
**ADDENDUM TO
MOSSDALE LANDING EAST URBAN DESIGN CONCEPT
FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE # 2001052059**

**RELATIVE TO THE
LATHROP MARKETPLACE PROJECT**

**PREPARED FOR:
CITY OF LATHROP**

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INTRODUCTION

This document is an Addendum to the Environmental Impact Report (EIR) for the Mossdale Landing East Urban Design Concept (UDC) (SCH#2002052083). That EIR was prepared for and certified by the City of Lathrop in February 2004. This Addendum, together with the referenced EIR, constitutes the environmental review document for the current proposed project known as the Lathrop Marketplace Project (the "Project").

The Project involves a 26.5-acre site within the Mossdale Landing East UDC planning area designated as "Highway Commercial" for land use purposes. The Project Site is located between Interstate 5 (I-5) and Golden Valley Parkway at the River Islands Parkway (currently, Louise Avenue) freeway interchange. The Highway Commercial land use designation is intended result in the development of commercial shopping centers that would cater to travelers along I-5 in addition to local Lathrop residents. Under the Mossdale Landing East UDC, the Project Site was envisioned as a 270,200 sq. ft. retail shopping center, with two main "anchor" stores and with several smaller commercial buildings such as restaurants positioned at the periphery of the site and a large parking lot in the middle of the site.

An EIR was prepared for the Mossdale Landing East UDC project addressing its potential significant environmental effects. The EIR was prepared during the processing of the UDC project by the City of Lathrop. That EIR addressed potential environmental impacts associated with development within the entire UDC area including a retail shopping center of up to 270,200 sq. ft. on the Project Site. The current shopping center development proposed by the project applicant would exceed 270,200 sq. ft. by as much as 30,000 sq. ft. Because the increase in the size of the commercial project could potentially result in environmental impacts not previously addressed in the prior EIR, additional environmental review is required. The legal basis for preparation of the EIR Addendum is included in the Applicable CEQA Requirements section of this document. An assessment of the Project's potential environmental impacts is presented in the Environmental Impacts Analysis section.





PROJECT DESCRIPTION

PROJECT LOCATION

The Project is located in the City of Lathrop, San Joaquin County, California, and west of Interstate 5 within the Mossdale Village portion of the West Lathrop Specific Plan (WLSP) planning area. As shown in **Figure 1, Regional Location**, and **Figure 2, Vicinity Map**, the Project site is bordered by River Islands Parkway (currently, Louise Avenue) on the north, Golden Valley Parkway on the west, Interstate 5 (I-5) on the east, and Pioneer Street on the south. The Service Commercial site immediately to the south is currently planned for related commercial development by other parties.

PROJECT DESCRIPTION

Watt McKee LLC (the Project Sponsor) has filed an application with the City of Lathrop for Site Plan Review and related approvals to develop a retail shopping center on the Project Site. The proposal is generally consistent with what had been envisioned when the City of Lathrop adopted the Mossdale Landing East UDC in 2004. More precise site planning and marketing of the major anchor sites to prospective retail stores has resulted in the Project Sponsor's request to expand the allowable square footage of the entire complex by up to 30,000 sq. ft. The additional square footage would be spread among the various buildings proposed for the site, with some increase in the size of the major anchor store and other increases at the major grocery store and among several of the free-standing pad stores and restaurants. The proposed land use is consistent with the current Highway Commercial designation on the Project Site. The proposed Site Plan is shown in **Figure 3**.

The project would consist of two major anchor retail stores and thirteen smaller retail or mixed-use buildings. The anchor stores, identified as "Major A" and "Major Q" on the Site Plan, would be 127,000 and 55,000 square feet, respectively. The other buildings consist of a total of 113,670 square feet for a total project size of 295,670 square feet. Of the 13 smaller buildings, nine are designed for multi-tenant use and four are single-user pad facilities. Drive-thru features are provided at Major G, Building F and three of the pads (L, M and N).

Primary access to the site would be provided with one north entrance on River Islands Parkway three west entrances on Golden Valley Parkway, and one south entrance from Pioneer Street¹. The north access from River Islands Parkway would permit right-in and right-out turning movements only, in the eastbound direction. Westbound traffic on River Islands Parkway, including traffic exiting I-5, will need to proceed to Golden Valley Parkway, turn left and then enter the site at the main entrance.

¹ When Pioneer Street is fully built, it will be a cul-de-sac, terminating at the current alignment of Manthey Road. At that time, its name will be changed to Pioneer Court.



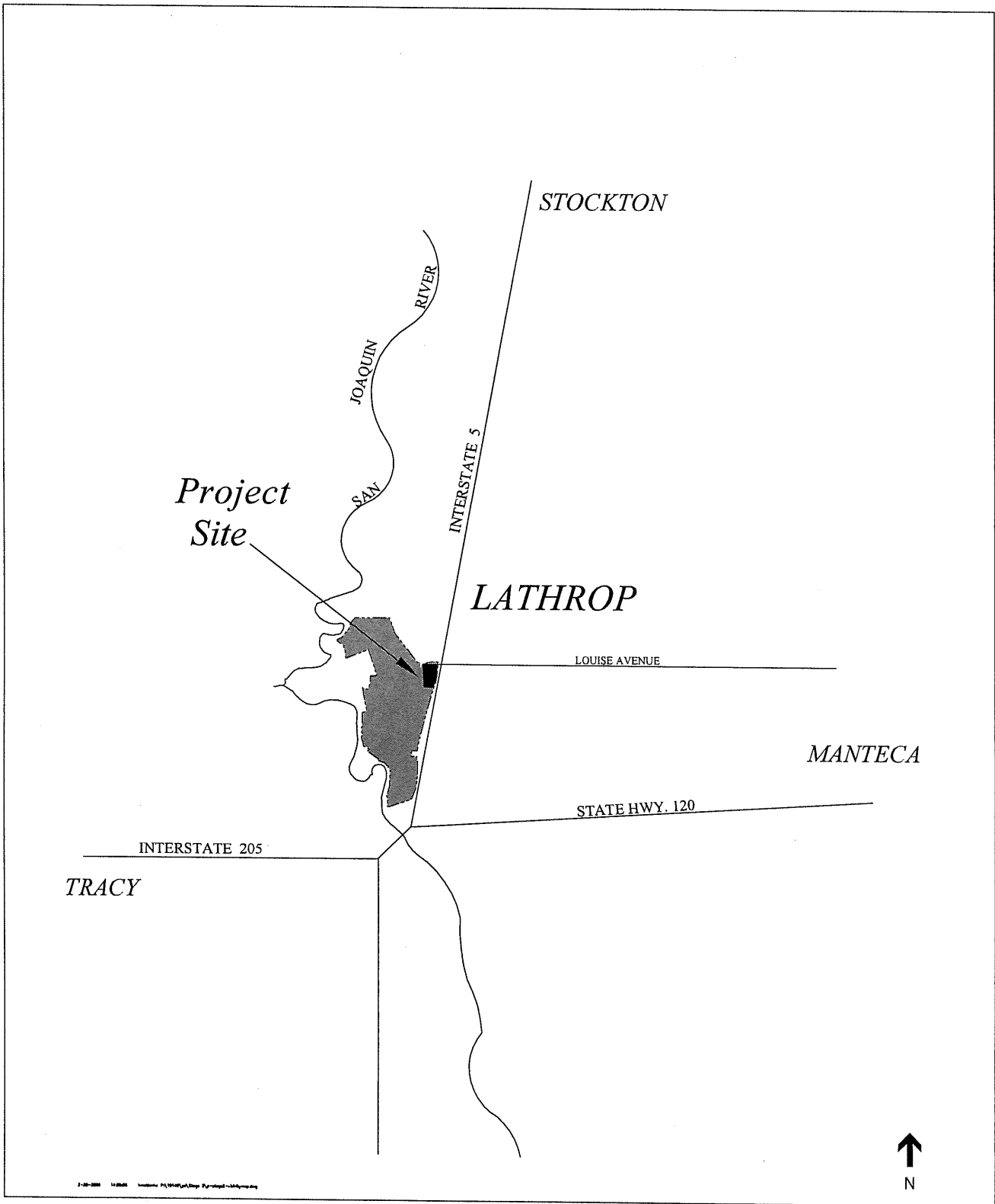
The main west entrance would be signalized at a break in the median separating north and southbound traffic on Golden Valley Parkway. This main entrance is shown on the site plan as being 35 feet wide, allowing for one outbound and one inbound travel lane. The two secondary entrances from Golden Valley Parkway – one farther south and the other farther north - would not be signalized and would be limited to right-in and right-out turning movements.

When fully built, Pioneer Street, at the south edge of the site, will be a cul-de-sac extending from Golden Valley Parkway to the I-5 right-of-way, the current alignment of Manthey Road. Pioneer Street would provide a vehicular entrance to a small parking lot adjacent to the garden center portion of Major A, and would provide access for major service and supply trucks to Major A and Major Q.

The Mossdale Landing East UDC provides standards and guidelines for land use within the entire UDC planning area. It designated the Project Site for Highway Commercial uses and established a maximum development limit of .30 site coverage and .30 Floor Area Ratio (FAR). These development limits translate to a maximum amount of floor area for the 26.53-acre site of approximately 346,694 sq. ft. Thus, the proposed increase in gross floor area for the Lathrop Marketplace Project would be well within the limits established for this site under the Mossdale Landing East UDC.

However, the EIR for the Mossdale Landing East UDC evaluated the impacts of a commercial development of only up to 270,240 sq. ft. Therefore, in order for the Project to comply with CEQA, additional environmental review is required for the proposed increase to 300,000 sq. ft. No changes or amendments to the UDC are required in connection with the Watt Commercial development proposal.





2-10-2001 10:26:00 Location: P:\1000\1000\1000\1000.dwg



Figure 1
Regional Location



SOURCE: MacKay & Soms

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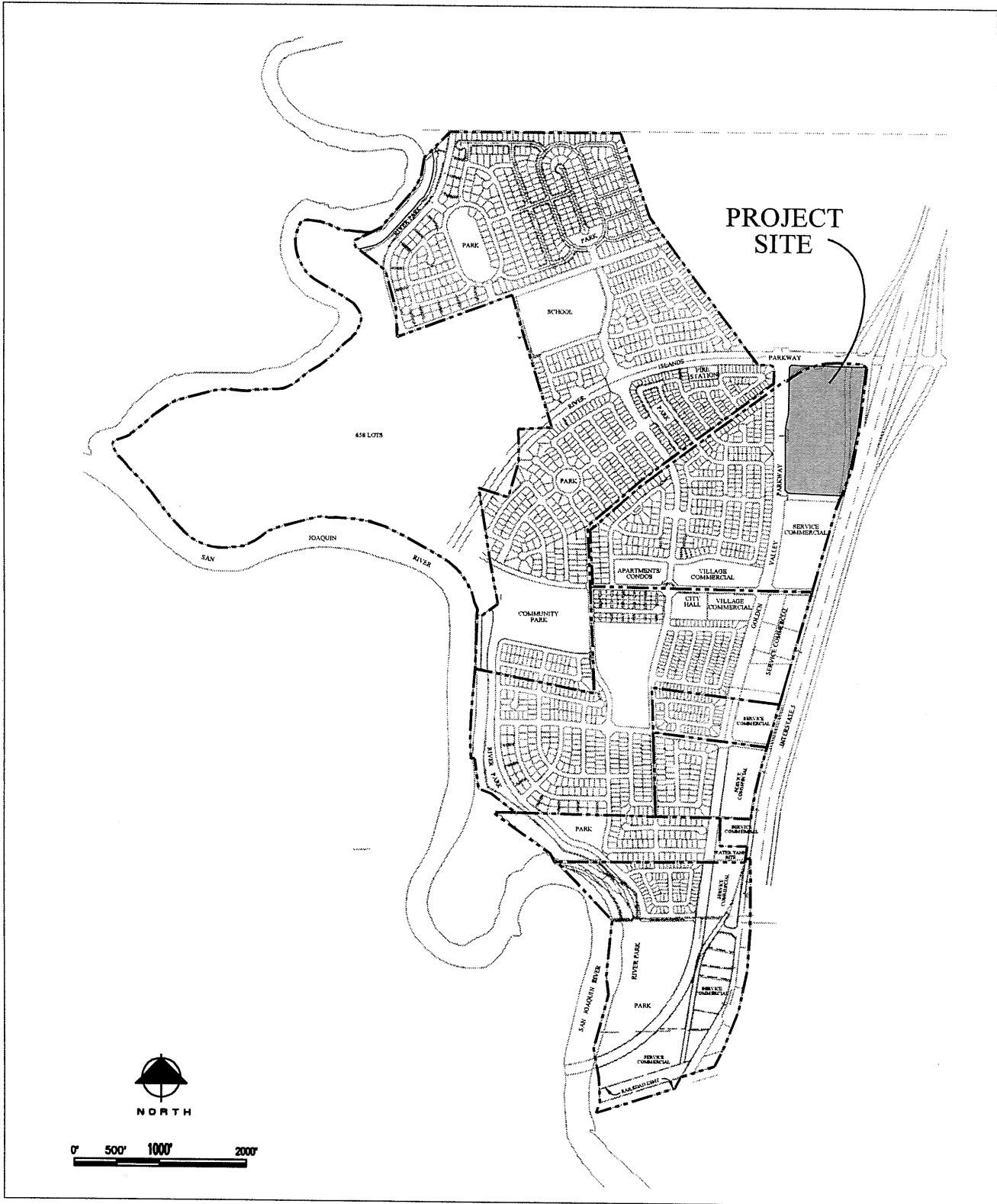


Figure 2
Vicinity Map



SOURCE: MacKay & Soms

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APPLICABLE CEQA REQUIREMENTS

CEQA and the CEQA Guidelines require an agency to prepare an EIR prior to taking discretionary actions that have the potential to cause significant, adverse impacts on the environment (CEQA Guidelines Section 15064). CEQA encourages reductions in paperwork as well as the use of previously prepared documents to address the potential environmental effects of proposed projects.

Where an EIR has previously been prepared that analyzes a project's impacts, CEQA offers various options to streamline later environmental review. For example, CEQA Guidelines Section 15162 states that a subsequent EIR is not required for a project when an EIR has been certified for the project unless the lead agency determines, on the basis of substantial evidence that:

- Substantial changes are proposed in the project that would require major revisions in the EIR due to the involvement of new significant effects or an increase in the severity of effects,
- substantial changes have occurred with respect to the circumstances of the project that would lead to new significant effects or an increase in the severity of effects, or
- substantial new information that would result in the identification of new significant effects or an increase in the severity of effects, or dictate additional consideration of mitigation measures or alternatives.

If a project meets any of the above conditions but only minor additions or changes to the EIR would be necessary to make the MLE UDC SEIR adequately apply to the current project, a supplement to the MLE UDC SEIR may be prepared. A Supplemental EIR only needs to contain the information necessary to make the MLE UDC SEIR adequate for the current project, but the supplement must be circulated for public review.

The proposed Project does not meet any of the specified conditions for preparation of a Subsequent or Supplemental EIR for the following reasons.

- a) The Project would not require amendments to the current land use designations that apply to the Project site;
- b) The proposed increase in gross floor area is not a substantial change to the highway commercial development envisioned in the MLE UDC or in the MLE UDC SEIR;



- c) Project circumstances have not changed to any substantial degree with respect to potential environmental impacts.
- d) General development patterns, phasing and infrastructure improvements are commencing as outlined in the original Mossdale Landing East UDC SEIR.
- e) There is no new information that would warrant reconsideration of the Project's significant effects, mitigation measures or alternatives.

The only criteria set forth in CEQA Guideline 15162 that could potentially require a Supplemental or Subsequent EIR is whether the increase in gross floor area would be expected to "...increase the severity of effects, or dictate additional consideration of mitigation measures or alternatives" already addressed in the MLE UDC SEIR. As documented in the following Environmental Evaluation Form, however, the proposed Lathrop Marketplace Project would not involve any new potentially significant environmental effects that were not addressed in the MLE UDC SEIR. These points are discussed in more detail in the following sections and in the attached Environmental Evaluation Form.

The third option for environmental review of a later project is an EIR Addendum. Under CEQA Guidelines Section 15164, an Addendum may be used to make "minor technical changes or additions" that are necessary to assure that the original EIR is "adequate under CEQA," provided that no new important "issues about the significant effects on the environment" are raised. The provisions of Section 15164 regarding EIR Addendums are outlined below:

- 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 need not be circulated for public review but can be included in or attached to the Final EIR,
- The decision making body shall consider the Addendum with the Final EIR prior to making a decision on the project, and
- A brief explanation of the decision not to prepare a Subsequent EIR pursuant to Section 15162 should be included in an EIR Addendum, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

An EIR Addendum is the appropriate document for the proposed Project because none of the conditions that would require preparation of a Subsequent or Supplemental EIR are present and only minor technical changes or additions are necessary to assure that the original EIR is adequate for processing of the proposed Project under CEQA. This finding is based on a detailed review of the Mossdale Landing East MLE UDC SEIR and documented in the attached Environmental Evaluation Form.



EIR ADDENDUM CONTEXT

REFERENCED DOCUMENTS

This document is an Addendum to the Supplemental Environmental Impact Report for the Mossdale Landing East Urban Design Concept Project (SCH# 2002052083) or the “MLE UDC SEIR.” In this document, references to this prior EIR encompass the Draft and Final EIRs and the CEQA findings, which are hereby incorporated into this document by this reference. The documents incorporated by reference are listed below. Copies of these documents are available for review at the offices of the City of Lathrop Community Development Department, City Hall, 390 Towne Centre Drive, Lathrop, CA 95330.

- **InSite Environmental, Inc.**, *Public Review Draft Supplemental Environmental Impact Report for the Mossdale Landing East Urban Design Concept*, December 5, 2003.
- **InSite Environmental, Inc.**, *Final Supplemental Environmental Impact Report for the Mossdale Landing East Urban Design Concept*, January 30, 2004.
- **City of Lathrop**, *The City of Lathrop Findings Required Under the California Environmental Quality Act*, as set forth in City Council Resolution 04-1618, adopted February 17, 2004.

This Addendum documents the City of Lathrop’s review of the MLE UDC SEIR for its adequacy in fulfilling the requirements of CEQA for the current proposed Project. Specifically, the analysis considers: 1) whether the project would involve substantial changes from the Mossdale Landing East UDC as described in the MLE UDC SEIR, 2) whether there have been substantial changes in circumstances, or 3) whether new information of importance has become available that would result in the identification of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (CEQA Guidelines Section 15162). This analysis is documented in more detail in the attached Environmental Evaluation Form.

CHANGES IN CIRCUMSTANCES

The MLE UDC SEIR was certified on February 17, 2004, and the Mossdale Landing UDC was approved by the City of Lathrop at the same time. No substantial amount of time has elapsed since this approval. Development on some of the residentially designated sites within the UDC area has been completed and construction of other sites is currently underway, as envisioned in the Mossdale



Landing East UDC and the assumptions contained in the MLE UDC SEIR. Construction activity related to these residential projects has been and continues to be done in compliance with mitigation measures relating to construction impacts. There has been no other known or identifiable change in circumstances since the certification of the MLE UDC SEIR and the current Project proposal.

AVAILABILITY OF NEW INFORMATION

The City of Lathrop is not aware of any new information that would cause substantial changes in its relatively recent consideration of the Mossdale Landing East UDC project, its constituent parts, including the proposed Project Site, or the environmental impacts of UDC development as discussed in the MLE UDC SEIR. This is due to the relatively short time period since EIR certification.

The MLE UDC SEIR included detailed consideration of alternatives to the UDC that were compared to the proposed UDC. However, with the City's approval of the UDC, consideration of alternatives to the proposed Project would be moot.

Based on the above analysis and the Environmental Evaluation Form, the City of Lathrop has determined that:

- (1) No substantial changes are proposed in the Project which will require major revisions of the MLE UDC SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) No substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the MLE UDC SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previous identified significant effects.
- (3) No new information of substantial importance is currently known, which was not known and could not have been known with the exercise of reasonable diligence at the time the MLE UDC SEIR was certified as complete.
 - (A) The Project will not have a significant effects not discussed in the MLE UDC SEIR or negative declaration;
 - (B) Significant effects previously examined will not be more severe than shown in the MLE UDC SEIR;
 - (C) No mitigation measures or alternatives previously found not to be feasible would in fact be feasible;
 - (D) No new mitigation measures or alternatives which are considerably different from those analyzed in the MLE UDC SEIR would substantially reduce one or more significant effects on the environment.



The City has, therefore, determined that the EIR prepared for the Mossdale Landing East UDC is sufficient for use with the Lathrop Marketplace Project. As prescribed in CEQA Guidelines Section 15164(d), this Addendum shall be considered in conjunction with the previously certified Final EIR prior to the City's decision on the proposed Project. The significant and potentially significant environmental effects of the Project are described in the MLE UDC SEIR. All of the mitigation measures identified in the MLE UDC SEIR shall be applicable to the proposed Project. All applicable mitigation requirements shall be incorporated into the Project conditions of approval.



ENVIRONMENTAL EVALUATION FORM

GENERAL PROJECT INFORMATION

PROJECT NAME

Lathrop Marketplace Project

PROJECT ENTITLEMENTS

The proposed Project would require the following entitlements:

- Site Plan Approval

LEAD AGENCY

City of Lathrop, Department of Community Development
390 Towne Centre Drive
Lathrop, California 95330
Contact Person: Norman Weisbrod, Planning Consultant
Phone: 209-941-7297

PROJECT LOCATION

The Project Site is located in the City of Lathrop, between Interstate 5 and the San Joaquin River. It is located within the Mossdale Villages portion of the West Lathrop Specific Plan planning area, and within the previously approved Mossdale Landing East Urban Design Concept (UDC) planning area. The Project Site will be bordered by River Islands Parkway (currently, Louse Avenue) on the north, Golden Valley Parkway on the west, an adjacent undeveloped site designated for Service Commercial uses on the south, and Interstate 5 (I-5) on the east.

PROJECT APPLICANT

Watt McKee LLC
Attn: Troy Brownlee, Development Manager
2716 Ocean Park Blvd., Suite 3020
Santa Monica, California 90405
310/314-5099



ZONING DESIGNATION

The Project site is designated in the adopted Urban Design Concept as Highway Commercial (HC-MV). The same zoning designation is given in the City of Lathrop Zoning map.

SURROUNDING LAND USES

The proposed Project site is located in an area where lands are currently under construction as a new, planned community. Other commercial development is anticipated on sites to the north and south of the Project Site. Properties to the west are designated for single family residential development, some of which have already been built and new homes are being sold and occupied. The Project Site itself is currently undeveloped.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Environmental factors which may be affected by the Project, as defined by the California Environmental Quality Act are listed alphabetically below. Factors marked with a filled in block (■) were determined to be potentially affected by the Project, involving at least one impact that has been identified as a “Potentially Significant Impact”, as indicated in the Environmental Evaluation Form Checklist and related discussion that follows. Unmarked factors (□) were determined to not be significantly affected by the Project, based on discussion provided in the Checklist.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Hazards and Hazardous Materials	<input type="checkbox"/> Population and Housing
<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Hydrology and Water Quality	<input type="checkbox"/> Public Services
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Recreation
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Transportation and Circulation
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Noise	<input type="checkbox"/> Utilities and Service Systems
<input type="checkbox"/> Geology and Soils		

EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the provisions of CEQA, environmental effects may be considered adequately analyzed in an earlier EIR. The potential environmental effects of the Mossdale Landing East UDC project as a whole were addressed in an EIR certified by the City of Lathrop in 2004 (the “MLE UDC SEIR”). The MLE UDC SEIR encompassed and addressed the potential environmental effects of future commercial development on the Project site that was anticipated to not exceed 270,200 sq. ft. of gross floor area. The MLE UDC SEIR document is cited below:

- **InSite Environmental, Inc.**, *Public Review Draft Supplemental Environmental Impact Report for the Mossdale Landing East Urban Design Concept*, December 5, 2003.



- **InSite Environmental, Inc.**, *Final Supplemental Environmental Impact Report for the Mossdale Landing East Urban Design Concept*, January 30, 2004.

The following Checklist and narrative identifies the environmental effects of the Project that are within the scope of and adequately analyzed in the earlier documents, and whether such effects were addressed by mitigation measures identified in the earlier analyses. The Checklist and narrative also identifies whether the proposed Project would involve any new significant environmental effects that would be substantially more severe than those identified in the MLE UDC SEIR.

LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

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

I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed Project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- ✓ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed Project, an EIR Addendum is required.

Marilyn Ponton, Community Development Director

Date



ENVIRONMENTAL IMPACT ANALYSIS

The Mossdale Landing East MLE UDC SEIR evaluated potential impacts associated with development of the entirety of the UDC area, including a maximum of 1,688 housing units and 653,400 square-feet of commercial space, along with associated infrastructure and public improvements (schools, parks, etc). Included within the anticipated commercial component of the UDC, the Project Site was anticipated to be developed with up to 270,246 sq. ft. of gross floor area. The Lathrop Marketplace Project proposes approximately 30,000 sq. ft. more gross floor area than was evaluated in the MLE UDC SEIR. Since the increase in proposed gross floor area exceeds what was analyzed previously, additional environmental review is required in order to comply with CEQA. The Project would be subject to all applicable mitigation measures included in the MLE UDC SEIR.

The proposed increase in gross floor area would be consistent with the UDC because the UDC development standards allow gross floor area of up to 30% of the site area, or approximately 346,694 sq. ft. Therefore, the Project would not require an amendment to the current land use designations applicable to the Project Site. The Project would be subject to the design standards included in the Mossdale Landing East UDC as they pertain to the Highway Commercial uses.

During the scoping process for the MLE UDC SEIR, it was determined that the following issue areas did not warrant investigation in the EIR as they had been sufficiently evaluated in prior City of Lathrop documents such as the West Lathrop Specific Plan EIR and the City of Lathrop General Plan EIR: Aesthetics, Hazardous Materials, Mineral Resources, Agricultural Resources, Land Use and Planning, Recreation, Population and Housing, Geology and Soils, and Odors.

The following Checklist sections identify the adequacy of the MLE UDC SEIR in addressing the significant or potentially significant environmental effects of the proposed Project. If the MLE UDC SEIR adequately addressed the potential impact of the Project and identified any necessary mitigation measures, the fourth column is checked. If the Project would involve any new environmental effects, one of the first three columns is checked, indicating the significance or potential significance of the effect.



Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No New Impact
I. AESTHETICS — Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	[]	[]	[]	[✓]
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	[]	[]	[]	[✓]
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	[]	[]	[]	[✓]
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	[]	[]	[]	[✓]

Discussion

The MLE UDC SEIR determined that future development within the planning area would result in impacts regarding light and glare, and these impacts were determined to be significant and unavoidable. However, these impacts were addressed in the West Lathrop Specific Plan EIR and a Statement of Overriding Considerations was adopted regarding this issue.

The proposed Project would be required to adhere to design and architectural standards as set forth in the Mossdale Landing East UDC. The UDC includes design standards for development of a Highway Commercial site, such as the Project.

The MLE UDC SEIR indicated that planned commercial areas would contribute to the overall appearance of the planned MLE urban landscape. All new development is required to conform to the requirements of the UDC, and the requirements of the UDC include detailed specifications addressing required building orientation, vehicle and pedestrian circulation, site design, landscaping and architectural amenities. These are all intended to ensure that planned development realizes the objectives of the City of Lathrop General Plan, the West Lathrop Specific Plan and the UDC.

The MLE UDC SEIR also found no extraordinarily sensitive land uses located on or near the Project Site. Urban commercial development was characterized as being not inherently impacting and is a common and accepted part of the landscape in and around the cities of the San Joaquin Valley.

The proposed Project would not involve any new environmental impacts that were not addressed in the MLE UDC SEIR, and no further analysis is required.



Mitigation Measures

The MLE UDC SEIR identified no significant impacts related to aesthetics, or light and glare. No mitigation is required.



Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No New Impact
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	[]	[]	[]	[✓]
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	[]	[]	[]	[✓]
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	[]	[]	[]	[✓]

Discussion

The MLE UDC SEIR determined that future development within the planning area would result in significant impacts on agricultural resources. The MLE UDC SEIR identified conversion of farmland as a significant and unavoidable impact. Conversion of farmland was previously addressed in the West Lathrop Specific Plan EIR and a corresponding Statement of Overriding Considerations was adopted by the City of Lathrop in 1996. The City Council adopted similar findings and a similar Statement of Overriding Considerations when it adopted the Mossdale Landing East UDC in February 2004.

The proposed Project would not involve any new environmental impacts that were not addressed in the MLE UDC SEIR, and no further analysis is required.

Mitigation Measures

No mitigation is available.



Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No New Impact
III. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	[]	[]	[]	[✓]
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	[]	[]	[✓]	[]
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	[]	[]	[]	[✓]
d) Expose sensitive receptors to substantial pollutant concentrations?	[]	[]	[]	[✓]
e) Create objectionable odors affecting a substantial number of people?	[]	[]	[]	[✓]

Discussion

Air quality impacts were addressed in the MLE UDC SEIR. It indicated that pollutants of greatest concern to the San Joaquin Air Pollution Control District (SJCAPCD) in San Joaquin County are carbon monoxide (CO), ozone, and particulate matter of 10 microns or less in diameter (generally designated as PM₁₀). The entire San Joaquin Valley Air Basin, including San Joaquin County itself (and the Project Site), has been designated an attainment area relative to CO air quality standards. This means that air quality monitoring data demonstrate that the level of CO in the air does not exceed the thresholds set by state and/or federal Clean Air Act standards.

With respect to the other two air quality areas of concern, San Joaquin County has been classified as nonattainment because concentrations of what are called ozone precursor emissions, which include reactive organic gasses (ROG) and nitrogen oxides (NOx), have often exceeded state and federal standards. The County is also considered nonattainment for PM₁₀ because concentrations sometimes exceed the standards within the County.



Construction Related Emissions

The MLE UDC SEIR found that construction activity related to future development within the UDC area in accordance with the UDC plan would result in significant construction-related air quality emissions, primarily PM₁₀. The primary source of PM₁₀ would be fugitive dust from land clearing, earth moving and wind erosion of exposed soil. Mitigation measures were recommended to reduce these construction period dust impacts. The proposed Project would be required to adhere to these same mitigation measures as recommended in the Prior EIR. These measures are listed below:

Mitigation Measure Air-1: Construction Dust.

The owners, developers and/or successors-in-interest shall comply with all applicable requirements of SJVAPCD Regulation VIII, including compliance with the following Air Quality mitigation measures.

1. 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 the following mitigation measures shall be applied as required to maintain the VDE standard.
2. Pre-water all land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activity sites and phase earthmoving.
3. Apply water, chemical/organic stabilizer/ suppressant, or vegetative ground cover to all disturbed areas, including unpaved roads.
4. Restrict vehicular access to the disturbance area during periods of inactivity.
5. Apply water or chemical/organic stabilizers/ suppressants, construct wind barriers and/or cover exposed potentially dust-generating materials.
6. 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.
7. Remove carryout and trackout of soil materials on a daily basis unless it extends more than 50 feet from site; carryout and trackout extending more than 50 feet from the site shall be removed immediately. 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. If the project would involve more than 150 construction vehicle trips per day onto the public street, additional restrictions specified in Section 5.8 of Rule 8041 will apply.



8. Traffic speeds on unpaved roads shall be limited to 15 mph.
9. The owners, developers and/or successors-in-interest shall submit a Dust Control Plan to the SJVAPCD at least 30 days prior to the start of construction activity, as required by Rule 8021, for any activities that involve more than 40 acres of disturbed surface area or will include moving more than 2,500 cubic yards per day of bulk materials on at least three days.

Implementation of these measures were determined in the MLE UDC SEIR to reduce the level of impacts related to construction dust and other sources of PM₁₀ emissions to a level of less than significant. This is consistent with the significance thresholds established by the SJVAPCD.

Ozone Precursor Emissions

Even with adopted mitigation measures, future development within the UDC planning area would result in a significant unavoidable impact regarding short term (2007) ozone precursor emissions. Statements of Overriding Considerations for this impact were previously adopted by the City of Lathrop in conjunction with the West Lathrop Specific Plan and the Mossdale Landing East UDC.

The Lathrop Marketplace Project's proposed increase in gross floor area would generate more traffic than was estimated to result from the 270,200 sq. ft. Highway Commercial project evaluated in the MLE UDC SEIR. Consequently, the Project would also increase the expected amount of ROG and NO_x. For the purposes of this EIR Addendum, the degree of anticipated increase was calculated, using the Bay Area Air Quality Management District's (BAAQMD) URBEMIS 2002 model. The model was used to compare how much the annual emissions of ROG and NO_x would be expected to increase as a result of the increased floor area. The results from the comparison, for both near term emissions (2007) and long-term emissions(2025) are shown below in Table 1.



Table 1:			
Estimated 2007 and 2025 Operational (Vehicle) Emissions			
Near-term 2007			
	Pollutant (Tons/Year)		
	ROG	NO_x	CO
Results from MLE UDC SEIR ^a	9.93	11.79	104.59
Results from Updated URBEMIS Model ^b	10.12	11.95	106.00
Results with Project ^c	10.94	12.89	114.37
Net Change in Emissions from Project ^d	00.82	00.94	8.37
Percentage Change	7.9%	8.4%	7.9%
Long-term 2025			
Results from MLE UDC SEIR ^a	6.24	6.26	60.14
Results from Updated URBEMIS Model ^b	6.02	5.95	57.14
Results with Project ^c	6.43	6.34	60.86
Net Change in Emissions from Project ^d	.41	0.39	3.72
Percentage Change	6.8%	6.5%	6.5%

^a Emission factors were generated by BAAQMD's URBEMIS 2002 7.4.2 model for San Joaquin Air Basin, as shown in Appendix C, MLE UDC SEIR for unmitigated operational (motor vehicle) emissions. All annual estimates are for summertime conditions except for CO, which assumes wintertime conditions. The land use inputs assume 50% buildout of the UDC entitlements by 2007.

^b The current URBEMIS 2002 Model (version 8.7.0) generates slightly different results from the same land use and other inputs.

^c The land use inputs were changed to reflect the increased square footage proposed in the Project; all other assumptions and inputs were unchanged.

^d The comparison is based on the different land use inputs using the same URBEMIS 2002 Model (version 8.7.0)

Source: Lamphier-Gregory

The proposed increase of up to 30,000 square feet in gross floor area is approximately 11 percent greater than the amount of floor area assumed in the original UDC and the MLE UDC SEIR. As shown in Table 1, Annual operational (motor vehicle) emissions of ROG and NO_x would be expected to increase by 7.9% and 8.4%, respectively, for the near term, and by 6.8% and 6.5% in the long-term.

The MLE UDC SEIR found that the combined level of emissions from area sources and motor vehicle sources would exceed significance thresholds for ROG and NO_x in the near term (2007) and for ROG in the long term (2025). The MLE UDC SEIR included mitigation measures to reduce the degree of exceedance and these would be required of the Project as well. The proposed Project would be required to adhere to these same mobile source emission mitigation measures as recommended in the MLE UDC SEIR. These mitigation measures are listed below:



Mitigation Measure Air-2: Reduction in Ozone Precursor Emissions.

The Project shall explore the potential to incorporate or include the following emission reduction strategies to the extent reasonable and feasible:

1. Install central water heaters in residential and commercial buildings.
2. Prohibit the use of wood stoves or fireplaces in all residential dwellings.
3. Orient buildings north/ south to take advantage of solar heat gain.
4. Provide bus turnouts and transit improvements where requested by SMART.
5. Provide sidewalks and/ or pedestrian paths.
6. Provide direct pedestrian connections.
7. Provide street lighting.
8. Provide pedestrian signalization and signage.
9. Provide bike lanes/paths connecting to bikeway system.
10. Provide shade trees to shade sidewalks.
11. Provide pedestrian safety designs and infrastructure at crossings
12. Provide secure bicycle parking.
13. Provide outdoor electric outlets and gas hook-ups

The foregoing analysis indicates that the proposed Project would not involve any new environmental impacts that were not addressed in the MLE UDC SEIR. The increase in ROG and NOx emissions are not substantially greater than the levels that were determined in the MLE UDC SEIR to be significant and unavoidable.



Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No New Impact
IV. BIOLOGICAL RESOURCES — Would the Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	[]	[]	[]	[✓]
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	[]	[]	[]	[✓]
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	[]	[]	[]	[✓]
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	[]	[]	[]	[✓]
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	[]	[]	[]	[✓]
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	[]	[]	[]	[✓]

Discussion

The MLE UDC SEIR provided a comprehensive analysis of terrestrial biological impacts and fisheries resources throughout the UDC planning area. Mitigation for potential impacts is primarily provided through the adopted San Joaquin County Multi-Species Habitat Conservation Plan. Impacts on Swainson's hawk, burrowing owl and other sensitive species attributable to development within the UDC planning area were determined to be less than significant with implementation of the MLE UDC SEIR's adopted mitigation measure.



Mitigation Measures

The Project would be required to comply with the following 2-part MLE UDC SEIR mitigation measure:

Mitigation Measure Bio-1:

1. The project proponent shall pay the applicable fee (SJMSHCP) prior to the issuance of any building permit for the parcel area to be developed.
2. The Project proponent shall implement other “Incidental Take Avoidance Measures” as specified in the SJMSHCP.

No further mitigation measures would be required from the proposed Project.



Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No New Impact
V. CULTURAL RESOURCES — Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	[]	[]	[]	[✓]
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	[]	[]	[]	[✓]
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	[]	[]	[]	[✓]
d) Disturb any human remains, including those interred outside of formal cemeteries?	[]	[]	[]	[✓]

Discussion

Cultural resources impacts were addressed in the MLE UDC SEIR. Potentially significant impacts to cultural or historic resources would be reduced to less than significant levels with the implementation of MLE UDC SEIR adopted mitigation measures.

Mitigation Measures

The proposed Project would not involve any new environmental impacts that were not addressed in the MLE UDC SEIR, and no further analysis is required. However, the proposed Project would be required to comply with the cultural resources mitigation measures included in the MLE UDC SEIR. These are:

Mitigation Measure Hist-1:

1. If subsurface cultural materials are encountered, all construction activities in that area 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 impacts on significant cultural resources shall be mitigated pursuant to the requirements of the CEQA Guidelines.
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 shall be notified immediately. If the remains are of Native American origin, 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 additional steps to be taken in human remains are found to be of Native American origin.

No further mitigation measures would be required from the proposed Project.



Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No New Impact
VI. GEOLOGY AND SOILS — Would the Project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	[]	[]	[]	[✓]
ii) Strong seismic ground shaking?	[]	[]	[]	[✓]
iii) Seismic-related ground failure, including liquefaction?	[]	[]	[]	[✓]
iv) Landslides?	[]	[]	[]	[✓]
b) Result in substantial soil erosion or the loss of topsoil?	[]	[]	[]	[✓]
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of roadway improvements, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	[]	[]	[]	[✓]
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	[]	[]	[]	[✓]
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	[]	[]	[]	[✓]

Discussion

The proposed Project would not involve any new environmental impacts that were not addressed in the City of Lathrop West Lathrop Specific Plan EIR or the Mossdale Landing East UDC SEIR. Therefore, no further analysis is required.

Mitigation Measures

The MLE UDC SEIR identified the following mitigation measure related to Seismic-Related and Soils Hazards which would be applicable to the Project Site:



Mitigation Measure Geo-1:

1. The project proponent shall submit copies of project geotechnical reports prepared by qualified geotechnical or soils engineers to the Lathrop Building Department for review and approval.
2. All proposed development shall conform to the soils engineer's recommendations, as detailed in the approved soils report.

The MLE UDC SEIR also identified the following mitigation measure related to potential soil erosion impacts which would be applicable to the Project Site

Mitigation Measure Geo-2:

1. Comply with mitigation measures identified for storm water quality effects in Chapter 12.0, Hydrology and Water quality.

No further mitigation measures would be required from the proposed Project.



Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No New Impact
VII. HAZARDS AND HAZARDOUS MATERIALS — Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	[]	[]	[]	[✓]
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	[]	[]	[]	[✓]
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	[]	[]	[]	[✓]
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	[]	[]	[]	[✓]
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	[]	[]	[]	[✓]
f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	[]	[]	[]	[✓]
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	[]	[]	[]	[✓]
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	[]	[]	[]	[✓]

Discussion

The proposed Project would not involve any new environmental impacts that were not addressed in the prior City of Lathrop West Lathrop Specific Plan EIR. Therefore, during the MLE UDC SEIR scoping process, this issue area was determined to not warrant further investigation.



The proposed Project would not involve any new environmental impacts that were not addressed in MLE UDC SEIR, and no further analysis is required.

Mitigation Measures

None required.

No further mitigation is necessary.



	Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No New Impact
VIII.	HYDROLOGY AND WATER QUALITY — Would the Project:				
	a) Violate any water quality standards or waste discharge requirements?	[]	[]	[]	[✓]
	b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	[]	[]	[]	[✓]
	c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	[]	[]	[]	[✓]
	d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	[]	[]	[]	[✓]
	e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	[]	[]	[]	[✓]
	f) Otherwise substantially degrade water quality?	[]	[]	[]	[✓]
	g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	[]	[]	[]	[✓]
	h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	[]	[]	[]	[✓]
	i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	[]	[]	[]	[✓]
	j) Inundation by seiche, tsunami, or mudflow?	[]	[]	[]	[✓]



Discussion

The MLE UDC SEIR contained a comprehensive analysis of impacts regarding water issues, such as flood control, drainage, surface water quality of both storm water and recycled water, and groundwater quality throughout the UDC planning area. Potentially significant hydrology impacts would be reduced to less than significant levels with the implementation of MLE UDC SEIR adopted mitigation measures.

Mitigation Measures

The proposed Project would not involve any new environmental impacts that were not addressed in the MLE UDC SEIR, and no further analysis is required. However, the proposed Project would be required to comply with hydrology mitigation measure included in the MLE UDC SEIR related to construction effects on surface water quality, as set forth below.

Mitigation Measure Hydro-1:

1. The project proponent shall prepare a Notice of Intent and Storm Water Pollution Prevention Plan and submit these documents to the California Regional Water Quality Control Board and the City of Lathrop.
2. The proponent shall implement all relevant provisions of the SWPPP, the City SWMP and Construction General Permit during project construction.

No further mitigation would be required from the proposed Project.



Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No New Impact
IX. LAND USE AND PLANNING — Would the Project:				
a) Physically divide an established community?	[]	[]	[]	[✓]
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	[]	[]	[]	[✓]
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	[]	[]	[]	[✓]

Discussion

The Project Site is designated Highway Commercial in the Mossdale Landing East UDC. This designation, and the land uses that it permits, are consistent with similar provisions in the West Lathrop Specific Plan and the City of Lathrop General Plan. The only change affected by the Project is the increase of up to 30,000 sq. ft. in gross floor area at the Project Site beyond what had been evaluated in the Mossdale Landing East UDC SEIR. The proposed increase in gross floor area would not impose any environmental impact related to land use and planning or impacts not discussed elsewhere in this checklist.

Mitigation Measures

No mitigation is required from the proposed Project.



Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No New Impact
X. MINERAL RESOURCES — Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	[]	[]	[]	[✓]
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	[]	[]	[]	[✓]

Discussion

The proposed Project would not involve any new environmental impacts that were not addressed in prior City of Lathrop documents such as the West Lathrop Specific Plan EIR and the MLE UDC SEIR.

The proposed Project would not involve any new environmental impacts that were not addressed in MLE UDC SEIR, and no further analysis is required.

Mitigation Measures

No mitigation is necessary.



Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No New Impact
XI.	NOISE — Would the Project:				
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	[]	[]	[✓]	[]
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	[]	[]	[✓]	[]
c)	A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	[]	[]	[✓]	[]
d)	A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	[]	[]	[✓]	[]
e)	For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	[]	[]	[]	[✓]
f)	For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?	[]	[]	[]	[✓]

Discussion

The MLE UDC SEIR identified that construction activity would result in elevated noise levels and that mitigation of such temporary noise impacts would be required. The proposed Project would not involve any new environmental impacts that were not addressed in the MLE UDC SEIR. Therefore, no further analysis is required.

Mitigation Measures

The proposed Project's construction-related noise impacts would be the same as what was identified in the MLE UDC SEIR and therefore the Project would be required to adhere to the following adopted MLE UDC SEIR mitigation measure:



Mitigation Measure Noise-1:

Construction activities should be restricted to the daytime hours of 7:00 a.m. to 7:00 p.m. In addition, all equipment shall be fitted with factory-equipped mufflers, and in good working order.

No further mitigation measures are required of the proposed commercial Project.



Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No New Impact
XII. POPULATION AND HOUSING — Would the Project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	[]	[]	[]	[✓]
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	[]	[]	[]	[✓]
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	[]	[]	[]	[✓]

Discussion

The MLE UDC SEIR determined that future development within the UDC planning area would not involve significant impacts regarding population and housing. The Lathrop Marketplace Project's additional 30,000 sq. ft. of gross floor area would not result in any additional population or impacts on housing.

This analysis indicates that the proposed Project would not involve any new environmental impacts that were not addressed in the MLE UDC SEIR. Therefore, no further analysis is required.

Mitigation Measures

No mitigation is necessary.



Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No New Impact
XIII. PUBLIC SERVICES —				
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	[]	[]	[]	[✓]
ii) Police protection?	[]	[]	[]	[✓]
iii) Schools?	[]	[]	[]	[✓]
iv) Parks?	[]	[]	[]	[✓]
v) Other public facilities?	[]	[]	[]	[✓]

Discussion

Public services impacts were addressed in detail in the MLE UDC SEIR. The proposed Project would not involve any new environmental impacts that were not addressed in the MLE UDC SEIR, and no further analysis is required. However, the proposed Project would be required to comply with all public services mitigation measures included in the MLE UDC SEIR. These include the following:

Mitigation Measures – Police Services

Mitigation Serv-1:

1. The [project] applicant[s] shall be responsible for paying startup costs associated with police services. The manner and timing of payment shall be established in the project development agreement.
2. The applicant shall fence, provide night lighting and provide private security for contractors’ storage yards during the construction phases of new development to prevent theft and vandalism, and to reduce calls for assistance from the Police Department.
3. The proposed tentative map, circulation designs, residential numbering and other elements of the project shall be subject to the review of, and developed in coordination with the Police, Fire and Public Works Department. The same mitigation measure is repeated in the Fire Protection section.



4. The applicant shall be responsible for providing traffic control preemption devices on all traffic lights to be constructed in conjunction with MLE Development.

Mitigation Measures – Animal Control Services

The mitigation measures identified in the MLE UDC SEIR related to potential impacts on the City's animal control services applied to residential land uses and not to commercial uses, such as the Project.

Mitigation Measures – Fire Protection Services

Mitigation Serve-2:

1. The applicant shall pay applicable Fire Facility Fees at the time of building permit issuance, in accordance with the City of Lathrop's fee schedule in force at the time of development. If required in order to maintain fire district response time standards, and when requested by the fire district, the City may require that these fees be paid at the time of filing of final maps.
2. Improvement plans for each phase of development shall be subject to the review of the Lathrop-Manteca Fire Protection District, including consideration of the need to maintain secondary access to the properties requiring fire protection.
3. The tentative map, improvement plans and other project plans and specifications shall be coordinated with the Lathrop Police, Fire and Public Works Departments. This mitigation measure is also included in the previous section re: police protection.
4. Planned water distribution facilities shall be designed in order to meet applicable, adopted Uniform Fire Code requirements for the proposed land uses.

Mitigation Measures – Parks and Recreation Services

The mitigation measures identified in the MLE UDC SEIR related to potential impacts on the City's parks and recreation services applied to residential land uses and not to commercial uses, such as the Project.

Mitigation Measures – Schools

The mitigation measures identified in the MLE UDC SEIR related to potential impacts on the local school district applied to residential land uses and not to commercial uses, such as the Project.

Mitigation Measures – Solid Waste

No mitigation required.

No further mitigation measures are required from the proposed Project.



Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No New Impact
XIV. RECREATION —				
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	[]	[]	[]	[✓]
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	[]	[]	[]	[✓]

Discussion

The proposed Project would not involve any environmental impacts, as stated in prior City of Lathrop documents such as the West Lathrop Specific Plan EIR and the MLE UDC SEIR. Therefore, during the MLE UDC SEIR scoping process, this issue area was determined to not warrant further investigation.

The proposed Project would not involve any environmental impacts and no further analysis is required.

Mitigation Measures

No mitigation is necessary.



Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No New Impact
XV. TRANSPORTATION/TRAFFIC — Would the Project:				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	[]	[]	[✓]	[]
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	[]	[]	[]	[✓]
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	[]	[]	[]	[✓]
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	[]	[]	[]	[✓]
e) Result in inadequate emergency access?	[]	[]	[]	[✓]
f) Result in inadequate parking capacity?	[]	[]	[]	[✓]
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	[]	[]	[]	[✓]

Discussion

The evaluation of potential transportation impacts arising from the Project is presented below, beginning with a background review that summarizes the analysis and findings from the MLE UDC SEIR and then focuses on specific impact analysis that was prepared for this EIR Addendum.

Analysis and Findings from the MLE UDC SEIR

The detailed traffic analysis that was done for the MLE UDC SEIR addressed various traffic and transportation-related impacts expected to result from the development envisioned in the UDC. The analysis identified many intersections and roadway segments that were expected to experience significant degradation of traffic conditions but it concluded that with the improvements called for in the various recommended mitigation measures, only two of the traffic impacts were found to remain significant and unavoidable after mitigation. These two impacts were:

1. Year 2007 Freeway Level of Service (LOS)



The LOS of the following freeway segments were expected to degrade as a result of increases in traffic volumes generated by the MLE UDC project by greater than 1% and hence reductions in mainline freeway LOS conditions to unacceptable E or F conditions:

AM Peak Hour: I-5 Southbound (from Louise Avenue to SR 120)
PM Peak Hour: I-5 Northbound (from SR 120 to Louise Avenue)
PM Peak Hour: I-205 Eastbound (west of I-5)

Mitigation measure 16.4 in the MLE UDC SEIR required the payment of regional traffic impact fees that would be used to implement planned traffic improvements to reduce the severity of traffic impacts to a level of less than significant. All development within the MLE UDC area is obligated to pay a fair share cost of the improvement projects. All development within the MLE UDC area is obligated to pay a fair share cost of the improvement projects. However, the improvements were not expected to be implemented by Caltrans soon enough to reduce the impact to a less-than-significant levels by 2007. Consequently, a Statement of Overriding Considerations was adopted by the City of Lathrop for this impact in conjunction with the certification of the MLE UDC SEIR and adoption of the Mossdale Landing East UDC.²

2. Year 2025 Freeway Level of Service

Buildout of the MLE UDC by 2025 was expected to result in increased volumes in some locations along the I-5, SR-120 and I-205 freeways where operating conditions would already be at an unacceptable LOS F condition in peak commute directions and at other times. However, the increase in traffic volume from the project was determined to be less than 1% and therefore represented a less than significant impact, with one exception.

PM Peak Hour: I-5 Northbound (north of SR-120)

Mitigation Measure 16.10 of the MLE UDC SEIR required the payment of regional traffic impact fees that would be used to implement planned traffic improvements to reduce the severity of traffic impacts to a level of less than significant. All development within the MLE UDC area is obligated to pay a fair share cost of the improvement projects. However, the City could not be certain that Caltrans would implement the recommended improvements rapidly enough to reduce the impact to less than significant level. Consequently, a Statement of Overriding Considerations was adopted by the City of Lathrop for this impact in conjunction with the certification of the MLE UDC SEIR and adoption of the Mossdale Landing East UDC.³

² Lathrop City Council Resolution 04-1618, adopted February 17, 2004.

³ Lathrop City Council Resolution 04-1618, adopted February 17, 2004.



Impact Analysis of the Project - Traffic Impacts

The proposed Project's 30,000 sq. ft. of additional gross floor area would be expected to generate more traffic than the 270,200 sq. ft. shopping center that was evaluated in the MLE UDC SEIR. An analysis of the effects of the proposed Project's additional traffic was performed by Crane Transportation Group and their report is set forth in Appendix A.

As a basis for comparison, the Crane analysis for this EIR Addendum used the findings of the traffic study for the Central Lathrop Specific Plan, as set forth in the Central Lathrop Specific Plan Draft EIR (SCH#2003072132) which was certified by the City of Lathrop on November 9, 2004. The data and analysis of the Central Lathrop Specific Plan was selected because it was prepared more recently than the MLE UDC SEIR and because the buildout conditions in the areas west of I-5 are more accurately and reliably set forth than in the MLE UDC SEIR. The critical focus of the Crane traffic analysis for this Project included the three intersections closest to the Project: The Louise Avenue intersections with I-5 northbound and southbound freeway ramps and the intersection of River Islands Parkway and Golden Valley Parkway at the northwest corner of the Project Site.

Crane determined that the additional 30,000 sq. ft. of additional gross floor area would result in a net increase of 13 trips during the AM peak hour and 62 trips in the PM peak hour, and that with this level of new traffic, it is likely that there would be an increase of no more than 20 to 25 vehicles in any given direction on the arterial roadways providing access to the site. Crane determined that this level of increase would be less than 1 percent at the intersection within the River Islands Parkway/Louise Avenue interchanges with I-5. Based on the year 2010 traffic analysis of the CLSP, these intersections with I-5 were both projected to be operating at LOS C conditions during the PM peak hour (the time period of peak shopping center operation) . The conclusion is that the added traffic from expanding the Watt Center to 300,000 sq. ft. would not be expected to produce any significant impact at either freeway ramp intersections with Louise Avenue and that PM operation would remain LOS C at both locations.⁴

Crane also determined that the increase in traffic due to expansion of the Watt Center would not be expected to produce a significant impact at the River Islands Parkway/Golden Valley Parkway intersection because it was found in the CLSP 2010 traffic analysis to be operating at a good LOS D condition with sufficient margin to accommodate the added traffic from the Project without degrading the operation of the intersection to a lower LOS condition.⁵

⁴ Crane Transportation Group, *Traffic Evaluation of the Watt Commercial Shopping Center*, April 13, 2006, p. 2. [See Appendix A]

⁵ Id.



Impact Analysis of the Project – Internal Circulation Impacts

A hypothetical development plan was evaluated in the MLE UDC SEIR for potential impacts arising out of how traffic using local roadways would access the site and how traffic exiting the shopping center would integrate with adjacent traffic flow. A safety concern was raised with respect to the northerly (unsignalized) driveway connection from the Watt Center parking lot onto Golden Valley Parkway where right turns in and out would be allowed. Some outbound vehicles would attempt to cross several lanes of traffic to enter the left turn lane providing access to westbound River Islands Parkway; this diagonal movement over a short distance was found to create a significant safety concern. This concern was addressed with mitigation measure 16.21 (see below) that was found to reduce the potential impact to a level of less than significant.

Mitigation Measures

Not all of the transportation mitigation measures set forth in the MLE UDC SEIR would apply to the proposed Project. However, the Project would be required to comply with the following:

Mitigation Measure 16.1 and 16.5: The City of Lathrop shall ensure that the project applicant pays its applicable Transportation Impact Fee for its fair share contribution towards improvements at the River Islands Parkway/I-5 Southbound Ramps.

Mitigation Measure 16.2 and 16.6: The City of Lathrop shall ensure that the project applicant pays its applicable Transportation Impact Fee for its fair share contribution towards improvements at the Louise Avenue /I-5 Northbound Ramps.

Mitigation Measure 16.3: The project applicant shall participate in the Mossdale Landing Traffic Monitoring Program.

Mitigation Measure 16.4: The City of Lathrop shall ensure that the project applicant pays its applicable Transportation Impact Fee for its fair share contribution for I-5 and I-205 freeway improvements.

Mitigation Measure 16.7: The City of Lathrop shall ensure that the project applicant pays its applicable Transportation Impact Fee for its fair share contribution towards improvements at River Islands Parkway/Golden Valley Parkway

Mitigation Measure 16.8: The project applicant is fully responsible for design and construction costs of improvements at River Islands parkway/Golden Valley Parkway.

Mitigation Measure 16.10: The City of Lathrop shall ensure that the project applicant pays its Applicable Transportation Impact Fee for its fair share contribution for I-5 and SR 120 Freeway improvements.



Mitigation Measure 16.11: The project applicant is fully responsible for design and construction costs of improvements at Louise Avenue/I-5 Southbound Ramps [second lane to the eastbound Louise Avenue approach].

Mitigation Measure 16.13: The project applicant is fully responsible for design and construction costs of improvements at Louise Avenue/Golden Valley Parkway [signalize the intersection].

Mitigation Measure 16.15: No construction delivery truck traffic shall be allowed on the local roadway network before 8:00 AM or after 4:30 PM.

Mitigation Measure 16.16: No construction worker traffic shall be allowed on the local roadway network between 6:30 and 8:30 AM and between 4:30 and 6:00 PM.

Mitigation Measure 16.21: Prohibit outbound movements at any driveway connection to Golden Valley Parkway north of the main entrance.

No further mitigation measures are required from the proposed Project.



Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No New Impact
XVI.	UTILITIES AND SERVICE SYSTEMS — Would the Project:				
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	[]	[]	[]	[✓]
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	[]	[]	[]	[✓]
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	[]	[]	[]	[✓]
d)	Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	[]	[]	[]	[✓]
e)	Result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	[]	[]	[]	[✓]
f)	Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	[]	[]	[]	[✓]
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	[]	[]	[]	[✓]

Discussion

The MLE UDC SEIR included analysis of utility systems for the entire UDC area, including the Project site, which was assumed to be 27.5 acres. The water demand analysis was based on a factor of 1,500 gallons per acre per day for highway commercial uses. Thus, the MLE UDC SEIR assumed that the Project Site would require approximately 41,250 Gallons per Day

The following is comparison of potential environmental impacts associated with the additional 30,000 sq. ft. of potential commercial gross floor area.



Potable Water Demand

According to the MLE UDC SEIR, and based on the City's Water, Wastewater and Recycled Water Master Plan (Nolte, 2001), estimates of water demand for Highway Commercial land uses are based on a factor of 1,500 gallons of water per acre per day. Using this factor, the Project Site represents a total daily demand of 41,250 gallons.⁶ Since the UDC sets a maximum Floor Area Ratio (FAR) of .3 as the limit of potential development on sites designated for Highway Commercial uses, the 26.5-acre Project Site could have up to 346,000 sq. ft. of gross floor area. The Project proposes a total development of up to 300,000 sq. ft., an amount well below the range on which the water demand estimate was based. Since the Project would not exceed the amount of water demand already factored into the City's water demand estimates, the Project would not be expected to result in any new impact on the City's ability to meet water demands.

Wastewater Flows

According to the MLE UDC SEIR, wastewater flow rates for all commercial land uses within the Mossdale Landing East UDC area are based on a factor of 1,200 gallons of wastewater day, per acre. Using this factor, the Project Site (which was identified as 27.5 acres in the MLE UDC SEIR) was expected to generate 33,000 gallons of wastewater per day, at buildout. Since the proposed Project does not exceed the permitted Floor Area Ratio for Highway Commercial sites, the proposed expansion of up to 30,000 sq. ft. would not exceed the estimate of wastewater flow expected from the Project Site, and on which citywide needs for wastewater treatment and discharge have been based.

The proposed Project would not contribute any new utility systems-related environmental impacts not previously addressed in the MLE UDC SEIR.

Solid Waste

The MLE UDC SEIR did not address potential impacts related to solid waste collection or disposal. However, solid waste was addressed in the EIR for the Mossdale Landing UDC area, an adjacent area involving land uses similar to the Mossdale Landing East UDC area. The Mossdale Landing UDC EIR identifies solid waste generation at buildout of the entire UDC planning area as a less than significant impact. Nevertheless, the West Lathrop Specific Plan identifies mitigation measures for all development in the Specific Plan area, including the UDC area.

This analysis indicates that the proposed Project would not involve any new environmental impacts that were not addressed in prior EIRs for the Project Site. Therefore, no further analysis is required.

Mitigation Measures

Mitigation Measure 17.1: Proportionate share groundwater and surface water allocations shall be acquired for the proposed project site before the project connects to the municipal water system.

⁶ InSite Environmental, Inc., *Mossdale Landing East UDC Draft SEIR*, P. 17-4.



Mitigation Measure 17.2: The owners, developers and the successors-in-interest shall not exceed their allotted wastewater treatment capacity, namely 1256,000 gpd. However, if project demands exceed the allotment, additional capacity must be acquired before additional construction can occur.

Mitigation Measure 17.3: The owners, developers and successors-in-interest shall reimburse sewer consortium properties for their share of WRP-1 expansion improvements.

Mitigation Measure 17.4: If wastewater infrastructure required to connect the project site to WRP-1 is unavailable to either Unit 1 or Unit 2, the project proponents shall construct the necessary wastewater collection system improvements prior to occupation of the first house.

Mitigation Measure re: Solid Waste: While no mitigation is required for potential impacts regarding solid waste (because impacts were identified as less than significant), the West Lathrop Specific Plan identifies solid waste reduction measures for all development within the WLSP area, including the Project Site. This mitigation is listed below:

- a. The City will monitor development to ensure compliance with the City's Integrated Solid Waste Management Plan (as prepared under the provisions of AB 939).
- b. Since development will be phased, substantial acreage will remain in agricultural use. Resulting solid waste from agricultural operations will require traditional approaches to management, using livestock and crop waters for soil fertilization.
- c. Mandatory pickup will be required for residential areas, along with containerized sorting of wastes capable of recycling and reuse.
- d. The significant amounts of wood wastes generated during construction activities are to be segregated and processed as wood chips and mulch for use in landscaping, animal husbandry and farming.
- e. Grass clippings will generate large amounts of organic waste and are to be mixed with other organic wastes and recycled as compost. Lawn mowing should be accomplished with mulch-forming blades to reduce the amount of clippings requiring composting.



Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No New Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE —				
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	[]	[]	[]	[✓]
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.)	[]	[]	[]	[✓]
c) Does the Project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	[]	[]	[]	[✓]

Discussion

The proposed Project is located within a portion of the Mossdale Landing East UDC planning area and would contribute to the significant environmental effects addressed in the previous MLE UDC SEIR. As documented elsewhere in this analysis, the proposed Project would involve no new impacts that were not addressed in the MLE UDC SEIR, including cumulative impacts, and would not require any new mandatory findings of significance.



REFERENCES

BIBLIOGRAPHY

InSite Environmental, Inc., *Draft Supplemental Environmental Impact Report for Mossdale Landing East*, December 5, 2003.

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MacKay & Soms, *Mossdale Landing East, A Community Designed for the City of Lathrop by Western Pacific Housing and Watt/McKee LLC*, Urban Design Concept, December 4, 2003.

Crane Transportation Group, *Traffic Evaluation of the Watt Commercial Shopping Center*, April 13, 2006.

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APPENDIX A

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MEMORANDUM

TO: Nat Taylor (ntaylor@lamphier-gregory.com)

FROM: Mark D. Crane, P.E.

DATE: April 13, 2006

RE: **TRAFFIC EVALUATION OF THE WATT COMMERCIAL SHOPPING CENTER**

Crane Transportation Group (CTG) has been requested by the City of Lathrop to evaluate three specific traffic/parking items of concern in relation to the proposed Watt shopping center in the southeast quadrant of the future River Islands Parkway/Golden Valley Parkway intersection.

1. Will increasing the size of the shopping center from 270,000 up to 300,000 square feet result in a measurable increase in traffic likely to produce a significant circulation impact?
2. Will allowing right turn in/out movements at the project's proposed northerly driveway along Golden Valley Parkway result in any operational or safety concerns?
3. Will proposed parking after center expansion meet City code criteria?

I. TRAFFIC IMPACTS DUE TO CENTER EXPANSION FROM 270,000 UP TO 300,000 SQ.FT.

Table 1 presents the weekday AM and PM peak hour gross trip generation that could be expected from both 270,000- and 300,000-square-foot shopping centers. Trip rates are obtained from the traffic engineering profession's standard source of trip rate data: *Trip Generation*, 7th Edition, by the Institute of Transportation Engineers, 2003. The net difference in trip generation expanding to the



larger center would result in a theoretical increase of 19 trips during the AM peak hour (12 inbound and 7 outbound) and 87 trips during the PM peak hour (42 inbound and 45 outbound).

The results from **Table 1** are in gross trips. Since some shipping center vehicles are attracted from the background flow of traffic on the local roadway network, an adjustment has been made to the projections in **Table 1** to reflect the net increase in traffic on the local roadway network due to the 30,000-square-foot expansion.

Based upon historical research from the Institute of Transportation Engineers, about 70 percent of the gross trip generation from a 300,000-square-foot shopping center is likely to be newly added to the local circulation system. As shown in **Table 2**, this would result in a net increase in traffic due to the proposed expansion of 13 trips during the AM peak hour and 62 trips during the PM peak hour (30 inbound and 32 outbound). With this level of new traffic, it is likely that there would be an increase of no more than 20 to 25 vehicles in any given direction on the arterial roadways providing access to the site. This would be less than a one percent increase in traffic at any intersection within the River Islands Parkway-Louise Avenue interchange with the I-5 freeway, if the peak increase in traffic is to/from east of the site through the interchange area.

Based upon review of the Central Lathrop Specific Plan (CLSP) EIR circulation analysis, for the year 2010 horizon, the Louise Avenue intersections with the I-5 North and Southbound Ramps are both projected to be operating at LOS C conditions during the PM peak hour (the time period of peak shopping center operation). This assumes required mitigation for the Central Lathrop project is in place. It also assumes development of the Watt 270,000-square-foot center. The added traffic that would result from expanding the Watt Center to 300,000 square feet would not be expected to produce any significant impact at either freeway ramp intersection with Louise Avenue. PM operation should remain LOS C at both locations.

In addition, the CLSP 2010 traffic analysis shows the River Islands Parkway/Golden Valley Parkway intersection operating at a good LOS D condition during the PM peak hour (with CLSP required mitigations). Again, the increase in traffic due to expansion of the Watt Center would not be expected to produce a significant impact at this intersection. Operation should remain a good LOS D.

II. IMPACT OF ALLOWING RIGHT TURNS TO AND FROM THE CENTER'S NORTH DRIVEWAY ALONG GOLDEN VALLEY PARKWAY

Allowing right turns into the shopping center at the project's proposed northerly driveway along Golden Valley Parkway should pose no significant operational or safety problems assuming a deceleration lane is provided on the approach to the entrance. Such a deceleration lane is not shown



on the current site plan. Rather, right turns into the site are shown occurring from the right turn lane on the approach to River Islands Parkway.

Allowing right turn outbound movements from the northerly driveway would result in significant operational and safety concerns due to the potential for some outbound drivers desiring to proceed westbound on River Islands Parkway needing to immediately weave across at least four lanes of traffic in order to access the left turn lane on the northbound Golden Valley Parkway approach to River Islands Parkway. Outbound right turn movements from this driveway should not be permitted.

III. PARKING ADEQUACY

The proposed 300,000-square-foot center would provide 1,480 parking stalls for a parking ratio of 4.92 stalls per 1,000 square feet. A total of 992 stalls would be required based upon City code criteria. Therefore, proposed parking would meet code criteria.



Table 1

**WATT SHOPPING CENTER
GROSS TRIP GENERATION
AT 270,000 AND 300,000 SQUARE FEET**

SIZE	AM PEAK HOUR TRIPS				PM PEAK HOUR TRIPS			
	IN		OUT		IN		OUT	
	RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL
270,000 SQ.FT.	*	173	*	111	**	579	**	627
300,000 SQ.FT.	*	185	*	118	**	621	**	672
Net Difference in Gross Trip Generation Due to Increase from 270,000 up to 300,000 SQ.FT.		+12		+7		42		45

* $\ln(T) = 0.60 \ln(X) + 2.29$ (61% in/39% out)

** $\ln(T) = 0.66 \ln(X) + 3.40$ (48% in/52% out)

*Trip Rate Source: Trip Generation, 7th Edition, by the Institute of Transportation Engineers, 2003.
Compiled by: Crane Transportation Group*

Table 2

**NET INCREASE IN SHOPPING CENTER TRAFFIC DUE TO
EXPANSION FROM 270,000 UP TO 300,000 SQUARE FEET**

	AM PEAK HOUR TRIPS		PM PEAK HOUR TRIPS	
	IN	OUT	IN	OUT
Shopping Center Net New Trips Due to Expansion (After Allowance for Capture of Traffic Already on Golden Valley Parkway or River Islands Parkway)	8	5	30	32

Source: Crane Transportation Group

