

Nancy Rustigian
City Clerk

FINAL
ENVIRONMENTAL IMPACT REPORT

FOR
MOSSDALE LANDING SOUTH
Lathrop, CA

September 9, 2004

SCH#2004052069

InSite
environmental, inc.

6653 Embarcadero Drive, Suite Q
Stockton, CA 95219
209.472.8650
Fax 209.472.8654
www.insite.org.com

Prepared for:

Community Development Department
CITY OF LATHROP
16775 Howland Road
Lathrop, CA 95330

FINAL ENVIRONMENTAL IMPACT REPORT

FOR

MOSSDALE LANDING SOUTH

Lathrop, CA

September 9, 2004

Prepared for:

Community Development Department
CITY OF LATHROP
16775 Howland Road
Lathrop, CA 95330
(209) 858-2860

Prepared by:

INSITE ENVIRONMENTAL, INC.
6653 Embarcadero Drive, Suite Q
Stockton, CA 95219
(209) 472-8650

TABLE OF CONTENTS

1.0	Introduction	
1.1	Project Brief	1-1
1.2	Final Supplemental EIR	1-1
1.3	Decision-Making Action on the Proposed Project	1-8
2.0	Revised Summary	
2.1	Summary Project Description	2-1
2.2	Summary of Impacts and Mitigation Measures	2-3
2.3	Summary of Alternatives	2-3
2.4	Significant Unavoidable Impacts And Outstanding Public Policy Issues	2-5
3.0	Comments on the Draft SEIR and the Lead Agency's Responses to Those Comments	3-1
4.0	Errata	4-1
5.0	Draft SEIR Distribution List and Legal Notices	5-1

APPENDICES

A	(Traffic) Demand Forecasting Methodology for the Mossdale Landing South Project	
---	---	--

LIST OF FIGURES

1-1	Regional Map	1-4
1-2	Vicinity Map	1-5
1-3	USGS Map	1-6
1-4	Mossdale Landing Projects	1-7
3-6B	Revised Proposed Tentative Map, Unit 2, Tract 3438	4-2

LIST OF TABLES

2-1	Land Use Table Mossdale Landing South Project	2-2
2-2	Revised Summary of Impacts and Mitigation Measures	2-6

1.0 INTRODUCTION

1.1 PROJECT BRIEF

The MLS project consists of applications for City approval of an Urban Design Concept (UDC), amendment of the Lathrop General Plan and the West Lathrop Specific Plan, rezoning application, Vesting Tentative Maps, and Development Agreement for the 104-acre urban development project (all acreage counts are net unless otherwise noted, collectively, the "Project"). These approvals would result in development authorization for 220 single-family residential lots, including approximately 22.4 acres of streets, 37.3 acres of Service Commercial development and approximately 23.9 acres of parks and open space.

The proposed project involves development of a portion of Mossdale Village, a major element of the urban development described in the approved West Lathrop Specific Plan (WLSP). The WLSP is 6,955-acre urban development plan approved by the City of Lathrop in 1995. Mossdale Village is a primarily traditional residential development that includes a village commercial center and service and highway commercial development along I-5. Mossdale Village is located in the eastern portion of the WLSP area, west of I-5. Most of the Mossdale Village area, and the remainder of the WLSP area, now known as the River Islands project, have been approved for urban development and are preparing for construction. Additional detail on other ongoing development projects in Mossdale Village, River Islands and surrounding areas is provided in Section 1.2 of the Draft SEIR, which is incorporated into this document by reference.

The proposed project site is located within the City of Lathrop, east of the San Joaquin River, south of Louise Avenue and west of Interstate 5 (I-5). The project site consists of two discontinuous units, 1 and 2. See Figures 1-1 through 1-6. The proposed project is described in more detail in Chapter 3.0 and summarized in Chapter 2.0 of this document.

1.2 FINAL SUPPLEMENTAL EIR

The proposed project site is located within the West Lathrop Specific Plan (WLSP) area. The WLSP, approved by the City of Lathrop in 1995, and amended in 2003, addresses the planned development of approximately 6,055 acres of urban development in two parts: 1) the Stewart Tract (5,794 acres) and Mossdale Village (1,161 acres). The larger Stewart Tract area was originally planned to be developed with theme parks, commercial areas and residential development as well as golf courses and other open space areas. The Stewart Tract project was subsequently re-planned and approved by the City of Lathrop in January 2003 as "River Islands," as discussed in more detail below. The Mossdale Village portion of the WLSP was conceived as an urban residential village centered on a village commercial area. The proposed MLS project is located

within the WLSP Mosssdale Village area and implements a portion of the approved Specific Plan. Large portions of the Mosssdale Village area have already been approved for development. In January 2003, the City of Lathrop approved a large portion of Mosssdale Village known as Mosssdale Landing. The related master planned community of Mosssdale Landing East (MLE) was approved on March 2, 2004. The 2003 Mosssdale Landing project and the 2004 MLE project, were consistent with the planned residential village vision for the Mosssdale Area included in the 1995 WLSP.

The City prepared a draft supplement to the WLSP EIR (Draft SEIR) to address the potential environmental effects of the MLS project. The SEIR was tiered from the WLSP EIR, which is incorporated by reference in Section 1.3. Considered together, the documents meet applicable CEQA requirements for the proposed project. The Draft SEIR 1) provided a description of the current proposed project, 2) evaluated and updated the environmental information and impact analysis presented in the previous document as required, and 3) provided supplemental information and analysis, as needed to meet current CEQA requirements.

The Draft SEIR for the MLS project was prepared and distributed for agency and public comment in June 2004. The Draft SEIR distribution list, legal notices and other information related to public review of the document are shown in Section 5.0 of this document. Public and agency comments were received by the City through and after the close of the review period on August 8, 2004. A total of eight (8) written comments on the SEIR and/or project were submitted to the City of Lathrop, the Lead Agency for the project. In addition, comments were provided by the Lathrop Planning Commission at a July 27, 2004 meeting intended to receive public comment on the document. This Final SEIR incorporates and revises the environmental analysis from the Draft SEIR, provides responses to comments received on the Draft SEIR, and analyzes any substantive issues raised by the comments.

The Final SEIR has been prepared pursuant to the requirements of CEQA and the CEQA Guidelines. Guidelines Section 15132 specifies the content of a Final EIR as:

- The Draft EIR or a revision of the draft
- Comments and recommendations received on the Draft EIR, either verbatim or in summary
- A list of persons, organizations, and the public agencies commenting on the Draft EIR
- The responses of the Lead Agency to significant environmental points raised in the review and consultation process
- Any other information added by the Lead Agency. This includes additional technical information or clarification to the Draft EIR submitted by City staff.

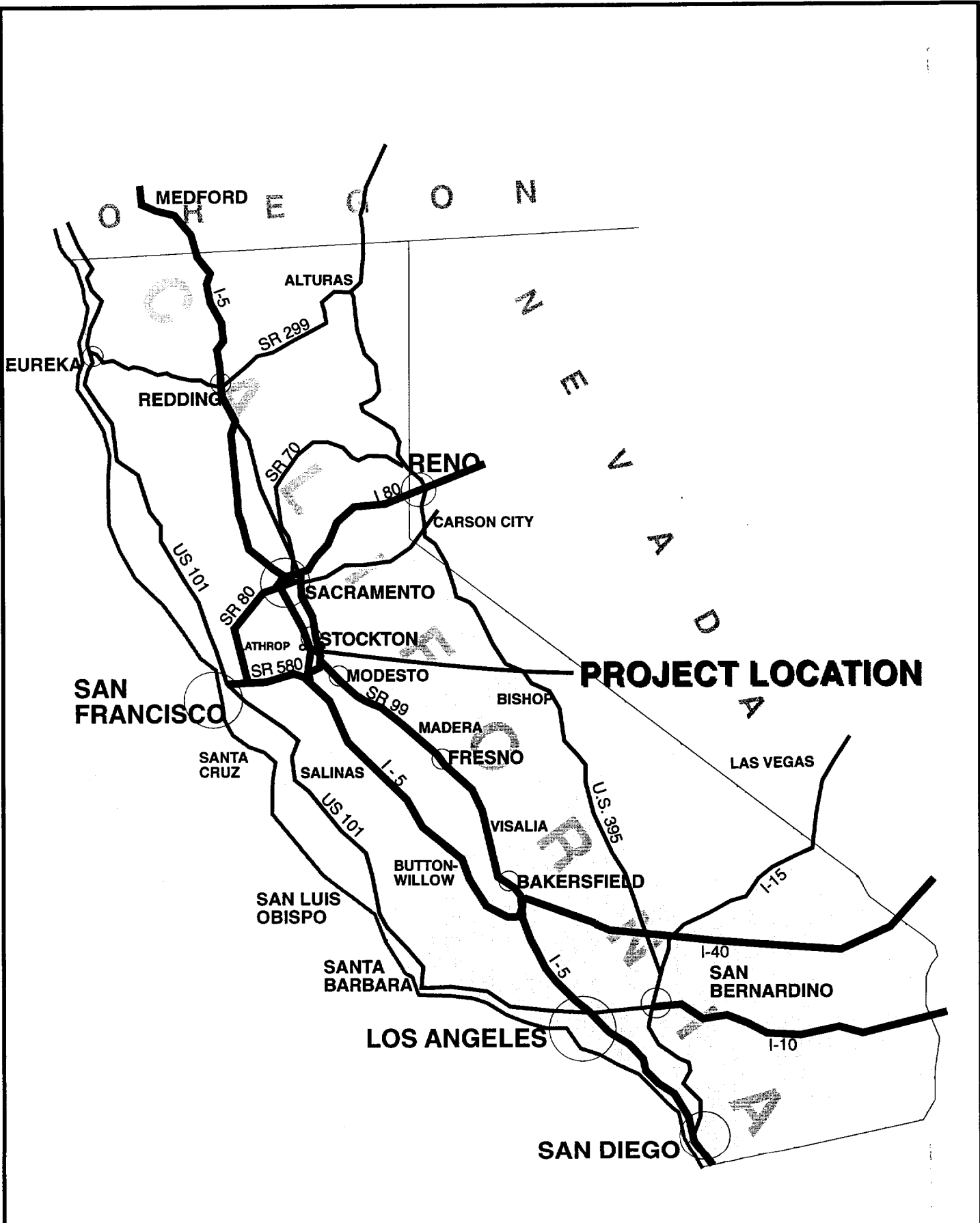
This Final SEIR includes the information necessary to meet the specified requirements of the CEQA Guidelines. Section 1.0 is this Introduction to the purpose and format of the Final SEIR. Section 2.0 displays the summary of the Draft SEIR, revised as necessary to

reflect any substantial changes made as a result of public and agency comment. Section 3.0, a key element of the Final SEIR, lists all of the written comments received concerning the Draft SEIR, displays the text of each comment letter, and provides the City of Lathrop's response to each of the substantive comments.

Section 4.0 is the Errata which sets forth any required revisions to the Draft SEIR, including revisions necessitated by agency and public comments as well as changes to the document originating with City staff. Section 5.0 includes copies of transmittal documents, the notice of availability of the SEIR for review, the distribution list for the notice and of the Draft SEIR, the Notice of Completion and other legal notices.

The Draft SEIR, cited below, is hereby incorporated by reference. A copy of the Draft SEIR is available for review at the Lathrop Community Development Department, 16775 Howland Road, Suite 1, Lathrop, CA 95330.

InSite Environmental. Public Review Draft, Supplemental Environmental Impact Report for Mossdale Landing South, Lathrop, CA. State Clearinghouse Number 2004052069. June 25, 2004.



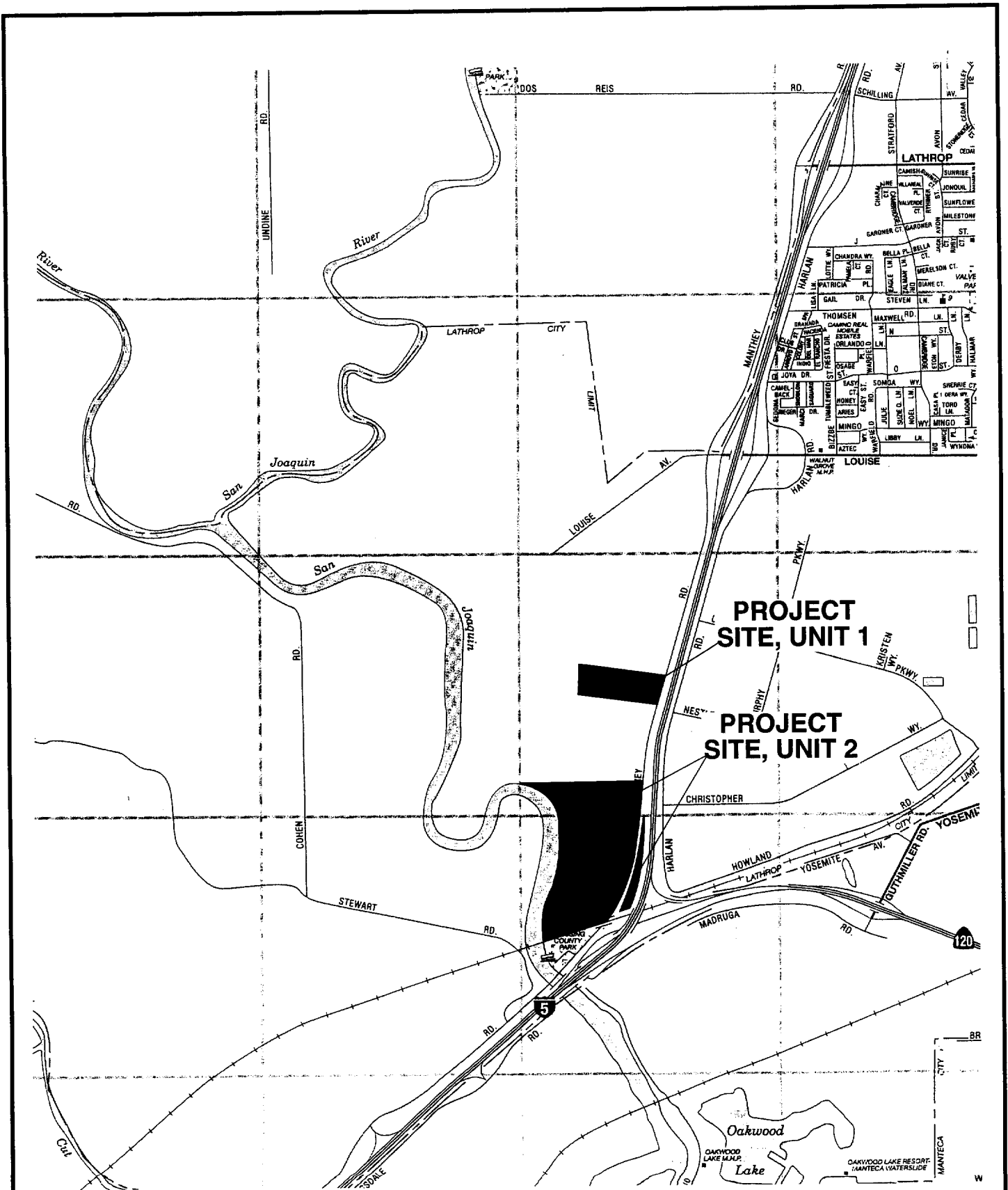
PROJECT LOCATION

Source: INSITE ENVIRONMENTAL

INSITE ENVIRONMENTAL

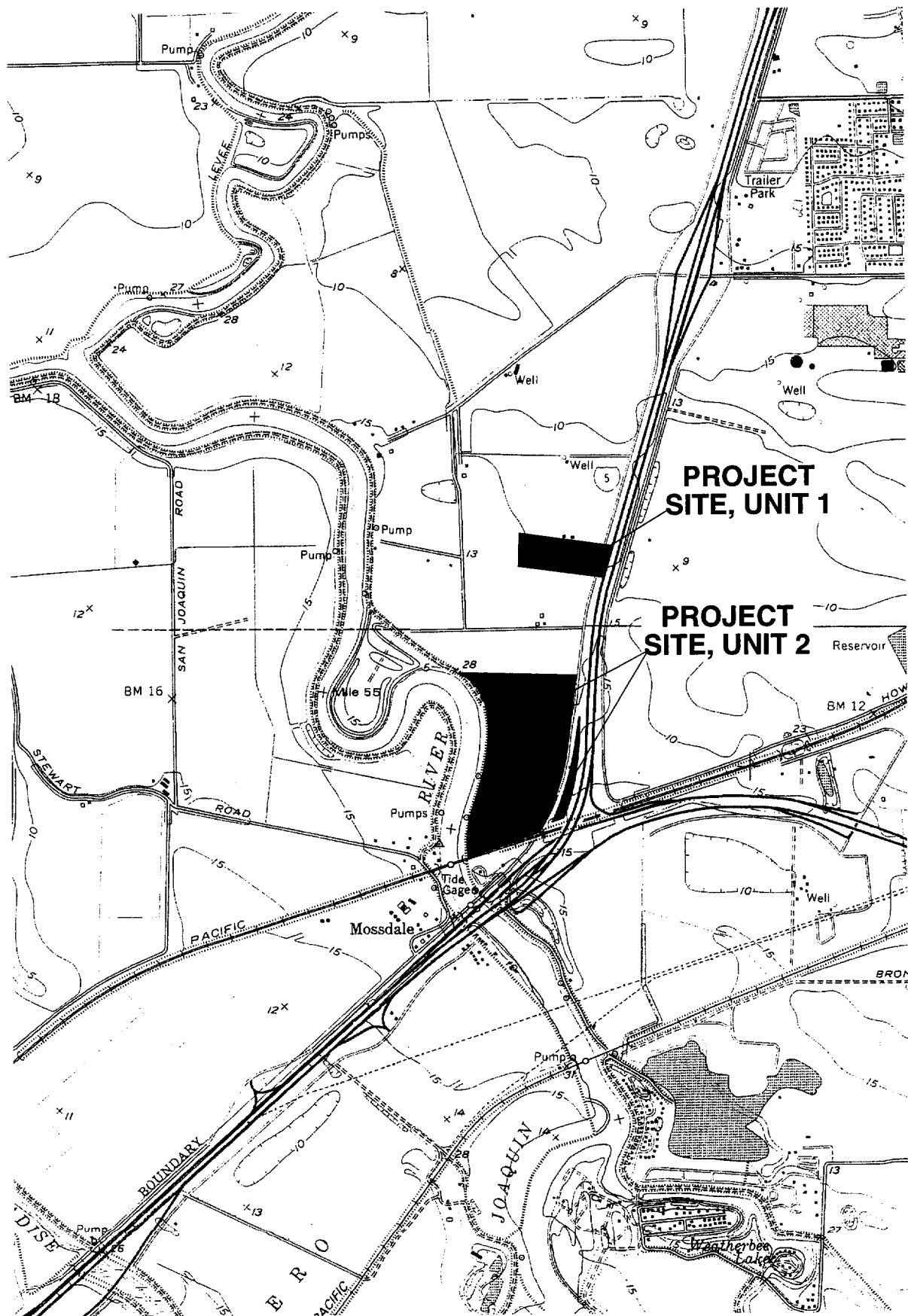


**Figure 1-1
REGIONAL MAP**



Source: AAA, LATHROP, CALIFORNIA
 INSITE ENVIRONMENTAL, INC.

Figure 1-2
VICINITY MAP



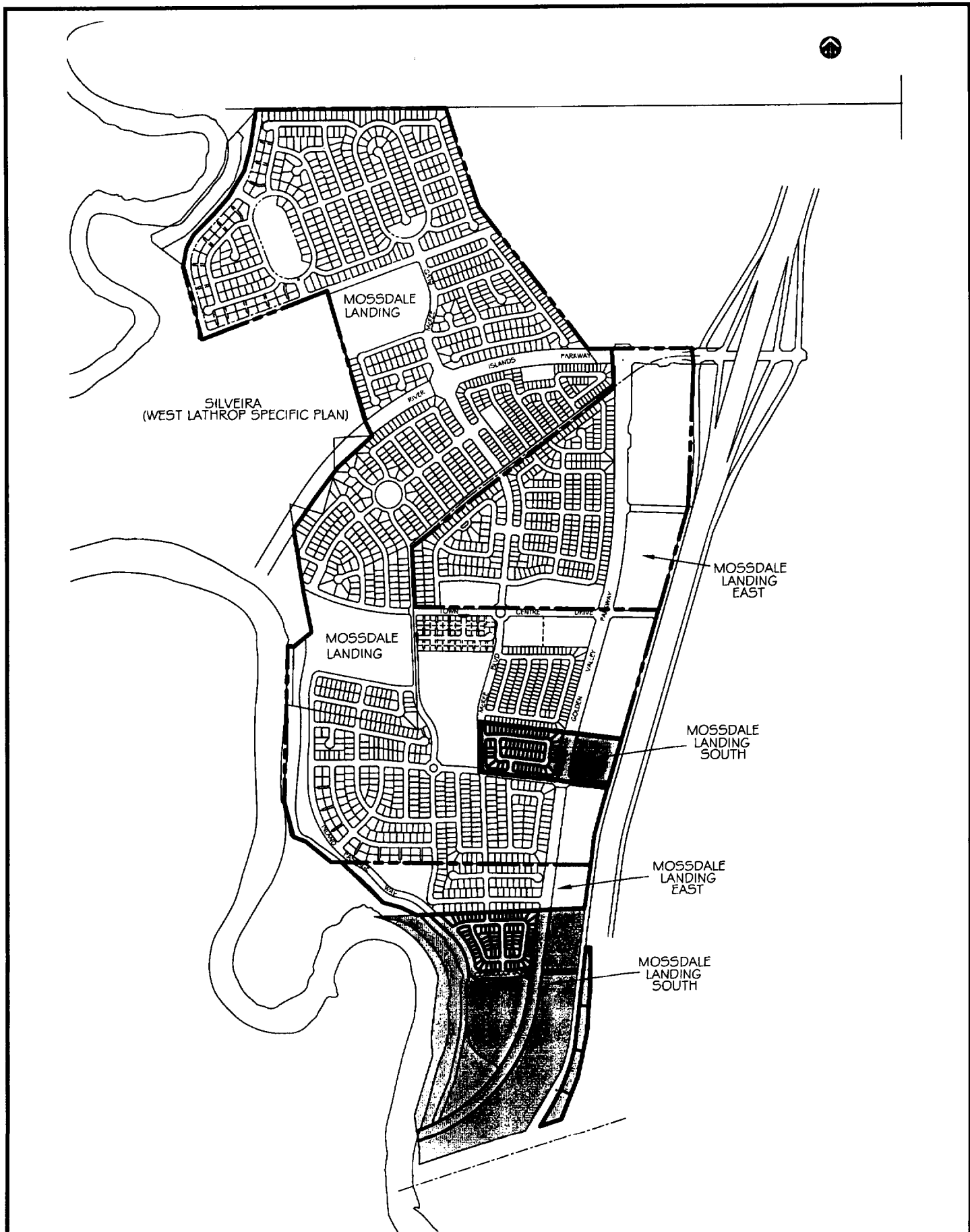
PROJECT SITE, UNIT 1

PROJECT SITE, UNIT 2



Source: USGS QUADRANGLE MAP, LATHROP
 INSITE ENVIRONMENTAL, INC.

**Figure 1-3
 USGS MAP**



Source: MACKAY & SOMPS

INSITE ENVIRONMENTAL

Figure 1-4
MOSSDALE LANDING PROJECTS

1.3 DECISION-MAKING ACTION ON THE PROPOSED PROJECT

The proposed project will require approvals from the City of Lathrop Planning Commission and City Council. These permitting decisions will occur after duly noticed public hearings before these decision-making bodies. Before any of these actions may take place, however, the City's obligations under the California Environmental Quality Act (CEQA) must be fulfilled. These obligations are outlined below.

Sections 15090 through 15093 of the CEQA Guidelines outline procedures for decision-making when an EIR has been prepared. Before taking action on the project, the City must first certify that the EIR is adequate under CEQA. Then, in conjunction with their decision on the project, the City must make specific findings with respect to each of the significant environmental effects identified in the EIR, indicating whether the effect 1) will be mitigated, 2) is the responsibility of another agency, or 3) is not feasible to mitigate but is acceptable as a result of other overriding social or economic considerations.

Guidelines for the certification of an EIR (Section 15090) require that the Lead Agency certify that 1) the Final EIR has been completed in compliance with CEQA, 2) that the Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information contained in the Final EIR prior to approving the project, and 3) that the Final EIR reflects the Lead Agency's independent judgment and analysis. The Lathrop City Council, and its appointed Planning Commission, each have specific decision-making authority over elements of the proposed project, and each will be required to certify the Final EIR for these purposes.

The EIR is intended by CEQA to be an informational document (Guidelines Section 15121). Decision-making on the subject project in relation to its environmental impacts is reserved to the Lead Agency and the Responsible Agencies. Consequently, information in the EIR does not control the agency's ultimate discretion on the project, but the agency must respond to each significant effect identified in the EIR. This is accomplished through the requirement (Guidelines Section 15091) that the City decision-makers make specified findings with respect to each of the significant environmental effects identified in the EIR before they approve the project, or portions of the project. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR (i.e., the impact has been "mitigated").
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be

adopted by such other agency (i.e., mitigation is the responsibility of an agency other than the City of Lathrop).

3. Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR (i.e., the impact is acceptable because the project's benefits outweigh it).

If the City decision-makers decide to approve the project without providing substantial mitigation for all of the significant impacts of the project (i.e. if the second or third finding options are utilized), Section 15093 allows the decision-makers to balance the project's benefits against its unavoidable environmental risks. In this case, a Statement of Overriding Considerations must be prepared and included in the project decision-making record.

As a part of the findings process described above, the City must also adopt a mitigation monitoring and/or reporting program which is fully enforceable through permit conditions, agreements, or other measures. Findings, a Statement of Overriding Considerations and a mitigation monitoring/reporting program for the MLE project have been prepared in conjunction with this document and are contained in separate documents.

2.0 REVISED SUMMARY

This Chapter is a reproduction of the Summary Chapter of the Draft SEIR. The contents of this chapter are exactly as presented in the Draft SEIR, as modified in the Final SEIR preparation process. All changes to the Draft SEIR chapter are shown in underline and ~~strikeout~~.

2.1 SUMMARY PROJECT DESCRIPTION

The Mossdale Landing South (MLS) project consists of applications for City approval of an Urban Design Concept (UDC), amendment of the Lathrop General Plan and the West Lathrop Specific Plan, rezoning application, Vesting Tentative Maps, and Development Agreement for the 104-acre urban development project (all acreage counts are net unless otherwise noted, collectively the "Project"). These approvals would result in development authorization for 219 single-family residential lots, including approximately 22.4 acres of streets, 37.3 acres of Service Commercial development and approximately 23.9 acres of parks and open space. Additional detail on the project is provided below and in Chapter 3.0.

The proposed project involves development of a portion of Mossdale Village, a major element of the urban development described in the approved West Lathrop Specific Plan (WLSP). The WLSP is a 6,955-acre urban development plan approved by the City of Lathrop in 1995. Mossdale Village is a primarily traditional residential development that includes a village commercial center and service and highway commercial development along I-5. Mossdale Village is located in the eastern portion of the WLSP area, west of I-5. Most of the Mossdale Village area, and the remainder of the WLSP area, now known as the River Islands project, have been approved for urban development and are preparing for construction. Additional detail on other ongoing development projects in Mossdale Village, River Islands and surrounding areas is provided in Section 1.2.

The project site is divided into two units: 1) The Azevedo property, to be referred to in this document as "*Unit 1*" (16.5 acres) is the northernmost of the two units and is surrounded on three sides by the approved Mossdale Landing project (Figures 1-1 through 1-6); 2) Lands owned by Vallentyne, Queirolo and others, to be known in this document as "*Unit 2*," which are located immediately south of Unit 2 of the Mossdale Landing East project (87.8 acres). The proposed project would be phased. As shown on Figure 3-16, Unit 1 of the project includes Phases 1 and 3; Unit 2 of the project includes Phase 2 and Phases 4 through 8.

The proposed UDC, required by the adopted WLSP, includes a detailed mapping and description of land uses, circulation systems, landscaping, design details, and other elements related to buildout of the project, including the provision of utilities and the financing of public services and facilities. The UDC prescribes development standards for proposed land uses in planned residential, commercial and public areas; the circulation system's location and standards; design guidelines for the various land uses;

specifications for planned public improvements, signage and lighting; plans for water, sewer, storm drainage and reclaimed water systems; and project phasing and financing, including police, fire, animal control, maintenance and operation.

The UDC emphasizes the creation of a livable community that provides identity and variety. The UDC embodies themes associated with the history and imagery of the City of Lathrop as well as incorporating other elements of development in traditional Central Valley communities. These features would include a network of interconnected streets, parkways with canopy street trees, varied architectural styles and access, and a mix of land uses. Development authorized by the UDC is summarized in Table 2-1.

TABLE 2-1
LAND USE TABLE
MOSSDALE LANDING SOUTH PROJECT
(acres)

Proposed Land Use	Unit 1			Unit 2			TOTAL PROJECT		
	ACRES	SQ. FT.	UNITS	ACRES	SQ. FT.	UNITS	ACRES	SQ. FT.	UNITS
Service Commercial	4.8	52,490		32.5	354,034		37.3	406,524	
Medium Density Residential	8.3		62	14.6		158	20.6		220
Open Space				15.3			15.3		
River Park				3.6			3.6		
Neighborhood Park				5.0			5.0		
Streets	5.7			16.8			22.4		
TOTAL	16.5	52,490	62	87.8	354,034	158	104.2	406,524	220

The circulation provisions of the UDC (Figure 3-5) establish a street plan for the proposed community and linkage between the UDC area and the overall circulation network defined in the City's General Plan, the WLSP and subsequent development approvals.

Utility services for the project will be extended from planned improvements to be constructed in conjunction with the adjoining Mossdale Landing and MLE projects. Domestic water service for the MLS project will be provided by an expansion of the City's existing water system in conjunction with proposed commercial and residential development (Figure 3-10). Water supply will be derived from new wells to be added to the City's well system and, in the long-term, from the South County Surface Water Supply Project (SCSWSP).

Wastewater treatment and disposal services shall be provided by the City of Lathrop, and the project would provide recycled water disposal areas on an interim basis. The

proposed wastewater collection system (Figure 3-11) would be extended from improvements to be constructed by the adjoining projects. The project will construct portions of the City's planned recycled water distribution system. A portion of Unit 2 of the project site will serve as an interim disposal site for treated wastewater, subject to required state permits.

Storm Drainage. The project would involve the installation of new storm drainage facilities to serve the project (Figure 3-13), which will be routed to storm water detention ponds and discharge facilities located on the adjoining project sites. The proposed collection system would discharge to a planned outfall to be constructed adjacent to the San Joaquin River by the adjoining Mossdale Landing project.

The MLS project does not provide sites for schools. The project will provide one proposed neighborhood park on 5.0 acres at the south end of Unit 2. An additional 3.6 acres west of Inland Passage Way in Unit 2 would be reserved for River Park, and 15.3 acres would be dedicated to Open Space along the San Joaquin River. Additional park facilities will be constructed in conjunction with the adjoining Mossdale Landing and MLE projects. The project will also contribute to development of park facilities through payment of required parkland dedication (Quimby Act) fees and cultural and leisure Capital Facility Fees (CFFs).

The MLS project would be phased as shown on Figure 3-16. The principal discretionary permits and approvals for the project would be granted by the City of Lathrop. Permits and approvals from a number of other agencies may also be necessary in the course of development of the project site. Anticipated and potential permits and approvals are identified in Table 3-3.

2.2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

The potentially significant impacts of the proposed project and mitigation measures proposed to minimize these effects are listed in Table 2-2 at the end of this chapter. The table also identifies the level to which the proposed mitigation measures would reduce impacts. Significant unavoidable impacts are those for which the significance remains "significant" or "potentially significant" after mitigation measures are applied.

2.3 SUMMARY OF ALTERNATIVES

Chapter 19.0 identifies and discusses a range of reasonable alternatives to the proposed project, including the "no project" alternative. The alternatives addressed include:

- No Project
- Lower Density/Reduced Commercial Alternative

Several other alternatives were discussed that were found to be either infeasible or to not have the potential to reduce environmental impacts of the project. These alternatives were dismissed from further consideration:

- General Plan/WLSP Buildout
- Off-Site Alternative
- Other Alternatives Addressed in the WLSP EIR
- Extended Use Of On-Site Areas For Storm Water Detention And Recycled Water Disposal
- Project Design To Address Significant Environmental Constraints

No Project Alternative

The No Project Alternative is defined as the continuation of existing conditions and trends in the project area. This alternative assumes that there is no action on the part of the City of Lathrop to approve the proposed UDC, SEIR, Development Agreement, and subdivision map for the project area. The analysis of this alternative is required by State law.

This alternative would avoid projected increases in population and associated demands for public services and utilities as well as eliminate increased traffic, air pollution and noise impacts due to project-related travel on local roadways. This alternative would involve no changes to aesthetics, agriculture, geology, soils, biology, or cultural resources within the project area. The alternative would be inconsistent with adopted planning documents such as the Lathrop General Plan and the West Lathrop Specific.

The environmental benefits of this alternative would be temporary as a result of continuing development pressure, and this alternative does not fulfill the basic objectives of the project.

Lower Density/Reduced Commercial Alternative

The Lower Density/Reduced Commercial alternative is defined as a general but substantial reduction in the residential and commercial development yield of the proposed project. For the purposes of this analysis, that reduction is nominally set at 25%. Under this alternative, then, the project would consist of up to approximately 165 residential units and 305,000 square feet of commercial development.

This alternative would reduce projected increases in population, associated demands for public services and utilities and traffic, air pollution and noise. This alternative would involve no substantial changes to the aesthetics, agriculture, geology, soils, biology, or cultural resources impacts of the project. This alternative would also be inconsistent with adopted planning documents.

Reduced density would displace demands for urban development onto other undeveloped lands, resulting in increased impacts on agricultural, cultural and

biological resources; dispersion of new urban development may also result in increases in vehicle miles traveled and associated air quality effects as well as the costs of urban services and utilities.

This alternative would partially fulfill the objectives of the project and may result in short-term reductions in environmental impact. However, this alternative would likely result in greater resource land and traffic impacts as a result of displacement of anticipated growth and potentially result in greater impacts associated with vehicular travel.

Environmentally Superior Alternative

The No Project Alternative is the environmentally superior alternative. Of the project alternatives, the proposed project is the environmentally superior alternative.

2.4 SIGNIFICANT UNAVOIDABLE IMPACTS AND OUTSTANDING PUBLIC POLICY ISSUES

This Final EIR identifies the significant environmental effects of the project and mitigation measures proposed to minimize these effects. The project would involve significant unavoidable environmental effects with respect to ozone precursor emissions and freeway traffic; these impacts have been addressed in previous documents. The proposed project will involve the need for cancellation of Williamson Act contracts on the project site. Findings related to contract cancellation will be made by the Lathrop City Council. Otherwise, proposed mitigation measures would be effective in reducing potential environmental effects to a less than significant level. The project does not involve any other known controversy or unresolved public policy issues.

**TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
4.0 AESTHETICS			
Aesthetic Effects of Proposed Residential Development	LS	None required	
Light and Glare	PS	<p style="text-align: center;">4.1 Light and Glare Screening</p> <p>Exterior commercial lighting associated with the project shall, as indicated in the WLSP EIR (p. IV-16), be directed away from residential areas and hooded to prevent glare. Special attention shall be given to the hooding or direction of lighting mounted high on building walls, poles, roofs, equipment and other facilities.</p>	LS
5.0 AGRICULTURE			
Conversion of Agricultural Land	S	<p style="text-align: center;">5.1 Agricultural Land Conversion Mitigation Fee.</p> <p>The applicants shall participate in the City's agricultural land conversion mitigation fees system when adopted.</p>	S
Urban Agricultural Conflicts	LS	None required	
Williamson Act Contracts	LS	None available	
6.0 AIR QUALITY			
Construction-Related Emissions	S	<p style="text-align: center;">6.1 Construction Dust Control</p> <p>A. The owners, developers and/or successors-in-interest shall comply with all applicable requirements of SJVAPCD Regulation VIII, including compliance with the following mitigation measures B through J.</p>	LS

S = Significant, CS = Cumulatively Significant, PS = Potentially Significant, LS = Less than Significant, SOC Adopted = Statement of Overriding Considerations previously adopted.
 Mossdale Landing South Final Supplemental EIR

TABLE 2-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significance After
Mitigation

Significance Before
Mitigation Measures

Mitigation Measures

Potential Impact

- B. 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 10 shall be applied as required to maintain the VDE standard.
- C. Pre-water all land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activity sites and phase earthmoving.
- D. Apply water, chemical / organic stabilizer / suppressant, or vegetative ground cover to all disturbed areas, including unpaved roads.
- E. Restrict vehicular access to the disturbance area during periods of inactivity.
- F. Apply water or chemical /organic stabilizers / suppressants, construct wind barriers and/or cover exposed potentially dust-generating materials.
- G. 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.

**TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Significance After
Mitigation

Significance Before
Mitigation Measures

Mitigation Measures

Potential Impact

- H. 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.
- I. Traffic speeds on unpaved roads shall be limited to 15 mph.
- J. The ODS 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.

TABLE 2-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significance After
Mitigation

Significance Before
Mitigation Measures

Potential Impact

Mitigation Measures

	S	6.2		S
Ozone Precursor Emissions	(Short term)		<p>Ozone Reduction Measures The proponents shall implement the following mitigation measures:</p> <p>Install central water heaters in all residential and commercial buildings. Prohibit the use of wood stoves or fireplaces in all residential dwellings. Orient buildings north/south to take advantage of solar heat gain. Provide bus turnouts and transit improvements where requested by SMART. Provide sidewalks and/or pedestrian paths. Provide direct pedestrian connections. Provide street lighting. Provide pedestrian signalization and signage. Provide bike lanes/paths connecting to bikeway system. Provide shade trees to shade sidewalks. Provide pedestrian safety designs/infrastructure at crossings. Provide secure bicycle parking. Provide outdoor electric outlets and gas hook-ups.</p>	(Short term, less than significant after 2025)
Carbon Monoxide Emissions	LS		<p>6.3 <u>The applicants shall prepare and implement an ozone precursor mitigation plan that incorporates feasible elements of the list included in the APCD's Draft EIR comment letter of August 10, 2004. The plan shall be subject to the review and approval of the Director of Community Development prior to final map approval.</u></p>	
Odor Impacts	LS		<p>None required</p> <p>None required</p>	

**TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Significance After
Mitigation

Mitigation Measures

Significance Before
Mitigation Measures

Potential Impact

7.0 BIOLOGICAL RESOURCES

Impacts of Waters of the U.S. and Wetlands	LS	None required	LS
Project Impacts on Swainson's Hawk, Burrowing Owl and Other Sensitive Species Addressed by the San Joaquin County Habitat Conservation Program	S	7.1 Compliance with the SJCMSSHCP A. The project proponent shall pay the applicable (SJMSHCP) fee prior to the issuance of any building permit for the parcel area to be developed. B. The Project proponents shall also implement other "Incidental Take Avoidance Measures" as specified in the SJMSHCP.	LS

Project Impacts on Riparian Brush Rabbit

LS

None required

Project Impacts on Heritage Oak Trees

LS

None required

Sensitive Fish Species, Water Quality Concerns

LS

None required

Impacts on Other Sensitive Plant or Wildlife Species

LS

None required

8.0 CULTURAL RESOURCES

Impact on Known Archaeological Resources

S

8.1 Avoidance

LS

A. The applicants or their successors shall retain a qualified archaeologist to field stake the boundaries of CA-SJO-19/H where it encroaches on any land proposed for development. Said boundary shall be surveyed by a qualified engineer or surveyor, and development or physical disturbance shall be permanently prohibited within the CA-SJO-19/H site area. Legal exclusion may be by final map, open space easement or other means acceptable to the Community Development Director.
(unless additional significant cultural resources are identified within the Phase 8 area)

TABLE 2-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significance After
Mitigation

Mitigation Measures

Significance Before
Mitigation Measures

Potential Impact

B. Prior to development or physical disturbance of lands adjacent to CA-SJO-19/H, the site boundary shall be marked with colored plastic construction fencing and signed as required to prevent construction equipment encroachment.

8.2 Archeological Survey, Phase 8 Area

A. Prior to any urban development activity or entitlement approvals within the Phase 8 area, the applicants shall retain a qualified archaeologist to perform an archaeological survey of the proposed development area. If the survey identifies either archaeological or potential historical resources, said resources shall be evaluated for their potential uniqueness and/or significance under CEQA. If any resources are considered unique and/or significant under CEQA, the resources shall either be avoided, or feasible mitigation that will reduce impacts so less than significant shall be incorporated in the project. If not, additional CEQA review will be required.

LS

Unknown Archeological Resource Discovery

Impact on Unknown Archeological Resources

PS

8.3

A. 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.

**TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Significance After
Mitigation

Mitigation Measures

Significance Before
Mitigation Measures

Potential Impact

- B. 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 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 if human remains are found to be of Native American origin.
- C. The developer shall inform / educate members of the earthmoving team prior to ground disturbances of the possibility of subsurface cultural materials being located within the project area and instruct the team about the proper procedure to be utilized if subsurface cultural materials are unearthed. The construction team shall include the general contractor and all subcontractors involved in ground disturbance activities.

None required

LS

Impacts on Historic Architectural Resources

9.0 FISCAL IMPACTS

There are no significant issues in this issue area. See chapter 9.0 Fiscal Impacts for information in this issue area.

**TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Potential Impact	Significance Before Mitigation Measures	Significance After Mitigation	Mitigation Measures
10.0 GEOLOGY AND SOILS			
Seismic-Related and Soils Hazards	S	10.1	Geotechnical Report and Soils Reports.
		A.	The project proponent shall submit geotechnical reports prepared by qualified geotechnical or soils engineers and addressing all areas proposed for development to the Lathrop Building Department for review and approval.
		B.	All proposed development shall conform to the soils engineer's recommendations, as detailed in the approved soils report.
Shallow Groundwater Constraints	LS	None required	
Soil Erosion	PS	10.2	Water Controls/Erosion Control
			Comply with mitigation measures identified for storm water quality effects in Chapter 12.0, Hydrology and Water Quality.
11.0 HAZARDS AND HAZARDOUS MATERIAL			
Exposure to Hazardous Materials Transportation Risks	LS	None required	
Exposure to High-voltage Power Lines and Electromagnetic Fields	LS	None required	
Exposure to Hazardous and Toxic Materials and Sites	LS	None required	
Hazardous Air Pollutants	LS	None required	

S = Significant, CS = Cumulatively Significant, PS = Potentially Significant, LS = Less than Significant, SOC Adopted = Statement of Overriding Considerations previously adopted.

**TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
------------------	---	---------------------	-------------------------------

12.0 HYDROLOGY AND WATER QUALITY

Direct Impacts on Surface Water Features	LS	None required	
Potential Effects on River Flow and Volume	LS	None required	
Project Effects on Levee Stability and Flooding Risk	LS	None required	
Construction Effects on Surface Water Quality	PS	12.1 SWPPP	LS

A. 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.

B. The proponent shall implement all relevant provisions of the SWPPP, the City SWMP and Construction General Permit during project construction.

Urban Runoff Effects on Surface Water Quality	PS	12.2 SWPPP and General Permit Requirements and BMP's.	LS
---	----	---	----

The project proponent shall prepare and implement a Storm Water Pollution Prevention Plan consistent with the requirements of the City's Storm Water Management Plan, including Best Management Practices, as required in Mitigation Measure 12.1.

Effects of Recycled Water Storage and Disposal on Surface Water Quality	LS	None required	
---	----	---------------	--

S = Significant, CS = Cumulatively Significant, PS = Potentially Significant, LS = Less than Significant, SOC Adopted = Statement of Overriding Considerations previously adopted.

**TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
Project Effects on Groundwater Quality	PS	12.3 Groundwater Quality Protection The project proponent shall prepare and implement an SWPPP for the project as defined in Mitigation Measure 12.2.	LS
13.0 LAND USE AND PLANNING			
Interim Land Use Conflicts during Project Buildout	LS	None required	
Conflicts between Planned and Existing Land Uses	LS	None required	
14.0 NOISE			
Increases in Traffic Noise Levels at Existing Land Uses in the Project Vicinity	LS	None required	
Traffic Noise Impacts at Proposed Residential Land Uses Developed within the Project	S	14.1 Sound Wall Project improvement plans shall include construction of a minimum 8-foot high sound barrier along the east line of lots backing up to Golden Valley Parkway.	LS
Other Noise Producing Sources	LS	None required	
Construction Noise	PS	14.2 Construction Schedule 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.	LS

S = Significant, CS = Cumulatively Significant, PS = Potentially Significant, LS = Less than Significant, SOC Adopted = Statement of Overriding Considerations previously adopted.
Mossdale Landing South Final Supplemental EIR

TABLE 2-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
15.0 PUBLIC SERVICES Project Impact on Law Enforcement	PS	Police Service Start-up Costs	LS
		The applicants 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.	
		15.2 Police Ongoing Costs	
		The applicant shall pay their proportionate share of ongoing costs associated with additional services until revenues generated from the project can cover this cost via participation in the Mossdale Village CFD, or an equivalent funding mechanism.	
		15.3 Capital Facilities Fees	
		The applicant shall pay Capital Facilities Fees to defray capital facilities costs associated with public safety.	
		15.4 Construction Security	
		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.	

**TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
Project Impact on Animal Control Services	PS	<p>15.5 Public Safety Review</p> <p>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 following Section 7.2 Fire Protection.</p>	
	PS	<p>15.6 Preemption Devices</p> <p>The applicant shall be responsible for providing traffic control preemption devices on all traffic lights to be constructed in conjunction with MLS development.</p>	
	LS	<p>15.7 Animal Control Start-up Costs</p> <p>The Development Agreement shall include a provision that will ensure maintenance of the existing level of animal control service in the City. The agreement shall be designed to ensure that resources are available for animal control facilities and staff to expand to meet demand associated with the proposed project. The project applicant shall pay the one-time start up cost for these animal control services.</p>	
	PS	<p>15.8 Animal Control Ongoing Costs</p> <p>The applicant shall pay their proportionate share of ongoing costs associated with additional services until revenues generated from the project can cover this cost via participation in the Mossdale Village CFD, or an equivalent funding mechanism.</p>	

S = Significant, CS = Cumulatively Significant, PS = Potentially Significant, LS = Less than Significant, SOC Adopted = Statement of Overriding Considerations previously adopted.
Mossdale Landing South Final Supplemental EIR

TABLE 2-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
Project Impact on Fire Protection	PS	<p>15.9 Capital Facilities Fees</p> <p>The applicant shall pay Capital Facilities Fees to defray capital facilities costs associated with an animal control facility.</p>	
	PS	<p>15.10 Fire Facilities Fee</p> <p>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.</p>	LS
	PS	<p>15.11 LMFDP Review, Secondary Access</p> <p>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 properties requiring fire protection.</p>	
	PS	<p>15.12 UFC Compliance</p> <p>Planned water distribution facilities shall be designed in order to meet applicable, adopted Uniform Fire Code requirements for the proposed land uses.</p>	

S = Significant, CS = Cumulatively Significant, PS = Potentially Significant, LS = Less than Significant, SOC Adopted = Statement of Overriding Considerations previously adopted.
Mossdale Landing South Final Supplemental EIR

TABLE 2-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
Project Impact on Parks and Recreation	PS	15.13 Park Land Dedication At each phase of development, the project proponent shall dedicate any portions of the linear/river park sites that are within the development phase area, and that are shown in the UDC for public recreational use, and necessary easements or right-of-way, as determined by the City, to provide public access to the parks.	LS
		15.14 Park Fees After consideration of linear/river parkland dedications, the applicant shall pay any remaining required parkland in-lieu fees. The applicant shall pay required Cultural and Leisure Capital Facilities Fees in order to meet park requirements generated by the project.	
		15.15 Linear Park Improvements Any linear Park Improvements constructed by the developer as credit against Cultural and Leisure Capital Facilities fees shall conform to design standards provided by the City.	
Project Impact on Schools	S	15.16 School Fees Consistent with Government Code sections 53080-53080.15 and 65995-65995.3, the project proponents shall pay adopted developer fees toward construction of new schools prior to issuance of construction permits in accordance with the rate in effect at the time of building permits.	LS
Project Impact on Solid Waste	LS	None required	

S = Significant, CS = Cumulatively Significant, PS = Potentially Significant, LS = Less than Significant, SOC Adopted = Statement of Overriding Considerations previously adopted.
 Mossdale Landing South Final Supplemental EIR

**TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Potential Impact		Significance Before Mitigation Measures		Mitigation Measures		Significance After Mitigation
------------------	--	---	--	---------------------	--	-------------------------------

16.0 TRANSPORTATION AND CIRCULATION

Near-Term Base Case Traffic Impacts		S	16.1	Payment of Traffic Impact Fees		LS
				The City of Lathrop shall ensure that the project applicant pays its applicable Transportation Impact Fee for its fair share contribution towards those improvements identified in the City's Capital Facilities Fee program at the River Islands Parkway/I-5 Southbound Ramps and the Louise Avenue/I-5 Northbound Ramps.		
			16.2	Traffic Monitoring Program Implementation		
Near-Term Intersection Signal Warrant		LS		The project applicant shall participate in the City of Lathrop Traffic Monitoring Program		
Near-Term Freeway Level of Service		LS		None required		
Year 2025 Intersection Level of Service Impacts		S	16.3	Payment of TIF Fees		LS
				The City of Lathrop shall ensure that the project applicant pays its applicable Transportation Impact Fee for its fair share contribution towards those improvements identified in the City's Capital Facilities Fee program at River Islands Parkway/I-5 Southbound Ramps, Louise Avenue/I-5 Northbound Ramps, River Islands Parkway/Golden Valley Parkway and Golden Valley Parkway/Towne Centre Drive.		
Year 2025 Intersection Signal Warrant		LS		None required		

S = Significant, CS = Cumulatively Significant, PS = Potentially Significant, LS = Less than Significant, SOC Adopted = Statement of Overriding Considerations previously adopted.
Mossdale Landing South Final Supplemental EIR

**TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
------------------	---	---------------------	-------------------------------

Year 2025 Freeway Level of Service	S	16.4 Payment of TIF Fees	S
------------------------------------	---	-----------------------------	---

The City of Lathrop shall ensure that the project applicant pays its Applicable Transportation Impact Fee for its fair share contribution for I-5, I-205 and SR 120 freeway improvements detailed as follows:

Summary of Required Freeway Lanes for Base Case + Project Peak Hour Traffic

I-5 (north of Louise Avenue) - 4 lanes each direction

I-5 (north of SR 120) - 5 lanes northbound/4 lanes southbound

I-5 (between SR 120 and I-205) - 8 lanes each direction

I-5 (south of I-205) - 3 lanes each direction

I-205 (west of I-5) - 6 lanes each direction

SR 120 (east of I-5) - 5 lanes each direction

Construction Traffic	S	16.6 Construction Traffic	LS
----------------------	---	------------------------------	----

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

B. 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.

S = Significant, CS = Cumulatively Significant, PS = Potentially Significant, LS = Less than Significant, SOC Adopted = Statement of Overriding Considerations previously adopted.
Mossdale Landing South Final Supplemental EIR

**TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
Internal Circulation in the Northern (Unit 1) Single-Family Residential Area	LS	None required	
Internal Circulation in the Southern (Unit 2) Single-Family Residential Area (Northern Section)	S	16.8 Residential Street Width Curves All proposed residential streets shall be at least 36 feet wide curb to curb on the approaches to and through each major curve—or—on-street parking shall be prohibited on the inside of all ±90-degree curves.	LS
Unit 1 Service Commercial Area	S	16.9 Deceleration Lanes, Manthey Road Provide sufficient curb-to-curb pavement width to provide right and left turn deceleration lanes on the Manthey Road approaches to project driveways and Brookhurst Boulevard.	LS
Unit 2 Service Commercial Area	S	Provide left and right turn deceleration lanes on the Manthey Road approaches to project driveways as well as on the approach to the Cornucopia Way intersection (near term horizon).	LS
Pedestrian Circulation	S	16.10 Service Commercial Area Sidewalk Provide a sidewalk along the east as well as the west side of Manthey Road.	LS

S = Significant, CS = Cumulatively Significant, PS = Potentially Significant, LS = Less than Significant, SOC Adopted = Statement of Overriding Considerations previously adopted.
 Mossdale Landing South Final Supplemental EIR

**TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
Transit Service	PS	16.11 Transit Coordination The project applicant should work with local transit agency to incorporate potential future transit route and transit stop designs into their plans for Brookhurst Boulevard, Golden Valley Parkway, Manthey Road, Cornucopia Way and Inland Passage Way.	LS
Bicycle Circulation	PS	16.12 Bike Lane Widths Widen all streets within the Unit 2 subdivision to at least 36-foot widths on the approaches to and through each ±90-degree curve, or prohibit parking on the inside of each 90-degree or sharper curve.	LS
17.0 UTILITIES			
Project Impacts on Existing and Planned Municipal Water Supplies	PS	17.1 Water Allocation Proportionate share groundwater and surface water allocations shall be acquired for the proposed project site before the project connects to the municipal water system.	LS
Potential Effects on Water Distribution System	LS	None required	
Water Storage	LS	None required	
Demands for Wastewater Treatment Capacity	PS	17.2 Wastewater Treatment Capacity The owners, developers, and successors-in-interest shall not exceed their allotted wastewater treatment capacity. Additional wastewater treatment capacity will need to be acquired before additional development is allowed.	LS

S = Significant, CS = Cumulatively Significant, PS = Potentially Significant, LS = Less than Significant, SOC Adopted = Statement of Overriding Considerations previously adopted.
 Mossdale Landing South Final Supplemental EIR

TABLE 2-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
Wastewater Collection Systems	PS	<p>17.3 WRP-1 Expansion Reimbursement</p> <p>The owners, developers, and successors-in-interest shall reimburse sewer consortium properties for their share of WRP-1 expansion improvements.</p>	LS
	PS	<p>17.4 Wastewater Infrastructure</p> <p>A. If wastewater infrastructure required to connect the project site to WRP-1 is unavailable, the project proponents shall construct the necessary wastewater collection system improvements prior to occupation of the first house.</p>	LS
	PS	<p>B. The owners, developers and successors-in-interest shall pay their proportionate share of wastewater infrastructure improvements installed by others, in accordance with established reimbursement systems.</p>	LS
Recycled Water Systems	PS	<p>17.5 Recycled Water Facilities</p> <p>Proposed water recycling facilities shall be subject to the review and approval, including all conditions and requirements imposed on said facilities through review by City of Lathrop, Regional Water Quality Control Board and other agencies.</p>	LS
Impacts on Terminal Drainage Facility	LS	None required	LS
Adequacy of Storm Drainage Collection and Disposal System	LS	None required	LS
Project Demands For Other Utility Services	LS	None required	LS

S = Significant, CS = Cumulatively Significant, PS = Potentially Significant, LS = Less than Significant, SOC Adopted = Statement of Overriding Considerations previously adopted.
Mossdale Landing South Final Supplemental EIR

3.0 COMMENTS ON THE DRAFT SEIR AND THE LEAD AGENCY'S RESPONSES TO THOSE COMMENTS

This chapter displays the comments received on the Draft SEIR and the Lead Agency's written responses to those comments. A total of eight (8) comment letters from agencies were received. A list of agencies submitting comments is shown below.

1. State Clearinghouse and Planning Unit, August 10, 2004
2. California State Lands Commission, August 9, 2004
3. California Department of Transportation, August 9, 2004
4. California Department of Health Services, July 6, 2004
5. California Department of Water Resources, August 17, 2004
6. Delta Protection Commission, August 4, 2004
7. San Joaquin Valley Air Pollution Control District, August 10, 2004
8. San Joaquin County Department of Public Works, August 16, 2004

In addition, the Lathrop Planning Commission held a public meeting on July 27, 2004 to receive oral public comment on the Draft EIR, and to provide the Commission with an opportunity to comment on the document. No public comments were received at that time. Members of the Commission voiced several questions and concerns with respect to the project and elements of the environmental review. These concerns are also identified and addressed in this section.

The CEQA Guidelines (Section 15088) indicate that the Lead Agency's responses shall describe the disposition of significant environmental issues raised in comments on the Draft SEIR. In particular, the major environmental issues raised when the Lead Agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response to comments. According to the Guidelines, conclusory statements unsupported by factual information will not suffice.

The comment letters received on the Draft SEIR, and a summary of the Planning Commission's questions and concerns, are shown on the following pages. Each comment is followed by the Lead Agency's response to the comment, in sequence. Each commenter is assigned a code number above, and each substantive comment made by the commenter is assigned a letter code. Thus, each individual comment has a unique code made up of the commenter number (i.e. Commenter #1) and the comment letter code (i.e. Comment "A"). For example, comment "1A" is the first comment made by the California Department of Conservation.



Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



REC
AUG 11 2004
Jan Boel
Acting Director
CITY OF LATHROP
BUILDING DEPT.

August 10, 2004

Bruce Coleman
City of Lathrop
16775 Howland Road
Lathrop, CA 95330

Subject: Mossdale Landing South
SCH#: 2004052069

Dear Bruce Coleman:

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 9, 2004, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

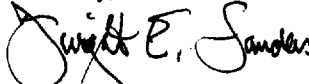
1A

Ms. Nadell Gayou
Mr. Bruce Coleman
Page 2

lease from the CSLC. Please contact Diane Jones, Pubic Land Manager, at (916) 574-1843 for any questions concerning our leasing requirements.

2C

Sincerely,



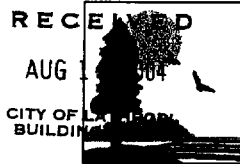
Dwight E. Sanders, Chief
Division of Environmental Planning
And Management

cc: Diane Jones

RESPONSES TO STATE CLEARINGHOUSE, LETTER OF AUGUST 10, 2004

1A: This comment transmits comment letters collected by the State Clearinghouse from state agencies and advises the City regarding those comments and completion of the CEQA process. The letter does not include any substantive comment on the EIR. No further response is required.

CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202



PAUL D. THAYER, Executive Officer
(916) 574-1800 FAX (916) 574-1810
California Relay Service From TDD Phone 1-800-735-2922
from Voice Phone 1-800-735-2929

Contact Phone: (916) 574-1814
Contact FAX: (916) 574-1885

August 9, 2004

File Ref: SCH#2004052069

Ms. Nadell Gayou
The Resources Agency
901 P. Street
Sacramento, CA 95814

Mr. Bruce Coleman
City of Lathrop
16775 Howland Road
Lathrop, CA 95330

SUBJECT: Supplemental Environmental Impact Report (SEIR) for the
Mossdale Landing South Project, San Joaquin County

Dear Ms. Gayou and Mr. Coleman:

Staff of the California State Lands Commission (CSLC) has reviewed the subject document. The CSLC is a Responsible under the California Environmental Quality Act.

2A

The State acquired sovereign ownership of all tidelands and submerged lands and beds of navigable waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all the people of the State for statewide Public Trust purposes which include waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. The landward boundaries of the State's sovereign interests in areas that are subject to tidal action are generally based upon the ordinary high water marks of these waterways as they last naturally existed. In non-tidal navigable waterways, the State holds a fee ownership in the bed of the waterway between the two ordinary low water marks as they last naturally existed. The entire non-tidal navigable waterway between the ordinary high water marks is subject to the Public Trust. The State's sovereign interests are under the jurisdiction of the CSLC.

2B

The bed of the San Joaquin River at this location is under the jurisdiction of the Commission. Any activities waterward of the ordinary high water mark will require a

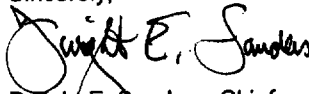
2C

Ms. Nadell Gayou
Mr. Bruce Coleman
Page 2

lease from the CSLC. Please contact Diane Jones, Pubic Land Manager, at (916) 574-1843 for any questions concerning our leasing requirements.

2C

Sincerely,

A handwritten signature in black ink that reads "Dwight E. Sanders". The signature is written in a cursive style with a large initial "D".

Dwight E. Sanders, Chief
Division of Environmental Planning
And Management

cc: Diane Jones

RESPONSES TO STATE LANDS COMMISSION, LETTER OF AUGUST 9, 2004

2A: This comment identifies the commentor's role in the CEQA process as a responsible agency. No further response is necessary.

2B: This comment advises the City of the commentor's jurisdiction over state waters and provides a preface to the following comment (2C). No further response is necessary.

2C: This comment notes that the San Joaquin Riverbed is subject to State Lands Commission permit jurisdiction. The City of Lathrop understands and appreciates the State Lands Commission's permitting authority; however, the proposed project does not involve any improvements to the San Joaquin River or the adjoining levee system other than the toe drains which are not part of the levee system and are under the jurisdiction of the City of Lathrop. Consequently, a State Lands permit should not be required in conjunction with project development.

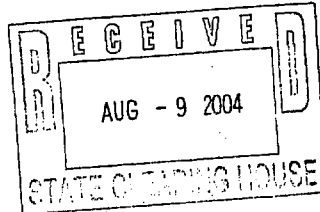
DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 STOCKTON, CA 95201
(1976 E. CHARTER WAY/1976 E. DR. MARTIN
LUTHER KING JR. BLVD. 95205)
TTY: California Relay Service (800) 735-2929
PHONE (209) 941-1921
FAX (209) 948-7194



*Flex your power!
Be energy efficient!*

August 9, 2004



10-SJ-15 PM R14.59
DSEIR
SCH #2004052069
Mossdale Landing South

*Clear
8/9/04
C*

Bruce Coleman
City of Lathrop
Community Development Department
16775 Howland Road, Ste. 1
Lathrop, CA 95330

Dear Mr. Coleman:

Thank you for the opportunity to review and comment on the Draft Supplementary Environmental Impact Report (DSEIR) for the Mossdale Landing South project. The project is located within the City's Sphere-of-Influence, in the unincorporated area of San Joaquin County, north of the city limits, east of the San Joaquin River, and west of Interstate 5. The project proposes to build 220 single-family medium-density residential units on 104.3 acres, 353,000 square feet of Service Commercial on 37 acres, and 23.6 acres of parks and open space.

We have circulated the document to our various functional units for review and have the following comments:

Traffic Operations:

1. What year is Near Term Base Case? Need to clarify.
2. What is the opening day for the proposed project? Is it the Near Term Base Case plus Project?
3. How many homes and commercial developments will be built by the Near Term Base Case plus Project?

3A

3B

"Caltrans improves mobility across California"

4. Identify and address mitigations/improvements needed to avoid or substantially reduce impacts after the opening date.
5. Provide Synchro 6.0 analysis files for review.
6. The numbering for the Louise interchange and hook ramps at Manthey Rd and Mossdale Rd should be consistent with all the figures of Near Term Base Case and Year 2025 Base Case without and with project and 2025 Base Case without and with project.
7. The left-turn volume difference of 20 vehicles for AM peak from the Near Term w/o project and Near Term w/ project at the Manthey Rd hook ramp to SB I-5 seems low. Need to justify.
8. The left-turn volume difference of 20 vehicles for AM peak from the Near Term w/o project and Near Term w/ project at the Mossdale Rd hook ramp to NB I-5 seems low. Need to justify.
9. The right-turn volume difference of 15 vehicles for PM peak from the Near Term w/o project and Near Term w/ project at the SB I-5 off-ramp to Manthey Rd seems low. Need to justify.
10. The right-turn volume difference of 25 vehicles for PM peak from the Near Term w/o project and Near Term w/ project at the NB I-5 off-ramp to Mossdale Rd seems low. Need to justify.
11. The right-turn volume from River Island to SB I-5 on-ramp remains the same (110 vehicles) during AM peak for Near Term w/o project and Near Term w/ project. Why aren't there any volumes generated from the project? Need to justify.
12. The left-turn volume from River Island to NB I-5 on-ramp has a difference of 5 vehicles during AM peak for Near Term w/o project and Near Term w/ project seems very low. Need to justify.
13. The left-turn volume from NB I-5 off-ramp to Louise remains the same (145 vehicles) during PM peak for Near Term w/o project and Near Term w/ project. Why aren't there any volumes generated from the project? Need to justify.
14. The left-turn volume remains the same (90 vehicles) from Manthey Rd hook ramp to SB I-5 on-ramp for 2025 Base Case without and with project during the AM peak. This is the build-out year so why isn't there any increase in volume?
15. The left-turn volume difference of 5 vehicles from Mossdale Rd hook ramp to NB I-5 on-ramp for 2025 Base Case with and with project during AM peak is very low for build-out year. Need to justify.

3C

3D

3E

3F

"Caltrans improves mobility across California"

16. The right-turn volume difference of 35 vehicles from River Island to SB I-5 on-ramp for the 2025 Base Case without and with project during the AM peak is low for build-out year. Need to justify.
17. The left-turn volume difference of 25 vehicles from Louise to NB I-5 on-ramp for 2025 Base Case with and with project during AM peak is very low for build-out year. Need to justify.
18. The right-turn volume difference of 5 vehicles from SB I-5 off-ramp to Manthey Rd for the 2025 Base Case without and with project during the PM peak is very low for build-out year. Traffic Ops does not agree with the number. Need to justify.
19. The right-turn volume difference of 10 vehicles from NB I-5 off-ramp to Mossdale Rd for the 2025 Base Case without and with project during the PM peak is very low for build-out year. Traffic Ops does not agree with the number. Need to justify.
20. The right-turn volume difference of 30 vehicles from SB I-5 off-ramp to River Island for the 2025 Base Case without and with project during the PM peak is low for build-out year. Need to justify.
21. The left-turn volume difference of -15 vehicles from NB I-5 off-ramp to Louise for the 2025 Base Case without and with project during the PM peak. Need to justify the decrease in volume.
22. The Supplement EIR mentioned that the City of Lathrop would ensure the project applicant pays for its fair share contribution towards those improvements. Need to include the fair share percentage in the report.
23. Traffic Operations question the decrease in volumes of 2025 base case to the near-term base case (w/o project and with project) for the following locations;
- SB I-5 off-ramp to EB Louise
 - Louise WB to SB I-5 on-ramp
 - Louise WB to NB I-5 on-ramp
 - NB I-5 off-ramp to EB Louise (AM only)
 - NB I-5 off-ramp to WB Louise (PM only)
- Need to justify
24. Park-and-Ride facility should be evaluated and mitigated. A Park-and-Ride facility in the vicinity of this project would be an integral part of other Transportation Control Measures designed to reduce vehicle miles traveled, thereby reducing congestion and motor vehicle emissions. A facility at this location would benefit all new developments in the area. In addition, a Park-and-Ride facility for this location has been identified in the CALTRANS District 10 Park-and-Ride Plan and recommended by the Park-and-Ride Coordinator.

3F

3G

3H

3I

"Caltrans improves mobility across California"

Travel Forecasting:

Based on the traffic information provided in the Mossdale Landing South Project SEIR, Caltrans recognizes the complexity of traffic forecasting for such a large development project. It is also this complexity that introduces the uncertainty of what may or will happen in terms of traffic impacts to the surrounding area. The SEIR provides information on the methodology and assumptions used to justify the results of the traffic forecast and analysis, but still contains inconsistencies that should be noted, specifically the distribution of project trips to the State Highways, or lack thereof. The assumptions used for these forecasts must continually be monitored and validated by the City of Lathrop relative to the reality of the existing conditions of the area. This should include the trend of development approval by the City of Lathrop and surrounding communities, existing traffic congestion and the related mitigation requirements and fair share contribution of past and cumulative development, or lack thereof.

3J

Therefore, based on these and other findings, and cumulative inconsistencies with former and other current projects within the area of the Mossdale Landing South Project's influence, Caltrans is deferring the formal recognition of the traffic information provided in support of the Mossdale Landing South Project to subsequent traffic studies / analyses that will be required for any location specific improvements to the State Highway System.

3K

District 10 Planning staff will continue to track the Mossdale Landing South Project traffic estimates in our cumulative development database and will include the information in all future traffic impact analyses. Project impacts from this as well as other associated development projects will be re-evaluated at the time a Project Study Report (PSR) and Approved Project Report / Environmental Document requires a complete traffic study.

In the interim, it may be useful for your local jurisdiction to begin or continue calculating and collecting appropriate traffic impact fees to ensure adequate financing for any infrastructure improvements that may be needed in the future as a result of this and other related development projects.

At a minimum, these fees should address impacts to the State Highway System (SHS) mainline and interchange facilities in closest proximity to the project. Since the project also demonstrates ancillary impacts to other regional facilities, appropriate fees should be assessed to cover these radiated project impacts.

3L

Since the San Joaquin Council of Governments (SJCOG) Regional Transportation Plan (RTP) provides a listing of SHS freeway mainline and interchange transportation improvement projects, both funded (Tier I) and Un-funded (Tier II) to mitigate regional growth impacts over the next 25 years, the Mossdale Landing South Project's fair share contribution can also be reasonably calculated, and collected to help in these costs.

Mr. Bruce Coleman
8/9/2004
Page 5

Environmental:

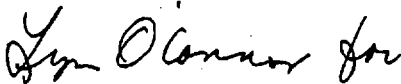
We do not have any additional concerns that have not been addressed within this environmental document. Our cultural resource specialist would like to compliment you on your handling of the sensitive prehistoric and historic data within this document.

3M

We suggest that the City continue to coordinate and consult with Caltrans to identify and address potential cumulative transportation impacts that may occur from this phase of the project. This will assist us in ensuring that traffic safety and quality standards are maintained for the traveling public on existing and future state transportation facilities.

If you have any questions, or would like to discuss these comments in more detail, please contact Lynn O'Connor, at (209) 948-7575 (email: loconnor@dot.ca.gov) or me at (209) 941-1921.

Sincerely,



**Tom Dumas, Chief
Office of Intermodal Planning**

Cc: Scott Morgan, State Clearinghouse

"Caltrans improves mobility across California"

RESPONSES TO THE CALIFORNIA DEPARTMENT OF TRANSPORTATION, LETTER OF AUGUST 9, 2004

Response 3A: Rather than selecting any one specific point in time for a near-term scenario, the City of Lathrop has chosen to assess a Near-Term Base Case condition that reflect a specifically defined level of development in western Lathrop, but prior to year 2007. The rationale for this approach is that although development on the western side of I-5 in the City of Lathrop is currently proceeding at a fairly rapid pace, it would likely not be accurate to project an exact number of housing units that will be constructed at any particular point in the future. This is due to potential market fluctuations in housing sales as well as the evolving timing of large-scale infrastructure improvements that are needed to support this new development. Additionally, circulation system improvements such as the widening of I-205 from I-5 to 11th Street in Tracy are projected to occur in the near term, but completion of these improvements may vary from between 2005 to 2007. Therefore, the Near-Term horizon, as specifically described on pages 16-15 and 16-16 of the Draft EIR, comprises a projected 470 new single-family homes, approximately 80 new apartments, and 270 new jobs on the west side of Lathrop. For planned development elsewhere in Lathrop and outside of Lathrop, growth is conservatively projected for the year 2007 (the longest horizon year within the Near Term).

Response 3B: As noted in the Project Description (page 3-33 of the Draft EIR) the rate of development of the proposed project will be largely market-driven. However, the City of Lathrop does expect that Phases 1, 2 and 3 of the project (comprising a total of 150 residential lots and 4.7 acres of commercial development) would occur in the near term, or within 1 to 2 years (prior to year 2007). Therefore, the response to this question is "no", the 'opening day' of the project is not the same as the Near Term Base Case plus Project. Rather, opening day is equivalent to the Near Term Base Case plus Phases 1 through 3 of the project. The remainder of the project, including an additional 80 residential units and 37.3 acres of commercial uses will be developed after the near term and prior to buildout. The amount of commercial development and homes that would be completed by the project and added to the Near Term Base Case is shown in the Draft EIR, page 16-40 and on Table 2, page 8 of the *Demand Forecasting Methodology for the Mossdale Landing South Project* (July 22, 2004). A total of 26,136 square feet of commercial and 150 residences would be constructed during the Near Term. This document was submitted to Caltrans during the public review period for the EIR and is included in Appendix A to this Final EIR.

Response 3C: Traffic impacts under Near Term Base Case +Project conditions are discussed on pages 16-40 through 16-53; transportation improvements needed under this scenario are shown on page 16-53. Mitigation measures include required project participation in the City's Traffic Monitoring Program, and participation in construction of any improvements necessitated by traffic increases generated by the project and other approved development in the area.

Response 3D: A Synchro 6.0 analysis was not prepared for the Mossdale Landing South project. The Synchro 6.0 analysis is being prepared in conjunction with the Project Study Report for the I-5/Louise Avenue interchange.

Response 3E: Intersection numbering under each of the analysis scenarios (Existing, Near Term, 2025) differs as a result of projected transportation improvements and associated changes in the future configuration of intersections; as a result of planned improvements, a consistent numbering of intersections could not be maintained. This reflects the City's sense of organization of the traffic study and does not constitute a deficiency in the analysis. Consistency of intersection numbering is maintained within each of the analysis scenarios. No further response is required.

Response 3F: The traffic model generated volumes for Near Term and 2025 Base Case conditions with and without the project. The commentor requests justification or disagrees with projected changes in traffic at eight intersections addressed in the traffic analysis. The commentor's concerns are with what appear to be small or negative changes in with-project vs. no project traffic volumes. This same issue was raised by the commentor in its comments on the recent Mossdale Landing East Supplemental EIR; the response below is similar to that provided for the recent project.

The proposed project would add a total of 230 new residential units and 405,500 square feet of commercial space in Lathrop west of I-5. A primary route of access to the project area will be the Louise Avenue/I-5 Interchange; this interchange is planned for major improvements in the future and would be connected to other approved new development in the area west of I-5 via a new roadway network to be constructed west of the freeway. The traffic analysis redistributes existing and future traffic through the interchange as part of its region-wide projection for Near Term and 2025 conditions.

The commentor should note that, with the project, overall traffic volumes in the project area would increase, including total volumes at the referenced freeway ramps. For example, traffic at Intersection 2, the Louise/NB I-5 ramps, would increase by 60 trips during the AM Peak Hour and 130 trips during the PM Peak Hour with the project. That these increases are not major is consistent with the fact that the MLS project represents a relatively small percentage of projected development in the west Lathrop area, inclusive of the other Mossdale Landing projects and River Islands.

Small relative changes and negative changes in volumes are the result of a combination of both re-distributing of origin-destination trips and re-routing of peak hour commute traffic from the east to the west side of Lathrop where new housing and jobs are proposed; the majority of the land use changes are inherent in approved projects other than Mossdale Landing South, including Mossdale Landing, Mossdale Landing East and River Islands, all of which have been subject to City review and approval over the last two years. Tests conducted of modeling results in conjunction with the Mossdale Landing East project show that this combination occurs locally as well as regionally. Trip origin-destination and network congestion affect trip distribution not just in the immediate project vicinity, but at great distances (i.e., Bay Area). For example, the original trips with destinations east of I-5 or further may shift to MLS (west of I-5) since there are more houses, commercial destinations and jobs there than before. Increasing congestion at the I-5/Louise Avenue interchange may cause other trips to change their original routes in order to reach the east side of I-5 rather than using the Louise Avenue interchange. This will result in higher traffic volumes at many other ramps and road segments in the study area with a reduction (smaller increases or negative changes) in traffic volumes on the I-5/Louise Avenue ramps.

Response 3G: The requirement for fair share participation is included in the project mitigation measures, and these measures will be attached to the project as conditions of approval. Fair share contributions of Mossdale Landing South and other contributing projects in the area will be determined as a part of the Traffic Monitoring Program.

Response 3H: See Response 3F.

Response 3I: Neither the City of Lathrop, Caltrans nor the San Joaquin Regional Transit Agency own any property within the project area that could be used for such a public use, nor is any such facility included in an adopted transit plan. The City of Lathrop General Plan does not designate any such facility within the project area. The City's General Plan Diagram does show two planned transit stations. One station is shown within the Stewart Tract (River Islands) south of the project area, and another station is near the junction of the S.P. lines at Lathrop Road and McKinley Avenue, north of the project area. Either or both of these planned transit stations could be designed to accommodate a park-and-ride facility in the future.

Mitigation measures recommended in the Draft SEIR (page 16-62) require that the project applicants work with the local transit agency to incorporate potential future transit routes and transit stop designs into the improvement plans for Brookhurst Boulevard, Golden Valley Parkway, Manthey Road, Cornucopia Way and Inland Passage Way. All residences proposed within the project area would be located within less than 1/8th of a mile from any of these future transit lines. Residents within the project will have easy access to bus service along these lines at such time as it is provided by the transit agency. Development of a park-and-ride facility within the project area would not serve to facilitate the use of alternative modes of travel, or make such alternative modes any more convenient to project area residents than the transit routes and stops already recommended in the Draft SEIR. For these reasons, the City believes that development of a park-and-ride facility within the project area as mitigation for project impacts is infeasible and unnecessary to mitigate project impacts.

Response 3J: The City of Lathrop understands and appreciates the need to continually monitor and update transportation planning information. Over the last two years, the City of Lathrop has processed development approvals for three major development projects, including River Islands, Mossdale Landing, Mossdale Landing East, and is now processing Mossdale Landing South. As each of these projects has been considered, the City has made every effort to consider the overall volume of previously-approved development, to project anticipated development and associated traffic volumes over the near term and long term, and to analyze potential traffic impacts and identify transportation improvement needs under each of these scenarios. The City's transportation impact analysis and planning efforts have also taken into account changes in traffic data and regional model assumptions in an effort to provide the most updated information in each sequential environmental impact report. This process has extended to state highway facilities serving the Lathrop area, including mainline facilities as well as ramps.

As noted previously, the City has submitted a detailed report on its traffic modeling methodology for the Mossdale Landing South project to the commentor (Appendix A). No specific comment on this submittal has been received from the commentor. The

City believes its modeling assumptions to be accurate and representative of existing and projected future conditions.

Response 3K: This comment refers to cumulative inconsistencies with former and other current projects within the area of influence of the MLS project. No specific inconsistencies are identified. As discussed in Response 3J, the City of Lathrop has conducted a series of traffic analyses in conjunction with recent development approvals, in each case using the best available transportation data in its analysis. The City of Lathrop will continue in this effort as well as its efforts to coordinate and cooperate with the commentor in transportation planning efforts of mutual interest.

This comment expresses the commentor's intent to defer formal recognition of the MLS traffic studies in favor of future traffic studies associated with specific highway improvement projects, e.g. PSRs, Project Reports and associated environmental documentation. This is not a comment on the EIR and does not require further response.

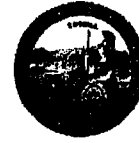
Response 3L: The City of Lathrop does collect regional transportation impact fees, including fees for state highway improvements necessitated by new development. The City of Lathrop is the only city in San Joaquin County that does so.

Response 3M: These comments compliment the City on its treatment of cultural resource issues and suggest continuing coordination between the two agencies. Neither comment requires a response under CEQA.



California
Department of
Health Services
SANDRA SHEWRY
Director

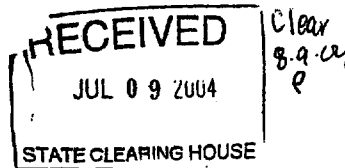
State of California—Health and Human Services Agency
Department of Health Services



ARNOLD SCHWARZENEGGER
Governor

July 6, 2004

State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-0613



RE: City of Lathrop - Mossdale Landing South, SCH # 2004052069

The California Department of Health Services (CDHS) is in receipt of the Notice of Completion of a Supplement/Subsequent EIR for the above-mentioned project.

Since the City of Lathrop plans to develop new water supply wells and make modifications to the existing domestic and recycled water system, an application to amend the water system permit must be reviewed and approved by the CDHS Stockton District Office. Please contact the office at (209) 948-7696 for further information.

4A

Sincerely,

Veronica L. Ramirez

Veronica L. Ramirez
California Department of Health Services
Environmental Review Unit

Cc:

Joseph Spano, District Engineer CDHS Stockton
31 E. Channel Street, Room 270
Stockton, CA 95202

Environmental Management Division - Drinking Water Program, MS 7400, P.O. Box 997413, Sacramento, CA, 95899-7413
(916) 449-5800 (916) 449-5858 FAX
Internet Address: www.dhs.ca.gov

COMMENT 4

RESPONSES TO THE CALIFORNIA DEPARTMENT OF HEALTH SERVICES, LETTER OF
JULY 6, 2004

4A: The comment advises the City of permitting requirements related to expansion of city water supplies. The City understands and appreciates the State permit requirements and will abide by any relevant requirements in the development of new wells or other water supply systems. No further response is required.

DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 94236-0001
(916) 653-5791



August 17, 2004

RECEIVED

AUG 18 2004

CITY OF LATHROP
BUILDING DEPT.

City of Lathrop
16775 Howland Road
Lathrop, California 95330
Attention: Bruce Coleman

Mossdale Landing South
State Clearinghouse (SCH) Number: 2004052069

Staff for The Department of Water Resources has reviewed the Draft SEIR provided through the SCH and provides the following comments:

The project description on your Notice of Completion includes a "Levee Bikeway". However, the bikeway is not mentioned nor analyzed for impacts within the content of the document. This discussion could be done in section 12.2, Project Effects on Levee Stability and Flooding Risks and 16.5.3, Other Transportation Issues, Bicycle Circulation.

5A

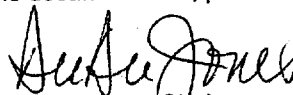
The Levee Bikeway portion of your project is on a Project Levee over which The Reclamation Board has jurisdiction and exercises authority. Section 8710 of the California Water Code requires that a Board permit must be obtained prior to start of any work, including excavation and construction activities, within floodways, levees, and 10 feet landward of the landside levee toes. A list of streams regulated by the Board is contained in the California Code of Regulations, Title 23, Section 112.

5B

Section 8(b)(2) of the Regulations states that applications for permits submitted to the Board must include a completed environmental questionnaire that accompanies the application and a copy of any environmental documents if they are prepared for the project. For any foreseeable significant environmental impacts, mitigation for such impacts shall be proposed. Applications are reviewed for compliance with the California Environmental Quality Act.

Section 8(b)(4) of the Regulations states that additional information, such as geotechnical exploration, soil testing, hydraulic or sediment transport studies, biological surveys, environmental surveys and other analyses may be required at any time prior to Board action on the application.

For further information on where to send the documentation, please contact me at (916) 574-0373 or ddjones@water.ca.gov.


DeeDee Jones, Chair
Environmental Review Committee

RECEIVED
AUG 20 2004
BY: _____

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Suite 222
Sacramento, California 95814

RESPONSES TO CALIFORNIA DEPARTMENT OF WATER RESOURCES, LETTER OF
AUGUST 17, 2004

5A: The Notice of Completion for the proposed project was apparently hand-marked to indicate that the project includes a levee bikeway, which is erroneous. The project is described in Chapter 3.0 of the Draft SEIR. As discussed on page 3-17, the project would include a Class 1 pedestrian/bikeway through the Riverside Park area; however, the Riverside Park area is not located on the San Joaquin River levee but rather to the east of the levee system. Consequently, no analysis of this issue in the EIR is required. Table 3-4 on page 3-36 of the Draft SEIR erroneously identifies the need for a permit from Reclamation District 17 for levee bikeway construction. This erroneous reference is removed from the EIR via Chapter 4.0 Errata.

5B: The City of Lathrop understands and appreciates The Reclamation Board's jurisdiction and authority over work on the San Joaquin River levee system. However, the proposed project does not involve any levee improvements or any potential disturbance of the levee system other than the toe drains, which are not part of the levee system and are under the jurisdiction of the City of Lathrop. Consequently, no Reclamation Board permit is expected to be required in conjunction with the project.

DELTA PROTECTION COMMISSION

14215 RIVER ROAD
P.O. BOX 530
WALNUT GROVE, CA 95690
Phone (916) 776-2290
FAX (916) 776-2293
E-Mail: dpc@citlink.net Home Page: www.delta.ca.gov



August 4, 2004

RECEIVED
AUG - 5 2004
STATE CLEARING HOUSE

clear
8-9-04
e

Ms Deanna Walsh, Project Manager
City of Lathrop Planning Department
16775 Howland Road, Suite One
Lathrop, CA 95330

Subject: Comments on the Supplemental Environmental Impact Report (SEIR) for
Mossdale Landing South (SCH #2004052069)

Dear Ms Walsh,

In September of 2002, I submitted an advisory comment letter on the Draft Environmental Impact Report (DEIR) for the Mossdale Landing Urban Design Concept, in which I recommended that the project, which is adjacent to the Delta Primary Zone, should include recreation facilities that provide safe, supervised access to and along Delta waterways. The Supplemental EIR does include a description of a linear park that would provide recreational access along the San Joaquin River.

6A

This letter includes additional general comments on behalf of the Delta Protection Commission to address the specific Mossdale Landing South proposal. The Commission has not reviewed the document or these comments; they are staff comments only. Mossdale Landing South would be located between the San Joaquin River on the west and Interstate 5 on the east, within the Delta's Secondary Zone, and is thus not subject to the Commission's appeal authority, so these are advisory comments only.

6B

The Delta Protection Commission was created by State legislation in 1992; the Commission is charged with protecting the agricultural, recreational, and wildlife habitat resources of the Delta Primary Zone from impacts associated with the conversion of land in the Secondary Zone to urban development. Accordingly, certain aspects of the project may impact said resources of the Primary Zone.

6C

First, the project proposes to convert approximately 86 acres of prime farmland from agricultural uses; the SEIR states that this will be mitigated through participation in the City of Lathrop's agricultural land conversion mitigation fees system once it has been adopted. The Commission would support expenditure of any mitigation funds for this conversion used to protect lands in the vicinity of the project, specifically within the Delta Primary or Secondary Zones, to preserve the critical mass of agricultural land and support infrastructure needed to keep Delta agriculture viable. The Commission's regional land use plan also supports setbacks of 500 to 1,000 feet, located on the

6D

development project site, to buffer any impacts of new development to nearby agricultural lands. The SEIR should describe the distance between agricultural activities in the Primary Zone, and residential uses proposed by the project in the Secondary Zone.

6D

Second, the SEIR cites concerns of Reclamation District 17 relating to a desired minimum setback of 60 feet from the existing levee toe and to the project's proposed outfall in the San Joaquin River. The Commission agrees that any new development in the Secondary Zone should provide adequate setbacks from the levee toe, to ensure an adequate area for floodfighting and for potential future levee setbacks to accommodate the expected increased flow in the channel resulting from the extensive urban development occurring in the area. The SEIR states that the setbacks requested by RD 17, as well as toe drains designed to prevent seepage and weakening of RD 17's levee, will be incorporated into the project. The SEIR should include more information about the condition of that levee, including cross-section information that is available, to ensure that the levee is adequately protected and adequate setback areas are incorporated. In addition, the City should consider incorporating additional open space area, beyond the 60-foot setback requested by RD 17, to facilitate flood protection and enhancement of wildlife and recreational resources, similar to other development proposals that have come before the City for review.

6E

Thank you for the opportunity to review the SEIR for Mossdale Landing South. If you'd like more information about the Commission or its regional land use plan, adopted in 1995, the Commission's website has a lot of useful information: www.delta.ca.gov. You may also contact me directly at (916) 776-2290 or loridpc@citlink.net.

Sincerely,



Lori Clamurro
Environmental Scientist

Cc: Patrick N. McCarty, Chairman
Governor's Office of Planning and Research, State Clearinghouse
Commissioner Leroy Ornellas
Commissioner Augie Beltran

RESPONSES TO DELTA PROTECTION COMMISSION, LETTER OF AUGUST 4, 2004

6A: This comment notes that recreational facilities along the San Joaquin River, as recommended in a prior letter from the commentor, have been incorporated into the project. No further response is necessary.

6B: This comment clarifies the Delta Protection Commission's interest in and authority regarding the proposed project, advising that their comments are advisory only. No further response is necessary.

6C: This comment indicates in a general way that the project may impact agricultural, recreational and/or wildlife resources of the Delta Primary Zone. The Draft SEIR considered the potential impacts of the project on agriculture, recreation and biological resources including wildlife habitat. These potential impacts were considered in Chapters 5.0, 7.0 and 15.0 of the EIR. No impacts of any kind on resources within the Delta Primary Zone were identified. The following comments go on to provide additional detail with regard to these concerns. More specific responses are provided to each of these comments in turn below.

6D: This portion of this comment expresses the commentor's recommendation with regard to the expenditure of agricultural land mitigation fees that will be collected by the City of Lathrop. This does not constitute a comment on the EIR, and no further response is required. However, this comment will be considered by the City of Lathrop in its consideration of the Mossdale Landing South project.

The second portion of the comment recommends setbacks of 500-1,000 feet to the Delta Primary Zone. This is an advisory comment. The project is not, however, adjacent to the Primary Zone; no portion of the project site is located within a mile of the Primary Zone. The nearest agricultural lands are located west across the San Joaquin River from the project site; the project site is separated from these lands by the river and its associated levee system. All of the lands west of the San Joaquin River from the project site are, however, approved for urban development as a part of the River Islands project.

6E: This comment requests more information about the condition of the levee system adjoining the proposed project site. Responsibility for the condition and ongoing maintenance of the levee is with Reclamation District 17, and information necessary for consideration of the Mossdale Landing South project has been provided to the City by RD 17. RD 17 has indicated that, with the proposed setbacks, drainage system, and other mitigation measures, the levee system will be adequate to protect the proposed project. The comment also suggests that the project incorporate additional open space beyond the levee setbacks to facilitate flood protection and enhancement of wildlife and recreation, similar to other development proposals in the City. Most of the project's frontage on the San Joaquin River consists of open space and undeveloped area. The northern 1/3 of Unit 2 includes riverside River Park as well as a proposed street, Inland Passage Way. The southern 1/3 of Unit 2 is a neighborhood park that would extend several hundred feet beyond the River Park area, which directly adjoins the river. The

proposed project is consistent and exceeds the open space provision of other development proposals in the Mossdale Landing area.



San Joaquin Valley
Air Pollution Control Di

August 10, 2004

Deanna Walsh
Community Development Director
City of Lathrop
16775 Howland Road Suite 1
Lathrop, CA 95330

RECEIVED

AUG 12 2004

CITY OF LATHROP
BUILDING DEPT.

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR MOSSDALE
LANDING SOUTH.

Dear Ms Walsh:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the proposed project and offers the following comments:

The DEIR adequately addresses existing air pollution conditions and current regulations. Based on the information provided in the "Air Quality" section 6.0 of the DEIR, the District concurs with the findings of significant impacts identified in the report. However, the District would like to suggest the following items as additional mitigation measures and clarifications:

1. As of May 17, 2004 the entire San Joaquin Valley Air Basin has be designated as extreme non-attainment for the on-hour ozone standard. 7A
2. As a result of the Valley's nonattainment status, the District strongly recommends that the project applicant and the City of Lathrop implement all feasible mitigation measures to reduce the amount of ozone precursors that will result from the buildout of this project. Please note that some of these measures may already exist as City development standards. The District encourages innovation in measures to reduce air quality impacts. The measures listed below should not be considered all-inclusive and remain options that the project proponent should consider: 7B
 - As many energy-conserving features as possible should be included the project. Energy conservation measures include both energy conservation through design and operational energy conservation. Examples include (but are not limited to): 7C
 - Increased energy efficiency (above California Title 24 Requirements)
 - See <http://www.energy.ca.gov/title24/>.
 - Increased wall and ceiling insulation (beyond building code requirements)
 - Energy efficient windows (double pane and/or Low-E)

David L. Crow
Executive Director/Air Pollution Control Officer

Northern Region Office
4230 Kiernan Avenue, Suite 130
Modesto, CA 95356-9322
(209) 557-6400 • FAX (209) 557-6475

Central Region Office
1990 East Gettysburg Avenue
Fresno, CA 93726-0244
(559) 230-6000 • FAX (559) 230-6061
www.valleyair.org

Southern Region Office
2700 M Street, Suite 275
Bakersfield, CA 93301-2373
(661) 326-6900 • FAX (661) 326-6985

CITY OF LATHROP
BUILDING DEPT.

- High-albedo (reflecting) roofing material. See <http://eandc.lbl.gov/coolroof/>
- Cool Paving. "Heat Islands" created by this and similar projects contribute to the reduced air quality in the valley by heating ozone precursors. See <http://www.harc.edu/harc/Projects/CoolHouston/>, <http://eandc.lbl.gov/heatisland/>
- Radiant heat barrier. See <http://www.eere.energy.gov/consumerinfo/refbriefs/bc7.html>
- Energy efficient lighting, appliances, heating and cooling systems. See <http://www.energystar.gov/>
- Install solar water-heating system(s)
- Install photovoltaic cells
- Programmable thermostat(s) for all heating and cooling systems
- Awnings or other shading mechanism for windows
- Porch, patio and walkway overhangs
- Ceiling fans, whole house/fans
- Orient the unit(s) to maximize passive solar cooling and heating when practicable
- Utilize passive solar cooling and heating designs. (e.g. natural convection, thermal flywheels)
See http://www.eere.energy.gov/RE/solar_passive.html
- Utilize daylighting (natural lighting) systems such as skylights, light shelves, interior transom windows etc. See <http://www.advancedbuildings.org>
- Electrical outlets around the exterior of the unit(s) to encourage use of electric landscape maintenance equipment
- Bicycle parking facilities for patrons, employees and/or students in a covered secure area.
- Employee shower and locker areas for bicycle and pedestrian commuters
- On-site employee cafeterias or eating areas
- Low or non-polluting landscape maintenance equipment (e.g. electric lawn mowers, reel mowers, leaf vacuums, electric trimmers and edgers, etc.)
- Pre-wire residential unit(s) with high speed modem connections/DSL and extra phone lines
- Natural gas fireplaces in residential unit(s) (instead of wood-burning heaters)
- Natural gas lines (if available to this area) and electrical outlets in backyard or patio areas of residential unit(s) to encourage the use of gas and/or electric barbecues
- Low or non-polluting incentives items should be provided with each residential unit (such items could include electric lawn mowers, reel mowers, leaf vacuums, gas or electric barbecues, etc.)
- Exits to adjoining streets should be designed to reduce time to re-enter traffic from the project site

7C

RECEIVED

AUG 12 2004

CITY OF LATHROP
BUILDING DEPT.

More information can be found at:

<http://www.lcc.org>,

<http://www.consumerenergycenter.org/Index.html>

<http://www.chwmb.ca.gov/GreenBuilding/>

<http://www.sustainable.doe.gov/>,

- The project should implement measures to reduce the amount of vehicle traffic to and from the project area that further reduce air pollution in the valley. This could include providing an information center for residents to coordinate carpooling. Check out the "Spare the Air" section of our website www.vallevalr.org 7C
- The project should include as many clean alternative energy features as possible to promote energy self-sufficiency. Examples include (but are not limited to): photovoltaic cells, solar thermal electricity systems, small wind turbines, etc. Rebate and incentive programs are offered for alternative energy equipment. More information can be found at:
<http://www.deireuse.org/>, <http://medc.nrel.gov/>,
<http://www.energy.ca.gov/renewables/> 7D
- The project should require that all diesel engines be shut off when not in use on the premises to reduce emissions from idling. 7E

Construction activity mitigation measures include:

- Require construction equipment used at the site to be equipped with catalysts/particulate traps to reduce particulate and NOx emissions. These catalysts/traps require the use of ultra-low sulfur diesel fuel (15 ppm). Currently, California Air Resources Board (ARB) has verified a limited number of these devices for installation in several diesel engine families to reduce particulate emissions. At the time bids are made, have the contractors show that the construction equipment used is equipped with particulate filters and/or catalysts or prove why it is infeasible. 7F
- Use a alternative fuel construction equipment.
- Replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via portable generator set).
- Install wind breaks on windward sides of construction areas.
- Curtail construction during periods of high ambient pollutant concentrations. This may include ceasing construction activity during peak-hour vehicular traffic on adjacent roadways, and "Spare the Air Days" declared by the District. 7G

City of Lathrop
DEIR Mossdale Landing South

RECEIVED

AUG 12 2004 August 10, 2004
Page 4

CITY OF LATHROP
BUILDING DEPT.

- Trees should be carefully selected and located to protect the building(s) from energy consuming environmental conditions, and to shade paved areas. Trees should be selected to shade paved areas that will shade 50% of the area within 15 years. Structural soil should be used under paved areas to improve tree growth.
For Structural Soil see <http://www.hort.cornell.edu/uh/outreach/csc/>
For Tree Selection see <http://www.ufel.org/>
For Urban Forestry see <http://www.coolcommunities.org> <http://wcufrre.ucdavis.edu>
http://www.lgc.org/bookstore/energy/downloads/siv_tree_guidelines.pdf
- If transit service is available to the project site, improvements should be made to encourage its use. If transit service is not currently available, but is planned for the area in the future, easements should be reserved to provide for future improvements such as bus turnouts, loading areas, route signs and shade structures. Appropriations made to facilitate public or mass transit will help mitigate trips generated by the project.

7H

7I

Finally, as individual projects are considered for approval the applicant and the City of Lathrop should consider the toxic risk associated with diesel-fueled engines and vehicles. The California Air Resources Board has issued a report entitled **Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles** (October 2000). Appendix VII of the report provides several risk characterization scenarios, which may serve as a starting point for estimating risks from diesel engine emissions. The District will work with applicants to review appropriate methodology for estimating toxic risk.

7J

Thank you for the opportunity to comment. If you have any questions, please feel free to contact me at (209) 557-6400.

Sincerely,



John Cadrett
Air Quality Planner
Northern Region

RESPONSES TO THE SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT,
LETTER OF AUGUST 10, 2004

Response 7A: This comment affirms the adequacy of the Draft EIR's air quality analysis, and indicates that the APCD would recommend additional mitigation measures, as described in their following comments. No further response to this comment is necessary.

Response 7B: This comment notes a change in the ozone attainment status of the San Joaquin Valley, updating the information in the EIR. No additional response is necessary.

Response 7C: In this comment, the APCD recommends that the project incorporate additional mitigation measures to reduce the amount of ozone precursors that would result from project operations. Numerous potential measures are listed in their comment letter.

The Draft SEIR includes 13 measures that would help to reduce ozone precursors. The APCD's recommendations include a variety of additional measures that would reduce ozone emissions by imposing restrictions on home and landscape design and furnishings. A mitigation measure has been added via Chapter 4.0 Errata that would require the builder to submit a proposal for implementation of additional feasible ozone precursor mitigation measures to the City for review and approval.

Response 7D: This recommendation, for programs that would reduce vehicle traffic to and from the project area, is a transportation management action that is beyond the developer's control to implement. Such measures are being implemented by the San Joaquin County Council of Governments, of which the City of Lathrop is a participant.

Response 7E: The project proposes conventional residential and commercial development.

Response 7F: The City of Lathrop does not consider this a feasible mitigation measure for the proposed project. The proposed commercial areas are not expected to result in substantial additional truck traffic.

Response 7G: The EIR addresses the potential impacts of project construction on air quality. With the inclusion of mitigation measures specified in the APCD's Regulation VIII, construction air quality impacts would be reduced to less than significant. The APCD's recommendation that mitigation measures include wind breaks is met by existing mitigation measure #6 on page 6-9 of the Draft SEIR which requires that the project "construct wind barriers and/or cover exposed potentially dust-generating materials." The mitigation measures also require the submission of a dust control plan to the APCD 30 days prior to construction. This will provide the APCD an opportunity to advise the developer of any new Regulation VIII requirements. Together with other required dust control mitigation measures, the City does not believe that additional construction mitigation is needed.

Response 7H: This comment recommends the installation of trees to shade buildings and paved areas. This comment will be considered in the City's review of residential and commercial development plans, however the proposed Mossdale Landing South project includes an extensive system of street trees and other landscaping as part of the project.

Response 7I: Conditions of approval for the project will include measures needed to accommodate transit service.

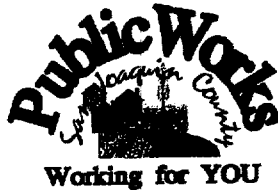
Response 7J: This comment recommends City consideration of potential toxic risks associated with diesel emissions. The proposed project would not involve substantial increases in diesel engine use outside of the construction period. The project would, however, involve location of residences in the vicinity of Interstate 5, which accommodates substantial diesel truck traffic.

The *Risk Reduction Plan* appendix referenced by the APCD provides preliminary quantification of excess cancer risk associated with proximity to low and high-volume freeways. Excess cancer risk identified in the appendix ranges from less than 100 to 1,700 cancers per million population, based on the volume of truck traffic, a 70-year exposure and a receptor distance of 20 meters from the edge of freeway.

The proposed project would set proposed land uses involving long potential exposure times (residential areas) well back from I-5. Setback distances would range upwards from 700 feet, with intervening uses consisting of relatively short-occupancy commercial uses. This would minimize potential exposure to diesel emissions.



THOMAS R. FLINN
DIRECTOR



P. O. BOX 1810 - 1810 E. HAZELTON AVENUE
STOCKTON, CALIFORNIA 95201-3018
(209) 468-3000 FAX (209) 468-2999
www.co.san-joaquin.ca.us

THOMAS M. GAU
DEPUTY DIRECTOR

MANUEL SOLORIO
DEPUTY DIRECTOR

STEVEN WINKLER
DEPUTY DIRECTOR

BENTON ANGOVE
BUSINESS ADMINISTRATOR

RECEIVED

AUG 17 2004

**CITY OF LATHROP
BUILDING DEPT.**

REVISED LETTER

August 16, 2004

Ms. Denna Walsh
City of Lathrop
Community Development Department
16775 Howland Road
Lathrop, California 95330

**SUBJECT: PUBLIC REVIEW COMMENTS OF THE NOTICE OF PREPARATION
OF A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR
MOSSDALE LANDING SOUTH**

Dear Ms. Walsh:

The San Joaquin County Department of Public Works has reviewed the above-referenced document and our concerns, recommendations, and corrections are as follows:

1. Beginning with the last paragraph on page 17-6 and carrying over to page 17-7, it appears that there is inadequate sewer capacity to serve the MLS project. Per the statements made, there will only be approximately 1.0 MGD sewer capacity online, which is the current sewage flow stated on page 17-6. The document states that there will be 0.14 MGP generated by the MLS project and does not identify additional sewage capacity for the MLS project. Please address.
2. Per Development Title, no development anticipated to use more water than the existing condition shall be allowed. Any proposed development in these areas shall be required to prepare a water use analysis to verify this.
3. Future development within these areas proposing to utilize new or existing wells shall be required to prepare a groundwater study which shall include a drawdown analysis and identify any impacts. These groundwater studies shall address what the groundwater drawdown effect will be relative to private and County wells within the adjacent vicinity of the proposed development, as well as any necessary mitigation.

8A

8B

8C

Ms. Denna Walsh
PUBLIC REVIEW COMMENTS FOR
MOSSDALE LANDING SOUTH

-2-

- | | |
|--|----|
| 4. Storm drainage runoff from any future development within these areas to be annexed into the City shall drain to City systems, as County drainage ditches are not adequately sized for additional runoff due to development. | 8D |
| 5. If project construction traffic uses Manthey Road, north of Louise Avenue, any roadway damage shall be repaired to the satisfaction of San Joaquin County. | 8E |
| 6. 16.6: Construction Traffic: C: All degradation of pavement condition along Louise Avenue, McKee Boulevard, Brookhurst Boulevard, River Islands Parkway, and Manthey Road (<i>north and south of Louise Avenue</i>), due to Mossdale Landing South construction traffic, will be fully repaired to the satisfaction of the City of Lathrop and San Joaquin County. City <i>and County</i> staff and the project applicant shall jointly monitor the condition of each <i>respective</i> roadway every six months or <i>as deemed necessary</i> . | 8F |
| 7. 16.6: Construction Traffic: D: All detour plans necessary for construction shall be submitted for City and County approval prior to implementation. | 8G |
| 8. Chapter 3.0: Project Description: Section 3.4.7: Utilities: In this section's discussion, it shall be noted that the State Reclamation Board requires that fluid or gas carrying pipelines installed parallel to the levee toe must be a minimum distance of ten (10) feet from the levee toe and, where practical, may not encroach into the projected levee slope. | 8H |
| 9. Chapter 3.0: Project Description: Section 3.7: Permits and Approvals: Table 3-3: The list shall include the State Reclamation Board Encroachment Permit for all work done on San Joaquin River and its levee. | 8I |

Thank you for the opportunity to be heard. Should you have questions or need additional information regarding the above comments, please contact me at 953-7624.

Sincerely,


CLAUDIA GEMBERLING
Environmental Coordinator

CG:tee
TP-4H035-E1A

c: Adam Brucker, Associate Planner
Mike Selling, Engineer IV
Tom Okamoto, Senior Civil Engineer
Trueman Phillips, Senior Civil Engineer

RESPONSES TO THE SAN JOAQUIN COUNTY DEPARTMENT OF PUBLIC WORKS,
LETTER OF AUGUST 16, 2004

Response 8A: The existing sewage flows and capacity discussed on pages 17-6 and 17-7 reflect existing flows and capacity rather than the system that would result from current wastewater treatment improvements currently underway. The commentor is referred to pages 17-8 and 17-9 of the EIR that discuss additional sewage treatment capacity which is currently being provided by expansion of the City's Wastewater Recycling Plant No. 1, which is to be completed in 2004. This first of four phases of expansion would result in additional sewage treatment capacity of 750,000 gallons per day. As noted on page 17-8, 39,745 gpd of this capacity is reserved for use by the Mossdale Landing South project. Planned short-term development within the project area would involve sewage treatment demands of 36,560 gpd while a total of 96,240 gpd would be required at full buildout. As provided in mitigation measures shown on page 17-9, the project cannot be buildout until adequate sewage treatment capacity is available. This same information is also discussed on page 3-23 of the EIR.

Response 8B: The Mossdale Landing South project is located within the corporate limits of the City of Lathrop and is not subject to county land use jurisdiction. The Mossdale Landing South project would be served by the City of Lathrop municipal water utility. Issues related to domestic water service to the proposed project are discussed in Section 17-1 of the Draft EIR.

Response 8C: The proposed project would, as noted in Response 8B, be served by the City of Lathrop municipal water system. The proposed project does not include any new well construction on site for potable purposes; development of the proposed project would result in reductions in existing agricultural groundwater use on the project site.

Response 8D: The Mossdale Landing South project area is already located within the Lathrop city limits. All areas proposed for development would be served by the municipal storm drain system.

Response 8E: Comment noted. The proposed project does not anticipate construction traffic usage of Manthey Road north of Louise Avenue.

Response 8F: Comment noted. The proposed project does not anticipate construction traffic usage of Manthey Road north of Louise Avenue. Therefore, the requested change in mitigation has not been made as the roadways anticipated to be impacted by the project are within the City of Lathrop.

Response 8G: Comment noted. The proposed project does not anticipate construction traffic usage of County roadways. Therefore, the requested change in mitigation has not been made as the roadways are within the City of Lathrop.

Response 8H: The State Reclamation Board maintains a ten-foot setback along the levee system for all gas or fluid pipelines. The Mossdale Landing South project does not

propose any pipelines adjacent to the levee and all pipelines serving the project would be located well outside the minimum 10-foot setback.

Response 8I: The City of Lathrop understands and appreciates the Reclamation Board's jurisdiction and authority over work on the San Joaquin River levee system. However, the proposed project does not involve any levee improvements or any potential disturbance of the levee system other than the toe drains, which are not part of the levee system and are under the jurisdiction of the City of Lathrop. Consequently, no Reclamation Board permit is expected to be required in conjunction with the project.

4.0 ERRATA

This section of the Final EIR identifies corrections, and the addition of new or revised information, to the Draft SEIR. Changes to the SEIR reflect the City's responses to comments received during the public and agency review period as well as any new or updated information that has become available since publication of the Draft SEIR.

Errata to Draft SEIR Chapter 1.0, Introduction

In the last paragraph on page 1-8, "Water Recycling Plan No. 1" is amended to "Water Recycling Plant No. 1."

Errata to Draft SEIR Chapter 2.0, Summary

The following sentence is added following the first sentence in paragraph 2 of page 2-3:

Sites for schools needed to serve the Mosssdale Landing area, including the Mosssdale Landing South project, are being set aside in conjunction with the approved Mosssdale Landing project.

The summary table is amended to reflect any changes to the significance of impacts and required mitigation measures, as described below. These changes are all reflected in Chapter 2.0 of this document, the Revised Summary for the SEIR.

Errata to Draft SEIR Chapter 3.0, Project Description

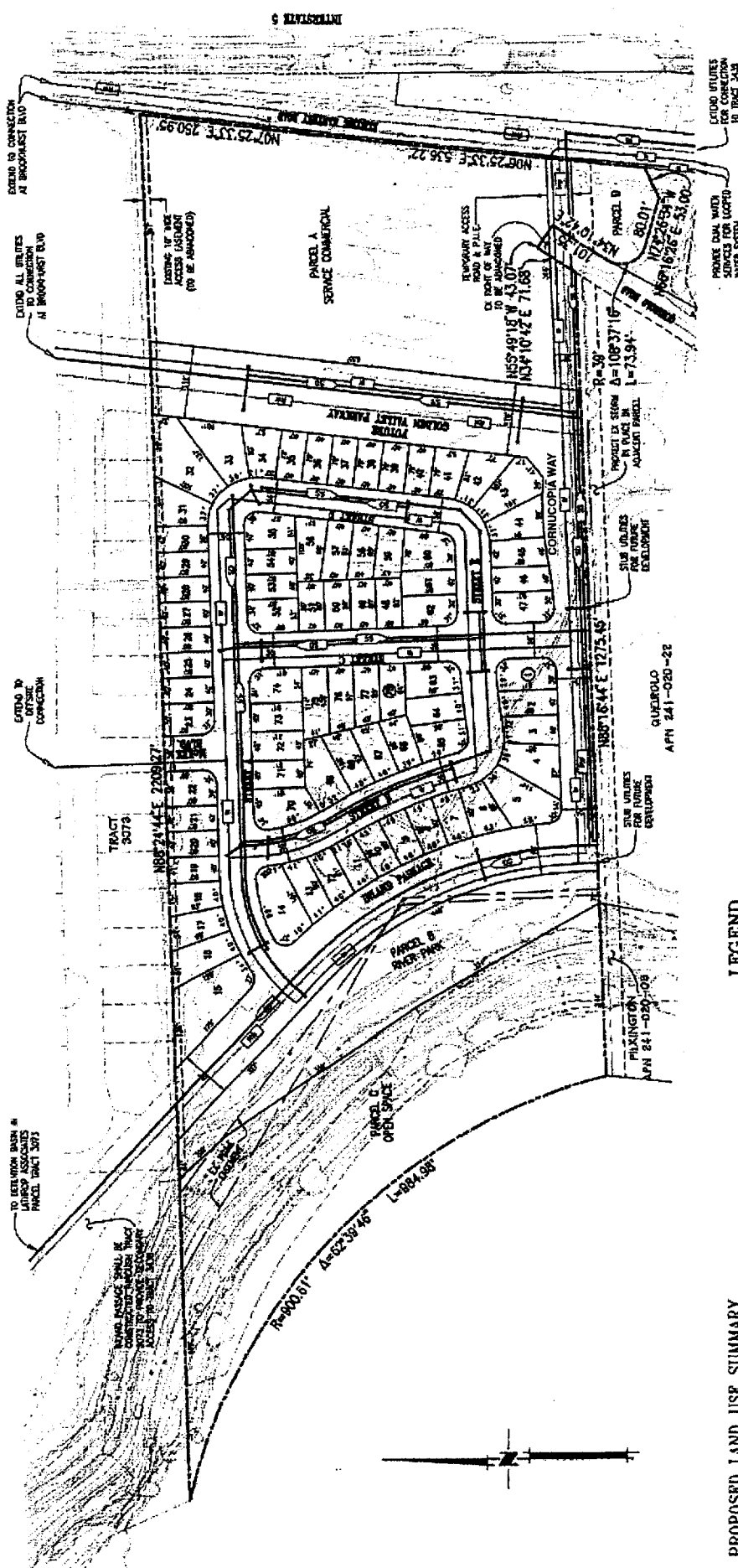
Figure 3-6B is revised to show the location of Cornucopia Way, as shown on the following page.

Figure 3-6B

REVISED PROPOSED TENTATIVE MAP, UNIT 2, TRACT 3438

INSITE ENVIRONMENTAL

Source: MACKAY & SOMPS



PROPOSED LAND USE SUMMARY

PARCEL	LAND USE	NET ACREAGE
A	SERVICE COMMERCIAL	5.2 AC
B	RIVER PARK	1.8 AC
C	OPEN SPACE	4.3 AC
D	SERVICE COMMERCIAL	0.5 AC
LOW DENSITY RESIDENTIAL		7.5 AC (78 LOTS)
ALL ROADS		7.2 AC
TOTAL		28.5 AC

LEGEND

- EXISTING UTILITY SERVICES**
- POWER
 - TELEPHONE
 - GAS
 - WATER
 - SEWER
 - FIBER OPTIC
- PROPOSED**
- EXHIBITION BOUNDARY
 - SANITARY SEWER AND MANHOLE
 - STORM DRAIN AND MANHOLE
 - WATER MAIN W/APP-OFF
 - RECYCLED WATER MAIN W/APP-OFF
 - ALIGN OF WAY
 - STORM DRAIN / SEW. MAIN
 - FINISH GRADE

Table 3-4 is revised to delete the reference to the RD 17 permit for levee bikeway construction. The proposed project does not include such a facility.

Errata to Draft SEIR Chapter 6.0, Air Quality

The second line of the last paragraph on page 6-7 is amended as follows:

emissions if it would generate more than 10 tons per year (tpy) of ~~or~~ either ROG or NOx. The

The following mitigation measure #2 is added to the ozone precursor mitigation measures shown on page 6-11 of the Draft SEIR:

The applicants shall prepare and implement an ozone precursor mitigation plan that incorporates feasible elements of the list included in the APCD's Draft EIR comment letter of August 10, 2004. The plan shall be subject to the review and approval of the Director of Community Development prior to final map approval.

Errata to Draft SEIR Chapter 15.0, Public Services

Paragraphs three and four on page 15-10 are amended as follows:

~~There are currently no park facilities located in Unit 1. However, a proposed neighborhood park (5.0 acres) is located at the southern end of the project between the San Joaquin River levee system and I-5, in Unit 2. of the project area would be dedicated in conjunction with development of Unit 1. Since the parkland dedication is not within Unit 1 nor adjacent to the property, a public access easement would be provided by the developer to the park site with the dedication of the site. An additional 3.6 acres of parkland along the San Joaquin River would also be dedicated as part of the project. This facility would be both a passive and active recreational facility that would include an activity center, playgrounds, equipment, restrooms and landscaping. This neighborhood park is intended to serve the future residential neighborhoods located within, and near MLS. Park in-lieu fees paid by the developer of each residential phase within the project area, and potentially fees paid by other developers outside of the project area, may be used by the City to acquire this identified parkland. The 3.6-acre riparian river park would be located just west of the neighborhood park in Unit 1, adjacent to the San Joaquin River. An additional 15.3 acres comprised primarily of San Joaquin River and banks would be set aside as levee and other open space. The project's includes a proposed 5.0-acre neighborhood park which is 3.4 acres more than is required to satisfy the needed neighborhood parkland dedication needed by the project, and 1 acre more than needed to satisfy the entire 4.0 acres of total parkland needed by the project residents.~~

~~Therefore the project may be eligible for park in lieu credits or reimbursements for dedication of the additional parkland. Furthermore, since a community park has already been dedicated in the vicinity of the project, the developer may use the parkland credits or pay park in lieu fees to reduce the potential community park impacts to less than significant. In addition to the land dedication and the park in lieu fees, the developer would also pay the City of Lathrop Culture and Leisure Capital Facilities fee for park improvements or receive credit for any improvements installed.~~

The following is inserted as the second sentence in paragraph five on page 15-10:

This dedication would occur incrementally with each phase of development adjacent to the levee system.

The following paragraph is added as paragraph two on page 15-11:

In addition to the river/linear parkland dedication and the park in lieu fees, the developer would also pay the City of Lathrop Cultural and Leisure Capital Facilities fees for park improvements, or receive credit for any improvements installed.

Mitigation 15.13 on page 15-11 is revised as follows:

At each phase of development, the project proponent shall dedicate any portions of the linear/river park sites that are within the development phase area, and that are shown in the UDC for public recreational use. ~~And necessary easements or rights of way, as determined by the City, to provide public access to the parks.~~

Mitigation 15.14 on page 15-11 is revised as follows:

After consideration of linear/river parkland dedications, the applicant shall pay any remaining required parkland in-lieu fees. The applicant shall pay required Cultural and Leisure Capital Facilities Fees in order to meet park requirements generated by the project.

Mitigation 15.15 on page 15-11 is revised as follows:

Any linear park improvements constructed by the developer as credit against Cultural and Leisure Capital Facilities fees shall conform to design standards provided by the City.

Errata to Draft SEIR Chapter 16.0, Transportation

The fifth paragraph on page 16-5, providing environmental setting data for Stewart Road is deleted. This paragraph was included erroneously; the traffic analysis does not address traffic conditions on Stewart Road.

The phrase "Louise Avenue intertie to the City of Manteca collection system" in the third paragraph on page 17-7 is amended to read "Louise Avenue connection ~~intertie~~ to the City of Manteca collection system."

5.0 DRAFT SEIR DISTRIBUTION LIST AND LEGAL NOTICES

This section displays the various documents circulated in conjunction with the Draft SEIR, including the notices prepared, evidence of publication and the distribution list for the Draft SEIR and Notice of Availability. These materials are organized as follows:

1. Notice of Completion
2. State Clearing House, Notice of Completion and Transmittal form
3. Proof of Publication in newspapers of general circulation
4. Draft SEIR Distribution List
5. Notice of Completion Mailing List
6. State Clearing House, Notification of Close of Review Period

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT for the
MOSSDALE LANDING SOUTH PROJECT , CITY OF LATHROP

This is to advise you that the City of Lathrop has prepared a Draft Environmental Impact Report (Draft EIR) pursuant to the California Environmental Quality Act (CEQA) for the proposed Mossdale Landing South project within the City of Lathrop, California.

The Mossdale Landing South project involves approximately 104 acres of proposed urban development. Mossdale Landing South is proposed as a part of the larger Mossdale Village, a planned residential community pursuant to the previously approved West Lathrop Specific Plan. The Mossdale Landing South project includes a General Plan and West Lathrop Specific Plan amendment to enable medium-density residential uses, an Urban Design Concept (detailed plans and development regulations for new development), as well as a vesting tentative subdivision map and a development agreement. Specifically, the project includes a total of 219 single-family residential units, 37 acres of commercial development, 3.6 acres of river park adjacent the San Joaquin River corridor, 5 acres of neighborhood park and 15 acres of open space.

The Project is located in the City of Lathrop on the west side of I-5, between the Mossdale and Louise Avenue interchanges.

The Draft EIR contains a full description of the Project, the anticipated environmental consequences of the Project, mitigation measures recommended to reduce or avoid those impacts, and alternatives to the proposed Project. Potentially significant impacts include adverse effects on biological resources, agricultural uses, traffic, air quality, cultural resources, water quality and public services. The Draft EIR has been prepared pursuant to Public Resources Code Section 21080 et. seq. and Article 7 of the California Environmental Quality Act (CEQA) Guidelines.

Copies of the Draft EIR may be reviewed in the Community Development Department of the City of Lathrop at 16775 Howland Road, Lathrop, CA, 95330 during normal business hours.

Public Comment Period - Your comments on the project and the adequacy of the Draft EIR are welcome. The period for accepting comments on the adequacy of the Draft EIR document extends to 6:00 P.M., Monday, August 9, 2004. Any comments should be submitted in writing to the following address:

City of Lathrop
16775 Howland Road, Suite 1
Lathrop, CA 95330
Attention: Ms. Deanna Walsh, Principal Planner

The City of Lathrop Planning Commission will conduct a public hearing to receive oral comments on the Draft EIR. The hearing is scheduled for Tuesday, July 27, 2004 at City Hall in the City Council chambers.

Notice of Completion & Environmental Document Transmittal

SCH # 2004-05-2269

Mail to: State Clearinghouse, PO Box 3044, Sacramento, CA 95812-3044 916/445-0613

Project Title: Mossdale Landing South

Lead Agency: City of Lathrop

Contact Person: Bruce Coleman

Street Address: 16775 Howland Road

Phone: 209 858-2860, Ext. 258

City: Lathrop, CA 95330

Zip: 95330

County: San Joaquin

Project Location:

County: San Joaquin

City/Nearest Community: Lathrop, CA 95330

Cross Streets: W of I-5, So. of Louise Avenue

Zip Code: 95330

Total Acres: _____

Assessor's Parcel No. (see attached)

Section: _____

Twp. 1 & 2 So.

Range: 6 E

Base: MDBM

Within 2 Miles: State Hwy #: I-5

Waterways: East of the San Joaquin River

Airports: _____

Railways: Union Pacific

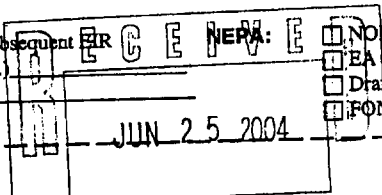
Schools: _____

Document Type:

CEQA:

- NOP
- Early Cons
- Neg Dec
- Draft EIR

- Supplement/Subsequent EIR (Prior SCH No.)
- Other _____



- NOI
- EA
- Draft EIS
- FONSI

Other:

- Joint Document
- Final Document
- Other _____

Local Action Type:

- General Plan Update
- General Plan Amendment
- General Plan Element
- Community Plan

- Specific Plan
- Master Plan
- Planned Unit Development
- Site Plan

- Rezone
- Prezone
- Use Permit
- Land Division (Subdivision, etc.)

- Annexation
- Redevelopment
- Coastal Permit
- Other _____

Development Type:

- Residential: Units 220 Acres 104.3
- Office: Sq.ft. 353,000 Acres _____ Employees _____
- Commercial: Sq.ft. _____ Acres _____ Employees _____
- Industrial: Sq.ft. _____ Acres _____ Employees _____
- Educational _____
- Recreational _____

- Water Facilities: Type _____ MGD _____
- Transportation: Type _____
- Mining: Mineral _____
- Power: Type _____ Watts _____
- Waste Treatment: Type _____
- Hazardous Waste: Type _____
- Other: _____

Funding (approx.): Federal \$ _____ State \$ _____ Total \$ _____

Project Issues Discussed in Document:

- Aesthetic/Visual
- Agricultural Land
- Air Quality
- Archeological/Historical
- Coastal Zone
- Drainage/Absorption
- Economic/Jobs
- Fiscal
- Flood Plain/Flooding
- Forest Land/Fire Hazard
- Geologic/Seismic
- Minerals
- Noise
- Population/Housing Balance
- Public Services/Facilities
- Recreation/Parks
- Schools/Universities
- Septic Systems
- Sewer Capacity
- Soil Erosion/Compaction/Grading
- Solid Waste
- Toxic/Hazardous
- Traffic/Circulation
- Vegetation
- Water Quality
- Water Supply/Groundwater
- Wetland/Riparian
- Wildlife
- Growth Inducing
- Landuse
- Cumulative Effects
- Other _____

Present Land Use/Zoning/General Plan Designation:

Present: Vac, Res. (Un. 1) & Ag/Res (Un. 2). Zoning: Unit 1: Serv. Comm/Low-Dens. Unit 2: Low-Dens. Res/Serv. Comm.

Project Description:

Mossdale Landing South is a mixed use development with 220 single-family medium-density residential units, 37 acres Service Commercial and 23.6 acres parks/open space. Various entitlements are included in this project.

Revised 3-31-99

Reviewing Agencies Checklist

Form A, continued

KEY
S = Document sent by lead agency
X = Document sent by SCH
✓ = Suggested distribution

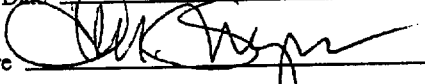
- Resources Agency**
- Boating & Waterways
- Coastal Commission
- Coastal Conservancy
- Colorado River Board
- Conservation
- Fish & Game
- Forestry & Fire Protection
- Office of Historic Preservation
- Parks & Recreation
- Reclamation Board
- S.F. Bay Conservation & Development Commission
- Water Resources (DWR)
- Business, Transportation & Housing**
- Aeronautics
- California Highway Patrol
- CALTRANS District # _____
- Department of Transportation Planning (headquarters)
- Housing & Community Development
- Food & Agriculture**
- Health & Welfare**
- Health Services _____
- State & Consumer Services**
- General Services
- OLA (Schools)

- Environmental Protection Agency**
- Air Resources Board
- California Waste Management Board
- SWRCB: Clean Water Grants
- SWRCB: Delta Unit
- SWRCB: Water Quality
- SWRCB: Water Rights
- Regional WQCB # _____ (_____)
- Youth & Adult Corrections**
- Corrections
- Independent Commissions & Offices**
- Energy Commission
- Native American Heritage Commission
- Public Utilities Commission
- Santa Monica Mountains Conservancy
- State Lands Commission
- Tahoe Regional Planning Agency
- Other _____

Public Review Period (to be filled in by lead agency)

Starting Date June 25, 2004

Ending Date August 9, 2004

Signature 

Date 6/25/04

Lead Agency (Complete if applicable):
 Consulting Firm: City of Lathrop, Dept. of Community Dev.
 Address: 16775 Howland Road
 City/State/Zip: Lathrop, CA 95330
 Contact: Bruce Coleman
 Phone: (209) 858-2860, Ext. 258

Applicant: TCN Properties
 Address: P. O. Box 317
 City/State/Zip: Lathrop, CA 95330
 Phone: (209) 982-9564

For SCH Use Only:

Date Received at SCH _____

Date Review Starts _____

Date to Agencies _____

Date to SCH _____

Clearance Date _____

Notes:

Project Location:

Assessor's Parcel No:

- Unit 1: 191-190-13
- Unit 2: 241-020-08
- 241-020-09
- 241-020-22
- 241-020-24
- 241-020-25
- 241-020-27
- 241-020-28
- 241-020-29
- 241-020-30
- 241-020-31
- 241-020-33
- 241-020-35
- 241-020-36
- 241-020-46

Public Notice - City of
Lathrop
Mossdale Landing
06-68

State of California } 2015.5 C.C.P.
County of San Joaquin }

of the said County, being duty sworn, deposes and says:

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the Manteca Bulletin, a newspaper of general circulation, printed and published Daily in the City of Manteca, California, County of San Joaquin, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court, Department 4, of the County of San Joaquin, State of California, under the date of May 12th 1952, Case Number 52904; that the notice, of which the annexed is printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

June 25

All in the year 20 04
I certify (or declare), under penalty of perjury that the foregoing is true and correct.

Dated at Manteca, California, this 28
day of June 20 04

Chantel Hanson

Signature

Manteca Bulletin

RANDY MCCANTS • PUBLISHER

P.O. BOX 1958

531 EAST YOSEMITE AVE.

MANTECA, CALIFORNIA 95336-0912

PHONE (209)249-3500

FAX (209) 249-3551

Affidavit of Publication

NOTICE OF COMPLETION OF A DRAFT ENVIRONMENTAL IMPACT REPORT PROJECT TITLE MOSSDALE LANDING SOUTH

The City of Lathrop has completed a draft Environmental Impact Report (EIR) on the Mossdale Landing South EIR and is now available for public review at the City of Lathrop Planning Division, 1675 Highland Road, Suite One, Lathrop, California 95330.

The City of Lathrop is the lead agency. Questions regarding the document should be directed to Deanna Walsh, Principal Planner, at (209) 858-2600, extension 32.

PROJECT LOCATION AND DESCRIPTION

The project consists of approximately 104 acres located within the City of Lathrop between the San Joaquin River and Interstate 5 between Mossdale and Louise Avenue Interchanges.

The Urban Design Commission has been directed to a portion of the area known as the Mossdale Village component of the West Lathrop Specific Plan (WLSR). The site is to be developed with 19 dwelling units, 37,500 sq ft of commercial area, 2.5 acre neighborhood park, 4.8 acre linear park, and 75 acres of open space.

Time period for review: June 25, 2004 through August 3, 2004. All comments must be mailed with a return address received at the address above by 5:00 pm on August 9, 2004.

The City Planning Commission will consider the EIR at its July 7, 2004 meeting.

Publication date: June 25, 2004

MB-05-03

Gloryanna Rhodes
Mayor
City of Lathrop

George Jackson
Planning Commission
City of Lathrop

Laura Thimler
Parks & Recreation
City of Lathrop

Leroy Griffith
Councilmember
City of Lathrop

Ray Camara
Vice Chair – Planning Comm.
City of Lathrop

Mac Freeman
Parks & Recreation
City of Lathrop

Robert Oliver
Councilmember
City of Lathrop

Sonny Dhaliwal
Planning Commission
City of Lathrop

Tim Powell
Parks & Recreation
City of Lathrop

Augie Beltran
Councilmember
City of Lathrop

Bennie Gatto
Planning Commission
City of Lathrop

Linda Bradshaw
Parks & Recreation
City of Lathrop

Stephen Dresser
Vice Mayor
City of Lathrop

Diane Lazard
Planning Commission
City of Lathrop

Chet Gish
Parks & Recreation
City of Lathrop

Pam Carder
City Manager
City of Lathrop

Cary Keaten
Public Works Director
City of Lathrop

Matt Browne
Building Official
City of Lathrop

Susan Burns Cochran
City Attorney
City of Lathrop

Community Development
Counter

Dave Levesey
Chief of Police
City of Lathrop

Becky Enneking
Animal Control Administrator
City of Lathrop

Terri Vigna
Finance Director
City of Lathrop

Bruce Coleman
Community Development
City of Lathrop

Floyd Lewis
Parks & Recreation Director
City of Lathrop

Ken Buck
Deputy Director - PW
City of Lathrop

Deanna Walsh
Principal Planner
City of Lathrop

GERALDINE PEDROCELLI
S FISH AND WILDLIFE
0 E. INGRAM
STOCKTON, CA 95204

FEDERAL EMERGENCY MGMT.
AGENCY
P.S.F. RM 105
SAN FRANCISCO, CA 94129

CA DEPT OF BOATING AND
WATERWAYS
2000 EVERGREEN ST #100
SACRAMENTO, CA 95815

STEVAN STROUD
SSJID
1011 E. HWY 120
MANTECA, CA 95336

ENVIRONMENTAL DIVISION
SJ PUBLIC HEALTH
304 E WEBER STREET, 3RD FLOOR
STOCKTON, CA 95202

JIM MONTY
LATHROP-MANTECA FIRE DISTRICT
800 "J" STREET
LATHROP, CA 95330

MARY GRIGGS
CA STATE LANDS COMMISSION
199 HOWE AVE, STE 100 SOUTH
SACRAMENTO, CA 95825

DELTA PROTECTION COMMISSION
PO BOX 530
WALNUT GROVE, CA 95690

ANDREW CHESLEY
SJ COUNTY COG
555 E WEBER AVENUE
STOCKTON, CA 95202

DAVID GUY
NORTHERN CA WATER AGENCIES
445 CAPITOL MALL, SUITE 335
SACRAMENTO, CA 95814

SACRAMENTO DIVISION
ENVIRONMENTAL DIVISION
US ARMY CORP OF ENG.
1325 J STREET
SACRAMENTO, CA 95814

RICHARD MCCARNISH
PG & E
PO BOX 930
STOCKTON, CA 95201

JVUAPCD
230 KIERNAN AVENUE
MODESTO, CA 95356

PACIFIC BELL
2300 E EIGHT MILE ROAD, ROOM 101
STOCKTON, CA 95210

DANTE NOMELLINI
RECLAMATION DISTRICT 17
PO BOX 1491
STOCKTON, CA 95201

CA DEPT OF WATER RESOURCES
416 9TH STREET, #204-8
SACRAMENTO, CA 95814

SO. WEST REGION
NATIONAL MARINE FISHERIES SERV.
501 W. OCEAN BLVD., SUITE 4200
LONG BEACH, CA 90802

SJ COUNTY COMMUNITY
DEVELOPMENT DEPT
1810 E. HAZELTON AVE
STOCKTON, CA 95202

MANTECA BULLETIN
531 E YOSEMITE AVE
MANTECA, CA 95336

SANDY DWYER
MANTECA UNIFIED SCHOOL DIST.
PO BOX 32
MANTECA, CA 95336

ALEX HILDEBRAND
SOUTH DELTA WATER AGENCY
23442 SO HAYS ROAD
MANTECA, CA 95336

MARK LEWIS
CITY OF STOCKTON
425 N. ELDORADO STREET
STOCKTON, CA 95202

KEVIN SHARRAR
BUILDING ASSOCIATION OF THE
DELTA
1150 W ROBINHOOD DR., SUITE 4C
STOCKTON, CA 95207

CAROL OZ
DEPT OF FISH AND GAME
4001 N WILSON WAY
STOCKTON, CA 92505

BOB ADAMS
CITY OF MANTECA
1001 W. CENTER STREET
MANTECA, CA 95336

MODESTO BEE
211 E CENTER STREET #5
MANTECA, CA 95336

MIKE BADNER
PACIFIC UNION HOMES
19654 HARLAN ROAD, SUITE A
LATHROP, CA 95330

FARMLAND TRUST
SJ COUNTY OPEN SPACE
PO BOX 4126
STOCKTON, CA 95204

STOCKTON RECORD
PO BOX 900
STOCKTON, CA 95201

MANTECA LIBRARY
320 W. CENTER STREET
MANTECA, CA 95336

JOHN STROH
MOSQUITO & VECTOR CONTROL
1759 S AIRPORT WAY
STOCKTON, CA 95206

WALDO HOLT
SJ AUDUBON SOCIETY
3900 RIVER DRIVE
STOCKTON, CA 95204

MIKE LOCKE
SJ PARTNERSHIP
2800 W MARCH LANE, #470
STOCKTON, CA 95219

ERIC PARFREY
SIERRA CLUB
1421 W. WILLOW STREET
STOCKTON, CA 95203

HIGHWAYS FEDERAL CALIF DIV.
980 9TH STREET, SUITE 400
SACRAMENTO, CA 95814

DELTA PROTECTION COMMISSION
PO BOX 530
WALNUT GROVE, CA 95690

STATE WATER RESOURCES
CONTROL BOARD
PO BOX 100
SACRAMENTO, CA 95812

CAL TRANS DISTRICT 10
PO BOX 2048
STOCKTON, CA 95201

NO CA YOKUT TRIBE
1234 LUNA LN
STOCKTON, CA 95206

SJ COUNTY PUBLIC WORKS
PO BOX 1810
STOCKTON, CA 95201

RUDY DELL'OSSO
REC DISTRICT #2107
26 W STEWART ROAD
LATHROP, CA 95330

CA HEALTH SERV.
PO BOX 997413
SACRAMENTO, CA 95899

AIR RESOURCES BOARD
1001 I STREET
SACRAMENTO, CA 95812

KSN
REC DISTRICT 17
PO BOX 844
STOCKTON, CA 95201

STEVE BRADLEY
STATE BOARD OF RECLAMATION
PO BOX 942836
SACRAMENTO, CA 94236

PUBLIC WORKS DEPT
CITY OF TRACY
520 TRACY BLVD
TRACY, CA 95376

TRI VALLEY HERALD
73 E 10TH STREET
TRACY, CA 95376

COMMUNITY DEVELOPMENT
COUNTER

GEORGIANNA REICHEL
3605 LOUISE AVE
MANTECA, CA 95336

TIM O'BRIEN
CENTRAL VALLEY REG. WATER
QUALITY
3443 ROUTIER RD
SACRAMENTO, CA 95827

TRACY PRESS
PO BOX 419
TRACY, CA 95378

SOIL CONSERVATION SERVICES
US DEPT OF AGRICULTURE
1222 MONOCO CT #23
STOCKTON, CA 95207

SJ BOARD OF SUP.
222 E WEBER #701
STOCKTON, CA 95202

MR. ERIK VINK
DEPT. OF CONSERVATION
801 K STREET
SACRAMENTO, CA 95814

STOCKTON-SJ COUNTY LIBRARY
605 N EL DORADO ST
STOCKTON, CA 95202

TRACY LIBRARY
20 E EATON AVE.
TRACY, CA 95376

OFFICE OF PLANNING AND
RESEARCH
1400 TENTH ST., RM 121
SACRAMENTO, CA 95814

SUSAN DELL'OSSO
RIVER ISLANDS AT LATHROP
16976 HARLAN ROAD
LATHROP, CA 95330

JOHN COMPAGLIA
WESTERN PACIFIC
1210 CENTRAL BLVD
BRENTWOOD, CA 94513

CITY OF LATHROP CITY CLERK

LATHROP MOSSDALE INVESTORS
575 HARTZ AVE #300
DANVILLE, CA 94526

RECLAMATION DISTRICT 17
PO BOX 1461
STOCKTON, CA 95201

KB HOME NORTH BAY
611 ORANGE DR
VACAVILLE, CA 95687

LP LIMITED PARTNERS
PO BOX 317
LATHROP, CA 95330

ROBERT MCKEE
410 W LOUISE AVE
LATHROP, CA 95330

ERMEL AZEVEDO
10678 E LOUISE AVE
MANTECA, CA 95336

LAURA CONDY
619 S CRESCENT AVE
LODI, CA 95240

MANUEL & ELLEN CASTRO
PO BOX 193
BANTA, CA 95304

EUGENE & HANNA SEUS
14384 BLACKHAWK WY
MANTECA, CA 95336

MCKEE TRUST
15440 RUBY CT
LATHROP, CA 95330

THOMAS & DONNA OSBORN
17287 S MANTHEY ROAD
LATHROP, CA 95330

PEDRO SANCHEZ
957 BEATRICE AVE
STOCKTON, CA 95205

MAURICE COTTON
PO BOX 172
LATHROP, CA 95330

RONALD & R A EDWARDS
16444 S MANTHEY ROAD
LATHROP, CA 95330

BARBARA TERRY
865 JODEE LN
BROOKINGS, OR 97415

PATRICK DRURY
7000 S INLAND DR
STOCKTON, CA 95206

EUGENE & HANNA SEUS
430 BUSH STREET #3
SAN FRANCISCO, CA 94108

LATHROP ASSOCIATES
5506 SUNOL BLVD #200
PLEASANTON, CA 94566

LOF GLASS INC
811 MADISON AVE #799
TOLEDO, OH 43624

MARIE VALLENTYNE
19409 NE 232ND ST
BATTLE GROUND, WA 98604

HILL COUNTRYS A LTD
2220 DOUGLAS BLVD, #290
ROSEVILLE, CA 95661

TR QUEIROLO
18424 QUIEROLO RD
LATHROP, CA 95330

TR PENDENZA
667 DODY DR
MANTECA, CA 95337

RICHARD MCMAHON
18426 S MANTHEY ROAD
LATHROP, CA 95330

DENNIS SAUNDERS
18570 S MANTHEY RD
LATHROP, CA 95330

ANGIE QUEIROLO
18556 QUIEROLO RD
LATHROP, CA 95330

RICHARD & ANNA MELLO
18700 QUIEROLO RD
LATHROP, CA 95330

UNION PACIFIC RAILROAD
1416 DODGE ST #830
ONAHA, NE 68179

AJAY RANCHOD
4225 E HAMMER LANE
STOCKTON, CA 95212

ANGELO QUEIROLO
18500 QUIEROLO RD
LATHROP, CA 95330

SOUTHCASE LTD
220 DOUGLAS BLVD #220
ROSEVILLE, CA 95661

ERMA ENOS
4100 YOSEMITE AVE
LATHROP, CA 95330

STATE OF CA
506 YOKUTS DR
LODI, CA 95240

BECK PROPERTIES
3114 W HAMMER LANE
STOCKTON, CA 95209

VERNALIS ENTERPRISES
874 E WOODWARD RD
MANTECA, CA 95337

ALAMEDA COUNTY
224 W. WINTON AVENUE ROOM 110
HAYWARD, CA 94544

SANTA CLARA COUNTY
70 WEST HEDDING STREET 7 FLOOR
SAN JOSE, CA 95110

STAISLAUS COUNTY
1010 10TH STREET SUITE 3400 3 FLOOR
MODESTO, CA 95350

SOLANO COUNTY
470 CHADBOURNE ROAD #200
FAIRFIELD, CA 94534

CONTRA COSTA COUNTY
551 PINE STREET 4TH FLOOR
NORTH WING
MARTINEZ, CA 94553

AMADOR COUNTY
500 ARGONAUT LANE
JACKSON, CA 95642

CALAVERAS COUNTY
891 MOUNTIAN RANCH ROAD
SAN ANDREAS, CA 95249

SACRAMENTO COUNTY
327 7TH STREET, ROOM 230
SACRAMENTO, CA 95814

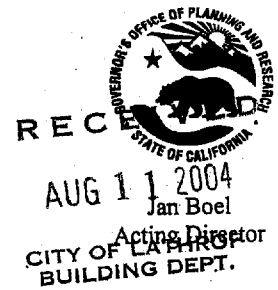
TUOLUMNE COUNTY
48 WEST YANEY AVENUE
SONORA, CA 95370

REBA FULLER
TUOLUMNE ME-WUK TRIBAL
COUNCIL
P.O. BOX 699
TUOLUMNE, CA 95379



Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



August 10, 2004

Bruce Coleman
City of Lathrop
16775 Howland Road
Lathrop, CA 95330

Subject: Mossdale Landing South
SCH#: 2004052069

Dear Bruce Coleman:

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 9, 2004, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures

cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2004052069
Project Title Mossdale Landing South
Lead Agency Lathrop, City of

Type SIR Supplemental EIR
Description Mossdale Landing South is a mixed use development with 220 single-family medium-density residential units, 37 acres Service Commercial and 23.6 acres parks/open space. Various entitlements are included in this project. Levee bikeway.

Lead Agency Contact

Name Bruce Coleman
Agency City of Lathrop
Phone 209-858-2860 x258
email
Address 16775 Howland Road
City Lathrop
Fax
State CA **Zip** 95330

Project Location

County San Joaquin
City Lathrop
Region
Cross Streets W of I 5, So. of Louise Avenue
Parcel No. Multiple
Township 1, 2S **Range** 6E **Section** **Base** MDBM

Proximity to:

Highways I-5
Airports
Railways UPRR
Waterways East of the San Joaquin River
Schools
Land Use Vacant, Res. (Un. 1) & Ag/Res (Un. 2)
Z: Unit 1 - Serv. Comm/Low-Dens.
Unit 2 - Low-Dens. Res/Serv. Comm.

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Drainage/Absorption; Fiscal Impacts; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Sewer Capacity; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Landuse; Aesthetic/Visual; Flood Plain/Flooding; Schools/Universities

Reviewing Agencies Resources Agency; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Parks and Recreation; Native American Heritage Commission; Public Utilities Commission; Reclamation Board; Office of Historic Preservation; Department of Fish and Game, Region 2; Department of Water Resources; Delta Protection Commission; Department of Conservation; California Highway Patrol; Caltrans, District 10; State Lands Commission; Department of Health Services

Date Received 06/25/2004 **Start of Review** 06/25/2004 **End of Review** 08/09/2004

APPENDIX A
Traffic Demand Forecasting Methodology

DRAFT

**Demand Forecasting Methodology for
The Mossdale Landing South Project**

In City of Lathrop

July 22, 2004

DRAFT

**Demand Forecasting Methodology for
The Mossdale Landing South Project**

In City of Lathrop

July 22, 2004

**Prepared by:
TJKM Transportation Consultants
5960 Inglewood Drive, Suite 100
Pleasanton CA 94588-8535
Tel: 925.463.0611
Fax: 925.463.3690**

TABLE OF CONTENTS

INTRODUCTION AND SUMMARY	1
ANALYSIS AREA AND TRAFFIC COUNTS.....	2
METHODOLOGY	6
LAND USE DATA, TRIP RATES AND NETWORKS	8
MODEL CALIBRATION	11
DEMAND FORECASTING RESULTS.....	14
CONCLUSIONS.....	18
STUDY PARTICIPANTS.....	19

LIST OF TABLES

TABLE 1: INTERSECTION ID AND DESCRIPTION	4
TABLE 2: PHASE I PROJECT LAND USE DATA	8
TABLE 3: FULL BUILD OUT LAND USE DATA	9
TABLE 4: DAILY TRIP RATES USED IN THE SJCOG MODEL	10
TABLE 5: COMPUTED AM AND PM TRIP RATES USED IN THE SJCOG AREA	10
TABLE 6: STATISTICAL DATA OF THE FITNESS OF THE COMPUTED VS OBSERVED VOLUMES.....	12
TABLE 7: YEAR 2007 GATE LINK VOLUMES CONTRIBUTED BY MLS PROJECT ZONES.....	16
TABLE 8: YEAR 2025 GATE LINK VOLUMES CONTRIBUTED BY MLS PROJECT ZONES.....	16

LIST OF FIGURES

FIGURE 1: MODELING AREA AND STUDY AREA FOR THE PROJECT	2
FIGURE 2: YEAR 2007 MLS PROJECT ZONE LOCATION	3
FIGURE 3: FULL BUILD OUT PROJECT ZONE LOCATION	3
FIGURE 4: EXISTING YEAR AM AND PM PEAK HOUR TURNING MOVEMENT OBSERVED VOLUMES	5
FIGURE 5: SCATTERGRAMS OF THE VOLUMES BETWEEN COMPUTED AND OBSERVED FOR AM	12
FIGURE 6: SCATTERGRAMS OF THE VOLUMES BETWEEN COMPUTED AND OBSERVED FOR PM.....	12
FIGURE 7: TRAFFIC VOLUMES FOR THE EXISTING YEAR, AM AND PM	13
FIGURE 8: TRAFFIC VOLUMES FOR YEAR 2007 WITHOUT PROJECT, AM AND PM.....	14
FIGURE 9: TRAFFIC VOLUMES FOR YEAR 2007 WITH PHASE I, AM AND PM.....	15
FIGURE 10: TRAFFIC VOLUMES FOR YEAR 2025 WITHOUT PROJECT, AM AND PM	15
FIGURE 11: TRAFFIC VOLUMES FOR YEAR 2025 WITH PROJECT BUILD OUT, AM AND PM	16
FIGURE 12: LOCATIONS OF GATES OF INTEREST.....	17

INTRODUCTION AND SUMMARY

TJKM was retained to perform the demand forecasting process for the Mossdale Landing South project in the City of Lathrop. This process provided link and turn volumes in the study area of various years and for various scenarios. These results were used to analyze the traffic impacts in the study area due to the Mossdale Landing South project development. The link and turn volumes were then used for computation of the level of service, queuing and other analysis.

The demand forecasting methodology used for this project and the results obtained so far are described in this report. TJKM performed the following tasks:

1. Utilized an updated land use data developed for the Mossdale Landing South project based on the most recent City of Lathrop Travel Demand Forecasting Model. This model was developed based on the SJCOG (San Joaquin Council of Governments) land use assumptions.
2. Utilized the Mini-Calibration results from a recently finished CLSP project.
3. Performed the demand forecasts for all the scenarios for the future traffic volumes using the City of Lathrop Travel Demand Forecasting Model.
4. Performed the logic checks with extensive comparisons of link volumes in different years, different scenarios and both AM and PM.

ANALYSIS AREA AND TRAFFIC COUNTS

Analysis Area

In this modeling process, TJKM defined the following concepts of modeling, study and project areas.

1. **Modeling Area:** The SJCOG modeling area includes five regional jurisdictions including the Bay Area Metropolitan Transportation Commission, the Sacramento Council of Governments, the Mountain Foothill Area, the Stanislaus Council of Governments and the San Joaquin Council of Governments as shown in Figure 1.
2. **Study Area:** It covers the City of Lathrop area.
3. **Project Area:** The project area covers the Mossdale Landing South development area consisting of Phase I area as shown in Figure 2 and the Project Build-out area as seen in Figure 3.

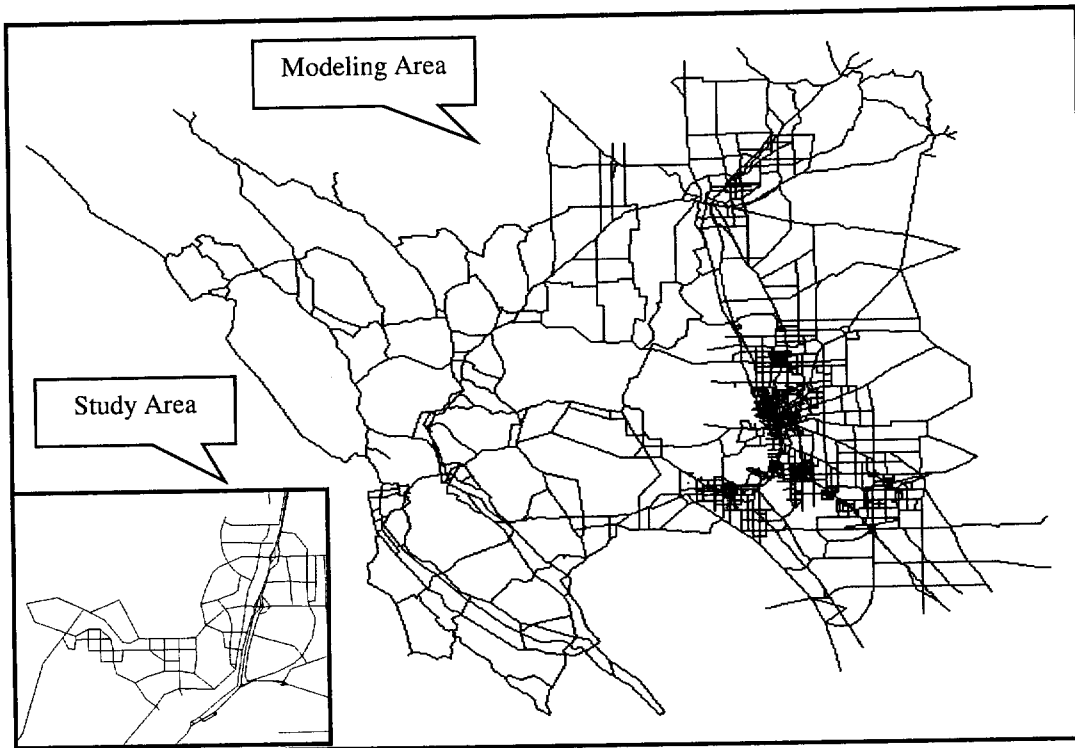


FIGURE 1: MODELING AREA AND STUDY AREA FOR THE PROJECT

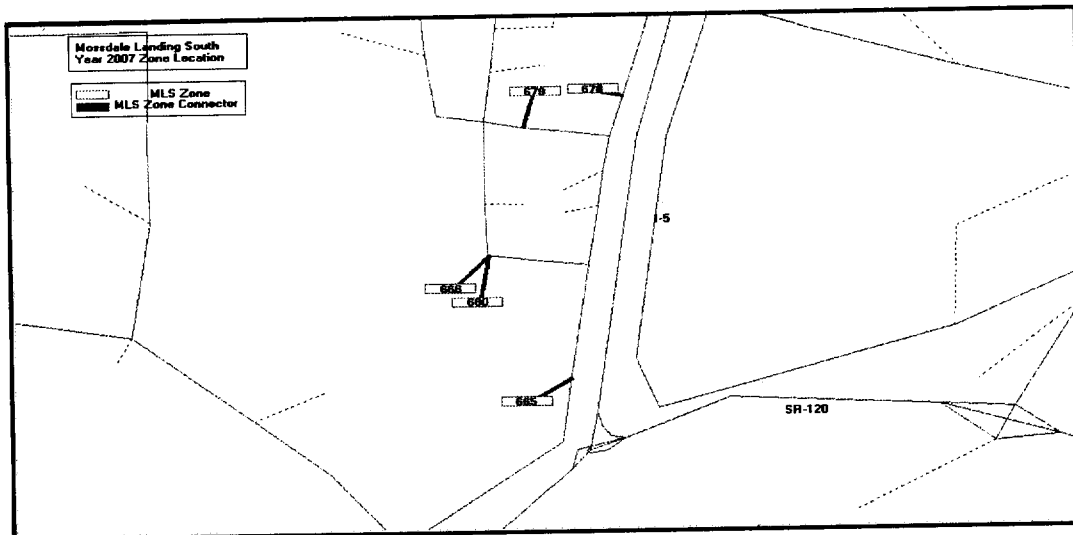


FIGURE 2: YEAR 2007 MLS PROJECT ZONE LOCATION

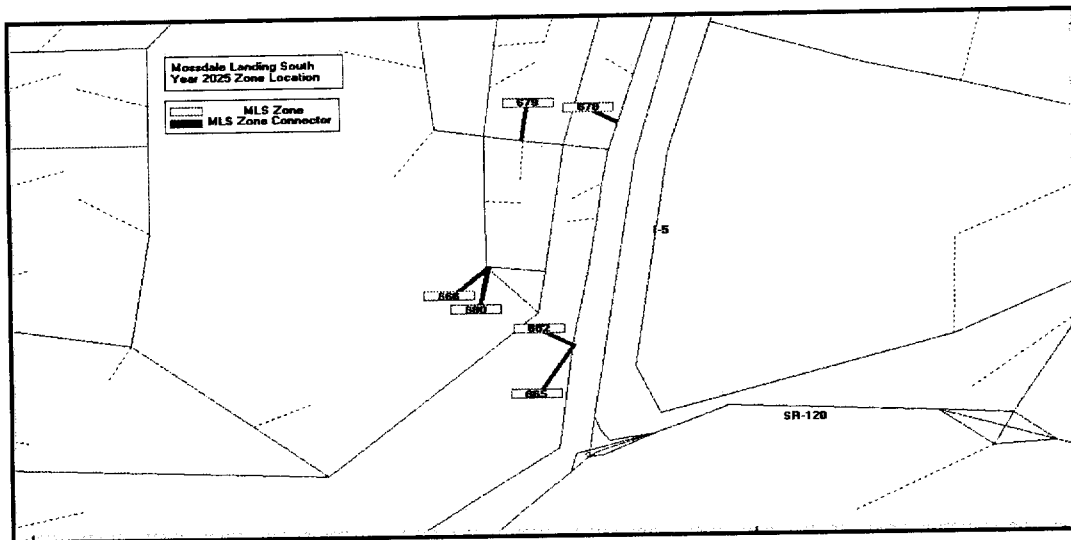


FIGURE 3: FULL BUILD OUT PROJECT ZONE LOCATION

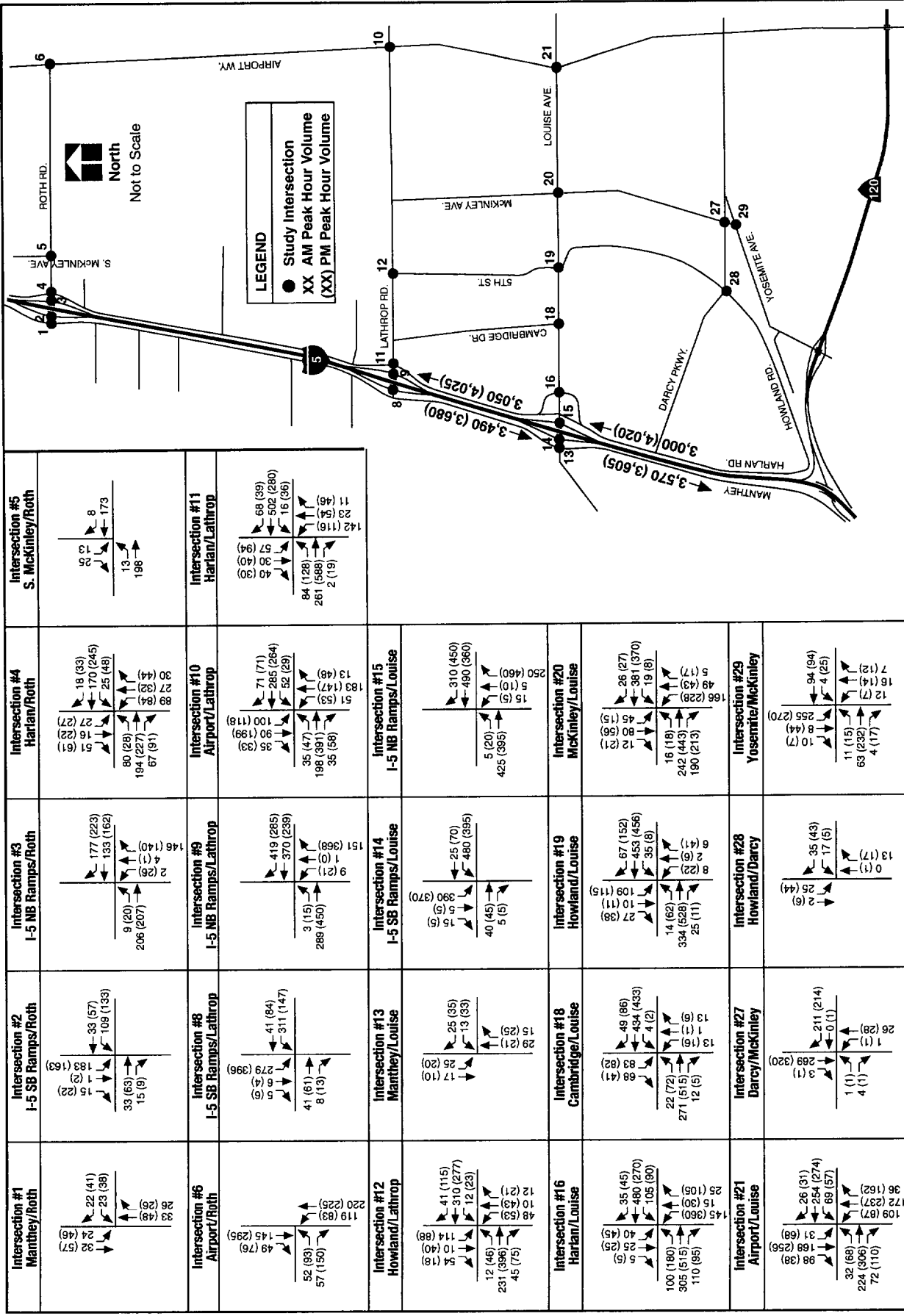
Traffic Counts

In addition to the freeway and intersection traffic counts collected by TJKM staff in August 2003 for the Mossdale Landing EIR project, Fehr & Peers provided thirteen turn counts collected in November, 2003 for CLSP project. Table 1 provides the intersection ID, modeling node ID, description and new count indicator (Yes for new counts in 2003 and No for old counts before 2003). Figure 4 shows locations of some of these intersections with AM and PM turning movement counts. Intersections with * in Table 1 are not shown in Figure 4.

TABLE 1: INTERSECTION ID AND DESCRIPTION

Intersection ID	Model Intersection ID	Description	New Count
1	20008	Manthey/Roth	YES
2	20009	I-5 SB Ramps/Roth	YES
3	20065	I-5 NB Ramps/Roth	YES
4	20066	Harlan/Roth	YES
5	20115	S. McKinley/Roth	YES
6	20114	Airport/Roth	YES
7*	2287	Harlan/Roth	YES
8	2293	I-5 SB Ramps/Lathrop	YES
9	20109	I-5 NB Ramps/Lathrop	YES
10	20079	Airport/Lathrop	YES
11	20107	Harlan/Lathrop	YES
12	20080	Howland/Lathrop	YES
13	20080	Manthey/Louise	YES
14	3284	I-5 SB Ramps/Louise	YES
15	20095	I-5 NB Ramps/Louise	YES
16	20101	Harlan/Louise	YES
17*	1216	McKinley/Louise	YES
18	2285	Cambridge/Louise	YES
19	1226	Howland/Louise	YES
20	30162	McKinley/Louise	YES
21	20014	Airport/Louise	YES
24*	1200	McKinley/Yosemite	YES
25*	30147	Yosemite/Vierra	YES
26*	1248	Guthmiller/SR 120 WB Ramps	NO
27	1249	Darcy/McKinley	YES
28	20089	Howland/Darcy	YES
29	20090	Yosemite/McKinley	YES
30*	20006	Manthey/Louise	YES
31*	3114	Harlan (Western Split)/Louise	YES
32*	30107	Manthey/Louise	YES
33*	8000	Harlan (Western Split)/Louise	YES
34*	20171	I-5 SB Ramps/Manthey	YES
35*	30062	I-5 NB Ramps/Mosssdale	YES

*Intersection not included on Figure 4.



City of Lathrop
 Central Lathrop Specific Plan
Existing Year AM and PM Peak Hour Turning Movement Observed Volumes

Figure 4

TJKM

228-012 - 5/18/04 - FC

METHODOLOGY

The software used in the modeling process include TP+/Viper for the travel demand forecasting and EMME/2 for the OD difference method and the result analysis. TP+/Viper is a transportation planning software. The system is designed with a high degree of file format compatibility. EMME/2 is an interactive-graphic state-of-the-art multimodal urban transportation planning system. It offers the planner a comprehensive set of tools for demand modeling, multimodal network modeling and analysis and for the implementation of evaluation procedures. It also offers the planner a wide variety of tools for the direct comparison of future scenarios in Enif. In this project, the mini model calibration, traffic assignments and scenario comparisons were done in EMME/2.

The travel demand model was based on the most recent City of Lathrop Travel Demand Forecasting Model developed for the River Island EIR project in 2002 and the latest Central Lathrop Specific Plan project. The model had been calibrated not only to new updated counts but also to other counts in the original model.

TJKM used both link and turning movement traffic counts in the model around the project area for the mini-model calibration. The networks, the zoning structures and existing networks in the study area of the model were also revised, so that the computed link and turning movement volumes would be consistent with existing AM and PM traffic counts. This allowed the demand-forecasting model to be used with reliability and credibility.

TJKM performed following calibration steps:

1. Reviewed the project area including the modeling network and the zonal structure to determine a proper project boundary.
2. Revised the regional modeling network to reflect the actual road geometry (number of lanes and the turning movements) of the existing road network in the project area.
3. Entered the mainline and turning movement volumes into the model. Adjusted the existing OD (Origin and Destination) demand vehicles so that the computed link and turning movement volumes closely replicated actual counts.
4. Verified and reviewed the computational results.

The future link and turning movement volumes were forecasted with the SJCOG model and the Difference Method where:

Future link and turn volumes in the revised network were the results of assignment of (original future OD demand - original existing OD demand + adjusted existing OD demand) where:

1. Original future OD demand is the OD demand directly computed by the model based on the revised network and the future land use data.
2. Original existing OD demand is the OD demand directly computed by the model based on the revised network and the existing land use data.
3. Adjusted existing OD demand is the calibrated existing OD demand that provides both link and turning movement volumes consistent with traffic counts.

In order to ensure consistency, TJKM assumed that the future OD demand for each OD pair would be greater than or equal to the existing value. Thus the revised Difference Method implementation is as follows:

Future link and turn volumes in the revised network are the results of assignment of (max [original future OD demand - original existing OD demand, 0] + adjusted existing OD demand).

LAND USE DATA, TRIP RATES AND NETWORKS

Land use data for the project were provided by Lamphier-Gregory, while the land use data in other areas are from the most recent SJCOG land use database and the City of Lathrop Travel Demand Forecasting Model. The land use data for the project area for Phase I and the full build out condition are shown in Table 2 and Table 3 respectively. In these tables, SF and MF stand for the single-family units and multi-family units, while SER, RET and OTH stand for employees for the service, retail and other jobs, respectively.

Six different sets of land use data were created for six development scenarios analyzed in this project:

1. Year 2007 without project (Near term horizon)
2. Year 2007 with Phase I project development (Near term horizon with project)
3. Year 2025 without project
4. Year 2025 with project full build-out

Table 4 and Table 5 show the daily trip rates by land use data and computed peak vehicle trip rates by AM and PM.

TABLE 2: PHASE I PROJECT LAND USE DATA

Land Use Type	TAZ:	TAZ					Total
		678	679	666	682	680	
Single Family Residential	acres		8.3	10.5			18.8
	units		65	85			150
Retail	acres	2.4					2.4
	square feet	26,136					26,136
	jobs	52					52
Service Commercial	acres						
	square feet						
	jobs						
Open Space/Parks		-		4.0			4.0
Roads		3.4		4.0		-	6.1
	Total acres	14.1		18.5		6.1	38.7
	Total Units						150
	Total Sq. Ft.						26,136
	Total jobs						52

TABLE 3: FULL BUILD OUT LAND USE DATA

Land Use Type		TAZ					Total
		678	679	666	682	680	
Single Family Residential	acres		8.3	10.5		10.8	29.6
	units		65	85		80	230
Retail	acres	4.8			5.9		10.7
	square feet	52,500			64,000		116,500
	jobs	105			128		233
Service Commercial	acres					26.6	26.6
	square feet					290,000	290,000
	jobs					580	580
Open Space/Parks	acres	-		6.1		17.8	23.9
Roads		3.4		4.0		6.1	13.5
	Total acres	16.5		26.5		61.3	104.3
	Total Units						230
	Total Sq. Ft.						406,500
	Total jobs						813

TABLE 4: DAILY TRIP RATES USED IN THE SJCOG MODEL

Region		Purpose	Daily Trip Rates by Land Use Type					
			SF (Unit)	MF (Unit)	Ret (Job)	Ser (Job)	Oth (Job)	
SJCOG	Production	HBW	1.15	0.67	0	0	0	
		HBS	2.83	1.54	0	0	0	
		HBO	2.07	1.25	0	0	0	
		OBW	0	0	0.29	0.29	0.29	
		OBO	0.24	0.14	7.21	0	0	
		Total	6.29	3.6	7.49	0.29	0.29	
	Attraction	HBW	0	0	0.91	0.91	0.91	
		HBS	0	0	14.6	0	0	
		HBO	1.39	0.67	0.43	1.35	0.43	
		OBW	0	0	0.29	0.29	0.29	
		OBO	0.24	0.24	7.21	0	0	
		Total	1.63	0.91	23.44	2.55	1.63	
	Others	Production	HBW	1.27	0.74	0	0	0
			HBS	3.11	1.69	0	0	0
HBO			2.27	1.37	0	0	0	
OBW			0	0	0.32	0.32	0.32	
OBO			0.26	0.16	7.92	0	0	
Total			6.92	3.96	8.24	0.32	0.32	
Attraction		HBW	0	0	1	1	1	
		HBS	0	0	16.05	0	0	
		HBO	1.53	0.74	0.48	1.48	0.48	
		OBW	0	0	0.32	0.32	0.32	
		OBO	0.26	0.26	7.92	0	0	
		Total	1.79	1	25.76	2.8	1.79	

TABLE 5: COMPUTED AM AND PM TRIP RATES USED IN THE SJCOG AREA

Land Use Data	Project Area		SJCOG Area		Other Areas	
	AM trip rates	PM trip rates	AM trip rates	PM trip rates	AM trip rates	PM trip rates
SF (Unit)	0.526	0.733	0.292	0.407	0.321	0.447
MF (Unit)	0.311	0.428	0.173	0.238	0.19	0.262
RETAIL (Job)	0.629	0.844	0.629	0.844	0.691	0.927
SERVICE(Job)	0.299	0.337	0.15	0.169	0.164	0.185
OTHER (Job)	0.264	0.273	0.132	0.137	0.145	0.15

MODEL CALIBRATION

Before performing the future demand forecasting, it was necessary to mini-calibrate the model to match the existing traffic condition, since it was observed that the traffic condition in year 2003 is different from years 2000, 2001 and 2002. The calibration networks and the results from the CLSP project were directly used for this project. The network was modified to include all the count locations. Existing AM and PM turning movement volumes were entered into the model. The counts were processed to ensure the flow of conservation, that is, the balancing of the traffic volumes. TJKM computed the total volumes going to and from the links that are connected to the intersections and analyzed them by obtaining scattergrams (that is, diagrams showing the differences of these two sets of volumes) for both AM and PM periods.

TJKM successfully performed the model calibration for the study area by revising the network topology (structure) and attributes such as the lanes, distances as well as the OD demand. Both Figure 5 and Figure 6 show the scattergrams of the computed volumes versus the observed volumes for both AM and PM where each point represents a count in terms of the observed (Obs) and computed (Com) volumes. In Table 6 the statistical data of the fitness of the computed volumes to the observed volume are provided, where

1. A: Intercept of the regression line between the observed volumes \bar{x}_i and the computed volumes x_i
2. B: Slope of the regression line between the observed volumes \bar{x}_i and the computed volumes x_i
3. STD: Standard deviation of the regression line between the observed volumes \bar{x}_i and the computed volumes x_i
4. R2: A measure of goodness of fit between the observed and computed volumes
5. Com_Vol: Sum of the computed volumes for all positive observed volumes, that is,

$$\text{COM_VOL} = \sum_{i \in I, \bar{x}_i > 0} x_i \quad \text{where } I \text{ is the set of the observations.}$$

6. Obs_Vol: Sum of the observed volumes, that is,

$$\text{OBS_VOL} = \sum_{i \in I} \bar{x}_i \quad \text{where } I \text{ is the set of the observations.}$$

7. Ratio: Ratio of Com_Vol over Obs_Vol

As can be seen, the fitness at link level is much better than that at turn movement level. Since the errors are all less than 5% and R2 (R-Square) are higher than 0.95, TJKM concluded that the model was reasonably calibrated for both AM and PM peak hour conditions. After the model was calibrated, the difference method was used to obtain future link and turn volumes based on the calibrated model. These volumes were used to calculate the level of service for these study intersections.

TABLE 6: STATISTICAL DATA OF THE FITNESS OF THE COMPUTED VS OBSERVED VOLUMES

Period	Volume	A	B	STD	R ²	Com_Vol	Obs_Vol	Ratio
AM	Turn	3.27	0.98	21.58	0.96	23206	23686	0.98
	Link	0.29	1.00	125.89	0.98	114408	114684	0.99
PM	Turn	7.72	0.97	29.17	0.95	27916	29448	0.95
	Link	4.54	1.00	42.04	0.99	119731	120639	0.99

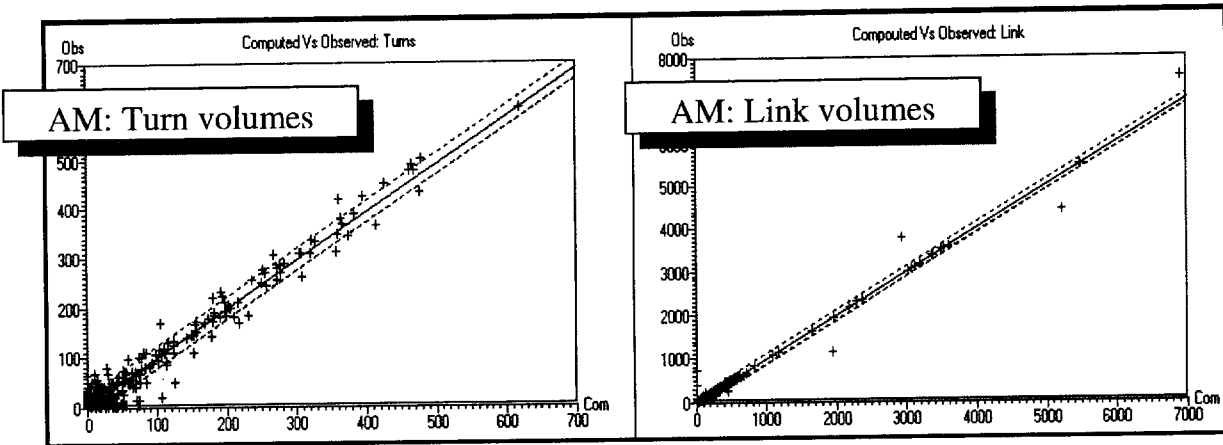


FIGURE 5: SCATTERGRAMS OF THE VOLUMES BETWEEN COMPUTED AND OBSERVED FOR AM

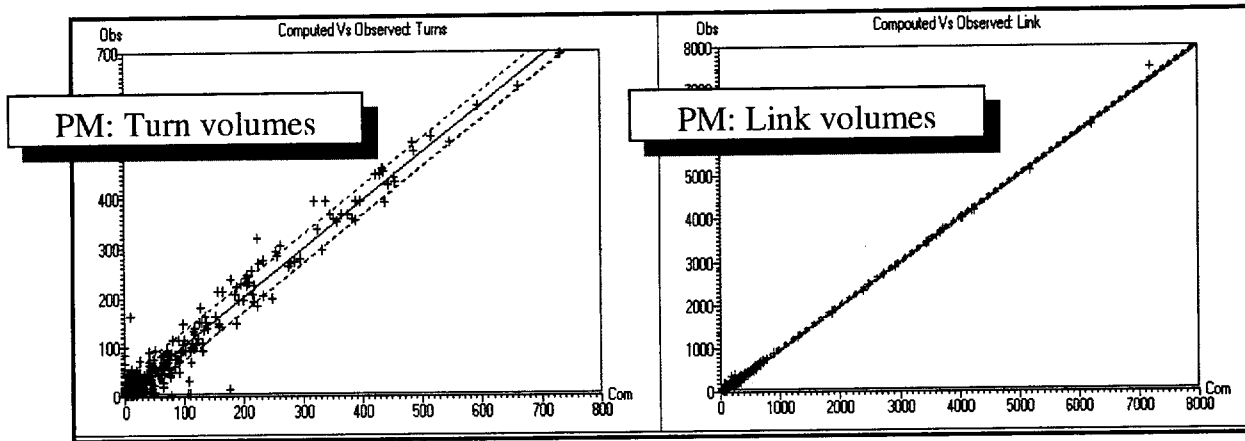


FIGURE 6: SCATTERGRAMS OF THE VOLUMES BETWEEN COMPUTED AND OBSERVED FOR PM

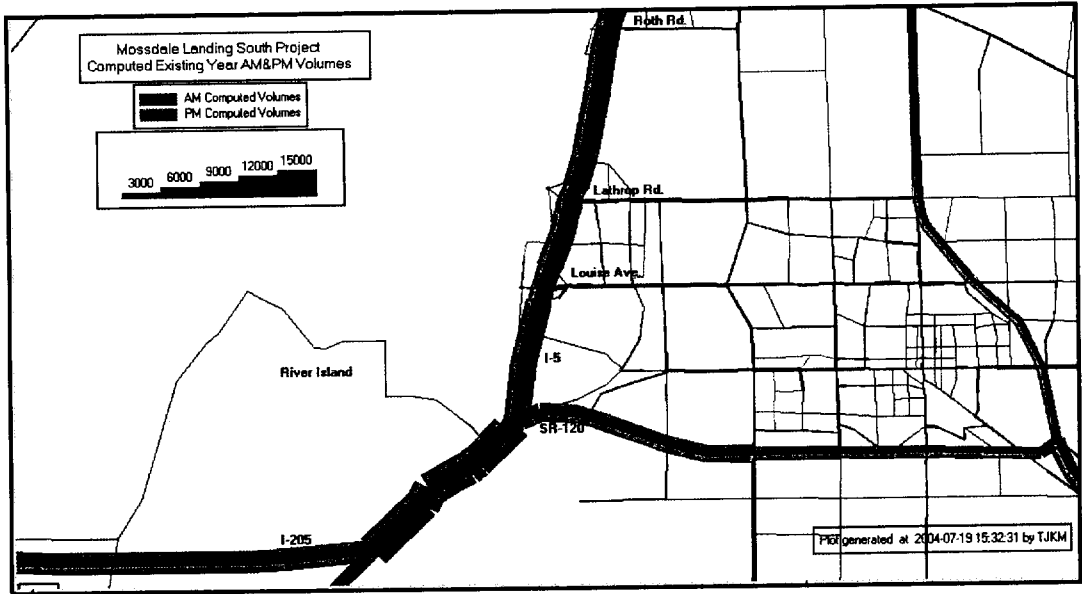


FIGURE 7: TRAFFIC VOLUMES FOR THE EXISTING YEAR, AM AND PM

DEMAND FORECASTING RESULTS

Future Traffic Volumes

Based on the calibrated model, TJKM ran the City of Lathrop Travel Demand Model for the existing year as well as for the years 2007 and 2025. Based on the Difference Method, turning movement volumes were produced. Figure 8 through Figure 11 show the traffic volumes for both AM and PM based on the conservative Lathrop area trip rates for different years and different scenarios. The final computed main line volumes and the intersection volumes can be used for further traffic operation analysis.

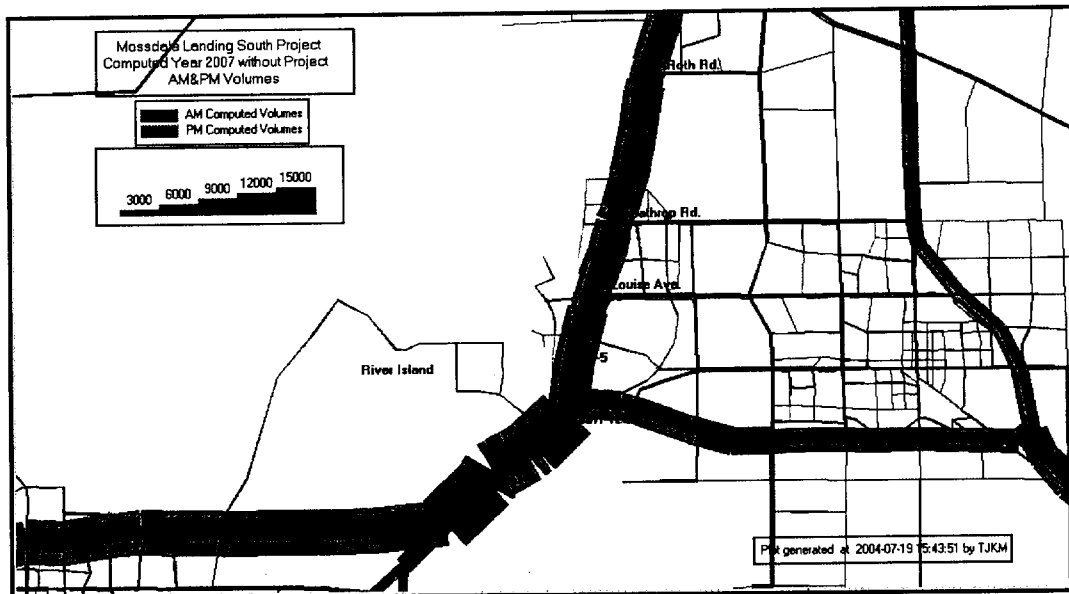


FIGURE 8: TRAFFIC VOLUMES FOR YEAR 2007 WITHOUT PROJECT, AM AND PM

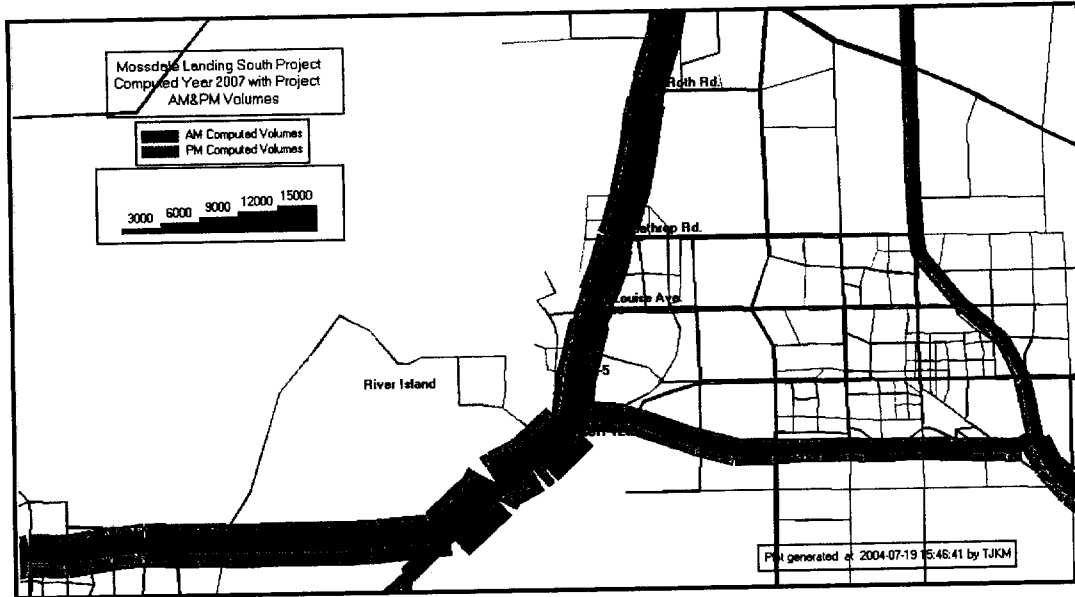


FIGURE 9: TRAFFIC VOLUMES FOR YEAR 2007 WITH PHASE I, AM AND PM

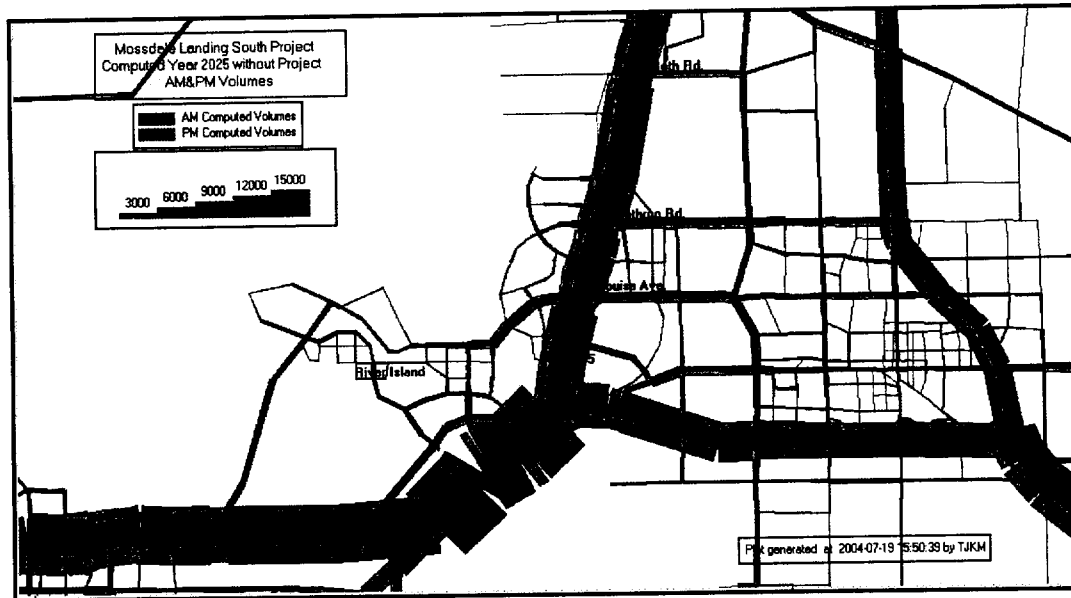


FIGURE 10: TRAFFIC VOLUMES FOR YEAR 2025 WITHOUT PROJECT, AM AND PM

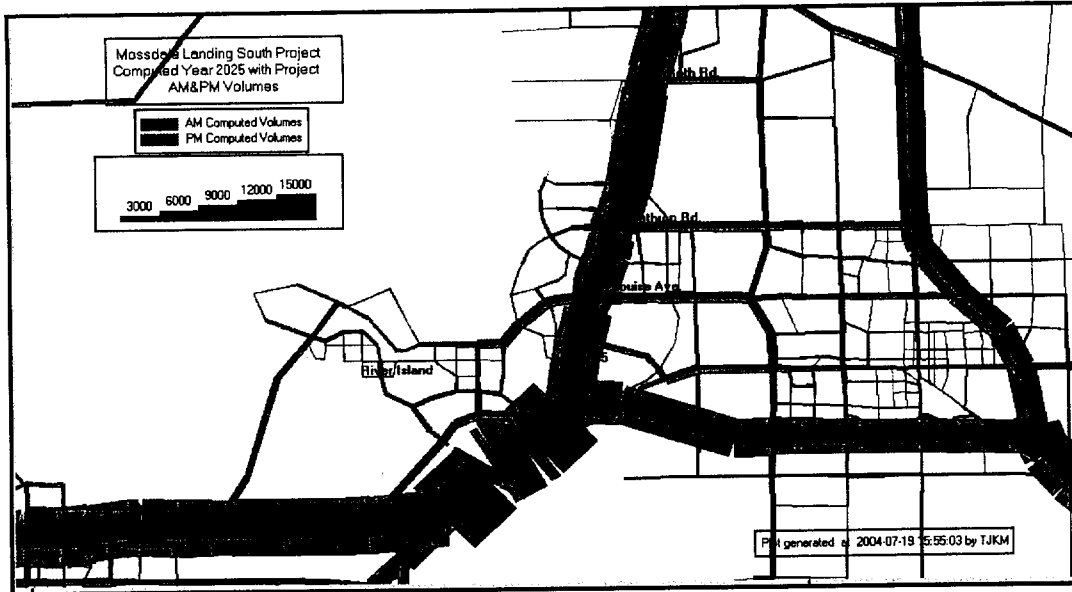


FIGURE 11: TRAFFIC VOLUMES FOR YEAR 2025 WITH PROJECT BUILD OUT, AM AND PM

Vehicle Trip Distribution

The model trip distributions for these years are not assumed, but computed with a gravity model in the model. However these trip distributions can be obtained using the modeling procedure.

Caltrans is interested in how the project will impact the nearby roadway system, including highways I-205, I-5 and SR-120. In order to provide sufficient information for this, TJKM computed traffic volumes that are generated from and attracted to the project area at 13 gates. Figure 12 shows locations of the gates of interest in the network of year 2025. It is noted that gates 11 and 13 do not exit for year 2007. Table 7 and Table 8 show the AM and PM vehicle trips contributed by the project for year 2007 and year 2025 respectively.

TABLE 7: YEAR 2007 GATE LINK VOLUMES CONTRIBUTED BY MLS PROJECT ZONES

	Gate																									
	1		2		3		4		5		6		7		8		9		10		11		12		13	
	SB	NB	WB	EB	WB	EB	WB	EB	SB	NB	SB	NB	SB	NB	WB	EB	SB	NB	SB	NB	SB	NB	SB	NB	WB	EB
AM	5	7	2	4	11	11	3	4	1	2	35	7	9	2	26	4	38	8	1	3	-	-	5	5	-	-
PM	10	7	5	6	15	14	5	4	4	0	14	40	4	10	10	30	14	46	5	0	-	-	6	15	-	-

TABLE 8: YEAR 2025 GATE LINK VOLUMES CONTRIBUTED BY MLS PROJECT ZONES

	Gate																									
	1		2		3		4		5		6		7		8		9		10		11		12		13	
	SB	NB	WB	EB	WB	EB	WB	EB	SB	NB	SB	NB	SB	NB	WB	EB	SB	NB	SB	NB	SB	NB	SB	NB	WB	EB
AM	36	13	26	6	75	14	17	3	18	0	8	58	7	45	2	12	-	82	31	0	68	62	73	44	6	11
PM	21	41	9	24	22	81	11	30	71	1	33	21	33	19	0	2	-	38	52	1	119	87	54	79	8	3

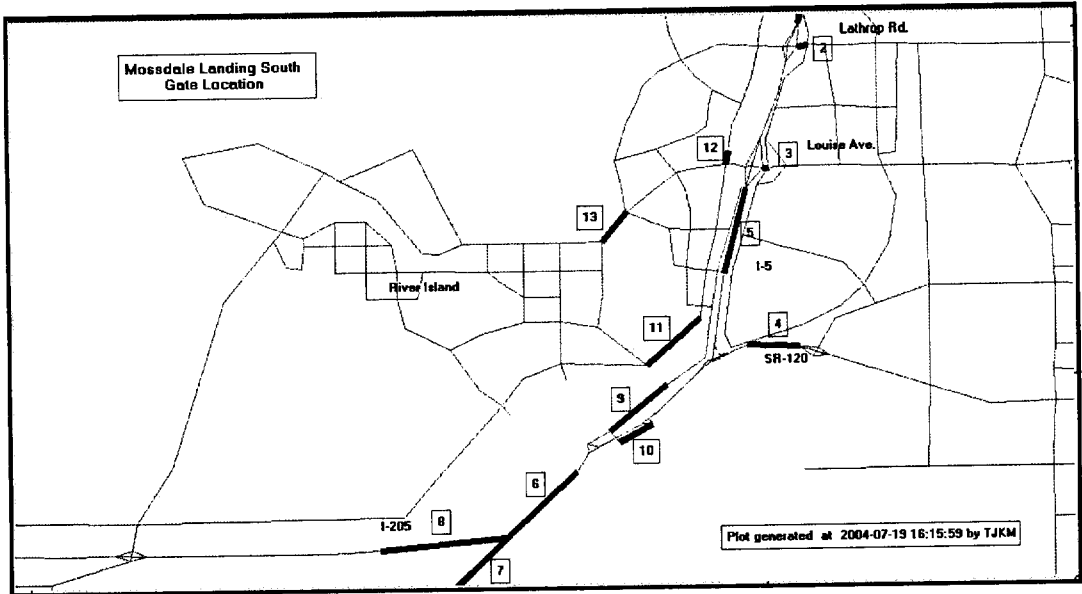


FIGURE 12: LOCATIONS OF GATES OF INTEREST

CONCLUSIONS

In this project, TJKM performed the modeling development for the Mossdale Landing South Project and produced both link and turn volumes for all the scenarios, which can be used to perform the level of service.

STUDY PARTICIPANTS

TJKM Transportation Consultants

1. Jia Hao Wu (Project manager and Modeling)
2. Cherry Xiong (Modeling and Computation)
3. Frank Cai (Model Result Review and Figure Preparation)
4. Geri Foley (Graph Preparation)

Lamphier-Gregory

5. Scott Gregory (Land Use and Network)

Crane Transportation Consultants

6. Mark Crane (Result Review)
7. Carolyn Cole (Network Review)

Reference

1. Wu, J.H. and Thnay, C. (2001) "An OD Based Method for Estimating Link and Turning Volume Based on Counts", Proceedings of ITE District 6 Annual Conference, July 9-12.