential to emit hazards within one quarter mile from the school, to result in impacts from being included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The EIR identified that there would be a significant impact on the potential of the Original Project to create a significant hazard through the routine use, or disposal of hazardous materials or through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, since the Original Project would require the use of petroleum

based products and a variety of chemicals during the construction phase, and since pesticides could exist within the Plan Area because of historical agricultural practices. However, implementation of Mitigation Measure 3.8-1, 3.8-2, 3.8-3, 3.8-4, and 3.8-5 would reduce this impact to a less than significant level.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SLSP relating to Hazards and Hazardous Materials. The Modified Project is different from the Original SLSP in that the Modified Project would increase the total amount of square footage that can be constructed, as well as additions to the allowed uses within Commercial Office to emphasize clean Light Industrial Uses. The Modified Project would also realign Madruga Road to the south, and South Side Road would be realigned to the opposite side (south side) of the PG&E power lines from what is shown in the Original Project concept plan. Additionally, the existing north/south PG&E lines that bisect the property would be relocated to the perimeter of the property. The SLSP site plan has been slightly modified, as described under Section 2.0 Project Description. These modifications will not increase the severity of impacts beyond what was addressed in the Original SLSP EIR. There are no new impacts beyond what was addressed in the Original SLSP EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

## HYDROLOGY AND WATER QUALITY

### *Hydrology and Water Quality Impacts Associated with the Original SLSP*

**Impact 3.9-1:** Implementation of the Original SLSP has the potential to violate water quality standards or waste discharge requirements during construction (Less than Significant).

**Mitigation Adopted by the City:** See Mitigation Measure 3.6-1.

**Impact 3.9-2:** Implementation of the Original SLSP has the potential to violate water quality standards or waste discharge requirements during operation (Less than Significant).

**Mitigation Adopted by the City:** See Mitigation Measures 3.4-7 and 3.4-8.

**Impact 3.9-3:** Implementation of the Original SLSP has the potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge (Less than Significant).

**Mitigation Adopted by the City:** None

**Impact 3.9-4:** Implementation of the Original SLSP has the potential to alter the existing drainage pattern in a manner which would result in substantial erosion, siltation, flooding, or polluted runoff (Less than Significant).

**Mitigation Adopted by the City:** None

**Impact 3.9-5:** Implementation of the Original SLSP has the potential to otherwise substantially degrade water quality (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 3.9-1. Also see Mitigation Measures 3.6-1, 3.4-7, and 3.4-8. Residual impact is less than significant.

***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.*

**Impact 3.9-6:** Implementation of the Original SLSP could place housing or structures that would impede/redirect flows within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map (Less than Significant).

**Mitigation Adopted by the City:** None



**Impact 3.9-7:** Implementation of the Original SLSP has the potential to expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, seiche, tsunami, or mudflow (Less than Significant).

**Mitigation Adopted by the City:** None

**Discussion**

These impacts were identified and discussed in Section 3.9 Hydrology and Water Quality (pages 3.9-17 through 3.9-31) of the Draft EIR. The EIR identified that the Original SLSP would not substantially deplete groundwater supplies or substantially interfere with groundwater recharge, cause a violation of water quality standards or waste discharge requirements during construction and operation, alter the drainage pattern in a manner which would result in substantial erosion, siltation, flooding, or polluted runoff, would not be placed within a 100-year flood hazard area, nor would the Original SLSP expose people or structures to inundation by seiche, tsunami, or mudflow, or otherwise substantially degrade water quality. Additionally, Mitigation Measure 3.9-1 would require the Original Project to include the latest BMP requirements or standards, as relevant.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SLSP relating to Hydrology and Water Quality. The Modified Project is different from the Original SLSP in that the Modified Project would increase the total amount of square footage that can be constructed, as well as additions to the allowed uses within Commercial Office to emphasize clean Light Industrial Uses. The Modified Project would also realign Madruga Road to the south, and South Side Road would be realigned to the opposite side (south side) of the PG&E power lines from what is shown in the Original Project concept plan. Additionally, the existing north/south PG&E lines that bisect the property would be relocated to the perimeter of the property. The SLSP site plan has been slightly modified, as described under Section 2.0 Project Description. These modifications will not increase the severity of impacts beyond what was addressed in the Original SLSP EIR. There are no new impacts beyond what was addressed in the Original SLSP EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

**LAND USE AND PLANNING**

***Land Use and Planning Impacts Associated with the Original SLSP***

**Impact 3.10-1:** Implementation of the Original SLSP would not physically divide an established community (Less than Significant).

**Mitigation Adopted by the City:** None

**Impact 3.10-2:** Implementation of the Original SLSP would not conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted to avoid or mitigate an environmental effect (Less than Significant).

**Mitigation Adopted by the City:** None

**Impact 3.10-3:** Implementation of the Original SLSP would not significantly conflict with an applicable habitat conservation plan or natural community conservation plan (Less than Significant).

**Mitigation Adopted by the City:** None

**Impact 3.10-4:** Implementation of the Original SLSP has the potential to induce substantial population growth in an area (Less than Significant).

**Mitigation Adopted by the City:** None

**Impact 3.10-5:** Implementation of the Original SLSP has the potential to displace substantial numbers of people or existing house (Less than Significant).

**Mitigation Adopted by the City:** None

**Discussion**

Land use and Planning impacts were identified and discussed in Section 3.10, Land Use and Planning (pages 3.10-20 through 3.10-35) of the Draft EIR. The EIR identified that the Original SLSP would not physically divide an established community, conflict with applicable plans and policies, or conflict with any applicable Habitat or Natural Community Conservation Plans. There were no significant impacts identified related to the Original SLSP for the issue of land use and planning.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SLSP relating to Land Use and Planning. The Modified Project is different from the Original SLSP in that the Modified Project would increase the total amount of square footage that can be constructed, as well as additions to the allowed uses within Commercial Office to emphasize clean Light Industrial Uses. The Modified Project would also realign Madrugá Road to the south, and South Side Road would be realigned to the opposite side (south side) of the PG&E power lines from what is shown in the Original Project concept plan. Additionally, the existing north/south PG&E lines that bisect the property would be relocated to the perimeter of the property. The SLSP site plan has been slightly modified, as described under Section 2.0 Project Description. These modifications will not increase the severity of impacts beyond what was addressed in the Original SLSP EIR. There are no new impacts beyond what was addressed in the Original SLSP EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

## MINERAL RESOURCES

### *Mineral Resources Associated with the Original SLSP*

**Impact 3.11-1:** Implementation of the Original SLSP would result in the loss of a known mineral resources that would be of value to the region (Significant and Unavoidable).

**Mitigation Adopted by the City:** None

**Impact 3.11-2:** Implementation of the Original SLSP would result in the loss of a locally important mineral resource recovery site delineated on a local general plan (Significant and Unavoidable).

**Mitigation Adopted by the City:** None

### **Discussion**

Mineral Resources impacts were identified and discussed in Section 3.11, Mineral Resources (pages 3.11-6 through 3.11-8 of the Draft EIR. The EIR identified that the Original SLSP could result in the loss of a known mineral resource that would be of value to the region, since the majority of the Plan Area is classified MRZ-2 (PCC grade) and a portion of the northern area of the Plan Area is designated MRZ-3). The MRZ-2 designation indicates areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists and the MRZ-3 designation indicates areas containing mineral deposits. Additionally, the project could result in the loss of a locally important mineral resource recovery site. However, there is no feasible mitigation that could reduce these impacts to a less than significant level.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SLSP relating to Mineral Resources. The Modified Project is different from the Original SLSP in that the Modified Project would increase the total amount of square footage that can be constructed, as well as additions to the allowed uses within Commercial Office to emphasize clean Light Industrial Uses. The Modified Project would also realign Madrugá Road to the south, and South Side Road would be realigned to the opposite side (south side) of the PG&E power lines from what is shown in the Original Project concept plan. Additionally, the existing north/south PG&E lines that bisect the property would be relocated to the perimeter of the property. The SLSP site plan has been slightly modified, as described under Section 2.0 Project Description. These modifications will not increase the severity of impacts beyond what was addressed in the Original SLSP EIR. There are no new impacts beyond what was addressed in the Original SLSP EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

**NOISE**

***Noise Impacts Associated with the Original SLSP***

**Impact 3.12-1:** The Original SLSP has the potential to increase traffic noise levels at existing receptors (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.12-2:** The Original SLSP has the potential to increase noise levels associated with construction activities (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.12-3:** The Original SLSP has the potential to increase noise vibration associated with construction activities (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.12-4:** The Original SLSP has the potential to increase railroad noise at sensitive receptors (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.12-5:** The Original SLSP has the potential to increase stationary noise at sensitive receptors (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 3.12-1. Residual impact is less than significant.

***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.*

**Discussion**

These impacts were identified and discussed in Section 3.12, Noise (pages 3.12-15 through 3.12-25) of the Draft EIR. The EIR identified that the Original Project could generate a significant impact with respect to an increase in traffic noise levels at existing receptors, noise levels associated with construction activities, railroad noise at sensitive receptors, and vibration associated with construction activities. However, these impacts are less than significant. Finally, the Original Project would increase stationary noise at sensitive receptors. However, implementation of Mitigation Measures 3.12-1 would reduce this impact to a less than significant level.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SLSP relating to Noise. The Modified Project is different from the Original SLSP in that the Modified Project would increase the total amount of square footage that can be constructed, as

well as additions to the allowed uses within Commercial Office to emphasize clean Light Industrial Uses. The Modified Project would also realign Madruga Road to the south, and South Side Road would be realigned to the opposite side (south side) of the PG&E power lines from what is shown in the Original Project concept plan. Additionally, the existing north/south PG&E lines that bisect the property would be relocated to the perimeter of the property. Given the fewer number of peak hour traffic trips that would occur as a result of the modifications to the Original SLSP project (as provided within the updated Trip Generation and Traffic Analysis as provided by Fehr & Peers), it is anticipated that Noise impacts related to mobile sources would be less than those as disclosed as part of the Original Project EIR. The SLSP site plan has been slightly modified, as described under Section 2.0 Project Description. These modifications will not increase the severity of impacts beyond what was addressed in the Original SLSP EIR. There are no new impacts beyond what was addressed in the Original SLSP EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

**PUBLIC SERVICES AND RECREATION**

***Public Services Impacts Associated with the Original SLSP***

**Impact 3.13-1:** The Original SLSP has the potential to require the construction of fire department facilities which may cause substantial adverse physical environmental impacts (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.13-2:** The Original SLSP has the potential to require the construction of police department facilities which may cause substantial adverse physical environmental impacts (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.13-3:** The Original SLSP has the potential to require the construction of school facilities which may cause substantial adverse physical environmental impacts (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.13-4:** The Original SLSP has the potential to have effects on other public facilities (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.13-5:** The Original SLSP has the potential to require the construction of park and recreational facilities which may cause substantial adverse physical environmental impacts (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.13-6:** The Original SLSP would increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated (Less than Significant).

**Mitigation Adopted by the City:** None.

**Discussion**

These impacts were identified and discussed in Section 3.13 Public Services and Recreation (pages 3.13-10 through 3.13-15) of the Draft EIR. The EIR identified that the operation of the project would not result in any significant Public Services and Recreation impacts.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SLSP relating to Public Services and Recreation. The Modified Project is different from the Original SLSP in that the Modified Project would increase the total amount of square footage that can be constructed, as well as additions to the allowed uses within Commercial Office to emphasize clean Light Industrial Uses. The Modified Project would also realign Madrugá Road to the south, and South Side Road would be realigned to the opposite side (south side) of the PG&E power lines from what is shown in the Original Project concept plan. Additionally, the existing north/south PG&E lines that bisect the property would be relocated to the perimeter of the property. The SLSP site plan has

been slightly modified, as described under Section 2.0 Project Description. These modifications will not increase the severity of impacts beyond what was addressed in the Original SLSP EIR. There are no new impacts beyond what was addressed in the Original SLSP EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

## TRAFFIC AND CIRCULATION

### *Traffic and Circulation Impacts Associated with the Original SLSP*

**Impact 3.14-1:** Development of the Original SLSP would cause a significant impact at the SR 120-Yosemite Avenue unsignalized ramp-terminal intersections (Less than Significant).

**Mitigation Adopted by the City:** Mitigation Measure 3.14-1. Residual impact is less than significant.

**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 operations at the SR 120/Yosemite Avenue Interchange ramp-terminal intersections to an acceptable level of service.*

#### Improvements needed to accommodate 50% Build-out of South Lathrop Specific Plan

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.*

#### Improvements needed to accommodate 100% Build-out of South Lathrop Specific Plan are presented on Figure 3.14, and include the following:

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 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.*
3. *Widen the eastbound and westbound off-ramps to accommodate one shared through/left-turn lane and a separate right-turn lane.*
4. *Widen the eastbound and westbound diagonal on-ramps to provide three receiving lanes (2 mixed-flow and 1 HOV) and ramp metering.*

*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.*

*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 infrared / GPS enabled traffic signal pre-emption and/or emergency vehicle access via locked gates.*

*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.*

**Impact 3.14-2:** Development of the Original SLSP would add traffic to the Yosemite Avenue/Airport Way intersection and result in unacceptable levels of service in the PM peak hour during existing plus project conditions (Significant and Unavoidable).

**Mitigation Adopted by the City:** Mitigation Measure 3.14-2. Residual impact is significant and unavoidable.

**Mitigation Measure 3.14-2:** *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:*

- *Add an eastbound right turn lane with a storage pocket of 200 feet.*

*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.*

**Impact 3.14-3:** The Original SLSP would add traffic to the Louise Avenue/McKinley Avenue intersection which currently operates at unacceptable levels of service under existing plus project conditions (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.14-4:** The Original SLSP would result in significant impact to freeway facilities under existing plus project conditions (Significant and Unavoidable).

**Mitigation Adopted by the City:** Mitigation Measure 3.14-3. Residual impact is significant and unavoidable.

**Mitigation Measure 3.14-3:** *The following mitigation measures would potentially improve SR 120 operations to an acceptable level of service:*

- *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.*

**Impact 3.14-5:** The Original SLSP does not disrupt or conflict with any existing or planned bicycle or pedestrian facilities (Significant and Unavoidable).

**Mitigation Adopted by the City:** None.

**Impact 3.14-6:** The Original SLSP does identify specific transit facilities (such as sheltered transit stops or pullouts) (Less than Significant).

**Mitigation Adopted by the City:** Mitigation Measure 3.14-4. Residual impact is less than significant.

*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.*

**Impact 3.14-7:** The Original SLSP could add STAA truck traffic to the SR 120/Yosemite Avenue Interchange, which is not STAA approved (Significant and Unavoidable).

**Mitigation Adopted by the City:** See Mitigation Measure 3.14-1.

**Impact 3.14-8:** The Original SLSP could cause potentially significant impacts to at-grade rail crossings (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.14-9:** The Original SLSP could result in inadequate emergency vehicle access (Significant and Unavoidable).

**Mitigation Adopted by the City:** Mitigation Measure 3.14-5. Residual impact is significant and unavoidable.

*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.*

**Impact 3.14-10:** Implementation of the Original SLSP project would exacerbate levels of service at the SR 120/Yosemite Avenue ramp-terminal intersections (Intersections 1&2) (Significant and Unavoidable).

**Mitigation Adopted by the City:** Mitigation Measure 3.14-6. Residual impact is significant and unavoidable.

*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 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 percent. The following mitigation measures as shown in Figure 3.14-13 would be necessary to provide acceptable operations under cumulative conditions:

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 widening under SR 120.*

*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.*

*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.*

**Impact 3.14-11:** Implementation of the Original SLSP project would not exacerbate levels of service at the Lathrop Road/McKinley Avenue intersection (Less than Significant).

**Mitigation Adopted by the City:** Mitigation Measure 3.14-7. Residual impact is less than significant.

***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:*

- *Install traffic signal control; and*
- *Provide for protected eastbound to southbound left-turn signal phasing.*

**Impact 3.14-12:** Implementation of the Original SLSP project would exacerbate levels of service at the Louise Avenue/McKinley Avenue intersection (Significant and Unavoidable).

**Mitigation Adopted by the City:** Mitigation Measure 3.14-8. Residual impact is significant and unavoidable.

**Mitigation Measure 3.14-8:** *The project applicant shall pay its fair share toward improvements to the Louise Avenue/McKinley Avenue intersection. The project's fair share traffic contribution to this intersection is estimated to be 2.1%. The following mitigation measures as shown in Figure 3.14-13 would be necessary to provide acceptable operations under cumulative conditions:*

- *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.*

*Optimize signals with protected left-turns signal phasing.*

**Impact 3.14-13:** Implementation of the Original SLSP project would exacerbate levels of service at the SR 120/Airport Way ramp-terminals intersections and the Airport Way/Daniels Street intersection (Significant and Unavoidable).

**Mitigation Adopted by the City:** Mitigation Measure 3.14-9. Residual impact is significant and unavoidable.

**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%, respectively. The following mitigation measures as shown in Figure 3.14-13 would be necessary to provide acceptable operations under cumulative conditions:*

SR 120/Airport Way Interchange

- *Relocate the westbound ramp-terminal intersection 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.*
- *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.*

Airport Way/Daniels Street

- *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.*

*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.*

**Impact 3.14-14:** Implementation of the Original SLSP project would exacerbate cumulatively unacceptable levels of service on SR 120 and I-5 (Significant and Unavoidable).

**Mitigation Adopted by the City:** Mitigation Measure 3.14-10. Residual impact is significant and unavoidable.

**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.*

*The cumulative conditions analysis assumed the programmed widening of SR 120 from four to six lanes. These improvements are partially paid for 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.*

*Additional improvements, beyond widening the SR 120 mainline to six lanes, are not currently planned or fully funded. However, implementation 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.*

## **Discussion**

These impacts were identified and discussed in Section 4.10, Traffic and Circulation (pages 3.14-22 through 3.14-45) of the Draft EIR. The EIR identified that the Original SLSP would not disrupt or conflict with any existing or planned bicycle or pedestrian facilities, identify specific transit facilities (such as transit stops or pullouts), nor does the Original Project cause significant impacts to at-grade rail crossings. Development of the Original SLSP would result in a significant impact to some freeway facilities and intersections, which would result in unacceptable levels of service, under the Existing Plus Project and Cumulative Conditions. Mitigation Measures 3.14-1 through 3.14-10 are required to be implemented by the Original SLSP project. Additionally, the EIR found that development of the Original SLSP would result in inadequate emergency vehicle access. There was no feasible mitigation for this impact.

The Modified Project would realign Madrugra Road to the south to provide enough distance between the interchange of Guthmiller Road and SR 120, to allow for full turning movements. South Side Road would also be realigned to the opposite side (south side) of the PG&E power lines. Additionally, the existing north/south PG&E lines that bisect the property would be relocated to the perimeter of the property. Other minor changes to the roadway alignments and signalization from the Original Project are provided in Section 2.0 Project Description. Fehr & Peers provided an updated Trip Generation and Technical Analysis Memorandum to provide a trip generation analysis for the Modified Project, which is described in further detail below. Given the fewer number of peak hour traffic trips that would occur as a result of the modifications to the Original SLSP project, traffic impacts related to mobile sources would be less or equal to those as disclosed as part of the Original Project EIR.

**Original Project Trip Generation Analysis**

Fehr & Peers estimated the trip generation of the Original Project in the EIR for daily, AM peak hour, and PM peak hour conditions using trip rates published in the Trip Generation 9th Edition. The following table summarizes the estimated trip generation of the project. The following table shows that the Original SLSP Project is projected to generate 1,402 AM peak hour (with 1,152 inbound and 250 outbound), 1,676 PM peak hour (with 364 inbound and 1,312 outbound), and 15,674 new daily vehicle trips.

<b>ORIGINAL PROJECT TRIP GENERATION</b>													
Land Use	Quantity [1,000 sf]	Peak Hour Trip Rate <sup>1</sup>			Trips								
		AM	PM	Daily	AM Peak Hour			PM Peak Hour			Daily		
					In	Out	Total	In	Out	Total	In	Out	Total
High Cube Warehouse	3,134.159	0.09	0.10	1.44	238	107	345	117	260	377	2,633	2,633	5,266
General Light Industrial	1,079.759	0.92	0.97	6.97	874	119	993	126	922	1,048	3,763	3,763	7,526
Shopping Center	75	1.00	3.73	42.94	45	27	72	134	145	279	1,601	1,601	3,202
Internalization of Project Trips (10% AM, PM, and Daily Retail Trips)					-5	-3	-8	-13	-15	-28	-160	-160	-320
<b>Total</b>		4,288.918			1,152	250	1,402	364	1,312	1,676	7,837	7,837	15,674

Notes: Trip rates from Trip Generation (ITE, 9<sup>th</sup> Edition - 2012)  
Source: Fehr & Peers, 2018

**Modified Project Trip Generation Analysis**

Fehr & Peers also estimated trip generation of the Modified Project, as shown in the following table. As demonstrated below, the Modified Project daily trip generation would be 13,620, which is smaller than the Original project daily trip generation of 15,674.

<b>MODIFIED PROJECT TRIP GENERATION</b>													
Land Use	Quantity [1,000 sf]	Peak Hour Trip Rate <sup>1</sup>			Trips								
		AM	PM	Daily	AM Peak Hour			PM Peak Hour			Daily		
					In	Out	Total	In	Out	Total	In	Out	Total
High Cube Warehouse	3,650,000	0.09	0.10	1.44	227	102	329	113	252	365	2,628	2,628	5,256
General Light Industrial	1,200,000	0.92	0.97	6.97	972	132	1,104	139	1,025	1,164	4,182	4,182	8,364
<b>Total</b>		4,850,000			1,199	234	1,433	253	1,276	1,529	6,180	6,180	13,620

Notes: Trip rates from Trip Generation (ITE, 9<sup>th</sup> Edition - 2012)  
Source: Fehr & Peers, 2018

### **Conclusions of the Trip Generation Analysis**

The primary conclusions of the trip generation analysis for the Modified SLSP Project are as follows, as provided by Fehr & Peers:

- On a daily basis, the Modified SLSP Project would generate 13,620 vehicle trips, 2,054 fewer vehicle trips than the Original SLSP Project;
- During the critical PM peak hour in terms of regional traffic volumes and project-generated impacts and mitigation measures, the Modified Project would generate 1,529 vehicle trips, 147 fewer vehicle trips than the Original Project; and
- During the less critical AM peak hour in terms of regional traffic volumes and project-generated impacts and mitigation measures, the Modified Project would generate 1,433 vehicle trips, 31 additional vehicle trips more than the Original Project. This minor increase in 47 additional inbound trips and 16 fewer outbound trips (net of 31 trips) would not change the results of the traffic analysis for the Original Project FEIR.

### **Additional Considerations and Conclusions**

The mitigation measures identified in the Original Project FEIR, including local and regional traffic impact fees based on fair share contribution, would not change with the Modified Project. Additionally, based on the results of the AM, PM and daily trip generation of the Modified Project, no additional impacts or mitigation measure are required.

On a daily basis, the Modified Project would generate 13,620 vehicle trips, 2,054 fewer vehicle trips (-13%) than the original approved project. During the critical PM peak hour in terms of regional traffic volumes and project-generated impacts and mitigation measures, the Modified Project would generate 1,529 vehicle trips, 147 fewer vehicle trips (-9%) than the Original Project.

During the less critical AM peak hour in terms of regional traffic volumes and project generated impacts and mitigation measures, the Modified Project would generate 1,433 vehicle trips, 31 additional vehicle trips (+2%) than the Original Project. This minor increase in 47 additional inbound trips and 16 fewer outbound trips (net of 31 trips) would not change the results of the traffic analysis for the Original Project FEIR.

Based on the conservative assumption that the Modified Project is fully constructed at 4,850,000 square feet, the results of the SimTraffic analysis show that the SR 120/Yosemite Avenue interchange will either meet or exceed Caltrans guidelines for acceptable LOS D conditions. The improvements are consistent with the mitigation measure identified in the Original Project FEIR and the City of Lathrop has initiated a separate project with the California Department of Transportation (Caltrans) to improve the SR 120/Yosemite Avenue interchange (Fehr & Peers, 2018).

### **Discussion**

The proposed modifications associated with the Modified Project are not substantial changes to the Original SLSP relating to Traffic and Circulation. The Modified Project is different from the

Original SLSP in that the Modified Project would increase the total amount of square footage that can be constructed, as well as additions to the allowed uses within Commercial Office to emphasize clean Light Industrial Uses. The Modified Project would also realign Madrugá Road to the south, and South Side Road would be realigned to the opposite side (south side) of the PG&E power lines from what is shown in the Original Project concept plan. Additionally, the existing north/south PG&E lines that bisect the property would be relocated to the perimeter of the property. Further, a roundabout that was planned for the intersection of Yosemite Avenue and South Side Road in the Original Project has been removed. The SLSP site plan has been slightly modified, as described under Section 2.0 Project Description. These modifications will not increase the severity of impacts beyond what was addressed in the Original SLSP EIR. There are no new impacts beyond what was addressed in the Original SLSP EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.



**UTILITIES & SERVICE SYSTEMS**

***Utilities and Service Systems Impacts Associated with the Original SLSP***

**Impact 3.15-1:** Implementation of the Original SLSP has the potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (Less than Significant).

**Mitigation Adopted by the City:** None

**Impact 3.15-2:** The Original SLSP has the potential to result in a determination by the wastewater treatment and/or collection provider which serves or may serve the project does not have adequate capacity to serve the project's projected demand in addition the provider's existing commitments (Less than Significant with Mitigation).

**Mitigation Adopted by the City:** Mitigation Measure 3.15-1. Residual impact is less than significant.

***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 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.*

**Impact 3.15-3:** The Original SLSP has the potential to require or result in the construction of new wastewater treatment or collection facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Significant and Unavoidable).

**Mitigation Adopted by the City:** See Mitigation Measure 3.2-1.

**Impact 3.15-4:** The Original SLSP has the potential to require construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.15-5:** The Original SLSP has the potential to have insufficient water supplies available to serve the project from existing entitlements and resources (Less than Significant).

**Mitigation Adopted by the City:** None.

**Impact 3.15-6:** The Original SLSP has the potential to require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Significant and Unavoidable).

**Mitigation Adopted by the City:** See Mitigation Measure 3.2-1.

**Impact 3.15-7:** The Original SLSP has the potential to be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, State, and local statutes and regulations related to solid waste (Less than Significant).

**Mitigation Adopted by the City:** None.

### **Discussion**

These impacts were identified and discussed in Section 3.15, Utilities (pages 3.15-8 through 3.15-66) of the Draft EIR. The EIR identified that the Original SLSP would increase the amount of wastewater requiring treatment, which could cause an exceedance of existing wastewater capacity. Mitigation Measure 3.15-1, which would require that adequate wastewater treatment allocation shall be secured, would reduce this impact to a less than significant level. The Original SLSP would have the potential to result in the construction of wastewater and storm drainage facilities that would contribute to the conversion of designated Important Farmland to non-agricultural uses. However, these would be mitigated by Mitigation Measure 3.2-1, which requires payment of fees to SJMSCP in order to fund the purchase of conservation easements on agricultural and habitat lands in the project vicinity. The Original SLSP was identified having a less than significant impact related to requiring the construction of new water treatment facilities or the expansion of existing facilities, from having insufficient water supplies available, and from being served by a landfill with sufficient permitted capacity. The Original Project would also comply with all statutes and regulations related to solid waste. Finally, there would be a less than significant impact with regards to the potential of the Original SLSP to exceed wastewater treatment requirements.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SLSP relating to Utilities and Service Systems. The Modified Project is different from the Original SLSP in that the Modified Project would increase the total amount of square footage that can be constructed, as well as additions to the allowed uses within Commercial Office to emphasize clean Light Industrial Uses. The Modified Project would also realign Madrugá Road to the south, and South Side Road would be realigned to the opposite side (south side) of the PG&E power lines from what is shown in the Original Project concept plan. Additionally, the existing north/south PG&E lines that bisect the property would be relocated to the perimeter of the property. Further, a roundabout that was planned for the intersection of Yosemite Avenue and South Side Road in the Original Project has been removed. The SLSP site plan has been slightly modified, as described under Section 2.0 Project Description. These modifications will not increase the severity of impacts beyond what was addressed in the Original SLSP EIR. There are no new impacts beyond what was addressed in the

Original SLSP EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

CUMULATIVE

*Cumulative Impacts Associated with the Original SLSP*

- 4.1**      **Aesthetics Cumulative Impact:** Development of the Original SLSP would not substantially damage scenic resources within a State Scenic Highway. As such, the Original SLSP would cause a less than significant impact relative to the topic. (Less than Significant).
- 4.2**      **Aesthetics Cumulative Impact:** Development of the Original SLSP would contribute to the conversion of undeveloped land into developed uses, substantially changing the visual character of the land. Loss of farmland would cause changes to the visual quality and/or changes to the character of existing communities, causing a cumulatively considerable contribution and a significant and unavoidable impact. As such, the Original SLSP would cause cumulatively considerable contribution and a significant and unavoidable impact (Significant and Unavoidable).
- 4.3**      **Aesthetics Cumulative Impact:** Development of the Original SLSP could contribute additional ambient light pollution to project site and surrounding area. However, implementation of the lighting and design standards in the SLSP would ensure that lighting features do not result in light spillage onto adjacent properties and do not significantly impact views of the night sky. Adherence to the design requirements in the SLSP and the subsequent design review of future projects within the Plan Area would ensure that excessively reflective building materials are not used, and that the SLSP would not result in significant impacts related to daytime glare. Future projects within Lathrop, Manteca, and San Joaquin County would be subject to the light and glare standards established by the individual jurisdictions. The Original SLSP would cause a less than significant impact relative to this topic (Less than Significant).
- 4.4**      **Agriculture and Forest Resources Cumulative Impact:** As described in Section 3.2, development of the SLSP would result in a conversion of 161 acres of Prime Farmland, Farmland of Statewide Importance, and Farmland of Local Importance, as shown on the map prepared under the Farmland Mapping and Monitoring Program (FMMP), to nonagricultural industrial and office use. Section 2.6.5.1 and Section 8.3 of the SLSP includes provisions for payment of fees to SJMSCP and adherence to right-to-farm measures, which collectively would lessen impacts associated with the conversion of Important Farmland. Although San Joaquin County has programs in place, the Right-to-Farm Ordinance and the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (see description in Section 3.2), these programs cannot assure that converted agricultural land can be replaced on a one to one ratio. Urban development in the county is inevitable and the potential for the conversion of agricultural land to urban uses will remain in the future. As such, the loss of Important Farmland would be a cumulatively considerable contribution (Significant and Unavoidable).
- 4.5**      **Air Quality Impact:** Under buildout conditions in the San Joaquin County, the SJVAB would continue to experience increases in criteria pollutants and efforts to improve air quality throughout the basin would be hindered. As discussed under Impact 3.3-1 in Section 3.3, the SLSP would result in increased emissions

primarily from vehicle miles travelled associated with project implementation. The SJVAPCD has established operations related emissions thresholds of significance and it was determined that annual emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub> exceed the SJVAPCD thresholds of significance. The SLSP is subject to the SJVAPCD Rule 9510 (Indirect Source Rule), which could result in substantial mitigation of NO<sub>x</sub> and PM emissions. The substantial reductions in NO<sub>x</sub> and PM - and associated ROG - emissions accomplished by the application of the ISR probably represent the best achievable mitigation for indirect sources. However, even with the application of these measures, emissions levels would remain above the defined thresholds of significance. As such, implementation of the Project would have a cumulatively considerable contribution (Significant and Unavoidable).

**4.6**

**Biological Resources Impact:** Under cumulative conditions, buildout of the General Plan(s) within San Joaquin County will result in impacts to biological resources in the cumulative area through new and existing development. The General Plan(s) includes policies that are designed to minimize impacts to the extent feasible and the SJMSCP has been established to provide a mechanism for compensatory mitigation and standardized avoidance and minimization measures as needed.

As described in Section 3.4 Biological Resources, construction in the Plan Area has the potential to result in impacts to special-status species in the region. There are no known special-status species that have been observed in the Plan Area although there is sensitive habitat in the riparian area along the San Joaquin River. The riparian habitat has been set aside as open space to preserve the biological functions that they provide for the region. Mitigation Measure 3.4-1 requires participation with the SJMSCP, which includes fees that will be used to purchase conservation lands for a variety of special status species. The SJMSCP was created and adopted to address both the project and cumulative impacts to biological resources, including special status species. The SLSP will participate in the SJMSCP, including payment of fees and implementation of all Incidental Take Minimization Measures required by the SJCOG through the authorization of SJMSCP coverage. Implementation of the proposed project would have a less than significant cumulative impact relative to this environmental topic. As such, impacts to biological resources would be a less than cumulatively considerable contribution (Less than Significant).

**4.7**

**Cultural Resources Impact:** Cumulative development anticipated in the City of Lathrop, including growth projected by adopted future projects, may result in the discovery and removal of cultural resources, including archaeological, paleontological, historical, and Native American resources and human remains. As discussed in Section 3.5 Cultural Resources, there are two known cultural or historic resources present in the Plan Area. However, these resources are not eligible for listing based on the National Register of Historic Places and California Register of Historical Resources criteria. Any unknown cultural resources which are discovered during development of the SLSP would be required to be preserved, either through preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. With implementation of

the mitigation measures provided in Section 3.5, the SLSP is not anticipated to considerably contribute to a significant reduction in cultural resources.

All future projects in the regional vicinity would be subject to their respective General Plans (i.e. City of Lathrop, City of Manteca, and San Joaquin County), each of which have policies and measures that are designed to ensure protection of undiscovered cultural resources. In addition, all discretionary projects in these jurisdictions would require environmental review per regulations established in CEQA.

Implementation of the proposed project would have a less than significant cumulative impact relative to this environmental topic. As such, impacts related to cultural resources would be a less than cumulatively considerable contribution (Less than Significant).

**4.8**            **Geology and Soils Impact:** As discussed in Section 3.6 Geology and Soils, implementation of the SLSP has limited potential for liquefaction, expansive soils and lateral spreading. However, mitigation measures provided in Section 3.6 ensure this impact will be less than significant. While the City is not within an area known for its seismic activity, there will always be a potential for groundshaking caused by seismic activity anywhere in California, including the Plan Area. Seismic activity could come from a known active fault such as the Greenville fault, or any number of other faults in the region. In order to minimize potential damage to the buildings and site improvements, all construction in California is required to be designed in accordance with the latest seismic design standards of the California Building Code. Additionally, the City of Lathrop has incorporated numerous policies relative to seismicity to ensure the health and safety of all people. Design in accordance with these standards and policies would reduce any potential impact to a less than significant level.

Geologic and soils impacts tend to be site-specific and project-specific. Implementation of the SLSP would not result in increased risks or hazards related to geologic conditions in the cumulative setting area, nor would it result in any off-site or indirect impacts. Implementation of the proposed project would have a less than significant cumulative impact relative to this environmental topic. As such, impacts related to geologic and soil resources would be a less than cumulatively considerable contribution (Less than Significant).

**4.9**            **Greenhouse Gases and Climate Change Impact:** With the implementation of Mitigation Measure 3.5-1, the overall annual GHG emissions associated with the SLSP would be reduced by over 36.3 percent by the year 2020 when compared to the business as usual scenario. This is consistent with applicable standards and thresholds of a 29 percent reduction established by the SJVAPCD. Because the SLSP would meet the 29 percent minimum reduction threshold, the SLSP would not hinder the State's ability to reach the GHG reduction target. The percentage reduction is consistent with the GHG reduction percentage sought by the state's Scoping Plan. The SLSP would be consistent with the reduction target set in the Climate Change Action Plan and consistent with the Scoping Plan. Implementation of the proposed project would have a less than significant cumulative impact relative to this environmental topic. As such, impacts related

to climate change and greenhouse gas emissions would be a less than cumulatively considerable contribution (Less than Significant).

**4.10**

**Hazards and Hazardous Materials Impact:** As discussed previously, the SLSP, in conjunction with cumulative development in the region, would include areas designated for a variety of urban, agricultural, and open space uses as defined by the applicable General Plan. Cumulative development would include continued operation of or development of new facilities as allowed under each land use designation. New development would inevitably increase the use of hazardous materials within the region, resulting in potential health and safety effects related to hazardous materials use. For the most part, potential impacts associated with new and future development would be confined to commercial and industrial areas and would not involve the use of hazardous substances in large quantities or that would be particularly hazardous. Incidents, if any, would typically be site specific and would involve accidental spills or inadvertent releases. Associated health and safety risks would generally be limited to those individuals using the materials or to persons in the immediate vicinity of the materials and would not combine with similar effects elsewhere (i.e., construction workers). Hazard-related impacts tend to be site-specific and project-specific. The Plan Area is not associated with any existing hazardous materials spills; however, there are numerous areas throughout the County where hazardous conditions are present.

Implementation of the SLSP would not result in significant increased risks of hazards in the cumulative setting area, nor would it result in any significant off-site or indirect impacts. Mitigation measures have been included to reduce the risk of on-site hazards associated with the use of on-site hazardous materials. Implementation of the proposed project would have a less than significant cumulative impact relative to this environmental topic. As such, impacts related to hazards and hazardous materials would be a less than cumulatively considerable contribution (Less than Significant).

**4.11**

**Hydrology and Water Quality:** As discussed previously, implementation of the SLSP would increase the amount of impervious surfaces in the Plan Area, which could increase peak stormwater runoff rates and volumes on and downstream on the Plan Area. However, the SLSP includes an extensive system of on-site stormwater collection, treatment and retention facilities to accommodate the increased stormwater flows that would originate in the Plan Area (Less than Significant).

**4.12**

**Hydrology and Water Quality:** Compliance with city and county water quality protection regulations, approval from the RWQCB and Mitigation Measure 3.9-1 would ensure that the SLSP minimizes impacts to surface water quality. Implementation of the proposed project would have a less than significant cumulative impact relative to this environmental topic. As such, impacts related to water quality would be a less than cumulatively considerable contribution (Less than Significant).

**4.13**

**Hydrology and Water Quality:** The Original SLSP would result in new impervious surfaces and could reduce rainwater infiltration and groundwater recharge. The SLSP is not anticipated to require more groundwater than those

already identified by the City of Lathrop. Additionally, 90.6 percent of the Plan Area's soils have an infiltration rate of moderate to slow making for a less than optimal groundwater recharge area. For these reasons, the SLSP would not cause the substantial depletion of groundwater supplies or interfere substantially with groundwater recharge. While the SLSP would not increase the demand of groundwater above the City of Lathrop allocation, future development projects or those outside of the City's jurisdiction may increase the demand for groundwater. Because of projected future growth in the ESJGB, the likelihood of a continued groundwater overdraft is present. As such, this is a cumulatively considerable contribution and a significant and unavoidable impact (Significant and Unavoidable).

**4.14**                    **Hydrology and Water Quality:** As discussed previously, the project site is not within a 100-year flood zone as delineated by FEMA (Less than Significant).

**4.15**                    **Land Use and Population:** Cumulative land use impacts, such as the potential for conflicts with adjacent land uses and consistency with adopted plans and regulations, are typically site- and project-specific. City adoption of the SLSP would include amendments to the land use designations and the Lathrop General Plan Map. The City's general plan designates the entire SLSP area as LI Limited Industrial. The General Plan Map would be amended to include the CO Commercial Office, OS Open Space, and Public/Quasi-Public designations within the Plan Area and the General Plan land use designations would be amended to include CO, OS, and P/QP within the SLSP. The Plan Area is located within Sub-Plan Area #1 of the Lathrop GP. The city has a major policy of overriding significance calling for annexation of lands to the outer boundaries of urbanization be pursued through development phasing that avoids disjointed patterns of urbanization, avoids conflict with continuing agricultural operations and provides for adequate urban services (Lathrop GP, p. 2-13). The SLSP is consistent with this overriding policy in that the SLSP includes a detailed phasing and financing plan for the orderly progressive development of the Plan Area and provision of urban utilities and services.

The SLSP has been designed to be consistent with applicable aspects of the City's General Plan, and as described in this EIR, the SLSP would not be incompatible with any of the surrounding land uses. Implementation of the proposed project would have a less than significant cumulative impact relative to this environmental topic. As such, impacts related to communities and land uses would be a less than cumulatively considerable contribution (Less than Significant).

**4.16**                    **Land Use and Population:** As described in Section 3.10 of the EIR, the Original SLSP would not add housing, nor are there any existing homes or other types of residential structures in the Project site. Therefore, the Original SLSP would directly increase the population and would not displace any persons or existing housing (Less than Significant).

**4.17**                    **Mineral Resources:** The majority of the Plan Area is classified MRZ-2 (PCC grade) and a portion of the northern area of the Plan Area is designated MRZ-3. The MRZ-2 designation indicates areas where adequate information indicates



that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists and the MRZ-3 designation indicates areas containing mineral deposits, the significance of which cannot be evaluated from available data.

The PCC grade aggregate that is within the MRZ-2 zone is considered the scarcest and most valuable aggregate resource, according to the CGS (CGS, 2012). Implementation of the SLSP would permanently convert the Plan Area to urban uses and would preclude the recovery of mineral resources from the Plan Area. This was determined to be a significant and unavoidable impact with no mitigation feasible. Loss of this mineral resource would result in a cumulatively considerable contribution and a significant and unavoidable impact (Significant and Unavoidable).

**4.18**            **Noise:** The cumulative context for noise would be different for stationary, mobile, and construction noise. No cumulative impacts for construction or traffic noise were identified (Less than Significant).

**4.19**            **Public Services:** Implementation of the SLSP would contribute toward an increased demand for public services and facilities within the Lathrop-Manteca Fire Protection District. The City's Public Safety Element requires the expansion of fire service to meet identified response times. The City of Lathrop's land use map designates a fire station site at the northeast corner of McKinley Boulevard and Yosemite Avenue. It is anticipated that a station will be constructed at this location, or at an alternate site in the immediate vicinity, with the timing and location as determined in coordination with LMFPD. This new station will provide service to the project within the City's and LMFPD's response times. Until the future fire station site is constructed, development within the Plan Area will exceed City and LMFPD guidelines for response times requiring a new fire facility, this will remain a potentially significant impact.

The City's Capital Facilities Fee, in part, assists in the development of a new fire station. Development in the SLSP will pay all applicable fire service fees and assessments required to fund its fair share of LMFPD facilities and services. This funding would assist in the development of fire facilities in order to meet the City's and LMFPD response time standards.

While the funding for a new fire station may be provided with the development of future projects in the City, the actual construction and operation of this facility has not been determined at this time. Thus, fire protection will continue to operate under sub-standard conditions for some areas of the City under future conditions. Until this fire station is constructed and is fully operational, the cumulative impact on fire protection would be a cumulatively considerable contribution and a significant and unavoidable impact (Significant and Unavoidable).

**4.20**            **Public Services:** Implementation of the SLSP would contribute toward an increased demand for public services and facilities within the City of Lathrop Police Department, City of Lathrop Parks and Recreation Department. It has been determined that the impacts to the Police Department as a result of the SLSP

would be less-than-significant and would not result in the need for additional police facilities. The SLSP would be subject to the City of Lathrop Capital Facilities Fee for police services. This would assist in offsetting any fiscal impact to the LPD as a result of project development.

Impacts to schools and parks are not applicable as the demand for these services is based on population and housing projections. The employment generated by the SLSP could indirectly result in increased demand for housing in Lathrop, and thus, it could indirectly increase the population in Lathrop. However, the demand for schools and parks is accounted for and mitigated by the residential housing projects in the region, which is directly responsible for increased demands on schools and parks. The mitigation for school and park facilities as a result of cumulative residential housing is paid for by the developer of the residential housing. The SLSP would increase the amount of parkland/open space in the City with the development of the proposed 21 acres of river levee/parkland. This is a beneficial cumulative impact.

The City collects Capital Facilities Fee from new development. These fees include an impact fee for fire, police, schools, and parks. Payment of the applicable impact fees by the project applicant, and ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the SLSP, would assist in maintaining existing fire, police, schools, and park services. Implementation of the proposed project would have a less than significant cumulative impact relative to this environmental topic. As such, impacts related to other public services would be a less than cumulatively considerable contribution (Less than Significant).

**4.21**

**Traffic and Circulation:** As described previously, under Cumulative Conditions, the Original SLSP would cause significant impacts to this topic (Significant and Unavoidable).

**Mitigation Adopted by the City:** Mitigation Measure 3.14-1 through 3.14-10. Residual impact is significant and unavoidable.

*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 operations at the SR 120/Yosemite Avenue Interchange ramp-terminal intersections to an acceptable level of service.*

Improvements needed to accommodate 50% Build-out of South Lathrop Specific Plan

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.

Improvements needed to accommodate 100% Build-out of South Lathrop Specific Plan are presented on Figure 3.14, and include the following:

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 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.

3. Widen the eastbound and westbound off-ramps to accommodate one shared through/left-turn lane and a separate right-turn lane.

4. Widen the eastbound and westbound diagonal on-ramps to provide three receiving lanes (2 mixed-flow and 1 HOV) and ramp metering.

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.

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 infrared / GPS enabled traffic signal pre-emption and/or emergency vehicle access via locked gates.

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.

**Mitigation Measure 3.14-2:** 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:

- Add an eastbound right turn lane with a storage pocket of 200 feet.

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.

**Mitigation Measure 3.14-3:** The following mitigation measures would potentially improve SR 120 operations to an acceptable level of service:

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.

**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.*

**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.*

**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 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 percent. The following mitigation measures as shown in Figure 3.14-13 would be necessary to provide acceptable operations under cumulative conditions:*

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 widening under SR 120.*

*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.*

*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.*

**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%. The following mitigation measure as shown in Figure 3.14-13 would be necessary to provide acceptable operations under cumulative conditions:*

- *Install traffic signal control; and*
- *Provide for protected eastbound to southbound left-turn signal phasing.*

**Mitigation Measure 3.14-8:** *The project applicant shall pay its fair share toward improvements to the Louise Avenue/McKinley Avenue intersection. The project's fair share traffic contribution to this intersection is estimated to be 2.1%. The following mitigation measures as shown in Figure 3.14-13 would be necessary to provide acceptable operations under cumulative conditions:*

- *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.*

*Optimize signals with protected left-turns signal phasing.*

**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%, respectively. The following mitigation measures as shown in Figure 3.14-13 would be necessary to provide acceptable operations under cumulative conditions:*

*SR 120/Airport Way Interchange*

- *Relocate the westbound ramp-terminal intersection 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.*
- *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.*

*Airport Way/Daniels Street*

- *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.*

*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.*

**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.*

*The cumulative conditions analysis assumed the programmed widening of SR 120 from four to six lanes. These improvements are partially paid for 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.*

*Additional improvements, beyond widening the SR 120 mainline to six lanes, are not currently planned or fully funded. However, implementation 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.*

**4.22**

**Utilities and Service Systems Impact:** As described under Impact 3.15-1, although several wastewater disposal options exist, the timing of improvements associated with these facilities is unknown at this time. While the project by itself does not exceed the existing capacity of the wastewater treatment plant, the SLSP in combination with future projects under buildout conditions would likely result in a deficit of capacity warranting improvements to increase treatment capacity.

Each project that receives wastewater collection and treatment services is required to pay a connection fee, which serves as a project share of service expansion. However, it cannot be assumed that all potential environmental impacts associated with the development of the additional wastewater capacity and infrastructure required to serve these related projects would necessarily be mitigated to less than significant levels. For instance, development of the wastewater system within the Plan Area and Offsite, would contribute to the conversion of designated Important Farmland to nonagricultural use. The loss of Important Farmland is considered a potentially significant environmental impact.

Mitigation Measure 3.2-1 contained in Section 3.2 Agricultural Resources requires payment of fees to SJMSCP in order to fund the purchase of conservation easements on agricultural and habitat lands in the project vicinity. The conservation easements ensure protection of land for agricultural uses in perpetuity, although it does not result in the creation of new farmland. As such, the development of infrastructure within the Plan Area would contribute to the loss of Important Farmland which would be a significant and unavoidable impact. While the payment of fees would reduce the fiscal impacts to wastewater services, this fee does not remove the potential environmental impact caused by the construction and operation of new wastewater facilities. Further, no feasible mitigation for these impacts can be determined at this time as the future treatment facilities have not been designed. Therefore, this would result in a cumulatively considerable contribution and a significant and unavoidable impact (Significant and Unavoidable).

**4.23**

**Utilities and Service Systems Impact:** As described under Impact 3.15-4 in Section 3.15 of the Original Project EIR, the total projected water demand for the SLSP at buildout is estimated to be approximately 565 acre-feet per year (af/yr). According to the Water Supply Assessment completed for the SLSP, the City's existing and additional potable water supplies are sufficient to meet the City's existing and projected future potable water demands, including those future water demands associated with the SLSP, to the year 2035 under all hydrologic conditions. In addition, the SLSP anticipates the use of recycled water to provide irrigation for landscaped areas in order to reduce the demand for potable water.

Development of the water system within the Plan Area and Offsite, would contribute to the conversion of designated Important Farmland to nonagricultural use. The loss of Important Farmland is considered a potentially significant environmental impact. Mitigation Measure 3.2-1 (contained in Section 3.2 Agricultural Resources of the Original EIR) requires payment of fees to SJMSCP in order to fund the purchase of conservation easements on agricultural and habitat lands in the project vicinity. The conservation easements ensure protection of land for agricultural uses in perpetuity, although it does not result in the creation of new farmland. As such, the development of infrastructure within the Plan Area would contribute to the loss of Important Farmland which would be a significant and unavoidable impact.

While the payment of fees would reduce the fiscal impacts to water services, this fee does not remove the potential environmental impact caused by the construction and operation of new water facilities. Therefore, this would result in a cumulatively considerable contribution and a significant and unavoidable impact (Significant and Unavoidable).

**4.24**

**Utilities and Service Systems Impact:** Development of the storm drainage system within the Plan Area and Offsite, would contribute to the conversion of designated Important Farmland to nonagricultural use. The loss of Important Farmland is considered a potentially significant environmental impact. Mitigation Measure 3.2-1 contained in Section 3.2 Agricultural Resources requires payment of fees to SJMSCP in order to fund the purchase of conservation easements on agricultural and habitat lands in the project vicinity. The conservation easements ensure protection of land for agricultural uses in perpetuity, although it does not result in the creation of new farmland. As such, the development of infrastructure within the Plan Area would contribute to the loss of Important Farmland which would be a significant and unavoidable impact.

While the payment of fees would reduce the fiscal impacts to water services, this fee does not remove the potential environmental impact caused by the construction and operation of new storm water facilities. Therefore, this would result in a cumulatively considerable contribution and a significant and unavoidable impact (Significant and Unavoidable).

**4.25**

**Utilities and Service Systems Impact:** Solid waste generated in the City is disposed at the Foothill Landfill. This landfill is projected to close in the year 2082. The City's solid waste generation has decreased since 2007 due to the waste diversion efforts of the City. The permitted maximum disposal at the Foothill

Landfill is 1,500 tons per day. Currently, the average daily disposal is 620 tons per day. The total permitted capacity of the landfill is 138 million cubic yards. The additional volume of solid waste generated by the SLSP is approximately 32.5 tons per day at total buildout. This total, which would be disposed of at the Foothill Landfill, would not exceed the landfill's remaining capacity. Implementation of the proposed project would have a less than significant cumulative impact relative to this environmental topic. As such, impacts related to solid waste facilities would be a less than cumulatively considerable contribution (Less than Significant).

### **Discussion**

The above cumulative impacts were identified and discussed throughout Chapter 4.0 of the Original SLSP EIR.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SLSP relating to Cumulative Impacts. The Modified Project is different from the Original SLSP in that the Modified Project would increase the total amount of square footage that can be constructed, as well as additions to the allowed uses within Commercial Office to emphasize clean Light Industrial Uses. The Modified Project would also realign Madrugá Road to the south, and South Side Road would be realigned to the opposite side (south side) of the PG&E power lines from what is shown in the Original Project concept plan. Additionally, the existing north/south PG&E lines that bisect the property would be relocated to the perimeter of the property. Further, a roundabout that was planned for the intersection of Yosemite Avenue and South Side Road in the Original Project has been removed. The SLSP site plan has been slightly modified, as described under Section 2.0 Project Description. These modifications will not increase the severity of impacts beyond what was addressed in the Original SLSP EIR. There are no new impacts beyond what was addressed in the Original SLSP EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.



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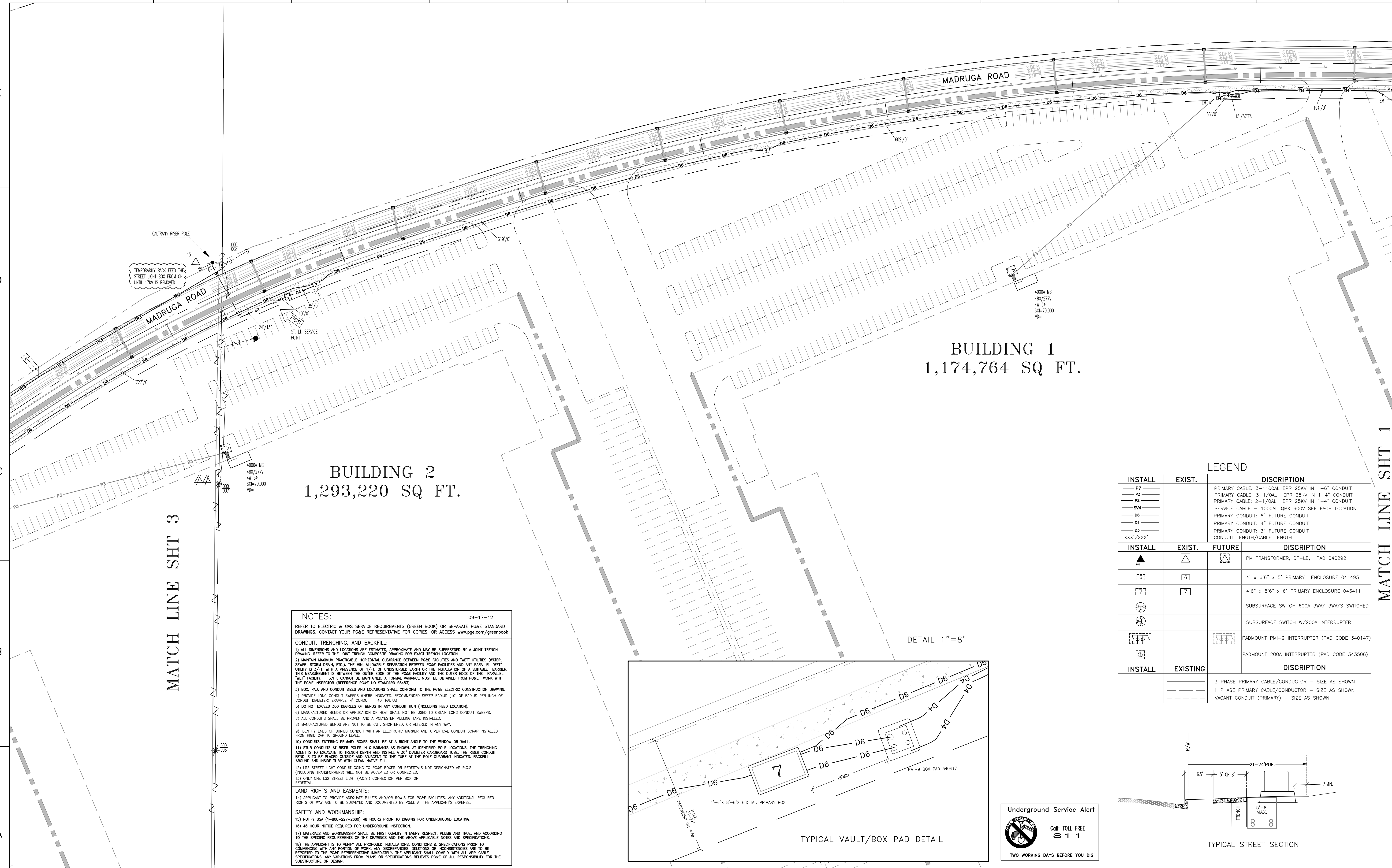
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APPENDIX A – LATHROP LOGISTICS CENTER MASTER SITE PLAN

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MATCH LINE SHT 3

MATCH LINE SHT 1

**NOTES:** 09-17-12

REFER TO ELECTRIC & GAS SERVICE REQUIREMENTS (GREEN BOOK) OR SEPARATE PG&E STANDARD DRAWINGS. CONTACT YOUR PG&E REPRESENTATIVE FOR COPIES, OR ACCESS [www.pge.com/greenbook](http://www.pge.com/greenbook)

**CONDUIT, TRENCHING, AND BACKFILL:**

- 1) ALL DIMENSIONS AND LOCATIONS ARE ESTIMATED, APPROXIMATE AND MAY BE SUPERSEDED BY A JOINT TRENCH DRAWING. REFER TO THE JOINT TRENCH COMPOSITE DRAWING FOR EXACT TRENCH LOCATION.
- 2) MAINTAIN MAXIMUM PRACTICABLE HORIZONTAL CLEARANCE BETWEEN POLE FACILITIES AND "WET" UTILITIES (WATER, SEWER, STORM DRAIN, ETC.). THE MIN. ALLOWABLE SEPARATION BETWEEN POLE FACILITIES AND ANY PARALLEL "WET" UTILITY IS 3'/FT. WITH A PRESENCE OF 1'/FT. OF UNDISTURBED EARTH OR THE INSTALLATION OF A SUITABLE BARRIER. THIS MEASUREMENT IS BETWEEN THE OUTER EDGE OF THE POLE FACILITY AND THE OUTER EDGE OF THE PARALLEL "WET" FACILITY. IF 3'/FT. CANNOT BE MAINTAINED, A FORMAL VARIANCE MUST BE OBTAINED FROM PG&E. WORK WITH THE POLE INSPECTOR (REFERENCE POLE LOG STANDARD SEAS).
- 3) BOX, PAD, AND CONDUIT SIZES AND LOCATIONS SHALL CONFORM TO THE PG&E ELECTRIC CONSTRUCTION DRAWING.
- 4) PROVIDE LONG CONDUIT SWEEPS WHERE INDICATED. RECOMMENDED SWEEP RADIUS (10' OF RADIUS PER INCH OF CONDUIT DIAMETER) EXAMPLES: 4" CONDUIT = 40' RADIUS.
- 5) DO NOT EXCEED 300 DEGREES OF BENDS IN ANY CONDUIT RUN (INCLUDING FEED LOCATION).
- 6) MANUFACTURED BENDS OR APPLICATION OF HEAT SHALL NOT BE USED TO OBTAIN LONG CONDUIT SWEEPS.
- 7) ALL CONDUITS SHALL BE PROVEN AND A POLYESTER PULLING TAPE INSTALLED.
- 8) MANUFACTURED BENDS ARE NOT TO BE CUT, SHORTENED, OR ALTERED IN ANY WAY.
- 9) IDENTIFY ENDS OF BURIED CONDUIT WITH AN ELECTRONIC MARKER AND A VERTICAL CONDUIT SCRAP INSTALLED FROM ROAD CURB TO GROUND LEVEL.
- 10) CONDUITS ENTERING PRIMARY BOXES SHALL BE AT A RIGHT ANGLE TO THE WINDOW OR WALL.
- 11) STUB CONDUITS AT RISER POLES IN QUADRANTS AS SHOWN. AT IDENTIFIED POLE LOCATIONS, THE TRENCHING AGENT IS TO EXCAVATE TO TRENCH DEPTH AND INSTALL A 30" DIAMETER CARBONADO TUBE. THE RISER CONDUIT BEND IS TO BE PLACED OUTSIDE AND ADJACENT TO THE TUBE AT THE POLE QUADRANT INDICATED. BACKFILL AROUND AND INSIDE TUBE WITH CLEAN NATIVE FILL.
- 12) LS2 STREET LIGHT CONDUIT GOING TO POLE BOXES OR PEDESTALS NOT DESIGNATED AS P.O.S. (INCLUDING TRANSFORMERS) WILL NOT BE ACCEPTED OR CONNECTED.
- 13) ONLY ONE LS2 STREET LIGHT (P.O.S.) CONNECTION PER BOX OR PEDESTAL.

**LAND RIGHTS AND EASEMENTS:**

- 14) APPLICANT TO PROVIDE ADEQUATE P.U.E'S AND/OR ROW'S FOR PG&E FACILITIES. ANY ADDITIONAL REQUIRED RIGHTS OF WAY ARE TO BE SURVEYED AND DOCUMENTED BY PG&E AT THE APPLICANT'S EXPENSE.

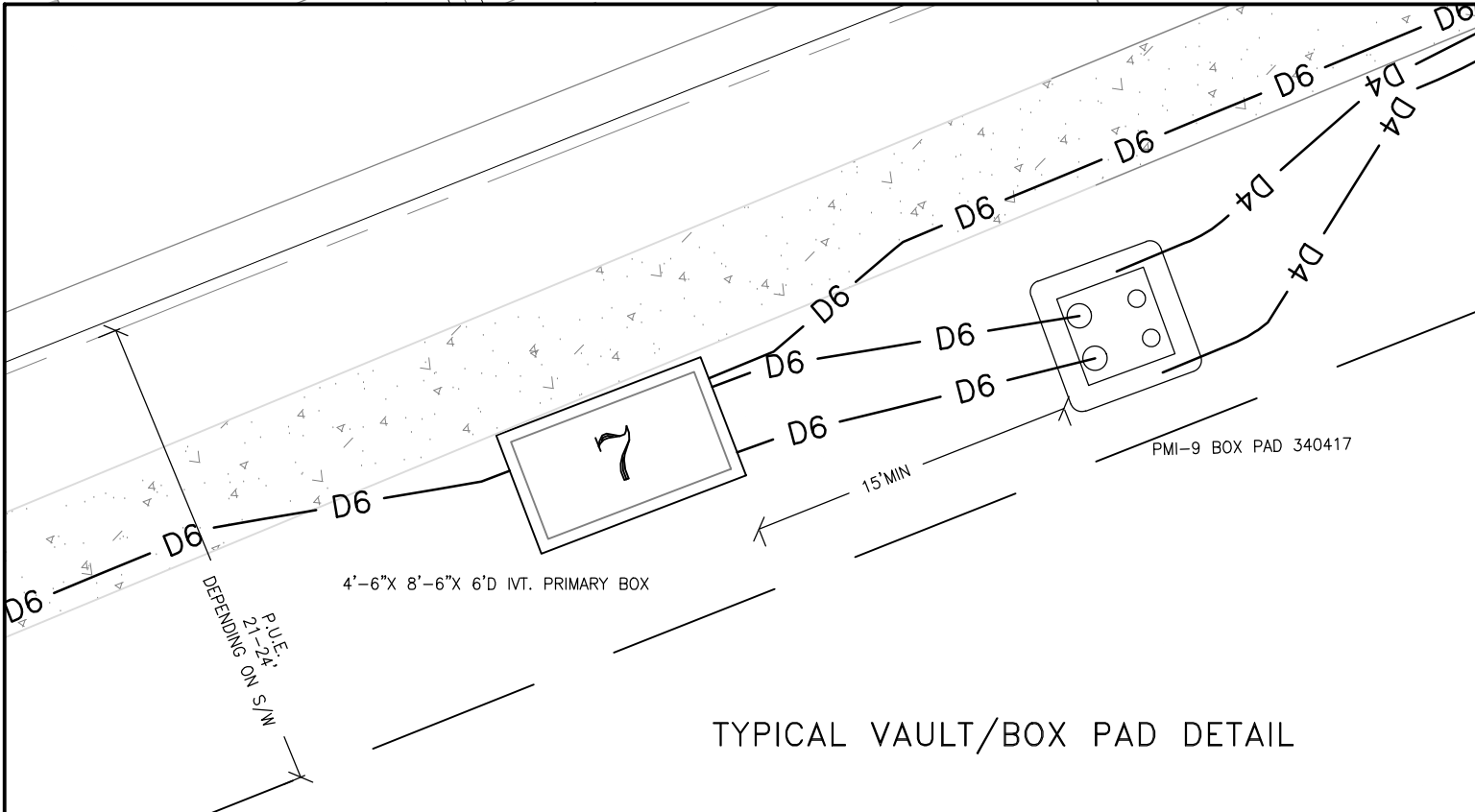
**SAFETY AND WORKMANSHIP:**

- 15) NOTIFY USA (1-800-227-2600) 48 HOURS PRIOR TO DIGGING FOR UNDERGROUND LOCATING.
- 16) 48 HOUR NOTICE REQUIRED FOR UNDERGROUND INSPECTION.
- 17) MATERIALS AND WORKMANSHIP SHALL BE FIRST QUALITY IN EVERY RESPECT. PLUMB AND TRUE AND ACCORDING TO THE SPECIFIC REQUIREMENTS OF THE DRAWINGS AND THE ABOVE APPLICABLE NOTES AND SPECIFICATIONS.
- 18) THE APPLICANT IS TO VERIFY ALL PROPOSED INSTALLATIONS, CONDITIONS & SPECIFICATIONS PRIOR TO COMMENCING WITH ANY PORTION OF WORK. ANY DISCREPANCIES, OMISSIONS OR INCONSISTENCIES ARE TO BE REPORTED TO THE PG&E REPRESENTATIVE IMMEDIATELY. THE APPLICANT SHALL COMPLY WITH ALL APPLICABLE SPECIFICATIONS. ANY VARIATIONS FROM PLANS OR SPECIFICATIONS RELIEVES PG&E OF ALL RESPONSIBILITY FOR THE SUBSTRUCTURE OR DESIGN.

**BUILDING 1**  
1,174,764 SQ. FT.

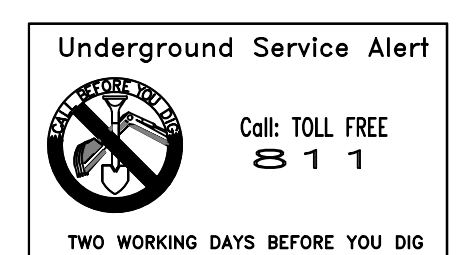
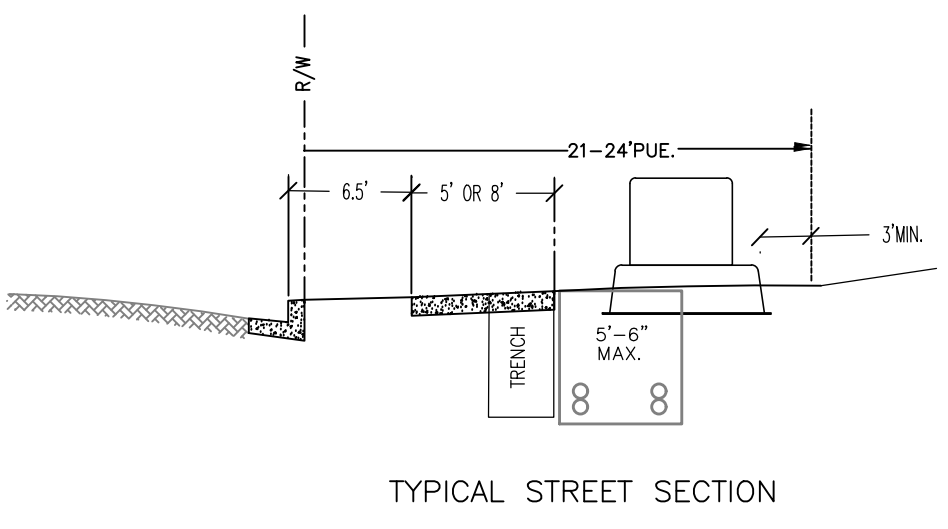
**BUILDING 2**  
1,293,220 SQ. FT.

DETAIL 1"=8'



**LEGEND**

INSTALL	EXIST.	DISCRPTION	
P7		PRIMARY CABLE: 3-1100AL EPR 25KV IN 1-6" CONDUIT	
P3		PRIMARY CABLE: 3-1/0AL EPR 25KV IN 1-4" CONDUIT	
P2		PRIMARY CABLE: 2-1/0AL EPR 25KV IN 1-4" CONDUIT	
SV4		SERVICE CABLE - 1000AL OPX 600V SEE EACH LOCATION	
D6		PRIMARY CONDUIT: 6" FUTURE CONDUIT	
D4		PRIMARY CONDUIT: 4" FUTURE CONDUIT	
D3		PRIMARY CONDUIT: 3" FUTURE CONDUIT	
XXX'/XXX'		CONDUIT LENGTH/CABLE LENGTH	
INSTALL	EXIST.	FUTURE	DISCRPTION
			PM TRANSFORMER, 0F-LB. PAD 040292
			4' x 6'6" x 5' PRIMARY ENCLOSURE 041495
			4'6" x 8'6" x 6' PRIMARY ENCLOSURE 043411
			SUBSURFACE SWITCH 600A 3WAY 3WAYS SWITCHED
			SUBSURFACE SWITCH W/200A INTERRUPTER
			PADMOUNT PM-9 INTERRUPTER (PAD CODE 340147)
			PADMOUNT 200A INTERRUPTER (PAD CODE 343506)
INSTALL	EXISTING	DISCRPTION	
		3 PHASE PRIMARY CABLE/CONDUCTOR - SIZE AS SHOWN	
		1 PHASE PRIMARY CABLE/CONDUCTOR - SIZE AS SHOWN	
		VACANT CONDUIT (PRIMARY) - SIZE AS SHOWN	



CUST #:	Other:	SHT: 2 OF 7	SHEETS	REV.
JN:	JN:	JN:	JN:	JN:
PHONE #:	(209) 370-1908	FAX #:	(209) 751-1608	PENNINO MANAGEMENT GROUP
DATE:	7/19/2018	SCALE:		
DWN:	CHK:	SUPV:	ORDER #	DWN
NO.	DATE	DESCRIPTION	DWN	CHKD
			SURY	APVD
			BY	

1 2 3 4 5 6 7 8 9 10

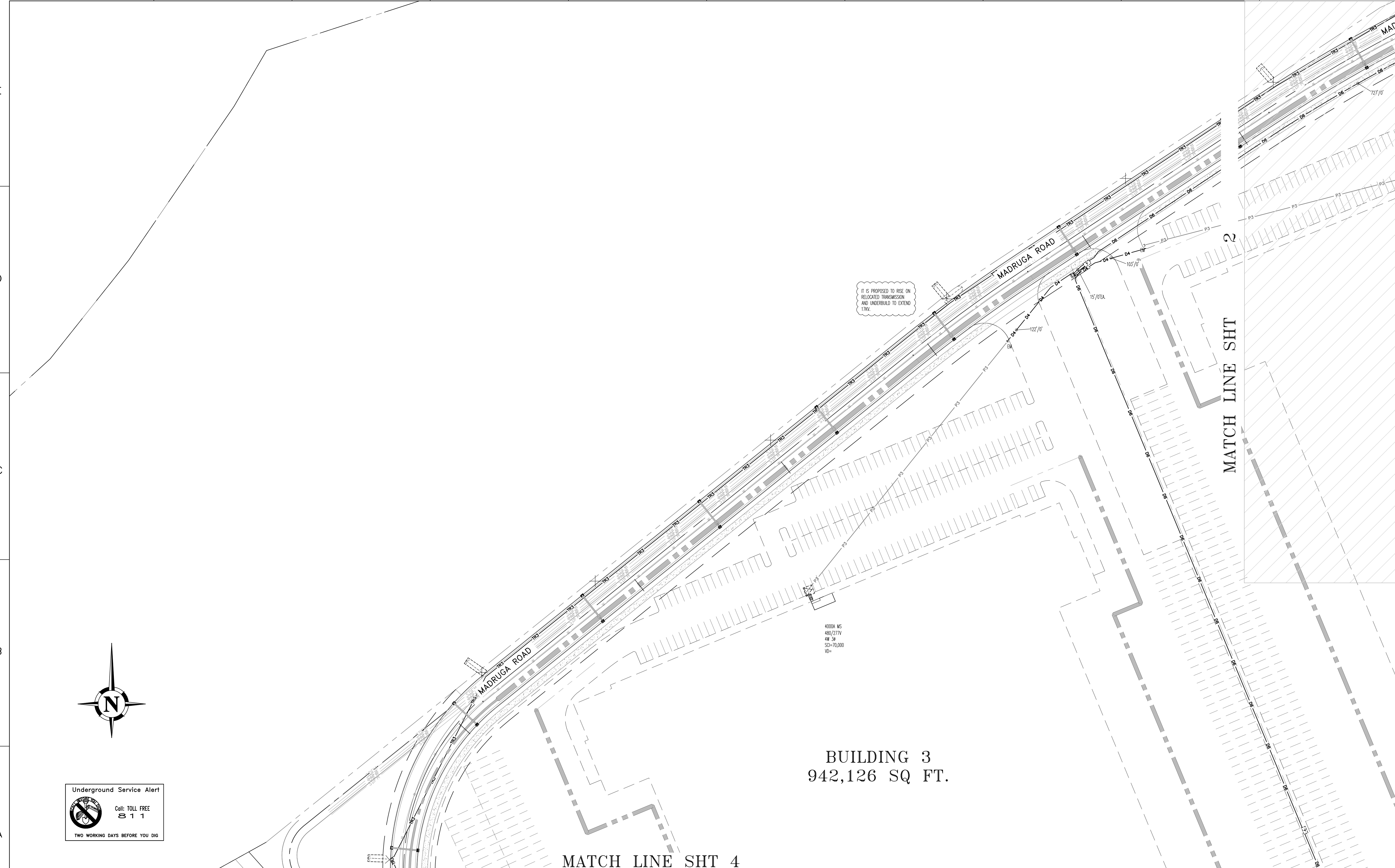
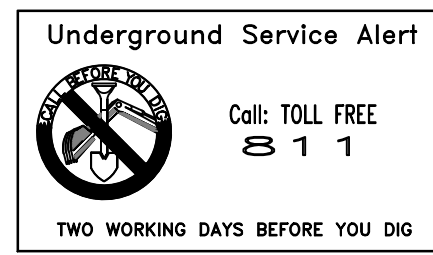
E

D

C

B

A



BUILDING 3  
942,126 SQ FT.

MATCH LINE SHT 4

MATCH LINE SHT 2

CUST #:		Other:		SHT: 3 OF 7		SHEETS		REV.	
DWN:		CHK:		SUPV:		DATE: 7/19/2018		SCALE: 1"=60'	
ORDER #		DWN CHKD		SUPV		APVD BY		R E V I S I O N S	
NO.		DATE		DESCRIPTION					
PHONE # (209) 370-1908		FAX # (209) 751-1608		PENNING MANAGEMENT GROUP					







1 2 3 4 5 6 7 8 9 10

BUILDING 3  
942,126 SQ. FT.

BUILDING 2  
1,293,220 SQ. FT.

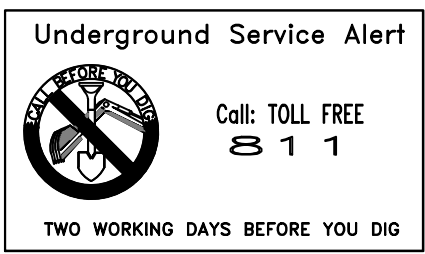
BUILDING 4  
324,114 SQ. FT.

MATCH LINE SHT 4

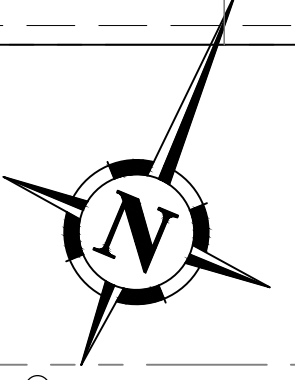
MATCH LINE SHT 6

SOUTHSIDE ROAD

SOUTHSIDE ROAD



TEMPORARILY BACK FEED THE STREET LIGHT BOX FROM OH 1 UNTIL 17KV IS REMOVED.



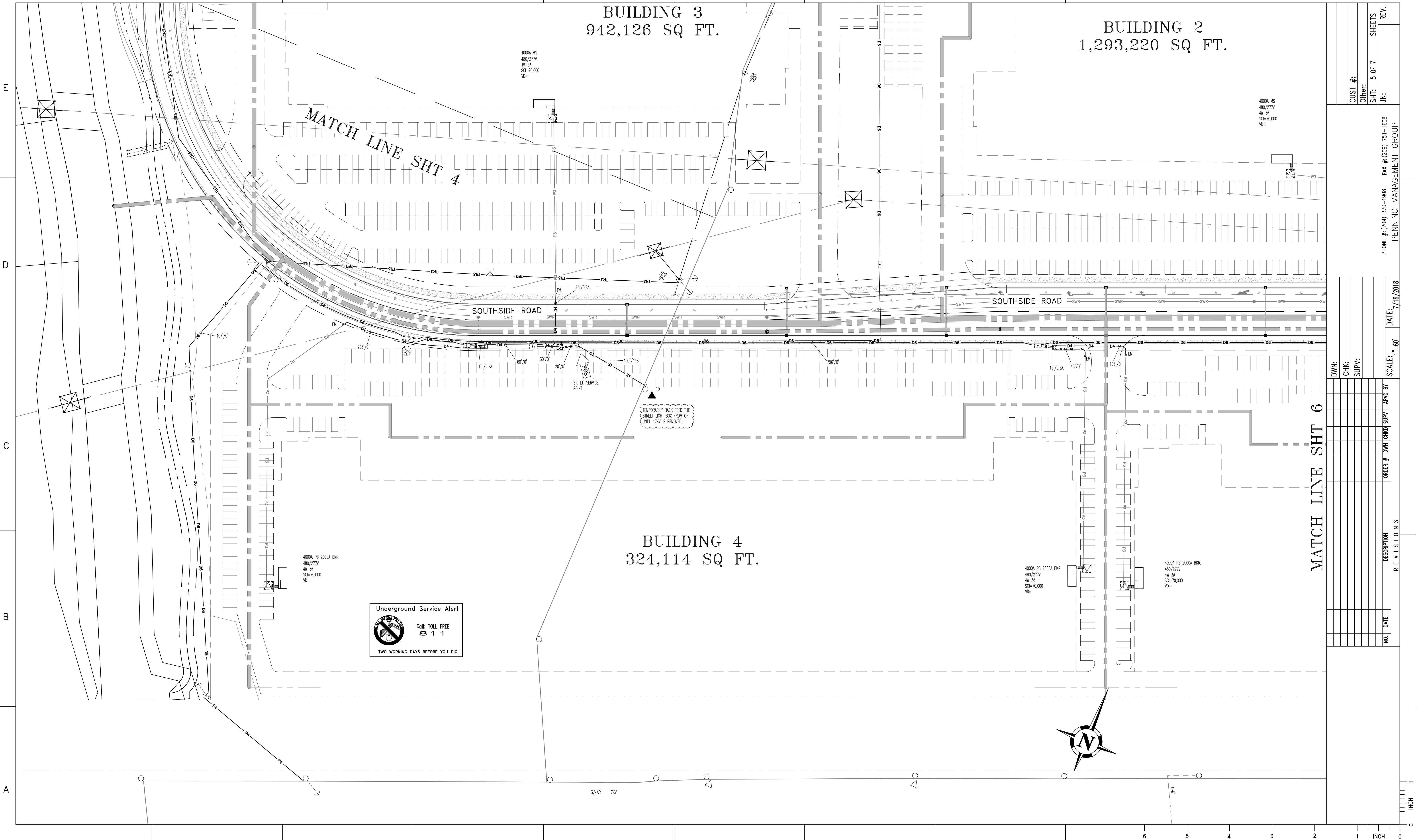
CUST #:	Other:	SHT: 5 OF 7	JN:	REV.
PHONE #: (209) 370-1908 FAX #: (209) 751-1608				
PENNINO MANAGEMENT GROUP				
DWN:	CHK:	SUPV:	DATE:	7/19/2018
ORDER #	DWN	CHKD	SUPV	APVD BY
NO.	DATE	DESCRIPTION	R E V I S I O N S	
SCALE: 1"=60'				

0 1 2 3 4 5 6 INCH

3/4" 17KV

3-1

E  
D  
C  
B  
A



BUILDING 1  
1,174,764 SQ. FT.

BUILDING 5  
275,771 SQ. FT.

BUILDING 6  
192,290 SQ. FT.

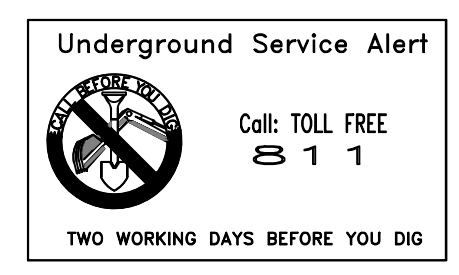
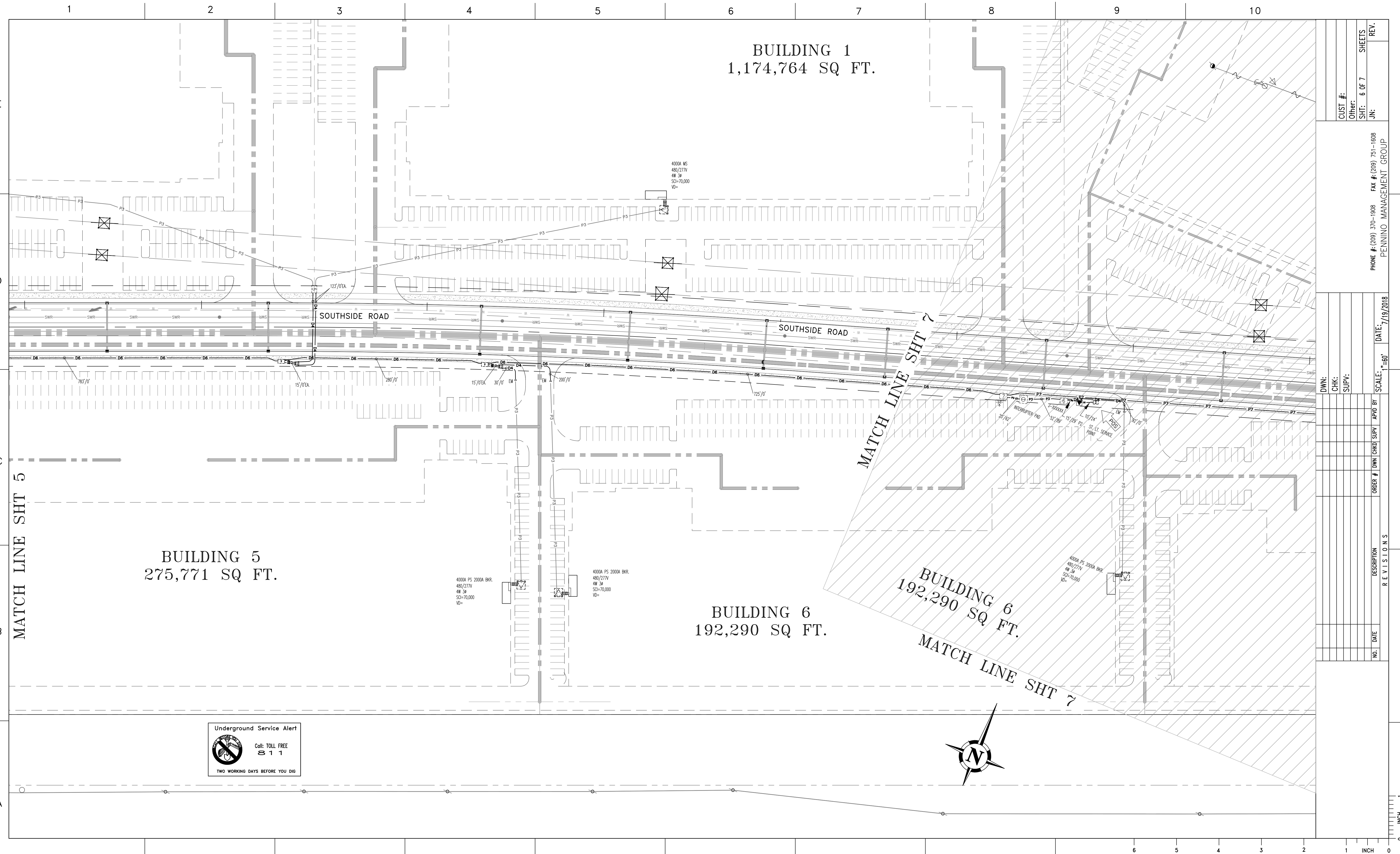
BUILDING 6  
192,290 SQ. FT.

SOUTHSIDE ROAD

SOUTHSIDE ROAD

MATCH LINE SHT 2

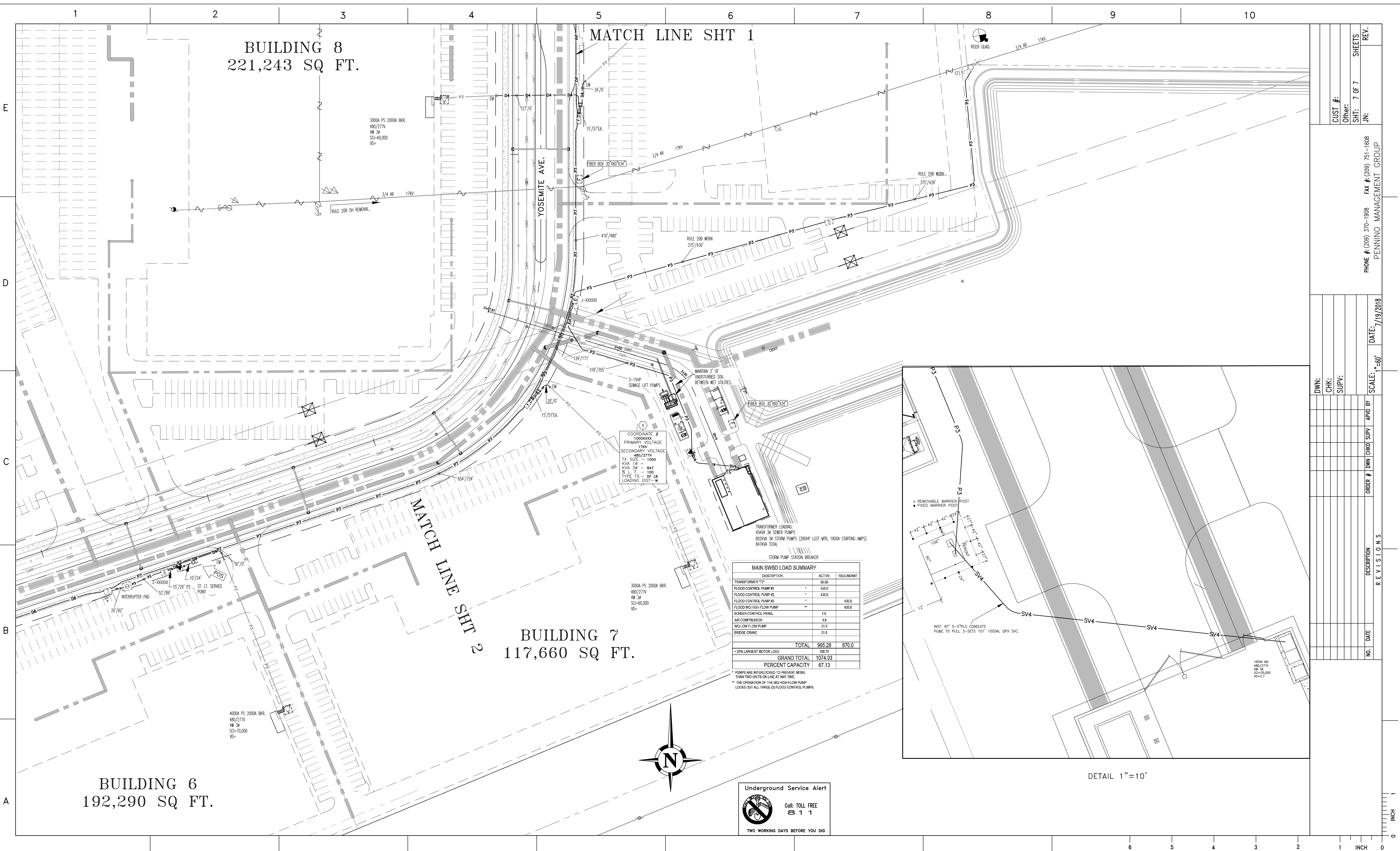
MATCH LINE SHT 7



CUST #:		
Other:		
SHT:	6 OF 7	
JN:		
REV.		
PHONE #:	(209) 370-1908	
FAX #:	(209) 751-1608	
DATE:	7/19/2018	
SCALE:	1"=60'	
APPROVED BY:		
DESCRIPTION:		
ORDER #:		
DWN CHKD SUPV:		
DWN:		
CHK:		
SUPV:		
REVISIONS		
NO.	DATE	DESCRIPTION

PENNING MANAGEMENT GROUP

0 1 INCH



COORDINATE # 1000000X  
PRIMARY VOLTAGE 17KV  
SECONDARY VOLTAGE 480/277V  
TX SIZE = 1000  
KVA 1.8 = 847  
% L.F. = 100  
TYPE TK. OF LB  
LOADING DIST-W

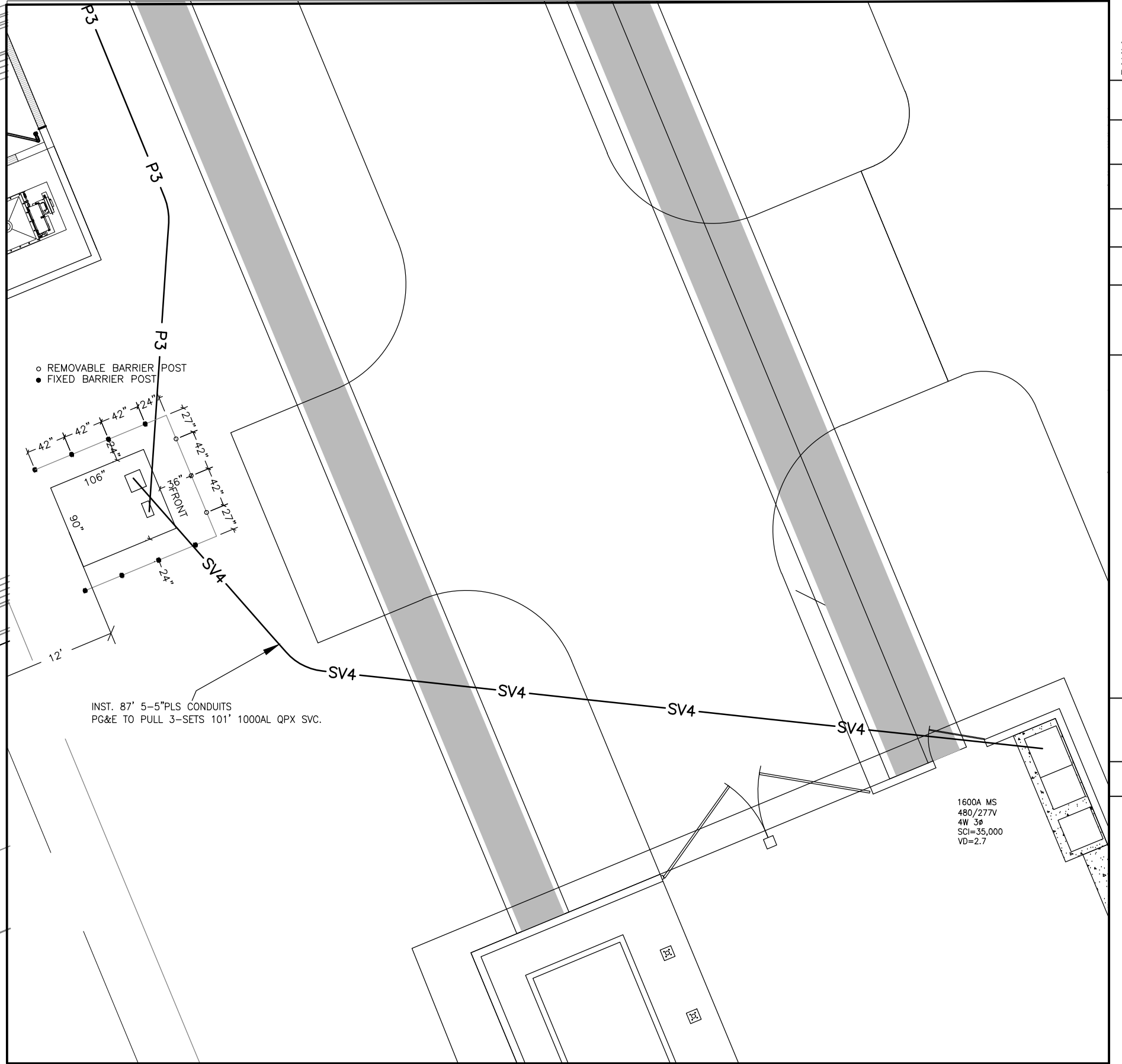
3000A PS 2000A BKR.  
480/277V  
4W 3Φ  
SC=60,000  
VD=

TRANSFORMER LOADING:  
80KVA 3Φ SEWER PUMPS  
802KVA 3Φ STORM PUMPS (280HP LGST MTR, 1800A STARTING AMPS)  
847KVA TOTAL

STORM PUMP STATION BREAKER

MAIN SWBD LOAD SUMMARY		
DESCRIPTION	ACTIVE	REDUNDANT
TRANSFORMER T2	36.88	
FLOOD CONTROL PUMP #1	435.0	
FLOOD CONTROL PUMP #2	436.0	
FLOOD CONTROL PUMP #3		436.0
FLOOD WQ HIGH FLOW PUMP		436.0
SCREEN CONTROL PANEL	1.6	
AIR COMPRESSOR	4.8	
WQ LOW FLOW PUMP	21.0	
BRIDGE CRANE	31.8	
<b>TOTAL</b>	<b>965.28</b>	<b>870.0</b>
+ 25% LARGEST MOTOR LOAD	108.75	
<b>GRAND TOTAL</b>	<b>1074.03</b>	
<b>PERCENT CAPACITY</b>	<b>67.13</b>	

\* PUMPS ARE INTERLOCKED TO PREVENT MORE THAN TWO UNITS ON LINE AT ANY TIME.  
\*\* THE OPERATION OF THE WQ HIGH FLOW PUMP LOCKS OUT ALL THREE (3) FLOOD CONTROL PUMPS.



CUST #:	
Other:	
SHT: 7 OF 7	
JN:	

PHONE # (209) 370-1908 FAX # (209) 751-1608  
PENNING MANAGEMENT GROUP

DATE: 7/19/2018

SCALE: 1"=60'

APVD BY: [Signature]

DESCRIPTION: [Text]

NO. DATE

REVISIONS

REV. SHEETS

INCH 0 1 2 3 4 5 6