

City of



**Lathrop Gateway Business Park Specific Plan
EIR Addendum**

prepared by

City of Lathrop

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1.0 INTRODUCTION

This Addendum was prepared in accordance with the California Environmental Quality Act (CEQA) Statutes and Guidelines. This document has been prepared to serve as an Addendum to the previously certified EIR (State Clearinghouse Number 2009062106) for the Lathrop Gateway Business Park Specific Plan (LGBPSP) (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 Modified Project in relation to the Original Project evaluated in the previously certified EIR prepared for the Lathrop Gateway Business Park Specific Plan (LGBPSP) 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 LGBPSP EIR are utilized throughout this Addendum. Relevant passages from the LGBPSP EIR are cited and available for review at:

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1.1 BACKGROUND AND PURPOSE OF THE EIR ADDENDUM

The LGBPSP Environmental Impact Report (EIR) was certified on May 16, 2011. The Original Project included certification of the EIR, for the LGBPSP, adoption of the specific plan document, General Plan Land Use map amendments, Zoning map and text amendments, and direction to file for annexation with the San Joaquin Local Agency Formation Commission (SJ LAFCo). On April 20, 2012, the SJ LAFCo approved the annexation request for a portion of the original LGBPSP boundary. As adopted in May 2011, the Project includes the development of up to 56.7 net acres of Commercial Office uses, 167.6 net acres of Limited Industrial uses, and 83.0 net acres of Service Commercial uses. The LGBPSP Plan Area also included 1.6 acres of Open Space, 2.9 acres divided between three (3) well sites, and 15.6 net acres of storm water detention area.

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 or 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.*

The Modified Project is described in Section 2.0 of this Addendum. Based on a 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 LGBPSP pursuant to CEQA Guidelines Section 15162(a) have been identified. Therefore, a Subsequent EIR is not warranted for this project.

The Modified Project only requires minor changes to the LGBPSP EIR to address the incremental change in impacts between development of the site with the previously proposed LGBPSP 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 LGBPSP previously analyzed in the LGBPSP 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 LGBPSP EIR.

Below includes the Project Description from Chapter 3: *Project Description* of the LGBPSP EIR. The Modified Project (added text) is represented in track changes (red underline text). All other areas of the Original Project description remain unchanged.

PROJECT OVERVIEW

This Environmental Impact Report (EIR) describes the potential environmental effects that would result from City of Lathrop approval and subsequent development of the Lathrop Gateway Business Park Specific Plan project. The Specific Plan provides for the planned urban industrial and commercial development of approximately 384 gross acres to create a comprehensively planned development that provides a balance of land uses and systematically constructed infrastructure and services to adequately and responsibly support development. Land uses include commercial office, limited industrial, and service commercial divided into 3 distinct Districts (west, central and east). The specific plan process provides a planning mechanism by which all of the planning, engineering, environmental and fiscal issues are explored, and policies and standards can be created to guide the build-out of the Plan Area.

The Lathrop Gateway Business Park Plan Area (Plan Area) is located in an unincorporated area of San Joaquin County, adjacent to and north of State Route (SR) 120 at Yosemite Avenue. The area currently includes a variety of existing land uses: agricultural interspersed with rural residential, service, office, church, public facilities and industrial uses. Agricultural uses are located in the southern and central Plan Area. Rural homes sites are distributed along McKinley Avenue. Other residential and mixed light industrial uses are located in the northern portion of the Plan Area along Vierra Road and Yosemite Avenue. The industrial uses are located in the western boundary of the Plan Area, both north and south of Guthmiller and Yosemite Avenue. No parcels within the Plan Area are under Williamson Act contracts.

Proposed development envisioned in the Plan Area would require City approval of the specific plan as well as several other approvals including annexation of the Plan Area into the City of Lathrop, amendments to the City of Lathrop's General Plan, rezoning of the Plan Area, development agreements and tentative maps, among others. The project would also require approvals from the Local Agency Formation Commission (LAFCO) and state and federal agencies with jurisdiction over the San Joaquin River and its resources.

Approval of the project would result in the development of up to 56.7 net acres of commercial office uses in the western sub-area, 167.6 net acres of limited industrial uses primarily in the central subarea, and 83.0 net acres of service commercial uses in the eastern sub-area. The Plan Area also includes 1.6 acres of open space, 2.9 acres divided between three well sites, and 15.6 net acres of storm water detention area.

LOCATION

The Lathrop Gateway Business Park Specific Plan encompasses approximately 384± gross acres located in an unincorporated area of San Joaquin County, adjacent to the City of Lathrop (Figures 1-1 through 1-4). The east and west boundaries of the Plan Area are defined by two tracks of the Union Pacific Railroad; the southern boundary is State Highway Route (SR) 120 and northern boundary is defined by Vierra Road and Yosemite Avenue. Although the Plan Area currently falls under the jurisdiction of San Joaquin County, it is within the City of Lathrop's Sphere of Influence and is included in the City of Lathrop General Plan.

PLAN AREA SETTING

The current uses in the Plan Area and adjacent lands are predominantly a mix of agricultural activities and industrial uses with some residential uses. The Plan Area is within the City of Lathrop Sphere of Influence, but outside of the city limits. The land is designated in the San Joaquin County General Plan as Limited Industrial (I/L), Agricultural-Urban Reserve (A/UR), and zoned in the San Joaquin County Zoning Ordinance as Warehouse Industrial (I-W), Agriculture-Urban Reserve (AU-20), and General Commercial (C-G).

The Plan Area is one of the last pockets of unincorporated San Joaquin County within the vicinity, as the project area is surrounded by built or approved projects that are within the Cities of Lathrop and Manteca. The General Plans of the County and the City of Manteca illustrate significant and extensive urban development occurring along the I-5 and SR 120 routes. Lands to the south and east, within the County of San Joaquin and the City of Manteca, are undergoing transition from primarily agricultural activities to residential and commercial development, with many neighborhoods built, under construction, or in the planning stages.

Existing local vehicular access to and through the Plan Area is from McKinley Boulevard, Yosemite Avenue, Guthmiller Road, and D'Arcy Road. Regional access is currently provided by the Yosemite/Guthmiller and SR 120 interchange. A future interchange will be constructed where McKinley Boulevard meets SR 120; a Project Study Report (PSR) has recently been approved for this interchange.

The Plan Area has relatively flat terrain, with elevated rail lines along the western and eastern boundaries, and an elevated SR 120 roadway extending along the southern boundary of the Plan Area. The Plan Area is situated at an elevation of between 10 and 25 feet above sea level. SR 120 is approximately 38 feet above sea level.

High voltage power lines (115 and 60 Kilovolts), within Pacific Gas & Electric (PG&E) powerline easements, traverse through portions of the Plan Area running east/west along the southern portion of the Plan Area and north/south to Vierra Road heading east, then terminating less than a half mile along the northern Plan Area boundary at an electrical substation.

The Plan Area is surrounded by a variety of existing land uses. To the north, within the City of Lathrop, are industrial uses, the City's Wastewater Treatment Plant, a PG&E electrical substation, Lathrop Gateway Business Park Specific Plan EIR 3-3 agricultural and vacant land, and the existing Lathrop-Manteca Altamont Commuter Express (ACE) train station. Directly south of the Plan Area, across SR 120, is vacant farmland within the City of Lathrop's Sphere of Influence. Farther south and southeast, within San Joaquin County and the City of Manteca, are developing lands: residential, commercial, business, and public uses. Proposed and approved projects for the area include Southwest Manteca Employment Center, an area of

approximately 1,408 acres, a high-tech business industrial park, and the Oakwood Lakes Subdivision. To the east, in Manteca, new commercial development is approved for Manteca Big League Dreams Sports Park, a 30-acre City-owned recreational sports complex, with an adjacent regional commercial center; various phases are currently built or under construction. The City of Manteca Wastewater Treatment Plant is also east of the Plan Area. To the west are other industrial uses and Interstate 5.

PROJECT OBJECTIVES

The principal objective of the proposed project is the approval and subsequent implementation of the Lathrop Gateway Business Park Specific Plan. Implementation would involve the development of potential uses under the land use designations of commercial office, limited industrial, and service commercial (Figure 3-1).

The quantifiable objectives of the proposed project include the development of up to 56.7 net acres of commercial office uses, 167.6 net acres of limited industrial uses and 83.0 net acres of service commercial uses at ultimate buildout, with a projected potential of approximately 5,434,894 square feet of employment-generating development.

The Lathrop Gateway Business Park Specific Plan sets forth the overall objectives for the Plan Area. The objectives are summarized as follows:

- A New Vision for South Lathrop – Establish a new vision for South Lathrop supporting the development of industrial/commercial/office uses that capitalize on the Plan Area’s location attributes and take advantage of market opportunities.
- Commercial Office Core – Establish a core of regional and local serving business and commercial uses that capitalize upon the visibility and access provided by SR 120, and augment City sales tax revenues.
- Employment Opportunities – Provide for local and regional employment opportunities in a business park setting that take advantage of the Plan Area’s high level of accessibility, allow for expansion of the City’s economic base, and reduce the need to commute to more distant services and jobs.
- Transportation Choices – Provide an efficient circulation system that satisfies public safety access standards and maximizes alternatives to the car including walking, biking, and public transit.
- Public Facilities and Services – Provide infrastructure and services that meet City standards, integrate with existing and planned facilities and connections, and do not diminish services to existing residents of the City.
- Phasing – Establish a logical phasing plan designed to ensure that each phase of development would include all necessary public improvements required to meet City standards.
- Environmental Mitigation – Create a “self-mitigating” plan that, to the extent practical, incorporates environmental mitigation measures into project design.

- Economic Contribution – Strengthen the City’s economic base through Lathrop Gateway Business Park job creation; development related investment; disposable income from future employees; and increased property, sales, and transient occupancy taxes.

ENTITLEMENTS

Lathrop Gateway Business Park Specific Plan

The primary element of the proposed project is a request for City approval of the Lathrop Gateway Business Park Specific Plan. Adoption of the proposed specific plan will involve a series of related actions, including a general plan amendment, pre-zoning, annexation, Bicycle Transportation Plan Amendment, Utility Master Plan Amendment and Development Agreement. In addition, as development projects within the Plan Area are initiated, site plans and other site-specific approvals will be requested. The proposed specific plan and general plan amendment would be required in order to maintain consistency between planned development and the City of Lathrop’s land use planning documents and implementing ordinances as well as with applicable state regulations. Other entitlements would be processed within and be required to conform to this overall planning framework. These actions are described in subsequent sections.

The Lathrop Gateway Business Park Specific Plan itself would provide the planning framework for and regulatory tool governing the future urban development of the Plan Area. Authority for the preparation of specific plans is found in California Government Code Sections 65450-65457; the Lathrop Gateway Business Park Specific Plan has been drafted to conform to these requirements.

The Lathrop Gateway Business Park Specific Plan is organized into eight chapters plus the appendices that contain the following information:

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|-----------|---|
| Chapter 1 | An Executive Summary that provides a brief description of the specific plan content. |
| Chapter 2 | The specific plan context and overall setting. |
| Chapter 3 | A detailed description of the Land Use Plan and lists policies and development standards for each proposed land use. |
| Chapter 4 | A detailed overview of the existing and proposed transportation system. |
| Chapter 5 | Design guidelines provides the site planning, including landscape and open space, and architectural standards for each land use. |
| Chapter 6 | Summarizes the proposed infrastructure (i.e., “backbone”) for sewer, water and drainage within and serving the Plan Area. |
| Chapter 7 | The project’s financing plan summarizes the phasing of backbone infrastructure and roadways; the construction costs of major facilities; fee structures and funding programs. |

Chapter 8	Procedures and provisions for implementation of the specific plan, including the handling of subsequent entitlements and amendments of the plan as well as financing of required improvements.
Appendix	Several supporting documents are included in the specific plan including the General Plan Consistency Analysis and supplemental development regulations.

The relevant contents of each of these sections are described in Section 3.5 Development Details.

The various land use designations, improvement plans, guidelines and standards and other provisions of the plan will provide the primary basis for City evaluation of future development within the Plan Area, including review and approval of site plans and building designs for the potential commercial office, limited industrial and service commercial uses. It is anticipated that the specific plan will be adopted by City ordinance.

The Lathrop Gateway Business Park Specific Plan is being reviewed under the California Environmental Quality Act (CEQA) in this Environmental Impact Report (EIR) and is considered a “project” for CEQA purposes (Section 15161 of the State CEQA Guidelines). The City’s intention in preparing a project EIR is that no further environmental analysis will be required for additional regulatory approvals following adoption of the specific plan absent grounds for further environmental review in a Negative Declaration, Subsequent EIR, a Supplemental EIR, or an Addendum EIR (Sections 15162-15164 of the State CEQA Guidelines). This possible need for additional environmental documentation will be based on City review of individual site plan applications for their consistency with the specific plan at the time of their submittal.

ANNEXATION

The proposed project would involve annexation of a total of approximately 384 acres into the City of Lathrop. The proposed annexation area is contiguous to the existing City boundary along most of the north and western boundaries of the Plan Area. The annexation area consists of approximately 215 acres of lands controlled by the applicant. Approximately 169 acres of lands to be annexed, predominately located in the western portion and along the northern boundary of the Plan Area are not controlled by the applicant. Annexation of these lands would be City-initiated.

GENERAL PLAN AMENDMENTS

City adoption of the Lathrop Gateway Business Park Specific Plan would involve amendments to the existing land use designations of the Lathrop General Plan (Figure 3-2). The City’s general plan designates the majority of the central portion of the Plan Area as General Industrial; and another smaller general plan designation along SR 120 and Yosemite Avenue within the Plan Area as Freeway Commercial. Approval of the specific plan would change Freeway Commercial to Commercial Office and General Industrial to Limited Industrial. The land use designation of Service Commercial would remain but would be reconfigured under the specific plan. The area designated Service Commercial east of D’Arcy Parkway and north of Yosemite Avenue would remain as Service Commercial, as well as the area east of McKinley Road. However, a portion of the area west of D’Arcy Parkway and north of Yosemite Avenue would remain as Service Commercial but change from Service Commercial to Commercial Office and Limited Industrial west of Guthmiller Road/Yosemite Avenue, south of Yosemite Court.

PREZONING

The Plan Area is currently in the planning jurisdiction of, and zoned by, the County of San Joaquin. The San Joaquin County Local Agency Formation Commission will require that the Plan Area be rezoned by the City in conjunction with the proposed annexation. Project applications include a request for City pre-zoning of the entire Plan Area consistent with the land use designations and policy requirements of the Lathrop Gateway Business Park Specific Plan and Lathrop General Plan. Pre-zoning, once approved by the City, would take effect upon annexation of the Plan Area into the City of Lathrop.

Prezoning for the Lathrop Gateway Business Park Specific Plan will follow the basic General Plan Land Use Designation. Similar to other Lathrop specific plans, the Zoning Districts will be called out and an abbreviation for the Gateway Business Park Specific Plan, such as “GW” for Gateway, would be added on to reference this particular area (i.e., the zoning for Limited Industrial would be LI-GW).

DEVELOPMENT AGREEMENTS

The proposed project includes a request for approval of one or more Development Agreements (DAs) governing the relationship between the City and the Lathrop Gateway Business Park Specific Plan applicants. A primary purpose of DAs may be to regulate development density and intensity. The DA(s) may also be used to establish other City/applicant agreements related to the project. Such agreements may include commitments to project entitlements and development standards as well as any other administrative and/or financial relationships that may be defined during the review of the specific plan. These relationships have not been defined at present and would be developed during the review of the Lathrop Gateway Business Park Specific Plan and incorporated into the DA(s) prior to project approval.

DEVELOPMENT DETAILS

The Land Plan

The Land Use Plan (Figure 3-1) illustrates the distribution of land uses within the Plan Area. Table 3.1 provides a summary of these land uses. The number of acres and therefore square footage of developable area may vary slightly depending on more accurate survey information and the final alignment of roadways; however, the total acreages and building square footage projections establish an approximate carrying capacity for the Plan Area.

The Plan Area is laid out as three interdependent sub-areas or districts. Each of the three districts is defined by its land use, location, size, character and function. The Land Use Plan proposes 56.7 net acres of new commercial office uses in the western sub-area, 167.6 net acres of limited industrial uses primarily in the central sub-area, and 83.0 net acres of service commercial uses in the eastern sub-area. The Plan also includes 1.6 net acres of open space, 2.9 acres divided between three well sites and 15.6 net acres to storm water detention areas. The following table provides a summary of the Land Uses including a proposed Floor Area Ratio (FAR) Average that was used to generate a maximum square footage of buildable area in each sub-area or district:

The Western Area-Commercial Office and Limited Industrial

Commercial Office (CO) use in the western area have been directed toward the State Route 120 and Yosemite Avenue corridors to capitalize on the vehicular access, visibility, and the logical “capture” market for these uses along these corridors. The sections of the Lathrop Gateway Business Park around the SR-120/Guthmiller Road interchange form the hub or core of the commercial component, with opportunity for supporting office uses on the northeast and northwest quadrants of the interchange. Office and Commercial uses provide regional as well as local serving business/professional workspace. Specific users for this district might characteristically include a full range of large or small commercial operations, professional and administrative support services, administrative offices, financial institutions, recreational facilities, eating establishments, hotels/motels, incubator/research and development space, and the like.

Table 3.3 in the Specific Plan provides a chart showing permitted uses under this land use category. The CO land use area comprises 56.7 net acres and can accommodate an estimated maximum of 740,956 square feet of gross leasable space. An area designated Limited Industrial is located near the western terminus of Yosemite Court. Refer to the discussion below entitled “The Central Area-Limited Industrial” for a brief description of Limited Industrial uses permitted under the Lathrop Gateway Business Park Specific Plan.

TABLE 3-1

LAND USE SUMMARY

Land Use		Acreage [Net]	Total Sq. Ft. Per Area of Land Use	FAR Range	FAR Average	Max. Sq. Ft. of Building Space
Commercial Office	CO	56.7	2,469,852	.20 to .60	0.30	740,956
Limited Industrial	LI	167.6	7,300,656	.15 to .65	0.43	3,139,282
Service Commercial	SC	83.0	3,615,916	.15 to .66	0.43	1,554,656
Well Site	W	2.9				
Detention	D	15.6				
Open Space	OS	1.6				
Subtotal		327.4				
Major & Existing Roads		56.5				
TOTAL		383.9				5,434,894

The Central Area-Limited Industrial

Located primarily in the central portion of the Plan Area with immediate access from both Yosemite and McKinley Avenues, the Central Area is comprised of Limited Industrial uses (LI), south of Yosemite Avenue, stretching southward to SR 99 and the Union Pacific Railroad line at the Plan Area boundary. A smaller area of LI is located at the western tip of the Plan Area. Envisioned as an important employment-generating land use, this LI district would allow for a broad range of use types including industrial, manufacturing, warehousing/distribution, office, retail sales, retail services, trailer and recreational vehicle sales, research and development, equipment and machinery repair, sales, rental, and other such uses and services necessary to support them. Because it is anticipated that a substantial portion of this district’s users will be “high cube” warehousing and the like, this area does not depend as heavily on visibility from major transportation corridors as the CO designation and therefore is located along only a limited portion of the SR-120 highway corridor. However, for the purposes of truck transport of goods and services, easy access to the highway from McKinley and Yosemite Avenues is essential. Table 3.3 in the Specific Plan provides a

chart showing the full range of permitted uses under this land use category. The LI district comprises 167.6 net acres and can accommodate up to an estimated maximum of approximately 3,139,282 square feet of gross leasable space.

The Eastern Area-Service Commercial

The Service Commercial District is envisioned for uses not as vitally dependent on highway visibility as Commercial Office but nevertheless is afforded immediate arterial road access to and from McKinley and Yosemite Avenues in the eastern sector of the Plan Area. This land use is envisioned to be characterized by such specific users such as professional and administrative support services, automotive, boat, and other vehicle sales and services, rentals, eating establishments, wineries and wine cellars, other retail sales and services, equipment and machinery repair, research and development/laboratory services, general, light, and technology-based industrial users, warehousing and distribution, and the like. Table 3.3 provides a chart showing permitted uses under this land use category. The SC District comprises 83.0 net acres and can accommodate up to approximately 1,554,656 square feet of gross leasable space.

CIRCULATION PLAN AND TRANSIT SERVICES

The Lathrop Gateway Business Park Specific Plan proposes a network of streets and pathways to serve the Plan Area. Regional streets located within the Plan Area are Yosemite Avenue/Guthmiller Road and McKinley Boulevard. The SR 120/Yosemite-Guthmiller interchange provides regional access to the Plan Area. The Specific Plan specifies a hierarchy of roadways and also encourages walking, biking and public transit alternatives to single occupancy vehicles.

Arterial streets (which includes six-lane and four-lane roads) serve to convey significant “cross-own” traffic. These streets will provide for efficient access through the City of Lathrop, and connections to major commercial uses, employment centers, and amenities. Four arterial streets exist in the Plan Area: Yosemite Avenue, Guthmiller Road, D’Arcy Parkway and McKinley Avenue. These arterials may need improvements or upgrades due to the Specific Plan effort. These streets have been excluded from the calculations of developable acres in the Land Use Plan.

The Modified Project includes an updated Transportation Impact Study, prepared by Fehr & Peers, utilizing the latest Institute of Transportation Engineers *Trip Generation 10th Edition* (ITE, 2017) rates to confirm that Yosemite Avenue can be designed with six, five and four-lane segments. As part of the Cumulative Impacts analysis (Chapter 19 of the LGBPSP EIR) for Transportation/Circulation, the Original LGBPSP EIR identified Mitigation Measures to reduce the cumulative impacts on intersection operations and roadway segment operations, including Mitigation Measure 19-3, requiring the ODS to widen Guthmiller Road/Yosemite Avenue from two (2) to six (6) lanes from the SR 120 interchange to the eastern boundary of the Specific Plan area, prior to cumulative full buildout (year 2030). The Applicant for the Phelan Lathrop Gateway Project has made the request to reduce the right-of-way on Yosemite Avenue from six-lanes to six, five and four-lane segments, consistent with the street sections in Chapter 4.0, *Transportation & Circulation* in the LGBPSP based on the change in projected traffic volumes using the *Trip Generation 10th Edition* (ITE, 2017).

The Original Project Transportation Impact Study, dated April 2010 and prepared by Wood Rodgers utilized the *Trip Generation 8th Edition* (ITE, 2008) to estimate the trip generation of the project. Since that time, and as discussed in further detail in the updated Transportation Impact Study prepared by Fehr and Peers,

there have been significant changes in the ITE Trip Generation assumptions for Commercial and Industrial land uses. These assumptions include but are not limited to:

- Industrial land uses are estimated to have fewer employees per 1,000 sq. ft.
- Sizes of the facilities are not a one to one (1:1) relationship with regards to trip generation.
- Size of the industrial buildings does not equal an increase in the number of employees.
- A greater number of square footage is used for lobbies, cafeterias and employee amenities.
- More complimentary land uses are being developed in close proximity to Industrial and Commercial land uses.
- Industrial land uses will typically use off-peak shift changes and many are not 8:00 a.m. to 5:00 p.m.

The purpose of the updated Transportation Impact Study is to analyze traffic impact associated with the project based on the new *Trip Generation 10th Edition* (ITE, 2017).

Collector streets provide connections into the development, linking to commercial office, limited industrial and service commercial uses. These streets have also been excluded from the calculations of developable acres in the Land Use Plan.

The Modified Project would amend the LGBPSP to reduce the right-of-way of the Local Commercial/Industrial internal collector from sixty feet (60') to fifty-two feet (52') by removing one (1) of two (2) eight foot (8') sidewalks.

The Lathrop-Manteca ACE station is currently located at the northwest intersection of Yosemite Avenue and the UPRR tracks, just to the north of the project site. This station location, in addition to the provision for a system of walkways, bikeway, and vehicular connections to the station provides a functional multi-modal transportation network accommodating automobiles, bicycles, pedestrians, and transit. Service Commercial (SC), Commercial Office (CO), and Limited Industrial (LI) land uses are located such that transit/pedestrian and transit/bicycle trips for future employees and visitors are convenient and highly accessible.

Within the Plan Area, and in accordance with the Citywide Lathrop Bicycle Transportation Plan, a combination Class I (10-ft. bikeway separated from roadway) is planned to traverse the Plan Area from the southwest corner along the south side of the existing UPRR alignment and along Yosemite Avenue to the site's eastern boundary and beyond. This bikeway system will provide access to all main roads on the site, as well as to the Lathrop-Manteca ACE Transit station to the northeast of the Plan Area.

BACKBONE INFRASTRUCTURE

Backbone Infrastructure refers to onsite and offsite infrastructure improvements that will be required to accommodate development proposed by the Lathrop Gateway Business Park Specific Plan. Major infrastructure items, not including future roadway improvements that are discussed in detail in the specific plan and this section of the EIR include potable water, wastewater, recycled water, drainage and flood control. Other public services and utilities, such as police, fire, energy, communications and solid waste are discussed in the Utilities and Services section of this EIR.

WATER

The City of Lathrop will be responsible for providing water service to the Plan Area once infrastructure is extended to the area by future users and accepted by the City of Lathrop. The sources of water shall be groundwater from existing wells and/or an expansion of the City's well field, and from the surface water sources from Phase 1/Phase 2 expansion of the South County Surface Water Supply Program (SCSWSP) by the South San Joaquin Irrigation District (SSJID). Surface water will be treated off-site at a central facility outside of the City of Lathrop. Groundwater may be treated at the existing Well #21 site within the Plan Area or possibly at the new wells. It is also possible that arsenic treatment of groundwater could occur at an offsite central facility.

Each of the major roadways in the Plan Area includes a water main. These proposed mains form a looped infrastructure water system into which individual industrial and commercial parcels will subsequently be connected. The exact size of the water mains will be determined through a water model analysis that considers the rest of the City's water system and pressures necessary to meet fire flow requirements.

The City's Water Master Plan calls for a million-gallon storage reservoir and booster pump facility to serve the Lathrop Gateway Business Park Specific Plan area. The timing of the water storage reservoir construction will be determined as part of a future water system analysis. The water tank could potentially be located anywhere within the Plan Area. The exact location of the water tank will be determined when more detailed development proposals are submitted.

WASTEWATER

The proposed Plan Area will be served by the City of Lathrop. At project build-out, the entire Plan Area will be served by a combination gravity sewer system, sewage lift stations and force mains that will be utilized to direct flows to a treatment facility. There are two treatment facility options: 1) the City of Lathrop's Water Recycling Plant (WRP) #1 and/or #2, or 2) the City of Manteca's treatment plant to the east under agreement between the two cities. As shown on Figure 3-3, generated wastewater can be collected and pumped to the north along D'Arcy Parkway to WRP #1 and/or #2; or it could be moved to the east to the City of Manteca's treatment plant.

If the wastewater treatment occurs at WRP #1 or #2, the treated recycled water would be disposed of through land application. The Lathrop Gateway Business Park Specific Plan proposes to make recycled water available for public irrigation uses within the Plan Area (refer to Figure 3-4). Recycled water not utilized for onsite irrigation will be piped offsite to be held in ponds and /or used for land application disposal. Parcels within the northwest part of Lathrop have been identified for disposal purposes. The parcels were previously identified in the City's Report of Waste Discharge (RWD) and Waste Discharge Requirements (WDR) issued by the Regional Water Quality Control Board (RWQCB). As discussed under Chapter 1.0, *Introduction*, the construction and operational impacts of these offsite disposal basins, fields and conveyance system were evaluated in several related CEQA documents.

An estimate indicates that the minimum overall off-site pond area to serve full build-out of the Lathrop Gateway Business Park Specific Plan is approximately 22 acres, assuming an average pond depth of 14 feet with an additional two feet of freeboard (berms to be 12 feet above ground and pond bottom four feet below ground) and assuming 95 acres of off-site irrigated disposal fields. Sites that are under consideration to be used for ponds and/or disposal fields are shown on Figure 3-5.

Land application will consist of lined storage basins to hold recycled water during non-irrigation periods and agricultural fields to dispose of the water during irrigation periods. Flood irrigation and perimeter berms around the fields will be utilized avoid any offsite runoff. A portion of the pipeline system between the Plan Area and the disposal field in north Lathrop has already been constructed.

STORM DRAINAGE

The Plan Area is essentially flat, with surface flows moving roughly in a westerly direction. Site development will necessitate the need for the Plan Area to construct six detention basins, pump stations, force mains and an outfall structure into the San Joaquin River. An offsite pipeline will need to be constructed between the project site and the San Joaquin River.

As shown on Figure 3-6, land is allotted within the Plan Area for detention and/or retention facilities for the purpose of managing stormwater runoff and preventing flooding within the site and surrounding communities. The total peak discharge rate from the Lathrop Gateway Business Park Specific Plan area will be limited to 30 cubic feet per second (cfs), which is less than 10% of the peak 100-year flow rate. As demonstrated in Figure 3-6, the Plan Area consists of six drainage sheds, sheds A through F. Each shed contains a detention basin to limit the overall discharge from the Plan Area to the San Joaquin River. Shed A contains a pump station in addition to the detention basin. The pump station is sized to accommodate the entire Plan Area. Sheds B through F will all discharge a limited amount of runoff into the collection system that connects to the Shed A basin and pump station. The Land Use Plan has allotted 15.6 net acres for detention/retention basins.

PHASING

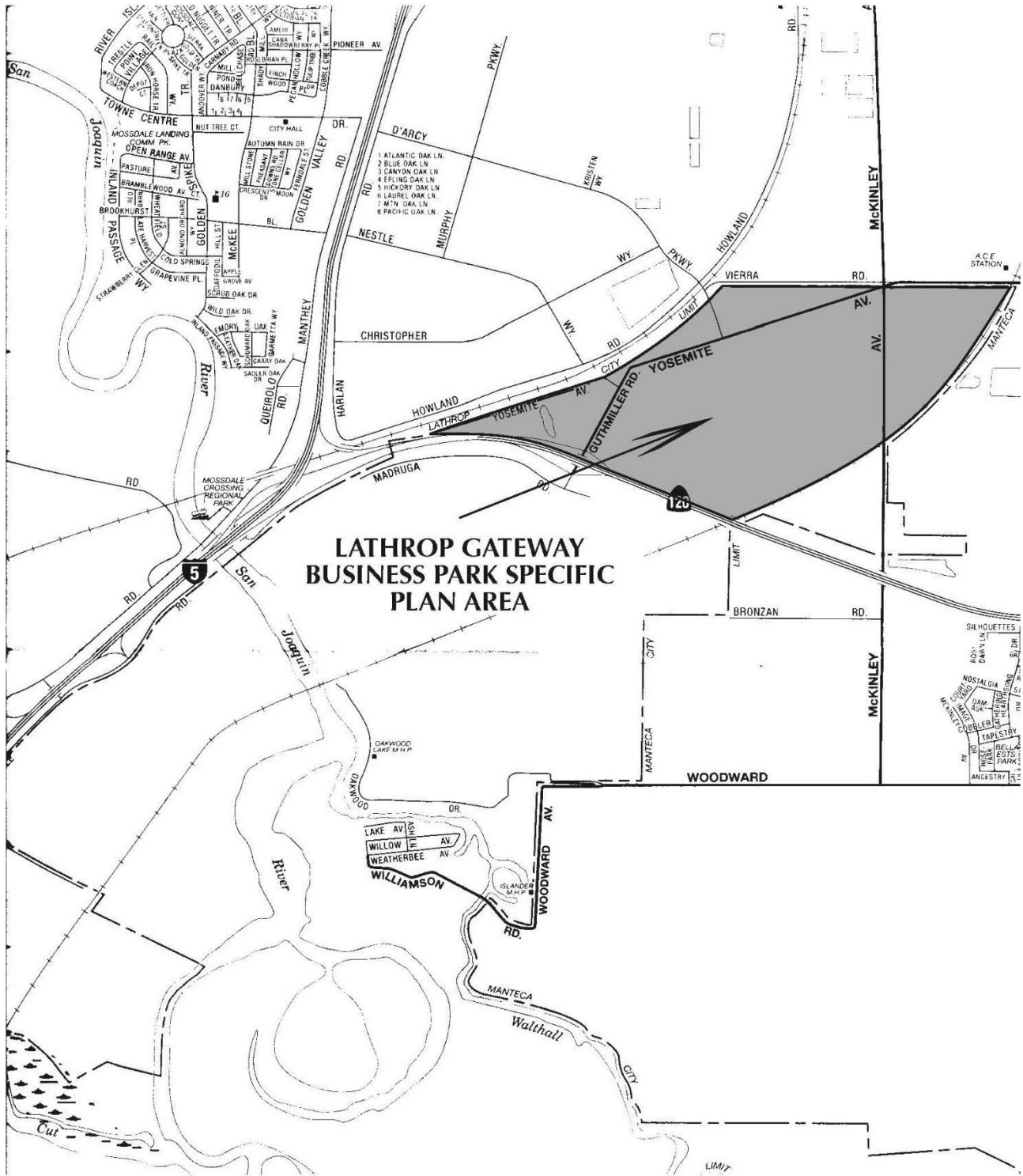
The Lathrop Gateway Business Park Specific Plan land uses, and the backbone infrastructure required to serve these uses will be designed and developed in six phases. The approximate boundaries of each proposed phase are reflected on Figure 3-7. Each phase is designed to be able to provide adequate access and utilities for the development of large parcels. In general, the Specific Plan phasing program has been structured to ensure that the improvements in each phase can support associated development, and that development in each phase can support the costs of required improvements. For a more detailed discussion of the phasing program for the Plan Area refer to Section 6.3, Phasing Program, of the Lathrop Gateway Business Park Specific Plan.

CEQA requires than an EIR identify the principal discretionary actions under consideration in the EIR as well as any other agency permits and approvals that may require consideration under CEQA. The principal discretionary permits and approvals required for the Lathrop Gateway Business Park project would be granted by the City of Lathrop and the San Joaquin County LAFCO. Permits and approvals from other agencies may also be necessary in the course of implementing land uses identified in the Specific Plan. Anticipated and potential permits and approvals are identified in Table 3-2.

**TABLE 3-2
APPROVALS AND PERMITS**

Agency	Permit/Approval
City of Lathrop	Specific Plan Approval; General Plan Amendment; Pre-zoning; Bicycle Transportation Plan Amendment; Utility Master Plan Amendment; Environmental Impact Report Certification; Annexation Approval and Development Agreement Approval
San Joaquin County Local Agency Formation Commission	Annexation Approval
San Joaquin Valley Unified Air Pollution Control District	Indirect Source Rule Permit, Authority to Construct, Permit to Operate for stationary sources of air pollution (auxiliary power, storm drainage pump station)
San Joaquin County Council of Governments	Collection of fees and implementation of required standards and procedures under the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan.
California State Reclamation Board	Encroachment permit for work on or adjacent to levees, including storm drainage outfall
California Department of Fish and Game	Stream alteration permit for storm drainage outfall
California Water Resources Control Board	Section 401 Water Quality Certification, in conjunction with US Army Corps of Engineers Section 404 Permit
US Army Corps of Engineers	Section 404 permits for discharge of fill to Waters of the U.S. and wetlands, including development of any jurisdictional irrigation canals and construction of storm drainage outfall. This permit will involve consultations with federal fish and wildlife protection agencies.

Figure 1. Vicinity Map



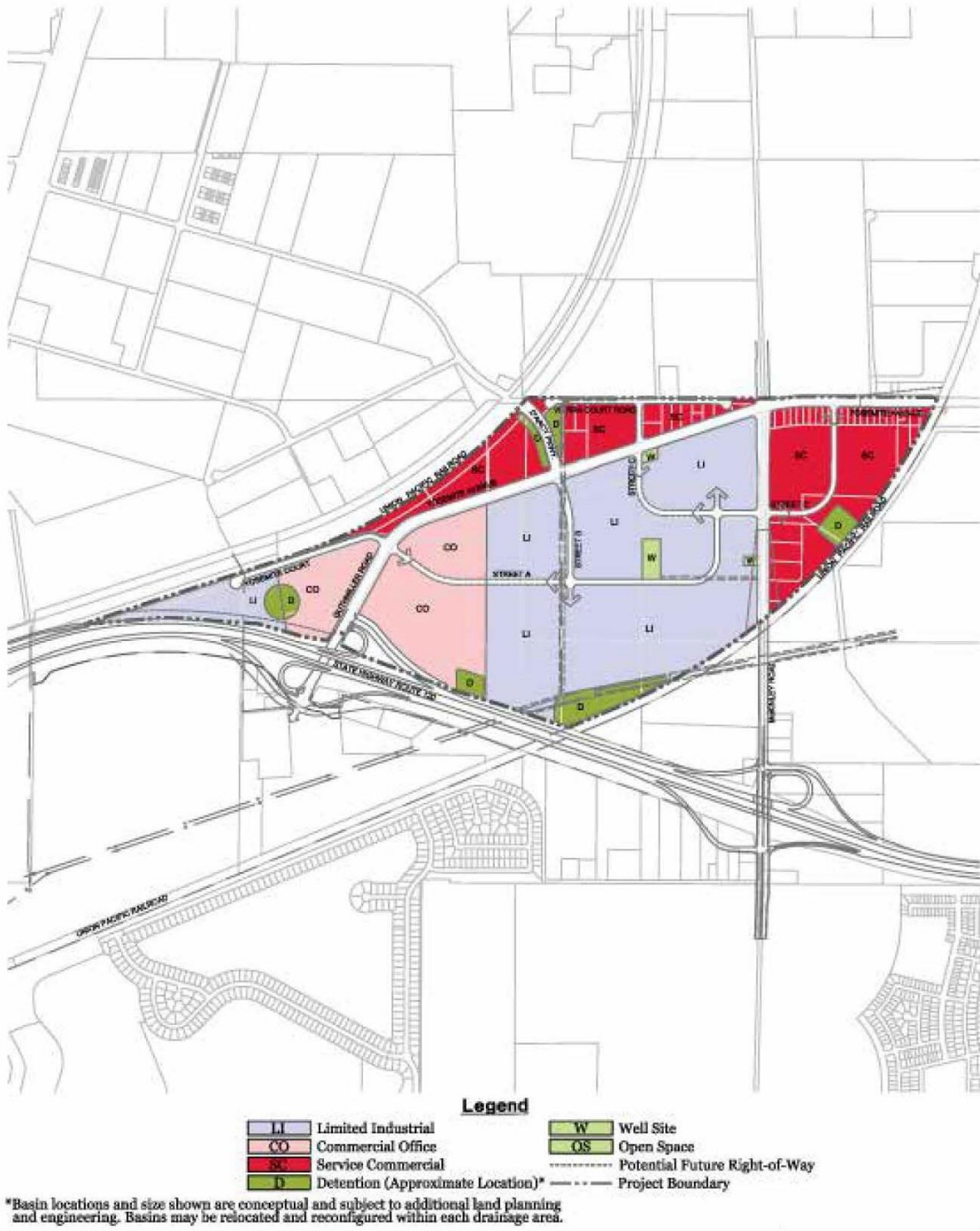
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Figure 2. Aerial Photo



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Figure 3. Land Use Plan



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3.0 ENVIRONMENTAL ANALYSIS

This Chapter provides an analysis and cites substantial evidence that supports the City's determination that the Modified Project to the Original Project does not meet the criteria for preparing a subsequent or supplemental EIR under CEQA Guidelines Section 15162.

As discussed in Section 2.0, *Project Description*, the modified project includes an updated Transportation Impact Study and modification to the Local Commercial/Industrial street section. As addressed in the analysis below, the Modified Project to the Original Project are not considered to be substantial changes to the Original Project evaluated in the previously certified EIR. The Modified Project will 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 Modified Project to the Original Project is inconsistent with the City's General Plan, Zoning Ordinance, and adopted Mitigation Measures for this project.

The Modified Project does 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 LGBPSP 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 LGBPSP 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 LGBPSP 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.

1. AESTHETICS

<i>Aesthetic Impacts Associated with the Original LBPSP</i>	<i>Impact Determination</i>	<i>Mitigation Adopted by the City:</i>
Effects on Scenic Routes, Vistas and Off-Site Lands	Less Than Significant	None
Effects on Existing Visual Characteristics of the Site	Less Than Significant	None
Effects of Off-Site Stormwater Pipeline and Outfall Structure on Surrounding Areas	Less Than Significant	None
Effects of Light and Glare	Less Than Significant	None

Discussion:

These impacts associated with the Original Project were identified and discussed in Chapter 4, Aesthetics (pages 4-1 through 4-8) of the Draft EIR. The majority of the Plan Area, as described in the Original LGBPSP consists of agricultural uses and the project would convert these uses to urban development. Upon build-out of the LGBPSP, the Plan Area would resemble similar types of development in the region as seen from I-5 and SR 120.

The Draft EIR identified that the development of the LGBPSP to industrial and commercial uses would not constitute the loss of a scenic vista. The Draft EIR also identified that although the Plan Area would be significantly altered, the guidelines and standards within the Specific Plan would ensure consistent development that is in line with the City’s vision for the Community’s identify, which would reduce the impacts associated with visual character of the site to a less than significant level.

Off-site stormwater component of the project would also involve less than significant short-term aesthetic effects and would have no significant long-term aesthetic effect as the majority of the facility would be located underground or shielded by the San Joaquin levee system. The Draft EIR also identified that impacts from light and glare created by the offsite improvements are considered to be less than significant.

The Modified Project does not represent substantial changes to the Original Project related to Aesthetics. The Modified Project is different from the Original LGBPSP in that the Modified Project would include an updated Traffic Impact Study based on the most recent ITE Trip Generation rates and reduction in right-of-way for the Local Commercial/Industrial street section. These modifications will not increase the severity of impacts beyond what was addressed in the Original LGBPSP and there are no changed circumstances or new information that meets the standards for reviewing further environmental review under CEQA Guidelines Section 15162.

2. AGRICULTURAL RESOURCES

<i>Agricultural Resources Impacts Associated with the Original LBSP</i>	<i>Impact Determination</i>	<i>Mitigation Adopted by the City:</i>
Conversion of Agricultural Land	Significant and Unavoidable	5-1 The Project Proponents/City would participate in the SJMSCP. Fees would be paid by the project applicant to the SJCOG on a per-acre basis for lost agricultural land during development of the proposed Lathrop Gateway Business Park. The SJCOG will use these funds to purchase conservation easements on agricultural and habitat lands in the project vicinity. The preservation in perpetuity of agricultural land throughout the SJMSCP, a portion of which would consist of Important Farmland, would ensure the continued protection of farmland in the project vicinity, partially offsetting project impacts. Written proof of such an agreement between the project proponent and SJCOG shall be provided to the City prior to the issuance of grading or other construction permits.
Conflicts with Current Zoning	Less Than Significant	None
Impacts of the Project to Existing Land	Less Than Significant	None
Impact of Project on Existing Agricultural Lands and Adjacent Land Use	Less Than Significant	None

Discussion:

These impacts associated with the Original Project were identified and discussed in Chapter 5, Agricultural Resources (pages 5-1 through 5-7) of the Draft EIR. The EIR identified that development within the Plan Area would result in a conversion of Prime Farmland, Farmland of Statewide Importance, and Farmland of Local Importance. Development of the off-site improvements, including storm drain pipeline and outfall structure will not result in the conversion of agricultural land. Specifically, development of the Plan Area would result in the permanent conversion of approximately 60 acres of Prime Farmland, 135 acres of Farmland of Statewide Importance, and 40 acres of Farmland of Local Importance. The remaining acreage on-site is classified as Urban/Built up and Other. Mitigation

Measure 5-1 is included in ensure that the LBBPSP participates in the SJMSCP. Even with implementation of Mitigation Measure 5-1, this impact would remain significant.

The EIR identified that there would be no conflicts with a current zoning and the proposed zoning (currently effective) would allow development of the proposed land uses. In addition, the EIR identified that the Plan Area would not conflict with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan.

As discussed in the EIR (Chapter 5), both the City of Lathrop and San Joaquin County have Right-to-Farm Ordinances, which provide some protection for farmers from nuisance complaints from surrounding urban development. The EIR identified that it is unlikely that development within the Plan Area would result in the conversion of surrounding farmland and as a result, impacts of the project to existing land uses would be less than significant.

The proposed modifications associated with the Modified Project are not substantial changes to the Original LGBPSP relating to Agricultural Resources. As discussed in Section 2.0, Project Description, the Modified Project includes an updated Transportation Impact Study and modification to the Local Commercial/Industrial street section. The Modified Project would not modify the net acreage or location of the Plan Area, as compared with the Original Project. There are no new impacts beyond what was addressed in the Original LGBPSP. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3. AIR QUALITY

<i>Air Quality Impacts Associated with the Original LBSP</i>	<i>Impact Determination</i>	<i>Mitigation Adopted by the City:</i>
Impacts of Project Construction on Air Quality	Less Than Significant	<p>6-1 For construction projects in the Plan Area exceeding 40 acres in size or involving more 2,500 cubic yards per day of excavation, the owners, developers and/or successors-in-interest (ODS) 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 prior to start of construction activities.</p> <p>6-2 Visible Dust Emissions (VDE) from construction, demolition, excavation or other earthmoving activities related to the project shall be limited to 20% opacity or less, as defined in Rule 8011, Appendix A. The dust control measures specified in mitigations 3 through 9 shall be applied as required to maintain the VDE standard.</p> <p>6-3 During construction activities in the Plan Area, the ODS shall implement the following dust control practices identified in Tables 6-2 and 6-3 of the GAMAQI (San Joaquin Valley APCD, 2002):</p> <ul style="list-style-type: none"> a. All disturbed areas, including storage piles, which are not being actively utilized or construction purposed, 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

		<p>water or by presoaking.</p> <ul style="list-style-type: none"> d. When materials are transported off-site, stabilize and cover all materials to be transported and maintain six inches of freeboard space from the top of the container. 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. <p>6-4 Architectural coatings applied to all structures in the Plan Area shall meet or exceed volatile organic compound (VOC) standards set in APCD Rule 4601. The ODS shall submit to the APCD a list of architectural coatings to be used and shall indicate how the coatings meet or exceed VOC standards. If the APCD determines that any architectural coatings do not meet VOC standards, the ODS shall replace the identified coatings with those that meet standards.</p>
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		<p>6-5 The ODS shall make application to the APCD for a permit under APCD Rule 9510, Indirect Source Rule (ISR) prior to issuance of the first building permit for construction in the Specific Plan area, if required. The ODS shall incorporate mitigation measures into project construction and/or pay ISR fees as required to comply with Rule 9510 emission reduction requirements for construction NOx and PM emissions.</p> <p>6-6 The ODS shall use emission-controlled construction equipment during demolition and construction activities in the Plan Area. The developers shall select construction contractors based in part on the age, condition and emission control status of their construction equipment fleets, recognizing that ISR permit fees will be reduced for project elements that can be constructed with cleaner equipment fleets.</p>
<p>Effects of Project Operations on Criteria Pollutant Emissions, Including Ozone Precursors</p>	<p>Significant and Unavoidable</p>	<p>6-7 The ODS shall receive a permit under APCD Rule 9510, Indirect Source Rule (ISR) prior SU to issuance of the first building permit for construction in the Plan Area. The ODS shall incorporate mitigation measures into the project and/or pay the required ISR fees to the APCD as required to comply with Rule 9510 emission reduction requirements for NOx and PM emissions associated with project operations.</p> <p>6-8 The ODS of development projects in the Plan Area shall prepare improvement plans that incorporate the following features, consistent with adopted City improvement standards and to be installed by the developer:</p> <ul style="list-style-type: none"> • 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

		<p>designs at signalized intersections.</p> <ul style="list-style-type: none"> • Shade trees to shade sidewalks in street-side landscaping areas. <p>6-9 The ODS of development projects in the Plan Area shall prepare and implement a transportation demand management (TDM) plan that incorporates the measures listed below, though the TDM plan shall not be limited to those measures. The plan shall be subject to City review and approval prior to issuance of the first building permit for construction in the Plan Area.</p> <ul style="list-style-type: none"> • 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 telecommuting options. • Provide transit vouchers. • Provide information to employees on carpooling, ride sharing and other available programs. • Participate in the Commute Connection program sponsored by SJCOG.
Project Impacts on Carbon Monoxide Hot Spots	Less Than Significant	Refer to Chapter 18.0, Transportation
Less Than Significant	Less Than Significant	<p>6-10 A health risk assessment shall be conducted by the ODS for the following future LS development projects that meet the following criteria:</p> <ul style="list-style-type: none"> • A distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration

		<p>units per day, or where transport refrigeration unit operations exceed 300 hours per week, placed within 1,000 feet of a residence in or adjacent to the Plan Area</p> <ul style="list-style-type: none"> • A dry cleaning operation placed within 300 feet of a residence in or adjacent to the Plan Area • A gas station placed within 50 feet of a residence in or adjacent to the Plan Area • Projects whose land uses are not specifically identified in the ARB's Air Quality and Land Use Handbook, but there is sufficient information to reasonably conclude that sensitive receptors would be exposed to significant sources of toxic air contaminants • Projects that would otherwise appear to be exempt from CEQA requirements, but there is sufficient information to reasonably conclude that sensitive receptors would be exposed to significant sources of toxic air contaminants. If the health risk assessment identifies a significant risk as defined by GAMAQI, a more detailed health risk assessment shall be performed that will identify measures to reduce the health risk to levels that are less than significant, which the project shall incorporate in its design and construction.
Odor Impacts	Less Than Significant	None

Discussion:

These impacts were identified and discussed in Chapter 6, Air Quality (pages 6-1 through 6-29) of the Draft EIR. The EIR identified that demolition and construction activities would generate emissions of ozone precursors and particulate matter from heavy equipment operations, and particulate matter by land clearing, earth moving and wind erosion. In addition, buildout of the project would result in substantial emissions of carbon monoxide associated with vehicle travel. This would be considered a significant impact, even after implementation of Mitigation Measures 6-1 through 6-9. The EIR identified potential CO concentrations at impacted intersections based on the analysis presented in the Original Project traffic study and described in Chapter 18.0, *Transportation/Circulation*. Based on the Existing plus Project conditions, an additional three (3) intersections would operate at LOS E or F:

- Interstate 5 northbound ramps/Lathrop Road
- McKinley Avenue/Lathrop Road
- McKinley Avenue/Yosemite Avenue

However, Mitigation Measures described in Chapter 18.0 would improve operations at these intersections to LOS D or better, which would avoid potential CO hot spot impacts. Additionally, the project would involve the development of commercial, office and industrial land uses, and the industrial uses proposed on the project site would be “limited industrial” and prohibited activities would be likely to generate air toxins. The Original Project is required to implement Mitigation Measure 6-10, which requires the preparation of the health risk assessment for projects meeting certain criteria. Lastly, the EIR identified that no residences or other sensitive receptors would be constructed in the Plan Area and as a result, development of the project is not expected to result in any substantial exposure of new residences or other sensitive receptors to existing odors. New light industrial and commercial development is expected to result in odor concerns.

The proposed modifications associated with the Modified Project are not substantial changes to the Original LGBPSP relating to Air Quality. The Modified Project will include additional analysis with regards to the traffic (updated Traffic Impact Study) to analyze the arterial streets of the Plan Area and impacts to certain intersections. Additionally, the Modified Project includes a reduction in right-of-way for the Local Commercial/Industrial street section. As discussed in Section 15, Transportation/Circulation of this LGBPSP EIR Addendum, the Modified Project would result in fewer peak hour traffic trips, as provided within the updated Trip Generation and Transportation Impact Study as provided by Fehr & Peers. Specifically, the following represents the trip generation when comparison to the Original Project EIR:

- *During the AM peak hour commute – 21.2% decrease with 659 fewer trips being generated by the LGBPSP (with 537 fewer inbound and 122 fewer outbound vehicle trips);*
- *During the PM peak hour commute – 34.3% decrease with 1,279 fewer trips being generated by the LGBPSP (367 fewer inbound and 912 fewer outbound vehicle trips); and*
- *During a weekday 24 hour time period – 25.4% decrease with 8,218 fewer trips being generated by the LGBPSP.*

Based on the reduction in AM peak hour, PM peak hour and weekday 24 hour daily trips, it is anticipated that Air Quality impacts related to mobile sources would be less than those disclosed as part of the Original Project EIR. In addition, the modifications to the Original LGBPSP will not increase the severity of impacts beyond what was addressed in the Original Project. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

4. BIOLOGICAL RESOURCES

Biological Resources Impacts Associated with the Original LBSP	Impact Determination	Mitigation Adopted by the City:
Impacts on Specific Special-Status Plant and Wildlife Species	Less Than Significant	None
Impacts on Wildlife Corridors	Less Than Significant	None
Impacts on Federally Protected Wetlands	Less Than Significant	<p>7-1 The ODS shall, where feasible, preserve the maximum amount of the seasonal pond, the fire suppression pond and the seasonal wetlands along the storm drain alignment and establish minimum 25 to 50 foot buffers around all sides of these areas. In addition, the final project design shall not cause significant changes to the pre-project hydrology, water quality or water quantity in any wetland that is to be retained on site.</p> <p>Where avoidance of existing wetlands and drainages is not feasible, and fill material is to be placed within the ponds and wetlands, then the ODS shall prepare a wetland delineation with the assistance of a qualified wetland specialist, and submit the delineation to ACOE for verification. If any of the ponds and wetlands are deemed jurisdictional wetland by ACOE, then the ODS shall acquire all appropriate wetland permits prior to the issuance of grading permits by the City. These permits may include, but are not limited to, a Section 404 Wetlands Fill Permit from the U.S. Army Corps of Engineers and a Section 401 Water Quality Certification from the Regional Water Quality Control Board. The ODS shall comply with all conditions and mitigation requirements attached to the granted wetland permits.</p>
Project Consistency with Applicable Plans		None

Discussion:

These impacts were identified as discussed in Chapter 7, Biological Resources (pages 7-1 through 7-22) of the Draft EIR. The EIR identified that the proposed project would not have a significant effect on special specific special-status plant and wildlife species and LGBPSP participation in the SJMSCP, including implementation of required Incidental Take Minimization Measures, projects within the Plan Area would have less than significant effects on special-status plants. Since the SJMSCP provides comprehensive framework intended to minimize impacts on special-status species, participation in the SJMSCP would reduce potential project impacts to a level that is less than significant. The EIR also

identified that although the Plan Area does provide suitable habitat for some common and a few special-status wildlife species, no wildlife corridors or important wildlife nursery sites are present within the Plan Area.

The EIR identified that implementation of the proposed project could result in the loss of some or the entire seasonal pond during grading for project construction. Additionally, changes in land cover in the watershed could result in permanent changes to its hydrology, which would reduce water quality, quantity, and functionality of this feature. The EIR identified this as a significant effect on project wetlands, which would be reduced to a less than significant level with implementation of Mitigation Measure 7-1. The EIR also identified that the Plan Area is designated and zoned for future development, and the loss of habitat at this located was assumed in the SJMSCP. Participation of the project in the SJMSCP would ensure project consistency with its goals; therefore, there would a less than significant impact.

The proposed modifications associated with the Modified Project are not substantial changes to the Original LGBPSP relating to Biological Resources. The Modified Project would include an updated Traffic Impact Study and modification to the Local Commercial/Industrial street section. The Plan Area or build-out of the project would not be impacted by these changes. There are no new impacts beyond what was addressed in the Original Project. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

5. CULTURAL RESOURCES

<i>Cultural Resources Impacts Associated with the Original LBSP</i>	<i>Impact Determination</i>	<i>Mitigation Adopted by the City:</i>
Potential Impacts on Prehistoric Cultural Resources	Less Than Significant	<p>8-1 If any subsurface cultural resources, including either prehistoric or historic resources, are encountered during construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist can examine these materials and make a determination of their significance. The City of Lathrop Community Development Department shall be notified, and the ODS shall be responsible for mitigation and associated costs of any significant cultural resources pursuant to the CEQA Guidelines.</p> <p>8-2 If human remains are encountered at any time during the development of the project, all work in the vicinity of the find shall halt and the County Coroner and the Community Development Department shall be notified immediately. If it is determined that the remains are those of a Native American, the Coroner must contact the Native American Heritage Commission. At the same time, a qualified archaeologist must be contacted to evaluate the archaeological implications of the finds. The CEQA Guidelines detail steps to be taken when human remains are found to be of Native American origin. The ODS shall be responsible for all mitigation costs.</p>
Impact of Project on Historical Resources	Less Than Significant	<p>8-3 Prior to the initiation of demolition activities within a development phase, any buildings and/or structures within that phase shall be evaluated by an individual who meets the Secretary of the Interior’s Professional Qualifications Standards for Architectural History to determine if any of the buildings or structures qualify as historical resources as defined in §21083.2 of CEQA and §15064.5 of the State CEQA Guidelines. The City of Lathrop Community Development Department shall be notified of the</p>

		<p>findings, and the ODS shall be responsible for all mitigation costs. The following procedures shall be followed unless specified differently by the qualified individual:</p> <p>a. Documentation and Recordation of Significant Historical Resources – For any buildings or structures that qualify as historical resources under CEQA, written and photograph documentation shall be prepared to record the property. The written documentation for the property shall be prepared based on the National Park Services’ (NPS) Historic American Building Survey (HABS) Historical Report Guidelines. Photograph documentation standards shall meet the intent of the NPS – Advisory Council on Historic Preservation (ACHP) revised policy for developing alternate forms of documentation for properties meeting a criterion of less than nationally significant. The alternative documentation shall not be reviewed by the NPS or transmitted to the Library of Congress and therefore will not be a full-definition HABS dataset. This type of documentation is based on a combination of both HABS standards (Levels II and III) and NPS new policy for NR-NHL photographic documentation as outlined in the National Register of Historic Places and National Historic Landmarks Survey Photo Policy Expansion (March 2005). Either HABS standard large format or digital photography may be used. If digital photography is used, the ink and paper combinations for printing photographs must be in compliance with NR-NHL photo expansion policy and have a permanency rating of approximately 115 years. Digital photographs will be taken as uncompressed .TIF file format. The size of each image will be 1600x1200 pixels at 300 ppi (pixels per inch) or larger, color format, and printed in black and white. The file name for each electronic image will correspond with the Index to Photographs and photograph label.</p> <p>b. Dissemination of Documentation – The</p>
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		<p>written and photograph documentation of historical resources shall be disseminated on archival quality paper to appropriate repositories and interested parties. The distribution of the documentation shall include the State Historic Preservation Officer in the California Office of Historic Preservation; the California Historical Resources Information System Central California Information Center at California State University, Stanislaus; the San Joaquin County Historical Society & Museum; and other local repositories identified by the City of Lathrop Community Development Department.</p>
<p>Impact of Project on Paleontological Resources</p>	<p>Less Than Significant</p>	<p>8-4 Should paleontological or unique geological resources be identified at any project LS construction sites during any phase of construction, the project manager shall cease operation at the site of the discovery and immediately notify the City of Lathrop Community Development Department. The project applicant shall retain a qualified paleontologist to provide an evaluation of the find and the significance of the materials and mitigation measures if needed, and to prescribe mitigation measures to reduce impacts to a less-than-significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the City of Lathrop Community Development Department shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, specific plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.</p>

Discussion:

These impacts were identified and discussed in Chapter 8, Cultural Resources (pages 8-1 through 8-12) of the Draft EIR. The EIR identified that development of the proposed urban uses associated with the Plan Area would not result in significant effects on any known prehistoric cultural resources. The entire Plan Area was surveyed for archaeological resources, and the results of these surveys were negative. However, prehistoric cultural resources could remain undiscovered below the surface, despite intensive-level pedestrian survey. Mitigation Measures 8-1 and 8-2 would ensure a less than significant impact with regard to the potential to cause a substantial adverse change to significant archaeological cultural resources, as defined by CEQA Guidelines Section 15064.5. The EIR identified twenty-six (26) buildings from the historic period (more than 50 years old) on the project site and include single-family residences, duplexes, quadplexes, and industrial buildings. All but one had been either demolished, partially or completely altered. The EIR included Mitigation Measure 8-3, which requires the evaluation of all potentially historic buildings and structures on the project site to determine if any of the buildings or structures qualify as historic resources as defined by CEQA. This would reduce the impact to a less than significant level. Similar to prehistoric cultural resources, paleontological resources could be directly or indirectly destroyed as a result of development of the proposed project. The EIR included Mitigation Measure 8-4 to reduce this potentially significant impact to a less than significant level.

The proposed modifications associated with the Modified Project are not substantial changes to the Original LGBPSP relating to Cultural Resources. As discussed in Section 2.0, Project Description, the modifications include additional analysis with regards to traffic and the modification of the Local Commercial/Industrial street section. These modifications will not increase the severity of impacts beyond what was addressed in the Original LGBPSP nor increase the Plan Area size. There are no new impacts beyond what was addressed in the Original Project. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

6. GEOLOGY AND SOILS

<i>Geology and Soils Impacts Associated with the Original LBSP</i>	<i>Impact Determination</i>	<i>Mitigation Adopted by the City:</i>
Impacts of Groundshaking on Plan Area	Less Than Significant	None
Impacts of Liquefaction on Plan Area	Less Than Significant	9-1 A site-specific, design-level geotechnical study shall be completed for each project development component in the Specific Plan area (i.e., light industrial areas, commercial areas, office areas, and infrastructure) before a grading permit is issued. The studies shall include an evaluation of liquefaction potential in the development area and identify appropriate means to minimize or avoid damage from liquefaction. Geotechnical design recommendations included in each study shall be implemented during project design and construction. Potential recommendations include over-excavating and recompacting the area with engineered fill or in-place soil densification. In-place densification measures may include deep dynamic compaction, compaction grouting, vibro-compaction, and the use of non-liquefiable caps. Special design features may need to be utilized for foundations. Other foundation types may be considered if further geotechnical study shows the liquefaction potential to be less than significant or if the effects of liquefaction-induced settlement can be mitigated with earthwork.
Impacts of Other Potential Seismic Events on Plan Area	Less Than Significant	None
Impacts of Project Resulting in Soil Erosion or Loss of Topsoil	Less Than Significant	None
Impacts of Expansive Soils on Project	Less Than Significant	9-2 A site-specific, design-level geotechnical study shall be completed for the stormwater drainage pipeline from the Specific Plan area to the San Joaquin River before appropriate construction permits are issued. The studies shall include an evaluation of shrink-swell potential in the pipeline construction area and identify appropriate means to minimize or

		<p>avoid damage from expansive soils. Geotechnical design recommendations included in the study shall be implemented during project design and construction. Potential recommendations may include, but are not limited to, removing expansive soils and replacing them with engineered fill.</p>
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Discussion:

These impacts were identified and discussed in Chapter 9, Geology and Soils (pages 9-1 through 9-14) of the Draft EIR. The EIR identified that although the Plan Area would not likely experience a fault rupture, ground shaking could result in structural damage to proposed developments in the Plan Area. However, implementation and enforcement of the California Building Code would reduce the potential for earthquake damage to a level that is generally regarded by structural engineers throughout California as acceptable, and therefore considered under CEQA Guidelines to be less than significant. The EIR identified that there would be a significant impact related to liquefaction, but Mitigation Measure 9-1, which requires the preparation of a site-specific, design level geotechnical study for each project development, would reduce this impact to a less than significant level. The EIR identified that fault rupture is considered unlikely and based on topographic and lithologic data, the risk of regional subsidence or uplift, lateral spreading, ground lurching, landslides, tsunamis or seiches is considered less than significant. The EIR identified that erosion impacts related to geology and soils are considered to be less than significant with the implementation of Hydrology and Water Quality Mitigation Measures (Chapter 13). Lastly, although development in the Plan Area would not encounter a significant expansive soil hazard, the proposed off-site stormwater pipeline would go through soils identified as having a moderate to high shrink-swell potential. However, the implementation of Mitigation Measure 9-2 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 LGBPSP relating to Geology and Soils. As discussed Section 2.0, Project Description, the Modified Project includes additional analysis as it relates to traffic and the modification of the Local Commercial/Industrial street section. These modifications will not increase the severity of impacts beyond what was addressed in the Original Project. There are no new impacts beyond what was addressed in the Original Project. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

7. GLOBAL CLIMATE CHANGE

Global Climate Change Impacts Associated with the Original LBSP	Impact Determination	Mitigation Adopted by the City:
<p>Generation of Project-Related Greenhouse Gas Emissions</p>	<p>Significant and Unavoidable</p>	<p>10-1 Applicant(s) shall employ green building techniques in the design of proposed buildings within the Lathrop Gateway Business Park Plan Area. Specifically, projects shall conform at a minimum to the California Green Building Code or equivalent green building standards.</p> <p>10-2 The ODS shall implement a Transportation Demand Management program applicable to businesses with 25 or more employees to reduce potential vehicle trips. The Transportation Demand Management program shall contain at least five of the following components, although other components not listed may be included.</p> <ul style="list-style-type: none"> • Free transit passes. • Telecommuting. • Secure bicycle parking (at least one space per 20 vehicle parking spaces). • Showers/changing facilities. • Car-sharing services. • Information on transportation alternatives, such as bus schedules and bike maps. • Dedicated employee transportation coordinator. • Carpool matching programs. • Preferential carpool/vanpool parking. <p>The ODS shall provide a funding mechanism to maintain the Transportation Demand Management program, which may include but is not limited to creation of a special assessment district. The Transportation Demand Management program shall be submitted to the Community Development Department for its review and approval.</p>

		<p>10-3 The following mitigation measures shall be implemented during future development in the Plan Area:</p> <ul style="list-style-type: none"> • Parking in the Specific Plan area shall be provided at the minimum level required by the Lathrop Municipal Code. Shared parking shall be implemented when determined to be feasible. • Parking lot designs shall include clearly marked and shaded pedestrian pathways between transit facilities and building entrances, for projects adjacent to or containing transit facilities. • Buildings shall use Energy Star roofs, or equivalent, and shall be designed so that their orientation to take advantage of the winter sun and to shade building from the summer sun.
Project Consistency with Applicable GHG Reduction Plans	Less Than Significant	None
Impact of Climate Change on Project	Less Than Significant	None

Discussion:

These impacts were identified and discussed in Chapter 10, Global Climate Change (pages 10-1 through 8-12) of the Draft EIR. The EIR identified that Greenhouse Gas Emission (GHG) would result directly and indirectly from the construction and operation of land uses authorized by adoption of the LGBPSP. Potential construction sources would include GHG emissions from construction employee travel and the operation of heavy and light internal combustion construction equipment used in the construction process. The EIR identified this impact as significant and unavoidable and included Mitigation Measure 10-1 through 10-3 to reduce GHG emissions consistent with the Mitigation Measures in URBEMIS (GHG modeling software) as well as the use of green building techniques. The EIR identified that the project would be consistent with the reduction targets established by the Scoping Plan and San Joaquin Valley Air Pollution Control District’s (SJVAPCD) Climate Change Action Plan, the project would have an individual and cumulative impact that is less than significant. Lastly, the EIR identified that with the above Mitigation Measures, state and local regulations, and some project features in the Specific Plan would reduce many of the impacts climate change would have on the project. As a result, these impacts are considered less than significant.

The proposed modifications associated with the Modified Project do not represent substantial changes to the Original LGBPSP relating to Global Climate Change. As discussed in Chapter 2.0, Project Description, the Modified Project includes additional traffic analysis and a modification to the Local

Commercial/Industrial street section. As discussed in Section 15, Transportation/Circulation of this LGBPSP EIR Addendum, the Modified Project would result in fewer peak hour traffic trips, as provided within the updated Trip Generation and Transportation Impact Study as provided by Fehr & Peers. Specifically, the following represents the trip generation when compared to the Original Project EIR:

- *During the AM peak hour commute – 21.2% decrease with 659 fewer trips being generated by the LGBPSP (with 537 fewer inbound and 122 fewer outbound vehicle trips);*
- *During the PM peak hour commute – 34.3% decrease with 1,279 fewer trips being generated by the LGBPSP (367 fewer inbound and 912 fewer outbound vehicle trips); and*
- *During a weekday 24 hour time period – 25.4% decrease with 8,218 fewer trips being generated by the LGBPSP.*

Based on the reduction in AM peak hour, PM peak hour and weekday 24 hour daily trips, it is anticipated that Greenhouse Gas Impacts related to mobile sources would be less than those disclosed as part of the Original Project EIR. These modifications will not increase the severity of impacts beyond what was addressed in the Original Project. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

8. HAZARDS AND HUMAN HEALTH

Hazards and Hazardous Materials Impacts Associated with the Original LBSP	Impact Determination	Mitigation Adopted by the City:
Exposure of Construction Workers, Employees and Others to Existing Hazardous Materials	Less Than Significant	<p>11-1 The SJCEHD shall be notified by the ODS if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during excavation and dewatering activities. Any contaminated areas shall be remediated by the ODS in accordance with recommendations made by SJCEHD; RWQCB; DTSC; or other appropriate federal, state, or local regulatory agencies.</p> <p>11-2 Before demolition of any onsite buildings built prior to 1980, the ODS shall hire a qualified consultant to investigate whether any of these buildings contain asbestos containing materials and lead that could become friable or mobile during demolition activities. If found, the asbestos-containing materials and lead shall be removed by an accredited inspector 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 asbestos-containing materials and lead shall be disposed of properly at an appropriate offsite disposal facility.</p>
Use of Hazardous Materials in Construction and Operation	Less Than Significant	None
Potential Public Health Impacts Associated with Recycled Water	Less Than Significant	None
Potential Hazard Associated with Railroad Adjacent to Plan Area	Less Than Significant	None
High-Voltage Power Lines	Less Than Significant	None

Discussion:

These impacts were identified and discussed in Chapter 11, Hazards and Human Health (pages 11-1 through 11-12) of the Draft EIR. The EIR identified that potential of construction workers, employees, and others to hazardous materials on the project site is a potentially significant impact. As a result, Mitigation Measure 11-1 and 11-2 would reduce this impact to a less than significant level. The EIR identified the impact to offsite uses due to the transport of hazardous materials to and from the Plan Area is considered to be less than significant. Transportation of hazardous materials on area roadways are regulated by the California Highway Patrol and Caltrans, whereas use of these materials is regulated by the Department of Toxic Substances Control (DTSC), as outlined in Title 22 of the California Code of Regulations. In addition, the EIR identified the potential public health impacts associated with recycled water as a less than significant impact due to compliance with Title 22 health requirements (allowing better control of public contact). As discussed in the EIR, the project site is bounded on the east and west by Union Pacific Railroad lines, and the proposed development would be exposed to risks associated with train accidents. Based on general statistical information regarding railroad accidents, the risk is relatively low. Furthermore, the Union Pacific Railroad company has developed and implemented a security plan in compliance with the Department of Transportation Final Rule 49 CFR Part 172 Hazardous Materials (HM232): Security Requirements for Offerors and Transporters of Hazardous Materials. As a result, these treatments would avoid significant risk to future employees and visitors of the Plan Area and is less than significant. Lastly, there are “high-voltage” electrical lines located within the central portion of the Plan Area. The evidence for a risk of cancer or other human health concerns from EMF around power lines is “weak,” even in the vicinity of lines with much higher voltage; as a result, the project would not be subject to a significant EMF risk and is less than significant.

The proposed modifications associated with the Modified Project are not substantial changes to the Original LGBPSP. The modifications include additional traffic analysis and modification to the Local Commercial/Industrial street section. The Modified Project does not include any changes that would increase the severity of impacts beyond what was analyzed in the Original Project. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

9. LAND USE AND PLANNING

Land Use and Planning Impacts Associated with the Original LBPSP	Impact Determination	Mitigation Adopted by the City:
Consistency with San Joaquin County LAFCO	Less Than Significant	None
Consistency with City of Lathrop General Plan	Less Than Significant	None
Consistency with the Land Use and Resource Management Plan	Less Than Significant	None
Consistency with Existing Zoning	Less Than Significant	None
Conflict Between Existing Agricultural Lands and Future Non-Agricultural Proposed Land Uses Within the Plan Area	Less Than Significant	None

Discussion:

These impacts were identified and discussed in Chapter 12, Land Use (pages 12-1 through 12-10 of the Draft EIR. The EIR identified that the proposed project would not result in any known conflict with Local Agency Formation Commission (LAFCO) annexation policies and is a less than significant impact. Additionally, the EIR identified that the proposed project is consistent with and would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigation an environmental effect resulting in a less than significant impact as well as with the land use and resource management plan and the City of Lathrop Zoning Code.

The proposed modifications associated with the Modified Project are not substantial changes to the Original LGBPSP and include additional traffic analysis and modification to the Local Commercial/Industrial street section. The Modified Project does not include changes to the land use plan or expansion of the Plan Area. As a result, these modifications will not increase the severity of impacts beyond what was analyzed in the Original Project. There are no new impacts beyond what was addressed in the Original Project. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

10. HYDROLOGY AND WATER QUALITY

Hydrology and Water Quality Impacts Associated with the Original LBSP	Impact Determination	Mitigation Adopted by the City:
Direct Effects on Surface Water Features	Less Than Significant	13-1 Any proposed improvements within the San Joaquin River floodway shall be subject to the approval of the City Engineer and the Community Development Director as well as federal, state and local permit agencies with jurisdiction, including the US Army Corps of Engineers, the Central Valley Flood Protection, the Regional Water Quality Control Board, the San Joaquin County Flood Control and Water Conservation District, and the California Department of Fish and Game.
Changes in Volume or Flow in Surface Water Resources	Less Than Significant	None
Exposure of Proposed Development to Flooding Hazards	Less Than Significant	None
Project Construction Effects on Surface Water Quality	Less Than Significant	13-2 The ODS shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) for Lathrop Gateway Business Park construction activities and file a Notice of Intent (NOI) with the State Water Resources Control Board prior to commencement of construction activity. The SWPPPs shall be available on the construction site at all times. 13-3 Site development (i.e. construction) plans shall incorporate all applicable provisions of the SWPPP. The SWPPP shall be submitted to Public Works Department for approval.
Effects of Project Operation on Surface Water Quality	Less Than Significant	None
Effects of Recycled Water Use on Surface and Groundwater Quality	Less Than Significant	None

Discussion

These impacts were identified and discussed in Chapter 13, Hydrology and Water Quality (pages 13-1 through 13-14) of the Draft EIR. The EIR identified that construction of the outfall structure would be located within the San Joaquin River levee system and would involve potential effects on peak flows and potential biological impacts on wetlands and other aquatic resources in the vicinity of the stream channel. Construction within the levee system is subject to review and approval of the City of Lathrop as well as several agencies with jurisdiction, including the Central Valley Flood Protection Board and the Regional Water Quality Control Board. The EIR identified this as a potentially significant impact and included Mitigation Measure 13-1 to reduce the impact to a less than significant level. The EIR identified that with construction and operation of the proposed drainage system, development of the LGBPSP would not result in a significant effect on surface water volumes during storm periods. In addition, the Plan Area drainage system would involve construction of an outfall structure within the San Joaquin River levee system. With implementation of Mitigation Measures to minimize significant backwater effects (floodway capacity), this would reduce potential floodway impacts to a less than significant level.

The EIR identified that project construction effects on surface water quality would be a potentially significant impact due to the extensive construction activities in the Plan Area. Mitigation Measure 13-2 and 13-3 requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) to reduce the impact to a less than significant level. Operation of the urban uses proposed by the LGBPSP would involve no direct discharges to surface waters and effects of project operation on surface quality were identified as a less than significant impact. Lastly, the EIR identified effects of recycled water use on surface and groundwater quality as a less than significant impact.

The proposed modifications associated with the Modified Project are not substantial changes to the Original LGBPSP relating to Hydrology and Water Quality. The modified project includes an updated Transportation Impact Study and modification to the Local Commercial/Industrial street section. These modifications do not impact the Plan Area size or impacts associated with hydrology and water quality and do not increase the severity of impacts beyond what was addressed in the Original Project. There are no new impacts beyond what was addressed in the Original Project. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

11. NOISE

Noise Impacts Associated with the Original LBSP	Impact Determination	Mitigation Adopted by the City:
Traffic Noise Exposure at Existing Noise-sensitive Land Uses	Significant and Unavoidable	14-1 Rubberized asphalt shall be installed on the segments of Yosemite Avenue (between Swanson Road and Airport Way) and McKinley Avenue (between the south border of the Plan Area and just south of Bronzan Road). Because these segments are located within the jurisdiction of the City of Manteca, the City of Lathrop shall prepare and negotiate an inter-agency agreement on the apportionment of costs and responsibilities related to the installation of the rubberized asphalt. The ODS shall be responsible for all costs related to the agreement and installation of material.
Transportation-Related Noise Exposure in the Plan	Less Than Significant	14-2 Acoustically rated exterior doors and windows shall be installed at facades with line-of-sight to State Route 120. These upgraded windows and doors shall provide a minimum STC performance of 35.
Construction Noise Impacts	Less Than Significant	<p>14-3 Contractors performing grading and construction work in the Plan Area shall fit all internal combustion engines with factory-specified mufflers.</p> <p>14-4 Contractors performing grading and construction work in the Plan Area shall not place construction staging and heavy equipment storage areas within 500 feet of residential receivers to the south-southeast of the Plan Area.</p>

Discussion:

These impacts were identified and discussed in Chapter 14, Noise (pages 14-1 through 14-13) of the Draft EIR. The EIR identified that the noise study did not identify any significant noise impacts associated with potential land use activities in the Plan Area. The main noise impact associated with Plan Area development was the generation of traffic on local roadways. Impacts associated with projected-related traffic noise exposure would remain significant and unavoidable with the implementation of Mitigation Measure 14-1. Additionally, the noise study did not identify exposure to

noise from railroad operations as a significant impact. However, the study identified exposure to traffic noise from SR 120 as potentially significant. The implementation of Mitigation Measure 14-2 would reduce interior noise levels to a less than significant level. The EIR identified construction noise impacts as a potentially significant impact. However, implementation of Mitigation Measures 14-3 and 14-4 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 LGBPSP relating to Noise. The Modified Project, as described in Section 2.0, Project Description, includes additional traffic analysis and modification to the Local Commercial/Industrial street intersection. Given the fewer number of peak hour traffic trips that would occur as a result of the modifications to the Original LGBPSP project and the revised Transportation Impact Study (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 described in the Original Project EIR.

12. POPULATION, EMPLOYMENT AND HOUSING

Population, Employment and Housing Impacts Associated with the Original LBPSP	Impact Determination	Mitigation Adopted by the City:
Project Effects on Population Growth	Less Than Significant	None
Project Impacts on Employment	Less Than Significant	None
Project Impacts on Housing	Less Than Significant	None

Discussion:

These impacts were identified and discussed in Chapter 15, Population and Housing (pages 15-1 through 15-7) of the Draft EIR. The EIR identified that the development of the uses within the LBPSP would not result in any significant Population and Housing impacts.

The proposed modifications associated with the Modified Project are not substantial changes to the Original LBPSP relating to Population and Housing. The modifications include additional analysis with regards to traffic and modification to the Local Commercial/Industrial street section. The modifications will not increase the severity of impacts beyond what was addressed in the Original Project. There are no new impacts beyond what was addressed in the Original Project. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

13. PUBLIC SERVICES

Public Services Impacts Associated with the Original LBSP	Impact Determination	Mitigation Adopted by the City:
Impacts on Police Protection Services	Less Than Significant	<p>16-1 The ODS shall pay, prior to issuance of building permits, the appropriate City of Lathrop Capital Facility Fees for police and fire protection services. Also, prior to issuance of the first building permit for a project in the Specific Plan area, the ODS shall form a special assessment district that covers the Plan Area and provides adequate funding for the annual cost to provide City services specific to and directly benefiting the Plan Area. The City and the ODS shall determine the level of funding the special assessment district shall provide.</p> <p>16-2 The ODS shall incorporate access, water supply and other fire suppression and emergency access/response needs in the proposed project designs. Said designs shall be developed in consultation with the Fire, Police and Public Works Departments, and shall address such items as the mapping and measures deemed necessary to permit access of emergency vehicles and firefighting equipment, minimize response times and provide adequate evacuation routes.</p> <p>16-3 The ODS shall fence and monitor contractors' storage yards during the construction phases of the project to prevent theft and vandalism, and to reduce calls for assistance from the Police Department.</p>
Impact of Project on Fire Protection Services	Less Than Significant	<p>16-4 As development proceeds within the Plan Area, the City shall authorize occupancy of new structures only if confirmation of three to four-minute average emergency response times to the structures can be provided using Fire District methodologies. If the required response time cannot be satisfied, the ODS shall coordinate with the Fire District and identify potential alternative locations along Yosemite Avenue near D'Arcy Parkway, within the Plan Area, for a possible new fire station</p>

		<p>site.</p> <p>16-5 The ODS shall pay all applicable fire service fees and assessments required to fund its fair share of fire district facilities and services required to serve the Plan Area.</p> <p>16-6 The ODS shall install fire hydrants and water distribution facilities that will provide fire flows that are adequate to support the City's existing ISO rating and that conform to adopted Building Code Fire Safety Standards for all of the uses proposed within the Plan Area.</p> <p>16-7 The City shall not approve any structures in the Plan Area greater than 50 feet in height until the Fire District possesses appropriate equipment that can serve such heights. If site plans include structures greater than 50 feet, the ODS shall pay fees toward its fair share of this equipment.</p>
Impacts of Project on Solid Waste Generation	Less Than Significant	None
Impacts of Project on Schools	Less Than Significant	None
Impacts of Project on Parks and Recreation	Less Than Significant	None
Impacts of Project on Animal Control Services	Less Than Significant	<p>16-8 As identified in Mitigation Measure 16-1, prior to issuance of the first building permit for a project in the Specific Plan area, the ODS shall form a special assessment district that covers the Plan Area and provides adequate funding for the annual cost to provide City services specific to and directly benefiting the Plan Area. Animal Control Services shall be included in this community facilities district or an equivalent funding mechanism. The City and the ODS shall determine the level of funding the special assessment district shall provide.</p> <p>16-9 The ODS shall pay capital facilities fees to defray capital facility costs associated with an animal control facility.</p>

Discussion:

These impacts were identified and discussed in Chapter 16, Public Services (pages 16-1 through 16-12) of the Draft EIR. The EIR that impacts on police protection services could be a significant impact. The existing police station maintains some capacity for new development. However, at some point during development of the City, a new police station or other facility would be required to accommodate additional officers and administrative staff. It is City policy that development will pay for all City services that it requires, such as development impact fees. The impact to police protection services would be mitigated to a less than significant level with implementation of Mitigation Measures 16-1 through 16-3. The EIR identified the impacts on fire protection services as a potentially significant impact but would be reduced to a less than significant level with the implementation of Mitigation Measures 16-4 through 16-7. The proposed project would develop limited industrial, office/commercial and service commercial uses which would generate employees who would generate solid waste. The EIR identified that solid waste in the City of Lathrop is collected by Allied Waste Service and eventually transported to a landfill. The proposed project would not require the construction of new or improved facilities for solid waste and therefore, is a less than significant impact. The proposed project would be required to pay development impact fees as it relates to schools and therefore is a less than significant impact.

The proposed modifications associated with the Modified Project are not substantial changes to the Original LGBPSP relating to Public Services and Facilities. The new modifications include additional analysis with regards to traffic and modification to the Local Commercial/Industrial Street Section. The proposed project does not include any changes to public services and facilities. Therefore, the modifications will not increase the severity of impacts beyond what was addressed in the Original Project. There are no new impacts beyond what was addressed in the Original Project. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

14. PUBLIC UTILITIES

Public Utilities Impacts Associated with the Original LBSP	Impact Determination	Mitigation Adopted by the City:
Project Impacts on Water Supplies	Less Than Significant	None
Project Impacts on Water Supply Infrastructure, Including City Wells and Treatment Facilities	Less Than Significant	None
Project Impact on Wastewater Treatment Facilities	Less Than Significant	17-1 No element of the proposed project shall be occupied until both adequate treatment capacity at WRP-1, WRP-2, Lathrop-Manteca WQCF or another comparable wastewater treatment facility is available and wastewater infrastructure (e.g., pipelines) is in place to serve that portion of the Plan Area.
Project Impact on Wastewater Conveyance Systems	Less Than Significant	17-2 The ODS shall remove existing septic systems prior to development of the parcel in which the septic system is located. Removal shall be in accordance with the rules and regulations of the San Joaquin County Environmental Health Department.
Project Impact from Recycled Water Generation	Less Than Significant	None
Project Impact on Electrical Service	Less Than Significant	None
Project Impact on Natural Gas Supplies	Less Than Significant	None

Discussion:

These impacts were identified and discussed in Chapter 17, Public Utilities (pages 17-1 through 17-22) of the Draft EIR. The EIR identified that the City’s water supply study and project-specific Water Supply Assessment (WSA) concluded that, with the combined groundwater and SCSWSP surface water sources, there are adequate water supplies available to serve the Lathrop Gateway Business Park project for various scenarios. As a result, development of the LGBPSP would have a less than significant impact on project impacts on water supplies. The EIR identified that the project impacts to the City-wide water supply infrastructure would be less than significant. The EIR identified that impacts to wastewater treatment facilities could be a potentially significant impact but with the implementation of Mitigation Measure 17-1, this impact would be reduced to a less than significant level. In addition, the current wastewater disposal in the Plan Area is limited to private septic systems used by existing residences and other development. Since leaving septic systems in place could have adverse impacts such as soil and water contamination, this would be a potentially significant impact if the existing septic systems were not removed prior to development associated with the Specific Plan uses. This impact would be reduced to a less than significant impact with the implementation of Mitigation Measure 17-2.

Lastly, the EIR identified that project impacts from recycled water generation would be less than significant, as adequate storage and disposal areas are available to accommodate the quantity of recycled water to be generated by the buildout within the Plan Area.

The proposed modifications associated with the Modified Project are not substantial changes to the Original LGBPSP relating to Public Utilities. The Modified Project includes additional analysis with regards to traffic and a modification to the Local Commercial/Industrial street section, as described in Section 2.0: Project Description. These modifications will not increase the severity of impacts beyond what was addressed in the Original Project. There are no new impacts beyond what was addressed in the Original Project. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

15. Transportation/Circulation

Transportation/Circulation Impacts Associated with the Original LBSP	Impact Determination	Mitigation Adopted by the City:
Existing Plus Project (Year 2012/Phase 1) Intersection Operations Impacts	Significant and Unavoidable	<p>18-1 The ODS of properties within the Plan Area shall pay their “fair share” costs of the SU improvements identified below, or the costs of the following improvements shall be subject to reimbursement in conjunction with other development projects that contribute vehicle trips to these locations. If improvements have not been initiated or installed by others at the time of approval of the first development within the Lathrop Gateway Business Park Specific Plan, the ODS processing the initial project will be conditioned to complete the following improvements prior to issuance of occupancy permits and be reimbursed by other development projects that contribute vehicle trips to these locations:</p> <ul style="list-style-type: none"> • Install a traffic signal at the I-5 SB Ramps/Lathrop Road intersection under existing conditions and in coordination with ramp signalization at the NB ramps intersection. <i>Projected LOS with mitigation: “C” or better.</i> • Install a traffic signal at the I-5 NB Ramps/Lathrop Road intersection under existing conditions. <i>Projected LOS with mitigation: “C” or better.</i> • Provide exclusive right-turn lanes/pockets for the eastbound and westbound approaches at the McKinley Avenue/Lathrop Road intersection under Existing Plus Project conditions. <i>Projected LOS with mitigation: “D” or better.</i> • Install a traffic signal at the McKinley Avenue/Yosemite Avenue intersection under Existing Plus Project conditions. <i>Projected LOS with mitigation: “D” or better.</i>

		<p>18-2 The ODS shall pay their "fair share" costs towards a Joint Traffic Impact Fee established by the Cities of Lathrop and Manteca, or if not adopted, pay a "fair share" of costs towards the City of Manteca's traffic impact fee program to cover project responsibilities towards the following improvement (under either scenario, fair share costs shall be paid to the City of Lathrop for appropriate distribution):</p> <ul style="list-style-type: none"> • Provide exclusive right-turn lanes/pockets for the eastbound and westbound approaches at the Main Street/Louise Avenue intersection under existing conditions. <i>Projected LOS with mitigation: "D" or better.</i>
Existing Plus Project Roadway Segment Operations Impacts	Significant and Unavoidable	<p>18-3 The City of Lathrop shall ensure that the ODS pay their applicable Transportation Impact SU Fees for their "fair share" costs for the following freeway improvements.</p> <ul style="list-style-type: none"> • Add northbound lanes on Interstate 5 from I-205 to the SR 120 interchange, and widen Interstate 5 from the SR 120 interchange to the Lathrop Road interchange, as identified in the San Joaquin Regional Transportation Plan 2007. Project contribution towards regional traffic impact fees covers project responsibility for this freeway segment. • Widen the segment of SR 120 from I-5 to Yosemite Avenue from four to six lanes, as identified in the San Joaquin Regional Transportation Plan 2007. Project contribution towards regional traffic impact fees covers project responsibility for this freeway segment. • Widen the segment of SR 99 from SR 120 to Arch Road from four to six lanes along with interchange modifications, as identified in the San Joaquin Regional Transportation Plan 2007. Project contribution towards regional traffic impact fees covers project responsibility for this freeway segment.
Traffic Safety Impacts	Less Than Significant	<p>18-4 The ODS responsible for the first proposed project within the Lathrop Gateway Business LS Park Specific Plan area that introduces the use of semi-</p>

		trailers with a length of 48-feet as part of long-term operations will be required to identify STAA design deficiencies at the existing ramps at the SR 120/Yosemite Avenue interchange; engineer necessary improvements; obtain necessary approvals and permits from responsible agencies (i.e., City of Lathrop and Caltrans); and install necessary improvements prior to issuance of Certificate of Occupancy.
Public Transit Impacts	Less Than Significant	<p>18-5 In coordination with the SJRTD, the ODS shall provide for the extension of a bus route to LS the project site, either the existing Route 95 or another route, and shall provide at least one on-site bus stop for this route.</p> <p>18-6 The owner, developer or successors-in-interest (ODS) within the Lathrop Gateway Business Park Specific Plan area that will alter railroad crossings as a result of a proposed project within the plan area, shall include within engineered improvement plans railroad crossing safety measures. Improvements at crossings should include but are not limited to the following:</p> <ul style="list-style-type: none"> • Improve and/or install warning devices/signage • Improve traffic signaling at intersections near crossings • Install medians to prevent vehicles from driving around crossing gate • Prohibit on-street parking within 100 feet of a crossing • Install pedestrian-specific warning devices • Install sidewalks and barriers to channelize pedestrians to specific crossings • Consider the feasibility of pull out lanes for buses and vehicles carrying hazardous materials <p>The ODS shall seek the Public Utilities Commission’s approval for any modifications to existing railroad crossings.</p>
Impacts on Bicycle and Pedestrian Facilities	Less Than Significant	None

Discussion:

These impacts were identified and discussed in Chapter 18, Transportation/Circulation (Pages 18-1 through 18-21 of the Draft EIR. The EIR identified that the proposed project would have a potentially significant impact on existing plus project on intersections. The Original Project included a Traffic Impact Study which recommended several improvements, which are incorporated in Mitigation Measure 18-1 and 18-2. However, the impact continued to remain significant and unavoidable. In addition, the EIR identified that impacts on existing plus project roadway segment operations would be a significant and unavoidable impact even with the implementation of Mitigation Measure 18-3. The EIR identified the Original Project Transportation Impact Study did not identify any specific traffic safety issues with the project and as a result, is a less than significant impact. The EIR identified that impacts to public transit could be a potentially significant impact. However, the implementation of Mitigation Measure 18-4 would reduce this impact to a less than significant level. Lastly, the EIR identified that impacts on bicycle and pedestrian facilities would be less than significant level.

As discussed in Section 2.0, Project Description, of this Addendum, the Modified Project includes an updated Transportation Impact Study and a modification to the Local Commercial/Industrial Street Section. Fehr & Peers provided an updated Trip Generation and updated Transportation Impact Study to provide a trip generation analysis for the Project, which is described in detail below.

Trip Generation Analysis from Final Environmental Impact Report (EIR)

The estimated trip generation for the Original Project was prepared by Wood Rodgers (Transportation Impact Study) in the EIR for daily, AM peak hour, and PM peak hour conditions using trip rates published in the Trip Generation 8th Edition (Institute of Transportation Engineer (ITE), 2008). Table 1A and 1B below (Table 6 from the Transportation Impact Study) summarize the estimated trip generation of the project. Table 1 shows that the approved LGBPSP project is projected to generate 3,117 AM peak hour (with 2,606 inbound and 511 outbound), 3,739 PM peak hour (with 872 inbound and 2,867 outbound), and 32,398 new daily vehicle trips.

Table 1A. Trip Generation Rates Using ITE Trip Generation Manual (8th Edition)

Land Use Category	Trip Rate Source	ITE Use Code	Rate Unit	Daily Trip Rate/Unit	Weekday AM Peak Hour Trip Rate/Unit			Weekday PM Peak Hour Trip Rate/Unit		
					Total	In%	Out%	Total	In%	Out%
Office Park	ITE	750	KSF	11.3	1.63	89%	11%	1.42	14%	86%
Industrial Park	ITE	130	KSF	5.7	0.61	82%	18%	0.81	21%	79%
Shopping Center	ITE	820	KSF	54.3	1.18	61%	39%	5.15	49%	51%
High Cube Warehouse	ITE	152	KSF	2.2	0.11	65%	35%	0.11	33%	67%

Notes: 1. KSF = 1,000 Square Feet of Gross Area ITE = ITE Publication Trip Generation (Eighth Edition)
2. The above table indicates "average" trip rates as used in this analysis, consistent with information contained in the ITE Publication Trip Generation (Eighth Edition)

Table 1B. Proposed Project Trip Generation Volumes Using ITE Trip Generation Manual (8th Edition)

Land Use Category	Net Acreage	FAR Range	FAR Average	Units	Quantity	Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
							Total	In	Out	Total	In	Out
<i>Service Commercial (SC)</i>												
Office Park (25%)	20.75	0.15 to 0.66	0.43	KSF	389	4,459	657	585	72	570	80	490
Industrial Park (75%)	62.25	0.15 to 0.66	0.43	KSF	1,166	6,531	683	560	123	940	197	743
Service Commercial Subtotal	83.00					10,990	1,340	1,145	195	1,510	277	1,233
<i>Limited Industrial (LI)</i>												
Industrial Park (25%)	41.55	0.15 to 0.65	0.43	KSF	778	4,608	501	411	90	641	135	507
High Cube Warehouse (75%)	124.65	0.15 to 0.65	0.43	KSF	2,335	5,021	262	170	92	248	82	166
Limited Industrial Subtotal	166.20					9,629	763	581	182	889	217	673
<i>Commercial Office (CO)</i>												
Shopping Center (25%)	14.52	0.20 to 0.60	0.30	KSF	190	10,300	225	137	88	977	479	498
Office Park (75%)	43.58	0.20 to 0.60	0.30	KSF	569	6,343	904	805	99	791	111	680
Commercial Office Subtotal	58.10					16,643	1,129	942	187	1,768	590	1,178
Total Trips						37,262	3,232	2,668	564	4,167	1,083	3,084
Reduction for Trip Internalization (within the SP area)						-2,804	-70	-35	-35	-233	-116	-117
Net "External" Trip Generation						34,458	3,162	2,633	529	3,934	967	2,967
"Pass by" Trip Reduction for Retail Commercial Uses (20% of Shopping Center Trips)						-2,060	-45	-27	-18	-195	-95	-100
Total "New External" Trips						32,398	3,117	2,606	511	3,739	872	2,867

Notes: 1. KSF = 1,000 Square Feet of Gross Floor Area, FAR = Floor Area Ratio
2. Trip generation volumes were computed using the actual mathematical rate equations shown in ITE Trip Generation (Eighth Edition)
3. Fitted Curve Equation from the ITE Trip Generation Handbook June 2004 (pg 47) is used to estimate Retail Commercial pass-by trip percentage.
4. Internal Matching trips are computed using methodologies described in ITE Trip Generation Handbook (June 2004). Refer to the Appendix Exhibit 1 for trip internalization calculations.

Updated Project Trip Generation Analysis

Fehr and Peers was engaged by the City of Lathrop to update the project trip generation analysis using the ITE Trip Generation 10th Edition (ITE, 2017). Similar to the original Final Environmental Impact Report, an internal trip reduction of 2% AM, 5% PM, and 7% daily was applied to the 190,000 sq. ft. of shopping center space. In addition, a 20% pass-by-trip reduction was applied to the shopping center to account for future traffic volumes on Yosemite Avenue. As discussed in Section 2.0, Project Description and above, the Original Project Transportation Impact Study, dated April 2010 utilized the Trip Generation 8th Edition (ITE, 2008) to estimate the trip generation of the project. Since that time, there have been significant changes in the ITE Trip Generation assumptions for Commercial and Industrial land uses. These assumptions include but are not limited to:

- *Industrial land uses are estimated to have fewer employees per 1,000 sq. ft.*
- *Sizes of the facilities are not a one to one (1:1) relationship with regards to trip generation.*
- *Size of the industrial buildings does not equal an increase in the number of employees.*
- *A greater number of square footage is used for lobbies, cafeterias and employee amenities.*
- *More complimentary land uses are being developed in close proximity to Industrial and Commercial land uses.*
- *Industrial land uses will typically use off-peak shift changes, and many are not 8:00 a.m. to 5:00 p.m.*

As a result, Table 2A and 2B below shows that using the latest version of the ITE Trip Generation Manual, the approved LGBPSP project is projected to generated 2,458 AM Peak hour (with 2,069 inbound and 389 outbound), 2,460 PM peak hour (with 505 inbound and 1,955 outbound), and 24,180 new daily trips.

When compared with the Original Project Transportation Impact Study analysis, using the ITE Trip Generation 8th Edition, prepared by Wood Rodgers, the proposed Modified Project would result in the following:

- *During the AM peak hour commute – 21.2% decrease with 659 fewer trips being generated by the LGBPSP project (with 537 fewer inbound and 122 fewer outbound vehicle trips);*
- *During the PM peak hour commute – 34.3% decrease with 1,279 fewer trips being generated by the LGBPSP project (with 367 fewer inbound and 912 fewer outbound vehicle trips); and*
- *During a weekday 24 hour time period – 25.4% decrease with 8,218 fewer trips being generated by the LGBPSP project.*

Table 2A. Trip Generation Rates Using ITE Trip Generation Manual (10th Edition)

Land Use Category	Trip Rate Source	ITE Use Code	Rate Unit	Daily Trip Rate/Unit	Weekday AM Peak Hour Trip Rate/Unit			Weekday PM Peak Hour Trip Rate/Unit		
					Total	In%	Out%	Total	In%	Out%
Office Park	ITE	750	KSF	11.07	1.44	89%	11%	1.07	7%	93%
Industrial Park	ITE	130	KSF	3.37	0.40	81%	19%	0.40	21%	79%
Shopping Center	ITE	820	KSF	37.75	0.94	62%	38%	3.81	48%	52%
High Cube Warehouse	ITE	152	KSF	1.44	0.09	69%	31%	0.10	31%	69%

Notes: 1. KSF = 1,000 Square Feet of Gross Area ITE = ITE Publication Trip Generation (10th Edition - 2017)
 2. The above table indicates "average" trip rates as used in this analysis, consistent with information contained in the ITE Publication Trip Generation (Eighth Edition)

Table 2B. Proposed Project Trip Generation Volumes Using ITE Trip Generation Manual (10th Edition)

Land Use Category	Net Acreage	FAR Range	FAR Average	Units	Quantity	Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
							Total	In	Out	Total	In	Out
<i>Service Commercial (SC)</i>												
Office Park (25%)	20.75	0.15 to 0.66	0.43	KSF	389	4,306	560	499	62	416	29	387
Industrial Park (75%)	62.25	0.15 to 0.66	0.43	KSF	1,166	3,929	466	378	89	466	98	368
<i>Service Commercial Subtotal</i>	83.00					8,236	1,027	876	150	883	127	756
<i>Limited Industrial (LI)</i>												
Industrial Park (25%)	41.55	0.15 to 0.65	0.43	KSF	778	2,622	311	252	59	311	65	246
High Cube Warehouse (75%)	124.65	0.15 to 0.65	0.43	KSF	2,335	3,362	210	145	65	234	72	161
<i>Limited Industrial Subtotal</i>	166.20					5,984	521	397	124	545	138	407
<i>Commercial Office (CO)</i>												
Shopping Center (25%)	14.52	0.20 to 0.60	0.30	KSF	190	7,173	179	111	68	724	347	376
Office Park (75%)	43.58	0.20 to 0.60	0.30	KSF	569	6,299	819	729	90	609	43	566
<i>Commercial Office Subtotal</i>	58.10					13,471	998	840	158	1,333	390	943
Total Trips						27,691	2,546	2,113	433	2,760	655	2,105
Reduction for Trip Internalization (within the SP area)						-2,077	-52	-26	-26	-156	-78	-78
Net "External" Trip Generation						25,614	2,494	2,087	406	2,604	577	2,027
"Pass by" Trip Reduction for Retail Commercial Uses (20% of Shopping Center Trips)						-1,435	-36	-18	-18	-144	-72	-72
Total "New External" Trips						24,180	2,458	2,069	389	2,460	505	1,955

Notes: 1. KSF = 1,000 Square Feet of Gross Floor Area, FAR = Floor Area Ratio
 2. Trip generation volumes were computed using the actual mathematical rate equations shown in ITE Trip Generation (10th edition - 2017)
 3. Fitted Curve Equation from the ITE Trip Generation Handbook June 2004 (pg 47) is used to estimate Retail Commercial pass-by trip percentage.
 4. Internal Matching trips are computed using methodologies described in ITE Trip Generation Handbook (June 2004). Refer to the Appendix Exhibit 1 for trip internalization calculations.

Updated Roadway Design Year Volumes

The primary access to and from the LGBPSP area is the State Route 120 / Yosemite Avenue interchange and Yosemite Avenue between State Route 120 and McKinley Avenue. Additional access to and from the project site will be provided by the SR 120 / McKinley Avenue interchange and McKinley Avenue between State Route 120 and Yosemite Avenue that is being constructed by the City of Manteca and will open to traffic by Fall 2022.

Both roadways were the predominant impact and mitigation measures identified in the Transportation/Circulation Chapter (Chapter 18) and Cumulative Impacts (Chapter 19) of the LGBPSP EIR. Fehr and Peers prepared a detailed traffic analysis to determine the required roadway design for the following roadway segments:

- Yosemite Avenue – Between SR120 and Yosemite Court;
- Yosemite Avenue – Between Yosemite Court and D’Arcy Parkway;
- Yosemite Avenue – Between D’Arcy Parkway and McKinley Avenue;
- Yosemite Avenue – Between McKinley Avenue and City Limit; and
- McKinley Avenue – Between Yosemite Avenue Daniels Street.

The Fehr & Peers update to the Transportation Impact Study used the San Joaquin Council of Governments (SICOG) City of Lathrop and City of Manteca General Plan Model to determine the Daily Traffic Volume and the corresponding number of travel lanes for each of the five (5) roadway segments. The Goals and Policies of the City of Lathrop General Plan states that “arterial street proposals will assure volume-to-capacity ratios on all street sections at Level of Service C, and on all interchange ramps at Level of Service D. Table 1 below illustrates the number of travel lanes associated with the maximum ADT at Level of Service (LOS) thresholds.

Table 1: Roadway Segment Level of Service (LOS) Thresholds

Number of Lanes	Maximum ADT at LOS Level		
	LOS C	LOS D	LOS E
2	9,800	17,700	18,900
4	20,300	35,300	36,000
6	31,900	53,700	54,300

Source: Lathrop General Plan Update (2018)

Table 2 below illustrates the projected cumulative traffic volume on each of the five (5) roadway segments and includes build out of the following:

- Lathrop Gateway Business Park Specific Plan;
- South Lathrop Specific Plan;
- Crossroads Business Park;
- McKinley Corridor;
- City of Lathrop General Plan; and
- City of Manteca General Plan.

Table 2: Roadway Segment ADT Volume and Number of Required Lanes

Roadway Segment	ADT ¹	Required Number of Lanes
Yosemite Avenue – Between SR 120 and Yosemite Court	24,500	6 Lane Arterial (With a 16-foot center median)
Yosemite Avenue – Between Yosemite Court and D’Arcy Parkway	17,500	4 Lanes (With a 16-foot Center Median or Two-Way Left-Turn Lane)
Yosemite Avenue – Between D’Arcy Parkway and McKinley Avenue	12,000	4 Lanes (With a 16-foot Center Median or Two-Way Left-Turn Lane)
Yosemite Avenue – Between McKinley Avenue and City Limit	18,500	4 Lanes (With a 16-foot Center Median or Two-Way Left-Turn Lane)
McKinley Avenue – Between Yosemite Avenue Daniels Street	13,500	4 Lanes (With a 16-foot Center Median or Two-Way Left-Turn Lane)

Source: 1- SJCOG City of Lathrop and City of Manteca Regional Travel Demand Model

Results

The following represents the comparison between the results of the cumulative traffic analysis prepared by Fehr and Peers for the five (5) roadway segments above:

1. Yosemite Avenue – Between SR 120 and Yosemite Court should provide adequate right-of-way for a six (6) lane arterial, with three (3) travel lanes in each direction and a center median. The SR 120 / Yosemite Avenue interchange will be re-constructed to remove the westbound SR 120 diagonal on-ramp and construct a new loop on-ramp onto westbound SR 120. Traffic signals will be constructed at both westbound and eastbound SR 120 ramps. In addition, a traffic signal will be constructed at the Yosemite Avenue / Yosemite Court providing access into the Lathrop Gateway Business Park Specific Plan.
2. Yosemite Avenue – Between Yosemite Court and D’Arcy Parkway should provide adequate right-of-way for a four (4) lane arterial, with two (2) travel lanes in each direction and a center two-way left-turn lane or center median. The Yosemite Avenue / D’Arcy Parkway signalized intersection will be modified to include a fourth leg into the Lathrop Gateway Business Park Specific Plan
3. Yosemite Avenue – Between D’Arcy Parkway and McKinley Avenue should provide adequate right-of-way for a four (4) lane arterial, with two (2) travel lanes in each direction and a center two-way left-turn lane or center median. The Yosemite Avenue / McKinley Avenue intersection will be widened / improved and signalized.

4. Yosemite Avenue – Between McKinley Avenue and City Limit should provide adequate right-of-way for a four (4) lane arterial, with two (2) travel lanes in each direction. The Yosemite Avenue / UPRR railroad crossing will be widened / improved.
5. McKinley Avenue – Between Yosemite Avenue and Daniels Street should provide adequate right-of-way for a four (4) lane arterial, with two (2) travel lanes in each direction. The McKinley Avenue / UPRR railroad crossing will be widened / improved.

Conclusion

Based on the updated Traffic analysis prepared by Fehr and Peers, dated September 28, 2018, the mitigation measures included in the Final EIR for LGBPSP, including local and regional traffic impact fees based on fair share contribution, would not change with the updated trip generation analysis and the Modified Project. In addition, based on the result of the AM, PM, and Daily trip generation of the proposed project, **no additional impacts or mitigation measure are required**. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

16. CUMULATIVE

<i>Cumulative Impacts Associated with the Original LBSP</i>	<i>Impact Determination</i>	<i>Mitigation Adopted by the City:</i>	<i>Modified by Fehr & Peers Study, dated September 28, 2018</i>
Aesthetics	Cumulatively Considerable	None	N/A
Agriculture	Cumulatively Considerable	None	N/A
Air Quality	Cumulatively Considerable	None	N/A
Biological Resources	Less Than Considerable	None	N/A
Cultural Resources	Less Than Considerable	None	N/A
Geology and Soils	Less Than Considerable	None	N/A
Global Climate Change	Cumulatively Considerable	None	N/A
Hazards and Human Health	Less Than Considerable	None	N/A
Hydrology and Water Quality	Less Than Considerable	None	N/A
Land Use and Planning	Less Than Considerable	None	N/A
Noise	Less Than Considerable	None	N/A
Population and Housing	Less Than Considerable	None	N/A
Public Services	Cumulatively Considerable	None	N/A
Public Utilities: Water, Wastewater	Cumulatively Considerable	None	N/A

Public Utilities: Stormwater Conveyance	Less Than Considerable	None	N/A
Transportation/Circulation: Intersection Operations	Less Than Considerable	<p>19-1 If the necessary intersection improvements identified under the Cumulative Base (Current Project Site Condition) scenario (as identified on pages 19-24 through 19-27 of the Draft EIR) have not been constructed by the time construction development in the Specific Plan is ready to commence with the issuance of the first building permit, area begins, the ODS of properties proposed for development within the Plan Area shall identify and pay their “fair share” costs of these improvements. Once the City has identified and programmed them in the appropriate funding plan. If these improvements are not included in a City fee program at the time of project approvals (either a Joint Traffic Impact Fee or Cities of Lathrop and Manteca fee programs), the project applicant(s) shall pay its fair share towards the cost of these improvements into a road improvement trust fund to be administered by the City of Lathrop prior to the issuance of building permits. This trust fund shall fund improvements to intersections identified as operating unacceptably under cumulative conditions and not identified in a fee program.</p> <p>19-2 The ODS shall construct the following intersection improvements: The initial development(s) within the Commercial Office designation or Limited</p>	N/A

		<p>Industrial designation to the west of Guthmiller Road (Yosemite Avenue) shall install a traffic signal at the Gutmiller Road (Yosemite Avenue)/Project Access 1 intersection (intersection #36) and construct the intersection with the following lane geometrics:</p> <ul style="list-style-type: none"> • <i>Northbound Approach</i> – One left-turn lane, two through lanes, and one shared through-right lane. • <i>Southbound Approach</i> – One left-turn lane, two through lanes, and one shared through-right lane. • <i>Eastbound Approach</i> – One left-turn lane, one through lane, and one right lane • <i>Westbound Approach</i> – Two left turn lanes, and one shared through-right lane. <p>Due to this intersection's close proximity to the Yosemite Avenue/SR 120 interchange ramp intersections, appropriate signal interconnect/coordination between the two intersections shall be implemented.</p> <p><i>Projected LOS after mitigation: "D" or better.</i></p> <p>The initial development(s) within the Service Commercial designation north of Yosemite Avenue, between D'Arcy Parkway and McKinley Avenue; and the Limited Industrial designation south of Yosemite Avenue, between D'Arcy Parkway and McKinley Avenue shall install a traffic signal at the Yosemite Avenue/Project Access 2 intersection</p>	
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		<p>(intersection #37) and construct the intersection with the following lane geometrics:</p> <ul style="list-style-type: none"> • <i>Northbound Approach</i> – One left-turn lanes, and one shared through-right lane. • <i>Southbound Approach</i> – One left-turn lanes, and one shared through-right lane. • <i>Eastbound Approach</i> – One left-turn lane, two through lanes, and one shared through- right lane. • <i>Westbound Approach</i> – One left-turn lane, two through lanes, and one shared through-right lane. <p><i>Projected LOS after mitigation: "D" or better.</i></p> <p>The initial development(s) within the Service Commercial designation east of McKinley Avenue and the Limited Industrial designation west of McKinley Avenue, between D'Arcy Parkway and McKinley Avenue shall install a traffic signal at the McKinley Avenue/Project Access 3 intersection (intersection #38) and construct the intersection with the following lane geometrics:</p> <ul style="list-style-type: none"> • <i>Northbound Approach</i> – One left-turn lane, two through lanes and one right lane. • <i>Southbound Approach</i> – One left-turn lane, two through lanes and one right lane. • <i>Eastbound Approach</i> – One left-turn lane, and one shared through-right lane. 	
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		<ul style="list-style-type: none"> • <i>Westbound Approach</i> – One left-turn lane, and one shared through-right lane. <p><i>Projected LOS after mitigation: "C" or better.</i></p> <p>The initial development(s) within the Service Commercial designation south of Yosemite Avenue and east of McKinley Avenue shall install a traffic signal at the Yosemite Avenue/Project Access 4 (intersection #39) intersection and construct the intersection with the following lane geometrics:</p> <ul style="list-style-type: none"> • <i>Northbound Approach</i> – One left-turn lane, and one right-turn lane. • <i>Eastbound Approach</i> – One left-turn lane, two through lanes, and one shared through- right lane. • <i>Westbound Approach</i> – One left-turn lane, and three through lanes. <p><i>Projected LOS after mitigation: "C" or better.</i></p> <p>The initial development(s) within the Limited Industrial designation south of Yosemite Avenue, not accessed by improvements at intersections #37 and #38 shall construct the D'Arcy Parkway/Yosemite Avenue/Project Access 5 intersection with the following lane geometrics:</p> <ul style="list-style-type: none"> • <i>Northbound Approach</i> – One left-turn lane, one through lane, and one right-turn lane. 	
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		<ul style="list-style-type: none"> • <i>Southbound Approach</i> – Two left-turn lanes, and one shared through-right lane. • <i>Eastbound Approach</i> – Two left-turn lanes, two through lanes, and one shared through-right lane. • <i>Westbound Approach</i> – One left-turn lane, three through lanes, and one right-turn lane. <p><i>Projected LOS after mitigation: "D" or better.</i></p> <p>The initial development within the Specific Plan area shall install a traffic signal at the McKinley Avenue/Yosemite Avenue intersection. The initial development within either the Service Commercial or Limited Industrial designations located adjacent to this intersection and shall construct the intersection with these additions to the geometrics required under Cumulative Base conditions:</p> <ul style="list-style-type: none"> • <i>Northbound Approach</i> – Add one left-turn lane and one right-turn lane. • <i>Southbound Approach</i> – Add one right-turn lane. • <i>Eastbound Approach</i> – Add one through lane and one right-turn lane. • <i>Westbound Approach</i> – Add one through lane and one right-turn lane. <p><i>Projected LOS after mitigation: "D" or better</i></p>	
Roadway Segment Operations	Cumulatively Considerable	19-3 The ODS shall widen Guthmiller Road/Yosemite Avenue from two to six lanes from the CC SR 120 interchange to the eastern boundary of the Specific Plan	19-3 <i>The ODS shall widen Guthmiller Road/Yosemite Avenue from two to six lanes from the SR 120 interchange to the eastern</i>

		<p>area, prior to buildout of 80% of the Lathrop Gateway Business Park Specific Plan (equivalent to 34,300 average annual daily trips (AADT) on this roadway segment). cumulative full build out (year 2030).</p> <p>19-4 The ODS shall pay “fair share” costs towards both the preparation and completion of a Project Study Report (PSR) in order to identify the long-range improvements necessary at the SR 120/Yosemite Avenue interchange, as well as their "fair share" towards the reconstruction of the SR 120/Yosemite Avenue-Guthmiller Road interchange. Preparation of the PSR shall commence with the development of Phase 1 of the specific plan and shall be prepared pursuant to Caltrans requirements. Reconstruction of the SR 120/Yosemite Avenue interchange shall commence once 40% of the Lathrop Gateway Business Park Specific Plan is built out.</p> <p>19-5 The ODS shall pay "fair share" costs towards a Joint Traffic Impact Fee established by the Cities of Lathrop and Manteca, or if not adopted, pay a “fair share” of costs towards the City of Manteca’s traffic impact fee to cover project responsibilities towards the following improvement (under either scenario, fair share costs shall be paid to the City of Lathrop for appropriate distribution):</p> <p>The Main Street/Yosemite Avenue intersection shall have</p>	<p>boundary of the Specific Plan area, <u>consistent with Chapter 4.0, Transportation and Circulation in the LGBPSP and the updated Traffic Analysis by Fehr and Peers, dated September 28, 2018.</u>prior to buildout of 80% of the Lathrop Gateway Business Park Specific Plan (equivalent to 34,300 average annual daily trips (AADT) on this roadway segment).</p>
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		<p>the following lane geometrics:</p> <ul style="list-style-type: none"> • <i>Northbound Approach</i> – Two left-turn lanes, and one shared through-right lane. • <i>Southbound Approach</i> – One left-turn lane, one through lane, and one shared through-right lane. • <i>Eastbound Approach</i> – One left-turn lane, two through lanes, and one right-turn lane. • <i>Westbound Approach</i> – One left-turn lane, one through lane, and one shared through- right lane. 	
Public Transit, Bicycle and Pedestrian Transportation	Less Than Considerable	None	Not Modified
<p><i>Mitigation Measure Key Code: ODS=Owners, developers and/or successors-in-interest; S=Significant; CC=Cumulatively Considerable; PS=Potentially Significant; LS=Less than Significant; LC=Less than Considerable; SOC Adopted=Statement of Overriding Considerations previously adopted.</i></p>			

Discussion

The above cumulative impacts were identified and discussed throughout Chapter 19 (pages 19-1 through 19-33) of the Original Project. The EIR identified that cumulative on Transportation/Circulation could be potentially significant on intersection operations and roadway segment operations. To reduce these impacts, Mitigation Measures 19-1 through 19-5 address cumulative conditions though the impacts would remain significant and unavoidable.

As discussed in Section 2.0, *Project Description*, of this Addendum, the Modified Project includes an updated Transportation Impact Study and a modification to the Local Commercial/Industrial Street Section. Fehr & Peers provided an updated Trip Generation and updated Transportation Impact Study to provide a trip generation analysis for the Project, which is described in detail below.

As discussed in Section 15, Transportation/Circulation, based on the updated Traffic analysis prepared by Fehr and Peers, the mitigation measures included in the Final EIR for LGBPSP Cumulative Impacts, including local and regional traffic impact fees based on fair share contribution and intersection improvements, would not change with the updated trip generation analysis and the Modified Project. In addition, the cumulative impact mitigation measures related to roadway segments, with the exception of Mitigation Measure 19-3, would not change with the updated trip generation analysis and the Modified Project.

Mitigation Measure 19-3 requires the ODS to widen Guthmiller Road/Yosemite Avenue from two (2) to six (6) lanes from the SR 120 interchange to the eastern boundary of the Specific Plan area, prior to buildout of 80% of the Lathrop Gateway Business Park Specific Plan (equivalent to 34,300 average annual daily trips (AADT)). As discussed in the updated Transportation Impact Study, the ADT for Yosemite Avenue between

SR 120 and the City Limit to the east would be between 18,500 and 24,500 ADT. This is attributable to the reduction in trips based on the new ITE Trip Generate rates (10th Edition versus the 8th Edition) and the opening of the new McKinley Avenue and SR 120 Interchange (Year 2022). As a result, Mitigation Measure 19-3 will be amended to be consistent with the LGBPSP and the updated Traffic analysis prepared by Fehr & Peers. **No additional impacts or mitigation measures are required.** Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

Revised Mitigation Measures

19-3 The ODS shall widen Guthmiller Road/Yosemite Avenue ~~from two to six lanes~~ from the SR 120 interchange to the eastern boundary of the Specific Plan area, consistent with Chapter 4.0, Transportation and Circulation in the LGBPSP and the updated Traffic Analysis by Fehr and Peers, dated September 28, 2018, ~~prior to buildout of 80% of the Lathrop Gateway Business Park Specific Plan (equivalent to 34,300 average annual daily trips (AADT) on this roadway segment).~~

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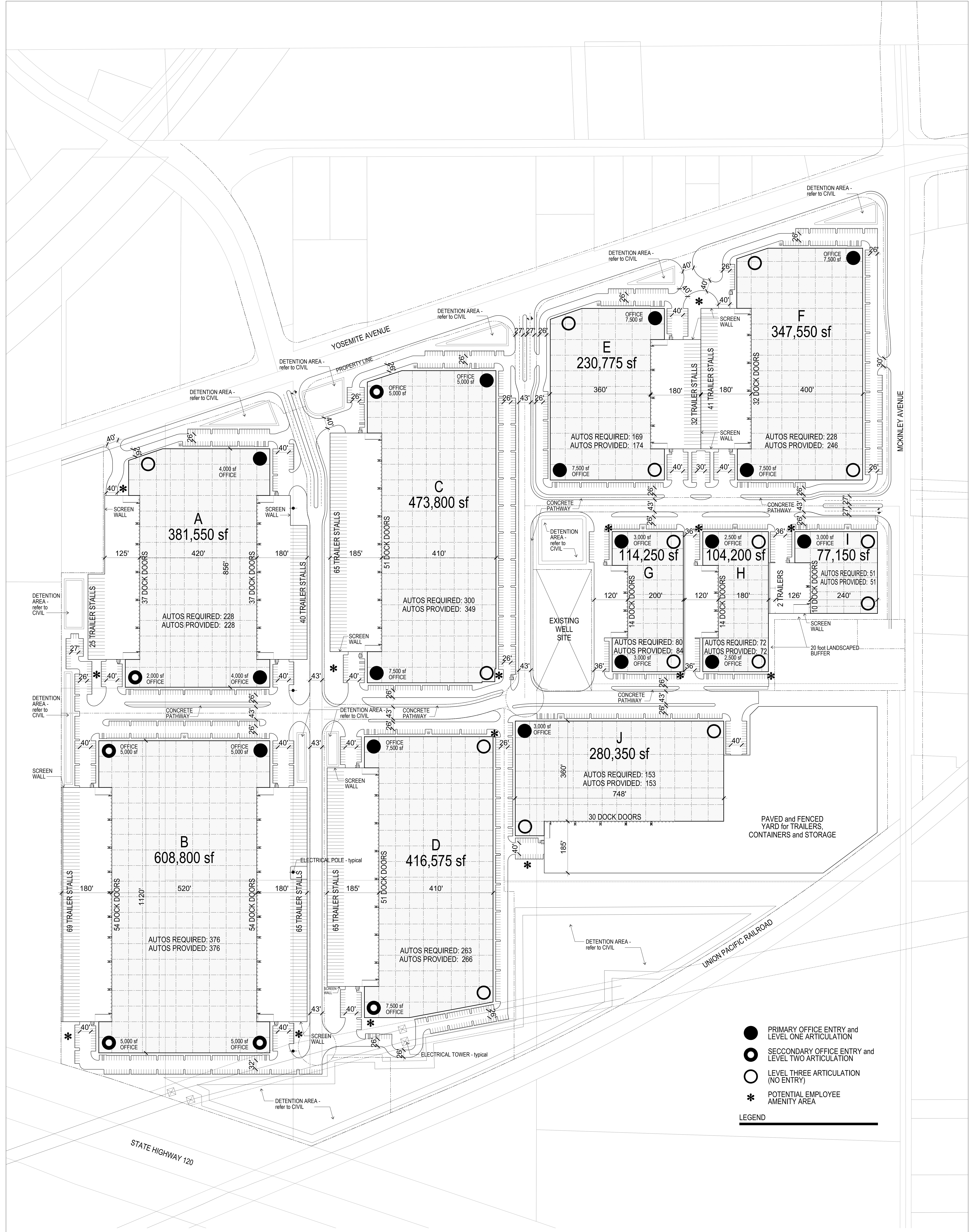
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Appendix A

Phelan Lathrop Gateway Overall Site Plan

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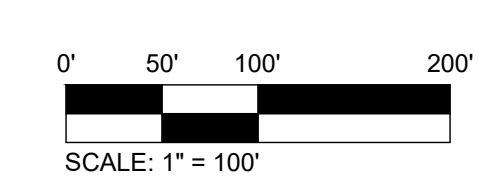


- PRIMARY OFFICE ENTRY and LEVEL ONE ARTICULATION
 - SECONDARY OFFICE ENTRY and LEVEL TWO ARTICULATION
 - LEVEL THREE ARTICULATION (NO ENTRY)
 - * POTENTIAL EMPLOYEE AMENITY AREA
- LEGEND**

MASTER SITE PLAN

23 May 2018

PHELAN GATEWAY
Lathrop, California



PHELAN
DEVELOPMENT
450 Newport Center Drive, Suite 405
Newport Beach, CA 92660

Appendix B

**Lathrop Gateway Business Park Specific Plan (LGBPSP) Project Trip Generation and Traffic Analysis, prepared
by Fehr and Peers, dated September 28, 2018**

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September 28, 2018

Mr. Mark Meissner
Community Development Director
City of Lathrop
390 Towne Center Drive
Lathrop, CA 95330

Cc: Mr. Glenn Gebhardt
City Engineer

**RE: *Lathrop Gateway Business Park Specific Plan (LGBPSP)*
*Project Trip Generation and Traffic Analysis***

RS18-3709

Dear Mr. Meissner:

This Technical Memorandum presents the results of the trip generation and traffic analysis completed for the Lathrop Gateway Business Park Specific Plan (LGBPSP) Project located north of the SR 120 / Yosemite Avenue interchange in the City of Lathrop, CA. Using the trip generation analysis documented on Table 6 of the Lathrop Gateway Specific Plan Transportation Impact Study, a detailed AM peak hour, PM peak hour, and Daily trip generation analysis was completed to determine if using the Institute of Transportation Engineer (ITE) Trip Generation Handbook Tenth Edition (2017) versus Eight Edition (2008) would result in additional traffic impacts beyond those identified and mitigated in the Lathrop Gateway Business Park Specific Plan Environmental Impact Report.

[Trip Generation Analysis from Final Environmental Impact Report \(EIR\)](#)

The trip generation of the proposed project was estimated in the EIR for Daily, AM peak hour, and PM peak hour conditions using trip rates published in the *Trip Generation 8th Edition* (ITE, 2008). Table 1A and 1B (Table 6 from the Transportation Impact Study) summarizes the estimated trip generation of the project. Based on the project's land use plan, the shopping center space (190,000 square feet) would provide complimentary land uses to serve the employees working at the over 4.5 million square feet of office park, industrial park, and high cube warehousing space. Therefore, an internal trip reduction of 2% AM, 5% PM, and 7% daily as applied to the 190,000 square feet of shopping center space. In addition, a 20% pass-by trip reduction was applied to the shopping center trips to account for future traffic volumes on Yosemite Avenue. Table 1 shows that the approved Lathrop Gateway Business Park Specific Plan Project is projected to generate 3,117 AM peak hour (with 2,606 inbound and 511 outbound), 3,739 PM peak hour (with 872 inbound and 2,867 outbound), and 32,398 new daily vehicle trips.

Table 1A. Trip Generation Rates Using ITE Trip Generation Manual (8th Edition)

Land Use Category	Trip Rate Source	ITE Use Code	Rate Unit	Daily Trip Rate/Unit	Weekday AM Peak Hour Trip Rate/Unit			Weekday PM Peak Hour Trip Rate/Unit		
					Total	In%	Out%	Total	In%	Out%
Office Park	ITE	750	KSF	11.3	1.63	89%	11%	1.42	14%	86%
Industrial Park	ITE	130	KSF	5.7	0.61	82%	18%	0.81	21%	79%
Shopping Center	ITE	820	KSF	54.3	1.18	61%	39%	5.15	49%	51%
High Cube Warehouse	ITE	152	KSF	2.2	0.11	65%	35%	0.11	33%	67%

Notes: 1. KSF = 1,000 Square Feet of Gross Area ITE = ITE Publication Trip Generation (Eighth Edition)
2. The above table indicates "average" trip rates as used in this analysis, consistent with information contained in the ITE Publication Trip Generation (Eighth Edition)

Table 1B. Proposed Project Trip Generation Volumes Using ITE Trip Generation Manual (8th Edition)

Land Use Category	Net Acreage	FAR Range	FAR Average	Units	Quantity	Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
							Total	In	Out	Total	In	Out
<i>Service Commercial (SC)</i>												
Office Park (25%)	20.75	0.15 to 0.66	0.43	KSF	389	4,459	657	585	72	570	80	490
Industrial Park (75%)	62.25	0.15 to 0.66	0.43	KSF	1,166	6,531	683	560	123	940	197	743
<i>Service Commercial Subtotal</i>	83.00					10,990	1,340	1,145	195	1,510	277	1,233
<i>Limited Industrial (LI)</i>												
Industrial Park (25%)	41.55	0.15 to 0.65	0.43	KSF	778	4,608	501	411	90	641	135	507
High Cube Warehouse (75%)	124.65	0.15 to 0.65	0.43	KSF	2,335	5,021	262	170	92	248	82	166
<i>Limited Industrial Subtotal</i>	166.20					9,629	763	581	182	889	217	673
<i>Commercial Office (CO)</i>												
Shopping Center (25%)	14.52	0.20 to 0.60	0.30	KSF	190	10,300	225	137	88	977	479	498
Office Park (75%)	43.58	0.20 to 0.60	0.30	KSF	569	6,343	904	805	99	791	111	680
<i>Commercial Office Subtotal</i>	58.10					16,643	1,129	942	187	1,768	590	1,178
Total Trips						37,262	3,232	2,668	564	4,167	1,083	3,084
Reduction for Trip Internalization (within the SP area)						-2,804	-70	-35	-35	-233	-116	-117
Net "External" Trip Generation						34,458	3,162	2,633	529	3,934	967	2,967
"Pass by" Trip Reduction for Retail Commercial Uses (20% of Shopping Center Trips)						-2,060	-45	-27	-18	-195	-95	-100
Total "New External" Trips						32,398	3,117	2,606	511	3,739	872	2,867

Note: 1. KSF = 1,000 Square Feet of Gross Floor Area, FAR = Floor Area Ratio
2. Trip generation volumes were computed using the actual mathematical rate equations shown in ITE Trip Generation (Eighth Edition)
3. Fitted Curve Equation from the ITE Trip Generation Handbook June 2004 (pg 47) is used to estimate Retail Commercial pass-by trip percentage.
4. Internal Matching trips are computed using methodologies described in ITE Trip Generation Handbook (June 2004). Refer to the Appendix Exhibit 1 for trip internalization calculations.

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Updated Project Trip Generation Analysis

Under this scenario, the project trip generation analysis was updated using the Institute of Transportation Engineer (ITE) *Trip Generation 10th Edition* (ITE, 2017). Similar to the original Final Environmental Impact Report, an internal trip reduction of 2% AM, 5% PM, and 7% daily was applied to the 190,000 square feet of shopping center space for trips between complimentary land uses located with the Lathrop Gateway Business Park Specific Plan Project. In addition, a 20% pass-by trip reduction was applied to the shopping center trips to account for future traffic volumes already on Yosemite Avenue that would decide to shop at Lathrop Gateway on their way to their final destination.

Table 2 shows that using the latest version of the ITE *Trip Generation Manual*, the approved Lathrop Gateway Business Park Specific Plan Project is projected to generate 2,458 AM peak hour (with 2,069 inbound and 389 outbound), 2,460 PM peak hour (with 505 inbound and 1,955 outbound), and 24,180 new daily vehicle trips.

For comparison to the FEIR Traffic Analysis, this represents the following changes:

- During the AM peak hour commute – 21.2% decrease with 659 fewer trips being generated by the Lathrop Gateway Business Park Specific Plan Project (with 537 fewer inbound and 122 fewer outbound vehicle trips);
- During the PM peak hour commute – 34.3% decreases with 1,279 fewer trips being generated by the Lathrop Gateway Business Park Specific Plan Project (with 367 fewer inbound and 912 fewer outbound vehicle trips); and
- During a weekday 24 hour time period – 25.4% decreases with 8,218 fewer trips being generated by the Lathrop Gateway Business Park Specific Plan Project.

Updated Yosemite Avenue Design Year Volumes

The primary access to and from the project site is the State Route 120 / Yosemite Avenue interchange and Yosemite Avenue between State Route 120 and McKinley Avenue. Additional access to and from the project site will be provided by the SR 120 / McKinley Avenue interchange and McKinley Avenue between State Route 120 and Yosemite Avenue that is being constructed by the City of Manteca and will be open to traffic by Fall 2022.

Table 2A. Trip Generation Rates Using ITE Trip Generation Manual (10th Edition)

Land Use Category	Trip Rate Source	ITE Use Code	Rate Unit	Daily Trip Rate/Unit	Weekday AM Peak Hour Trip Rate/Unit			Weekday PM Peak Hour Trip Rate/Unit		
					Total	In%	Out%	Total	In%	Out%
Office Park	ITE	750	KSF	11.07	1.44	89%	11%	1.07	7%	93%
Industrial Park	ITE	130	KSF	3.37	0.40	81%	19%	0.40	21%	79%
Shopping Center	ITE	820	KSF	37.75	0.94	62%	38%	3.81	48%	52%
High Cube Warehouse	ITE	152	KSF	1.44	0.09	69%	31%	0.10	31%	69%

Notes: 1. KSF = 1,000 Square Feet of Gross Area ITE = ITE Publication Trip Generation (10th Edition - 2017)
 2. The above table indicates "average" trip rates as used in this analysis, consistent with information contained in the ITE Publication Trip Generation (Eighth Edition)

Table 2B. Proposed Project Trip Generation Volumes Using ITE Trip Generation Manual (10th Edition)

Land Use Category	Net Acreage	FAR Range	FAR Average	Units	Quantity	Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
							Total	In	Out	Total	In	Out
<i>Service Commercial (SC)</i>												
Office Park (25%)	20.75	0.15 to 0.66	0.43	KSF	389	4,306	560	499	62	416	29	387
Industrial Park (75%)	62.25	0.15 to 0.66	0.43	KSF	1,166	3,929	466	378	89	466	98	368
<i>Service Commercial Subtotal</i>	83.00					8,236	1,027	876	150	883	127	756
<i>Limited Industrial (LI)</i>												
Industrial Park (25%)	41.55	0.15 to 0.65	0.43	KSF	778	2,622	311	252	59	311	65	246
High Cube Warehouse (75%)	124.65	0.15 to 0.65	0.43	KSF	2,335	3,362	210	145	65	234	72	161
<i>Limited Industrial Subtotal</i>	166.20					5,984	521	397	124	545	138	407
<i>Commercial Office (CO)</i>												
Shopping Center (25%)	14.52	0.20 to 0.60	0.30	KSF	190	7,173	179	111	68	724	347	376
Office Park (75%)	43.58	0.20 to 0.60	0.30	KSF	569	6,299	819	729	90	609	43	566
<i>Commercial Office Subtotal</i>	58.10					13,471	998	840	158	1,333	390	943
Total Trips						27,691	2,546	2,113	433	2,760	655	2,105
Reduction for Trip Internalization (within the SP area)						-2,077	-52	-26	-26	-156	-78	-78
Net "External" Trip Generation						25,614	2,494	2,087	406	2,604	577	2,027
"Pass by" Trip Reduction for Retail Commercial Uses (20% of Shopping Center Trips)						-1,435	-36	-18	-18	-144	-72	-72
Total "New External" Trips						24,180	2,458	2,069	389	2,460	505	1,955

Note: 1. KSF = 1,000 Square Feet of Gross Floor Area, FAR = Floor Area Ratio
 2. Trip generation volumes were computed using the actual mathematical rate equations shown in ITE Trip Generation (10th edition - 2017)
 3. Fitted Curve Equation from the ITE Trip Generation Handbook June 2004 (pg 47) is used to estimate Retail Commercial pass-by trip percentage.
 4. Internal Matching trips are computed using methodologies described in ITE Trip Generation Handbook (June 2004). Refer to the Appendix Exhibit 1 for trip internalization calculations.

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Both roadways were the predominant impact and mitigation measure identified in the Transportation Chapter of the FEIR. Therefore, a detailed traffic analysis was completed to determine the required roadway design for the following roadway segments:

- Yosemite Avenue – Between SR 120 and Yosemite Court;
- Yosemite Avenue – Between Yosemite Court and D’Arcy Parkway;
- Yosemite Avenue – Between D’Arcy Parkway and McKinley Avenue;
- Yosemite Avenue – Between McKinley Avenue and City Limit; and
- McKinley Avenue – Between Yosemite Avenue Daniels Street.

Using the San Joaquin Council of Governments (SJCOG) City of Lathrop and City of Manteca General Plan Model the Daily Traffic Volumes were determined and the corresponding number of travel lanes determined for each of the five (5) roadway segments identified above. Table 3 presents the maximum Average Daily Traffic (ADT) Volume and Level of Service Thresholds for LOS C, LOS D, and LOS E Conditions from the City of Lathrop General plan Update.

TABLE 3: ROADWAY SEGMENT LEVEL OF SERVICE (LOS) THRESHOLDS

Number of Lanes	Maximum ADT at LOS Level		
	LOS C	LOS D	LOS E
2	9,800	17,700	18,900
4	20,300	35,300	36,000
6	31,900	53,700	54,300

Source: *Lathrop General Plan Update (2018)*

The goals and policies of the current City of Lathrop General Plan (Page 4-B-2) states that “arterial street proposals will assure volume-to-capacity ratios on all street sections at Level of Service C, and on all interchange ramps at Level of Service D. The five segments being analyzed are all defined as local street sections and Level of Service C standards.

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Table 4 presents the projected cumulative traffic volume on each of the five roadway segments and includes build out of the following:

- Lathrop Gateway Business Park Specific Plan;
- South Lathrop Specific Plan;
- Crossroads Business Park;
- McKinley Corridor;
- City of Lathrop General Plan; and
- City of Manteca General Plan.

TABLE 4: ROADWAY SEGMENT ADT VOLUME AND NUMBER OF REQUIRED LANES

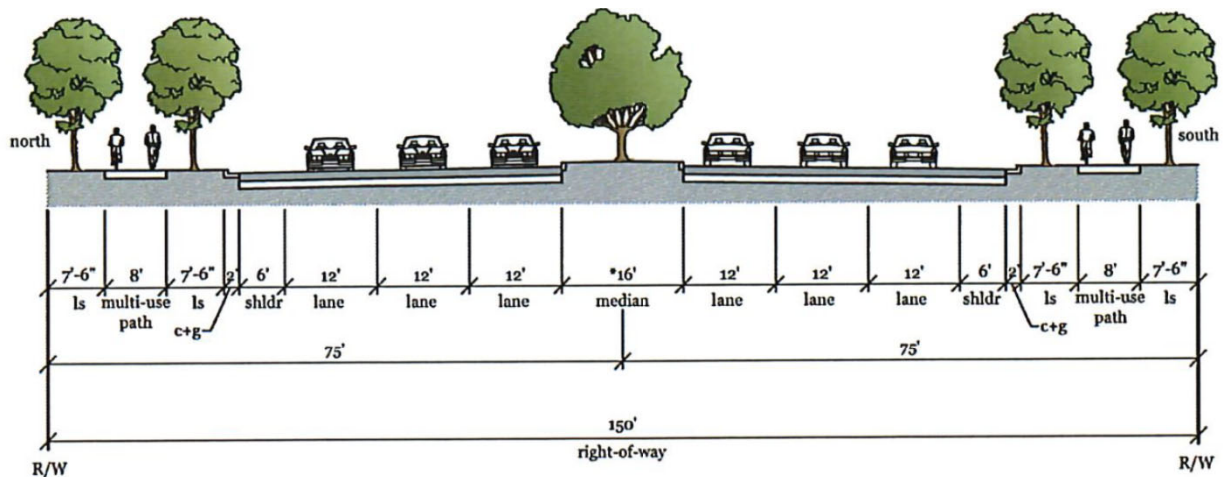
Roadway Segment	ADT ¹	Required Number of Lanes
Yosemite Avenue – Between SR 120 and Yosemite Court	24,500	6 Lane Arterial (With a 16-foot center median)
Yosemite Avenue – Between Yosemite Court and D’Arcy Parkway	17,500	4 Lanes (With a 16-foot Center Median or Two-Way Left-Turn Lane)
Yosemite Avenue – Between D’Arcy Parkway and McKinley Avenue	12,000	4 Lanes (With a 16-foot Center Median or Two-Way Left-Turn Lane)
Yosemite Avenue – Between McKinley Avenue and City Limit	18,500	4 Lanes (With a 16-foot Center Median or Two-Way Left-Turn Lane)
McKinley Avenue – Between Yosemite Avenue Daniels Street	13,500	4 Lanes (With a 16-foot Center Median or Two-Way Left-Turn Lane)

Source: 1- SJCOCG City of Lathrop and City of Manteca Regional Travel Demand Model

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The primary results of the analysis are:

1. Yosemite Avenue – Between SR 120 and Yosemite Court should provide adequate right of way for a 6-lane arterial, with three travel lanes in each direction and a center median. The SR 120 / Yosemite Avenue interchange will be re-constructed to remove the westbound SR 120 diagonal on-ramp and construct a new loop on-ramp onto westbound SR 120. Traffic signals will be constructed at both westbound and eastbound SR 120 ramps. In addition, a traffic signal will be constructed at the Yosemite Avenue / Yosemite Court providing access into the Lathrop Gateway Business Park Specific Plan.



6-Lane Arterial

(Guthmiller/Yosemite Avenue, Highway 120 to Yosemite Court)
 150' Right-of-Way

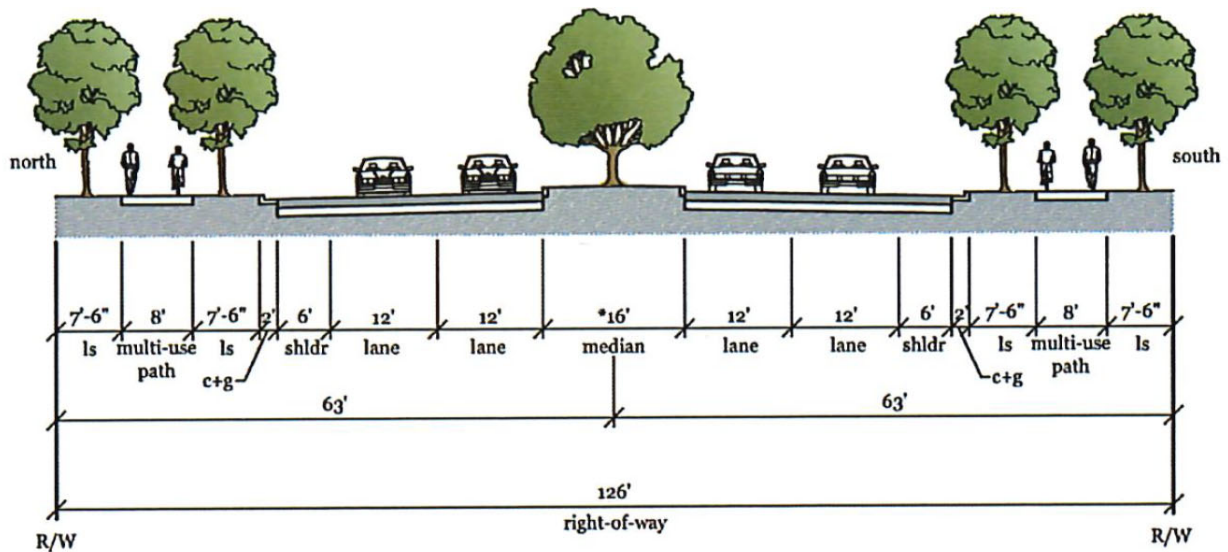
Source: Lathrop Gateway Business Park Specific Plan

2. Yosemite Avenue – Between Yosemite Court and D'Arcy Parkway should provide adequate right of way for a 4-lane arterial, with two travel lanes in each direction and a center two-way left-turn lane or center median. The Yosemite Avenue / D'Arcy Parkway signalized intersection will be modified to include a fourth leg into the Lathrop Gateway Business Park Specific Plan
3. Yosemite Avenue – Between D'Arcy Parkway and McKinley Avenue should provide adequate right of way for a 4-lane arterial, with two travel lanes in each direction and a center two-way left-turn lane or center median. The Yosemite Avenue / McKinley Avenue intersection will be widened / improved and signalized.

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The primary results of the analysis are (continued):

4. Yosemite Avenue – Between McKinley Avenue and City Limit should provide adequate right of way for a 4-lane arterial, with two travel lanes in each direction. The Yosemite Avenue / UPRR railroad crossing will be widened / improved.
5. McKinley Avenue – Between Yosemite Avenue and Daniels Street should provide adequate right of way for a 4-lane arterial, with two travel lanes in each direction. The McKinley Avenue / UPRR railroad crossing will be widened / improved.



4-Lane Arterial

(Yosemite Avenue, east of D'Arcy Parkway to eastern property boundary,
 and McKinley Avenue)
 126' Right-of-Way

Source: Lathrop Gateway Business Park Specific Plan

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No Additional Mitigation Measures Required

The mitigation measures identified in the FEIR, including local and regional traffic impact fees based on fair share contribution, would not change with the updated trip generation analysis.

More importantly, based on the results of the AM, PM and Daily trip generation of the proposed project, no additional impacts or mitigation measure are required.

Fair Share Contribution to Lathrop's Capital Facilities Fee (CFF):

Table 5 presents the results of the fair share analysis for the SR 120 / Yosemite Avenue interchange, five roadway segments, and fifteen (15) study intersections identified in the FEIR. The results of this analysis will be used by the City of Lathrop to determine the fair share contribution of the Lathrop Gateway Business Park Specific Plan to Lathrop's Capital Facilities Fee (CFF) based on the projected cost of each improvement and the amount of Lathrop Gateway Business Park Specific Plan project trips.

Please call me directly if you have any questions or need additional information regarding the results of the analysis.

Sincerely,
FEHR & PEERS



Fred Choa, P.E.
Principal / Senior Market Leader

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TABLE 5: LATHROP GATEWAY BUSINESS PARK SPECIFIC PLAN FAIR SHARE ANALYSIS

Capital Facilities Improvements	Fair Share Percentage
SR 120 / Yosemite Avenue Interchange	45.5%
Yosemite Avenue – Between SR 120 and Yosemite Court	77.0%
Yosemite Avenue – Between Yosemite Court and D’Arcy Parkway	61.5%
Yosemite Avenue – Between D’Arcy Parkway and McKinley Avenue	52.7%
Yosemite Avenue – Between McKinley Avenue and City Limit	46.2%
McKinley Avenue – Between Yosemite Avenue Daniels Street	61.5%
Yosemite Avenue / Yosemite Court / Project Access Intersection	86.8%
Yosemite Avenue / D’Arcy Parkway / Project Access Intersection	46.0%
Yosemite Avenue / Re-Aligned Vierra Road / Project Access Intersection	62.8%
Yosemite Avenue / McKinley Avenue	55.5%
NB I-5 / Lathrop Road	2.7%
SB I-5 / Lathrop Road	2.7%
Yosemite Avenue / McKinley Avenue	59.7%
Yosemite Avenue At-Grade Railroad Crossing	64.6%
McKinley Avenue At-Grade Railroad Crossing	77.2%
Lathrop Road / McKinley Avenue	0.3%
Louise Avenue / McKinley Avenue	6.6%
Airport Way / Daniels Street	2.8%
Airport Way / WB SR 120 Ramps	4.2%
Airport Way / EB SR 120 Ramps	4.2%
Harlan Road / Lathrop Road	2.7%
5 th Avenue / Lathrop Road	2.7%
NB I-5 / Louise Avenue	5.0%
SB I-5 / Louise Avenue	5.0%
Howland Road / Louise Avenue	2.7%

Source: *SJCOG City of Lathrop and City of Manteca Regional Travel Demand Model*