



INITIAL STUDY

FOR THE

SINGH PETROLEUM INVESTMENTS PROJECT

DECEMBER 2022

Prepared for:

City of Lathrop, Community Development Department
390 Towne Centre Drive
Lathrop, CA 95330
(209) 941-7260

Prepared by:

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
(916) 580-9818



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

A Land Use Planning, Design, and Environmental Firm



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INITIAL STUDY CHECKLIST

PROJECT TITLE

Singh Petroleum Investments Project

LEAD AGENCY NAME AND ADDRESS

City of Lathrop, Community Development Department
390 Towne Centre Dr.
Lathrop, CA 95330

CONTACT PERSON AND PHONE NUMBER

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City of Lathrop, Community Development Department
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Lathrop, CA 95330
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PROJECT SPONSOR'S NAME AND ADDRESS

Singh Petroleum Investments, Inc.
17900 Murphy Parkway
Lathrop, CA 95330
Phone: (408) 355-5700

PURPOSE OF THE INITIAL STUDY

An Initial Study (IS) is a preliminary analysis which is prepared to determine the relative environmental impacts associated with a proposed project. It is designed as a measuring mechanism to determine if a project will have a significant adverse effect on the environment, thereby triggering the need to prepare an Environmental Impact Report (EIR). This Initial Study has been prepared consistent with California Environmental Quality Act (CEQA) Guidelines Section 15063, to determine if the proposed project may have a significant effect upon the environment.

PROJECT LOCATION AND SETTING

PROJECT LOCATION

The Project site includes two distinct planning boundaries defined below. The following terms are used throughout this Initial Study to describe the planning boundaries within the Project site:

- **Project Site (or Annexation Area)** – totals 22.42 acres and includes the whole of the Project, including the proposed 19.63-acre Development Area, and 2.79 acres of land along Roth Road and Manthey Road.
- **Development Area** – totals 19.63 acres and is intended for the development of a travel center and associated circulation and parking improvements over two phases.

The proposed Project site is located on Assessor's Parcel Numbers (APNs) 191-250-14 and 191-250-06, located in the northern portion of the City of Lathrop. The proposed Project is located west of Interstate 5 (I-5) and is bordered by Manthey Road and the future extension of Roth Road. Figures 1 and 2 show the Project's regional location and vicinity. Figure 3 provides the APN map.

EXISTING SITE USES

The Project site is comprised of flat land with ruderal grasses, fallow ground, a few trees (located primarily along the northern and eastern boundary of the Project site), an abandoned structure, and impervious area. The footprint of the abandoned structure is approximately 1,430 square feet (sf) and the impervious area is approximately 2,500 sf.

EXISTING SURROUNDING USES

The Project site is bordered by San Joaquin County land to the north, west, and south, while the Project site borders land located within the current boundaries of the City of Lathrop to the east. The City of Stockton city limits are located approximately 1,000 feet to the northeast of the Project site. The Project site is primarily bounded by undeveloped and residential land to the south, undeveloped land to the west, and agricultural and residential land to the north. An aerial view of the Project site and its surrounding uses is provided in Figure 4.

GENERAL PLAN LAND USE AND ZONING DESIGNATIONS

The Project site is currently located within San Joaquin County. The Project site is outside the Lathrop city limits, but within the City's Primary Sphere of Influence (SOI).

GENERAL PLAN LAND USE DESIGNATIONS

The Project site is currently designated Freeway Commercial (FC) by the City of Lathrop General Plan Land Use Map and Agriculture/General (A/G) by the San Joaquin County General Plan Land Use Map. The FC designation generally allows building densities of 1-2 stories and building intensity up to 60% site area coverage. This classification of commercial activity is somewhat of a hybrid in that it caters to uses which serve the regional market for specialized sales and service activities as well as uses which cater more strictly to the needs of the highway traveler. Specialized activities might include factory store centers, discount centers for home furniture, appliances, home improvement and sports, and commercial recreation centers for such activities such as bowling, skating, tennis, racquetball, water-oriented amusements and miniature golf. Uses which cater to the highway traveler include motels, restaurants, auto and truck sales and service, fuel stations, auto repair, RV sales and service, boat sales and service, sports equipment, bank service, truck stops and terminals, bus stops and facilities for overnight camping and RV parking.

The A/G designation provides for large-scale agricultural production and associated processing, sales, and support uses. The A/G Designation generally applies to areas outside areas planned for urban development where soils are capable of producing a wide variety of crops and/or support grazing. Typical building types include low-intensity structures associated with farming and agricultural processing and sales. The A/G designation provides for the following commercial agricultural operations and associated support uses:

- Crop production, grazing, and livestock raising facilities
- Agricultural processing facilities (e.g., canning operations, stockyards, feedlots)
- Agricultural support and sales (e.g., feed/grain storage, crop spraying, sale yards)
- Single-family detached dwellings
- Farm-employee housing and farm labor camps
- Accessory second units and ancillary residential structures
- Compatible public, quasi-public, and special uses
- Natural open space areas

The existing General Plan Land Use Map designations for the Project site and surrounding area is shown on Figure 5.

SURROUNDING GENERAL PLAN DESIGNATIONS

Within San Joaquin County, lands to the west of the Project site are designated Agriculture/General (A/G). Lands to the north, east, and south of the Project site are designated as Freeway Commercial (FC) by the City of Lathrop General Plan Land Use Map. The City of Lathrop and San Joaquin County General Plan land use designations for the Project site and surrounding areas are shown on Figure 5.

SAN JOAQUIN COUNTY ZONING DESIGNATION

The Project site is currently zoned for Freeway Service Commercial (C-FS) and Agricultural (AG-40) uses by the San Joaquin County Zoning Code (Development Title). The C-FS zone provides for a wide range of manufacturing, distribution and storage uses which have moderate to high nuisance characteristics such as noise, heat, glare, odor, and vibration, and which require segregation from other land uses, and/or may require outside storage areas. New lots in this zone are a minimum of 10,000 sf. The AG-40 zone provides for the continuation of commercial agricultural enterprises. The existing zoning for the Project site and surrounding areas are shown in Figure 6.

PROJECT DESCRIPTION

The principal objective of the proposed Project is the approval of the proposed Project that includes development of the 19.63-acre Development Area for regional travel serving uses. Implementation of the Project would involve the development of fueling facilities, traveler amenities, and parking facilities for passing motorists and commercial truck operators. The Phase I site plan for the proposed Project is shown in Figure 7 and the Phase II site plan for the proposed Project is shown in Figure 8.

The proposed Project includes the following amenities:

- Fueling facilities offering 8 truck fuel islands and 8 car fuel islands;
 - Fuel tanks for both trucks and auto will be above ground with chain link fencing with privacy slats around the tanks.
- 246 truck/trailer spaces, 351 passenger vehicle spaces, 4 fueling and gas/diesel spaces, 18 electric vehicle spaces; and 16 ADA spaces;
- A 13,875-sf full service 4 bay truck repair shop;

- A 16,499-sf building that will include the following:
 - Office space;
 - Restroom facilities, 8 showers;
 - Laundry facility with 12 sets of washer/dryer;
 - Retail convenience store that will offer everyday products from truck accessories, toiletry supplies and a number of products for quick shopping needs for traveling and commuter customer base;
 - Dog run area enclosed with a metal fence
 - Two (2) quick service restaurants, one with a drive-thru option.
 - Seating area for patrons to dine.

PHASE I DEVELOPMENT

Phase I of the Project will develop 18.61 acres out of the 19.63-acre Development Area. The Phase I area is designed as an interim basis until the future realignment of Manthey Road, future Roth Road, and interchange improvements for I-5 will be constructed. Phase I will account for the future right-of-way (ROW) dedication for these improvements. The 2.79-acre piece of property between Manthey Road and I-5 will not be part of the Phase I Project site and is identified as future ROW for future interchange improvements.

PHASE II DEVELOPMENT

Phase II of the Project includes: (1) the realignment of Manthey Road from the existing configuration to run along the western boundary of the Project site with a new connection to Roth Road, (2) improvement of Roth Road to the north of the Project site, and (3) improvements of the interchange for I-5. No new buildings are proposed as part of the Phase II development. Portions of Phase I site and circulation-related improvements will be removed which will allow the future improvements to be constructed. Additional parking will also be added for the auto portion of the development to incorporate the abandonment of the old Manthey Road.

SIGNAGE

A high rise pylon sign is proposed for this development for site identification and advertising located at the northeast corner of the site. The sign will house the TA logo, unleaded and diesel prices, and spaces to advertise the two quick service restaurants. There will also be an additional ground monument signs placed just north of the truck fuel islands for facility identification from the roadway. Signage is not part of the proposed entitlement request and will be reviewed separately at a future date. However, the potential environmental impacts of the construction and operation of the proposed signage is analyzed within the CEQA document for the Project.

OPERATIONS

Both the Travel America and Repair Shop facility will be a 24/7 operations with at least 15 employees per shift. The repair shop will have 4 employees per shift. The quick service restaurant within Travel America will have 6 employees per shift and 4 employees per shift managing the store. There will be one supervisor and manager per shift. Total employee count will be 45 to 50 for all operations.

ANNEXATION

The Project site is currently within San Joaquin County, and within the City of Lathrop's Primary Sphere of Influence (SOI). The proposed Project would result in the annexation of APN 191-250-14 and 191-250-06 (which includes the Project site) into the City of Lathrop. The Project site APNs and surrounding APNs are shown on Figure 3.

GENERAL PLAN AMENDMENT

The proposed Project would require a General Plan Amendment to the City's Land Use Map to change land uses on the Project site. Changes to the Land Use Map would include changing the designation for APN 191-250-06 from A/G (County) to FC (City).

The proposed General Plan Land Use Map designation for the Project site is shown on Figure 9.

PREZONING

The Project site is currently in jurisdiction of San Joaquin County, and zoned for Freeway Service Commercial (C-FS) and Agricultural (AG-40) uses by the County. The San Joaquin County Local Agency Formation Commission (LAFCO) will require the Project site to be pre-zoned by the City of Lathrop in conjunction with the proposed annexation. The City's pre-zoning will follow the land use designation intent of General Plan Land Use Map (Freeway Commercial), as such the site will be zoned Highway Commercial (CH). The pre-zoning would go into effect upon annexation into the City of Lathrop.

The proposed prezoning for the Project site is shown on Figure 10.

CONDITIONAL USE PERMIT

Travel Plaza or Truck Stop is listed as a Conditional Use Permit in the Highway Commercial (HC) Zoning District (Section 17.44.050). As such, the Project would require the approval of a Conditional Use Permit (CUP) prior to Project approval.

SITE PLAN REVIEW

Pursuant to Chapter 17.100 of the City's Zoning Code, the Project would require a site review prior to Project approval.

CIRCULATION

Background: Planned and previously-approved development projects within San Joaquin County, the City of Manteca, and the City of Lathrop will cause the Roth Road / I-5 interchange to operate at an unacceptable level. To address this, the City of Lathrop is working with the California Department of Transportation (Caltrans) to improve the Roth Road / I-5 interchange and realign Manthey Road.

These planned interchange improvements are not a part of the proposed Project. The intent for the proposed Project is that the site would be developed in Phase I, including the buildings (i.e., convenience store, including tenant spaces and the truck repair building, restrooms, etc.) and that in Phase II, the site would be modified to accommodate the planned Manthey Road realignment. The buildings developed during Phase I would remain and will not be modified as

part of Phase II. As discussed below. Phase II would include circulation improvements related to site access, off-street parking, etc. Ultimately, the Manthey Road realignment will be triggered at a future point and as determined by the City via the Transportation Monitoring Program (TMP).

Phase I – All vehicles will enter the site via the two driveways on Manthey Road. Passenger vehicles will exit on the north side of the property from a driveway located on the future Roth Road. Trucks will have two exits located at the southern driveway on Manthey Road and the driveway on future Roth Road. The truck exit on Manthey Road will reduce the number of trucks using the exit only on future Roth Road where the auto exit driveway will be located.

Phase II – All vehicles will enter the site via two driveways on the future Roth Road. The interim driveways included in Phase I will be abandoned. To minimize trucks/auto vehicle conflict, the ingress/egress were placed on different streets. Trucks will access/exit the site from realigned Manthey Road and autos will access/exit the site from Roth Road only.

UTILITIES

Electricity, gas and telephone services are located immediately adjacent to the Project site along Manthey Road. Development of the proposed Project would not require the expansion of these facilities or any off-site improvements. Water and sewer connections would need to be extended onsite to serve the Project. Storm water service will be provided by a private storm water infiltration basin located within the Project boundaries.

PLANNED INFRASTRUCTURE IMPROVEMENTS

The construction of onsite and offsite infrastructure improvements would be required to accommodate development of the proposed Project, as described below.

Potable Water:

Water services for the proposed Project would be extended to the Project site from existing services from the intersection of Harlan Road and Roth Road east of I-5. The water lines would need to be extended west under the overpass along Roth Road to the Project site.

Sewer:

Sewer would be extended from the Project site from the intersection of Harlan Road and Roth Road east of I-5. The sewer lines would need to be extended west under the overpass along Roth Road to the Project site. The sanitary sewer line would be constructed within the existing ROW and no additional off-site ROW would be required for Project implementation.

Storm Drainage:

A 7.5-foot-deep private storm water retention basin would be located in the southern portion of the Project site, as shown in Figure 7. A landscape strip would surround the retention basin, along a 3:1 slope. Storm drain lines for the proposed Project would be extended throughout the Project site to the retention basin.

REQUESTED ENTITLEMENTS AND OTHER APPROVALS

The City of Lathrop will be the Lead Agency for the proposed Project, pursuant to the State Guidelines for Implementation of CEQA, Section 15050. Actions that would be required from the City include, but are not limited to the following:

- Certification of the EIR;
- Adoption of the Mitigation Monitoring and Reporting Program;
- General Plan Amendment from A/G (County) to FC for APN 191-250-06;
- Annexation approval and the annexation of the subject parcels by the City of Lathrop and San Joaquin Local Agency Formation Commission;
- Zoning Amendments and Prezoning for annexation of the Project site;
- Approval of CUP;
- Approval of Site Plan Review;
- Approval of Improvement Plans;
- Approval of Grading Plans;
- Approval of Building Permits;
- Approval of Project Utility Plans.




OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (E.G., PERMITS, ETC.)

The following agencies may be required to issue permits or approve certain aspects of the proposed Project. Other governmental agencies that may require approval include, but are not limited to, the following:

- San Joaquin LAFCo - Annexation;
- San Joaquin Council of Governments (SJCOG) - Compliance with Airport Land Use Compatibility Plan (ALUCP) and San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) Compliance;
- San Joaquin Valley Air Pollution Control District (SJVAPCD) - Approval of construction-related air quality permits. Additionally, as an industrial development, the Project may be subject to Indirect Source Review (ISR) by the SJVAPCD;
- Central Valley Regional Water Quality Control Board (CVRWQCB) - Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities pursuant to the Clean Water Act and water quality certification pursuant to Section 401 of the Clean Water Act;
- Lathrop Manteca Fire District - Plan check of the site plan and roadway improvements for adequate emergency vehicle access and fire flow capabilities.

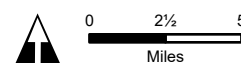
SINGH PETROLEUM INVESTMENT PROJECT

Legend

-  Project Location
 Incorporated Area
 County Boundary

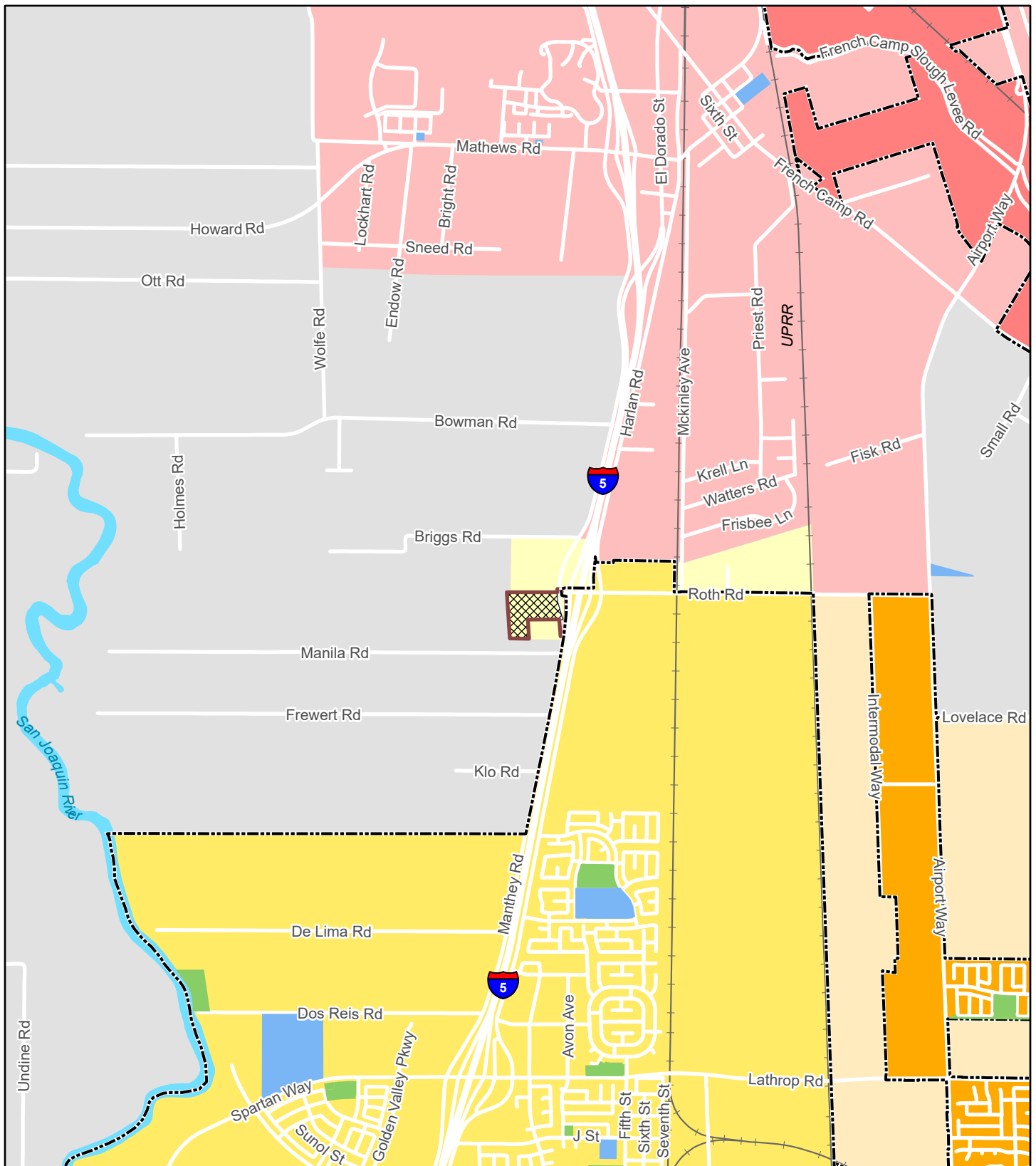
Sources: California State Geoportal. Map date: December 13, 2022.

Figure 1. Regional Map



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






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SINGH PETROLEUM INVESTMENT PROJECT

Figure 2. Vicinity Map

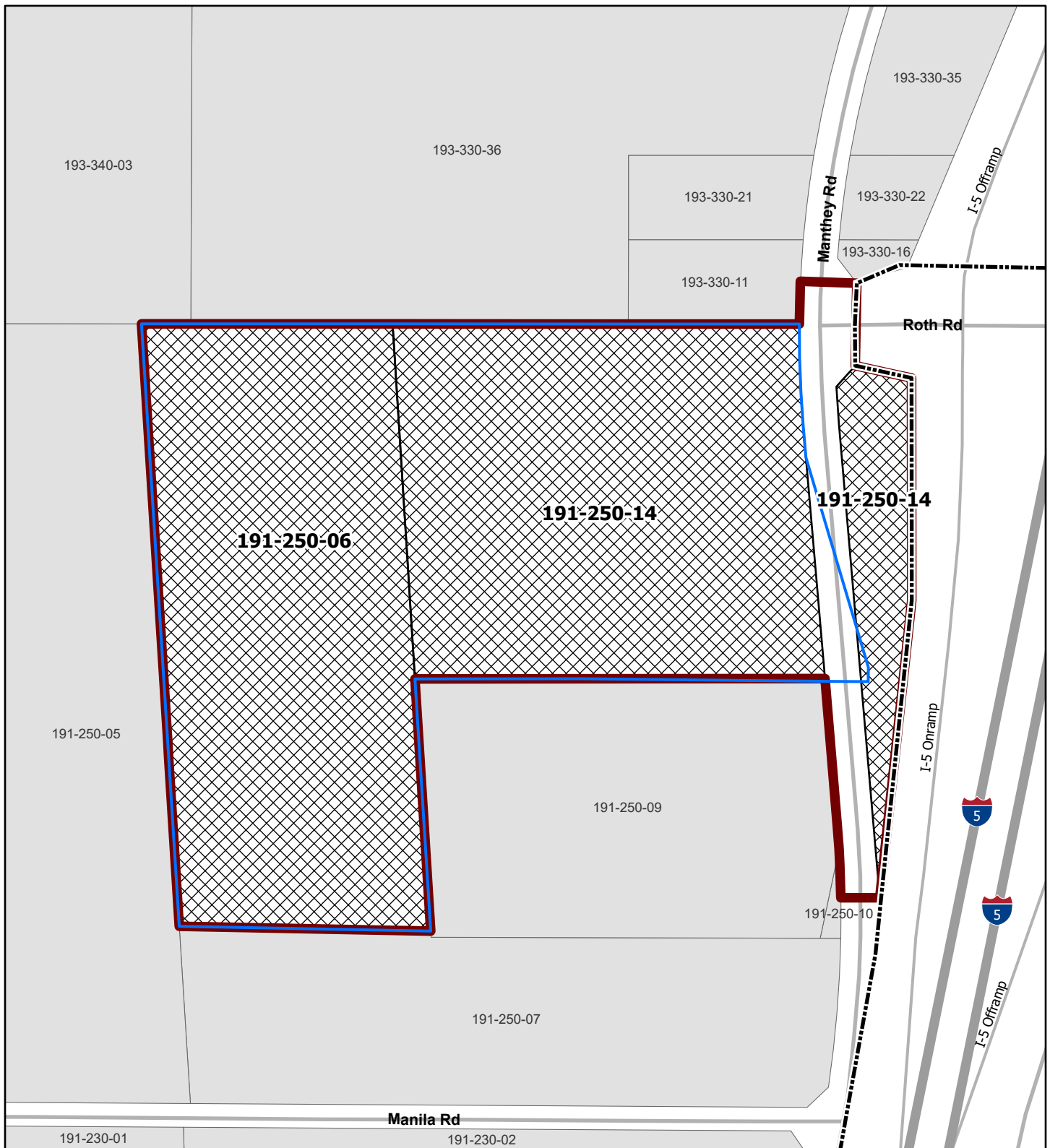
Legend

- | | | | | | |
|---|--------------------------------|---|------------------|---|--------------|
|  | Project Site / Annexation Area |  | City of Lathrop |  | Lathrop SOI |
|  | Development Area |  | City of Manteca |  | Manteca SOI |
|  | School |  | City of Stockton |  | Stockton SOI |
|  | Park | | | | |



0 1,000 2,000
Feet

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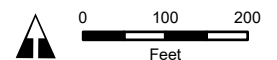


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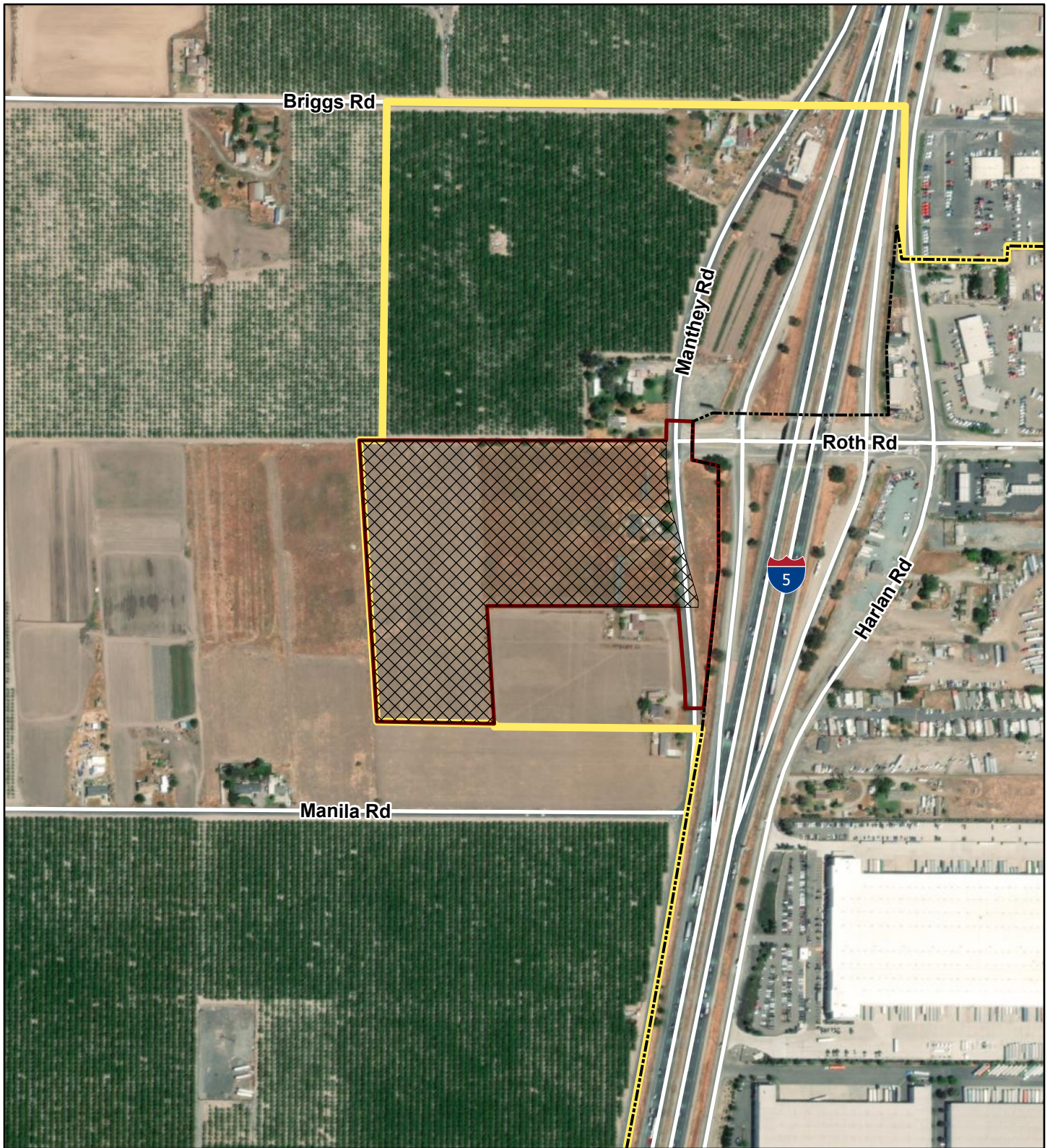
- Project Site / Annexation Area
- Development Area
- Lathrop City Limits
- Parcels to be Annexed
- Other Assessor Parcels

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Figure 3. Assessor Parcel Map



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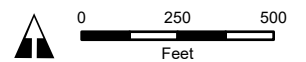


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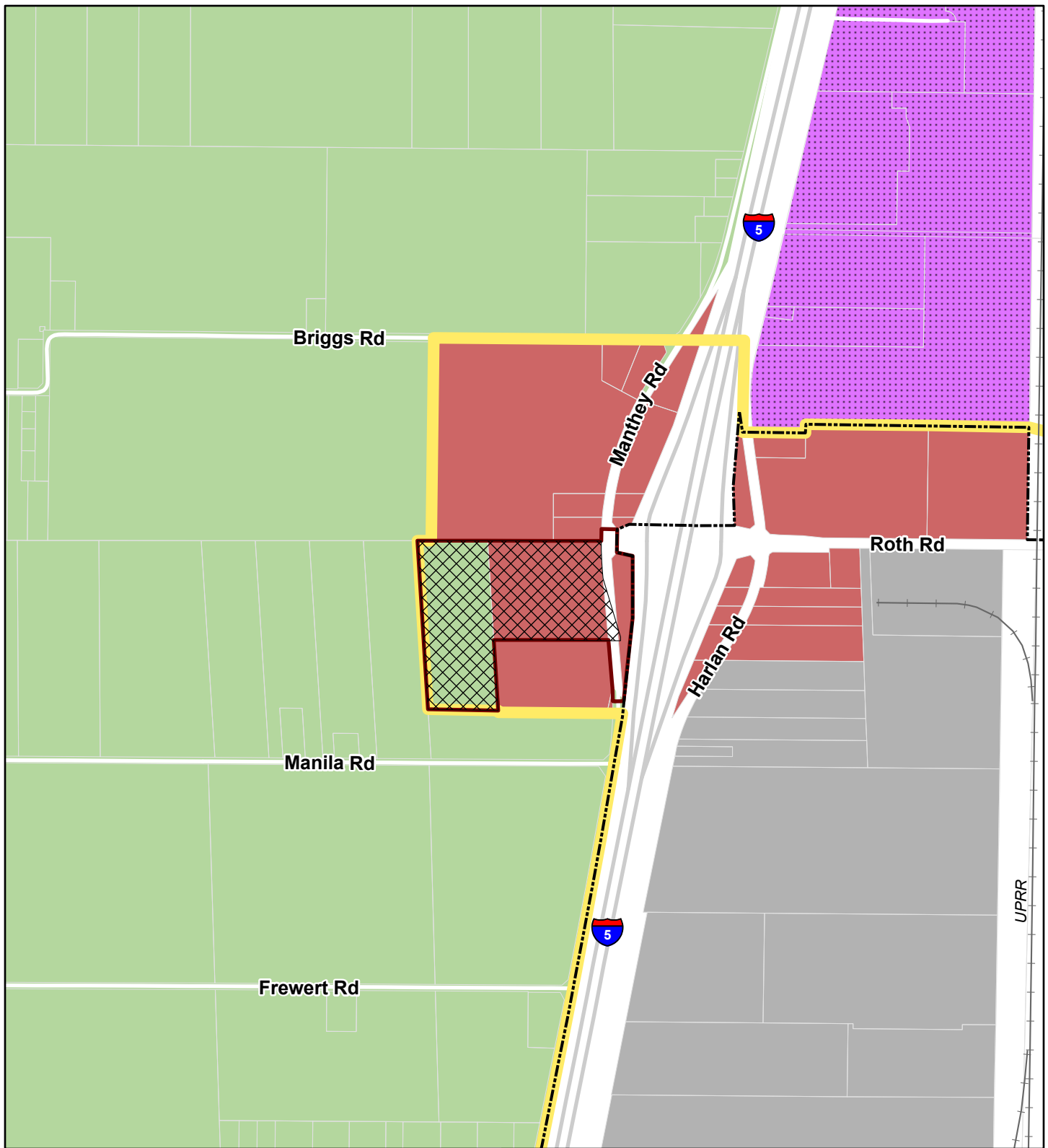
- Project Site / Annexation Area
- Development Area
- Lathrop City Limits
- Lathrop Sphere of Influence

SINGH PETROLEUM INVESTMENTS PROJECT

Figure 4. Aerial View of Project



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Legend

- Project Site / Annexation Area
- Development Area
- Lathrop City Limits
- Lathrop Sphere of Influence
- Parcel Boundary

City of Lathrop General Plan Designation

- FC: Freeway Commercial
- LI: Limited Industrial

San Joaquin County General Plan Designation

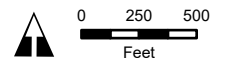
- Agriculture/General

City of Stockton General Plan Designation

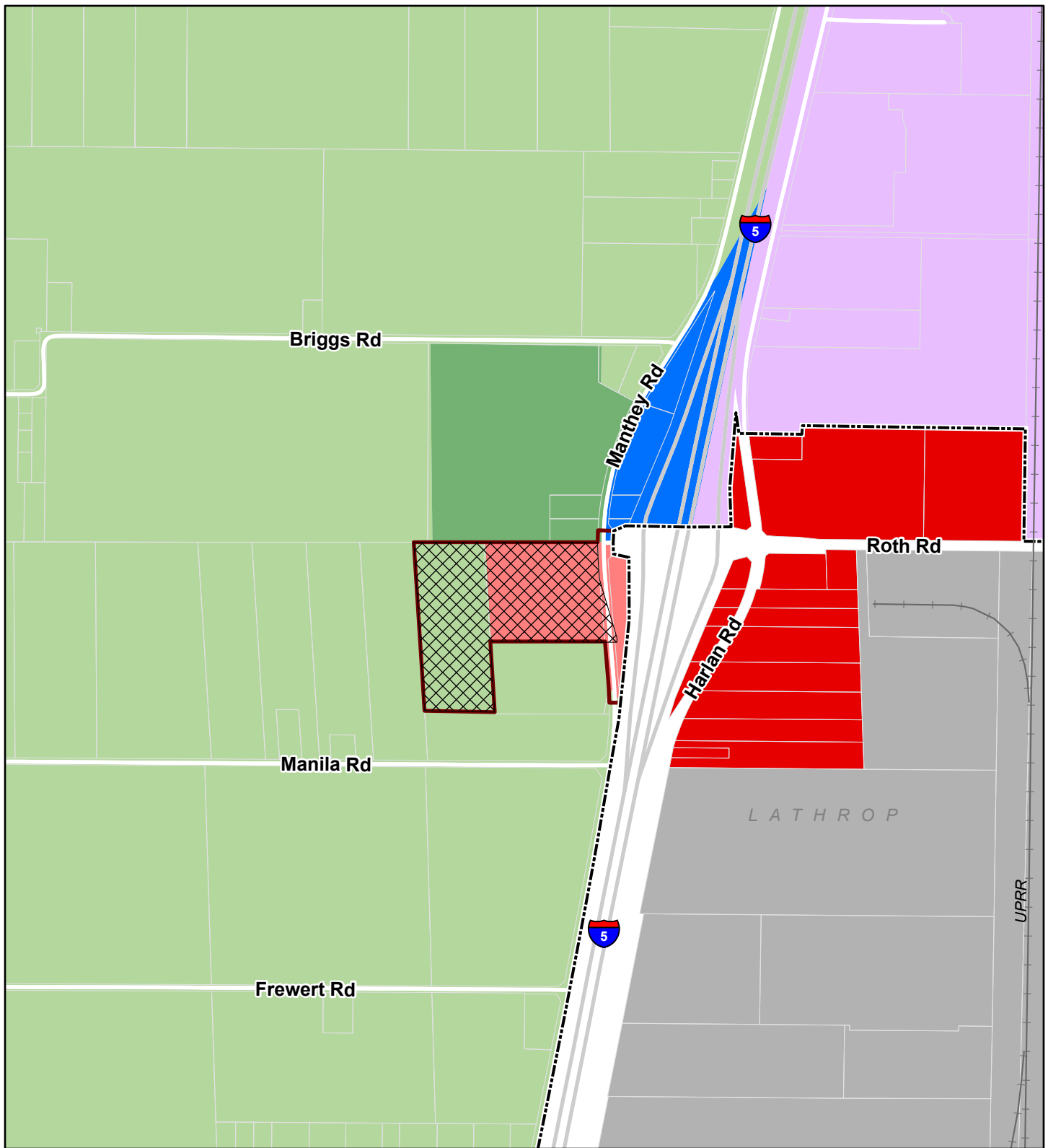
- Industrial

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Figure 5. Existing General Plan Land Use Designations



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Legend

- Project Site/Annexation Area
- Development Area
- Lathrop City Limits
- City of Lathrop Zoning Designation**
- CH: Highway Commercial
- IL: Industrial Limited

- San Joaquin County Zoning Designation**
- AG-40: General Agriculture
- AU-20: Agriculture Urban Reserve
- C-FS: Freeway Service Commercial
- I-G: General Industrial
- I-W: Warehouse Industrial

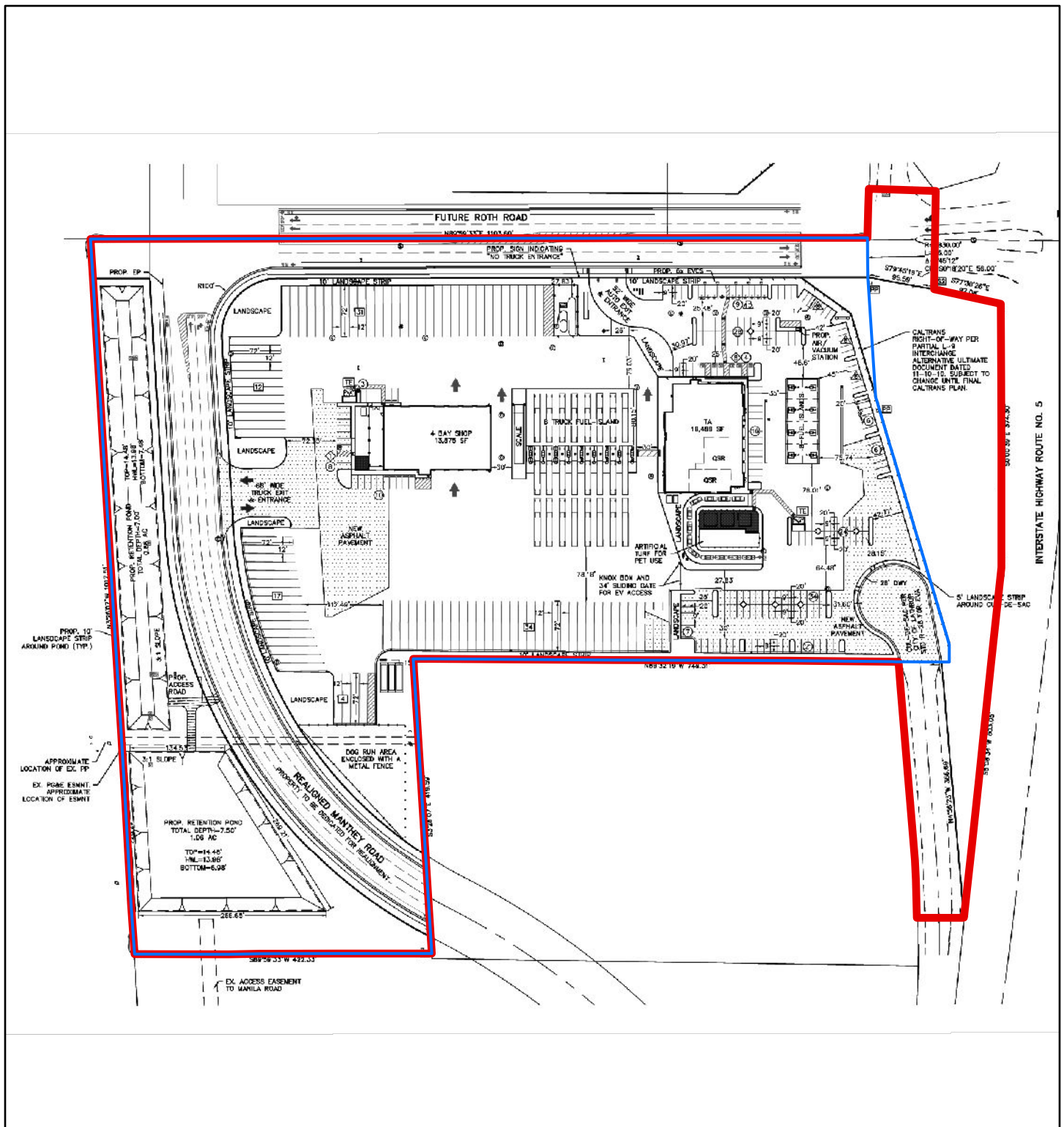
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Figure 6. Existing Zoning Designations



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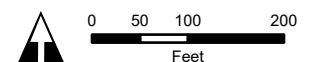


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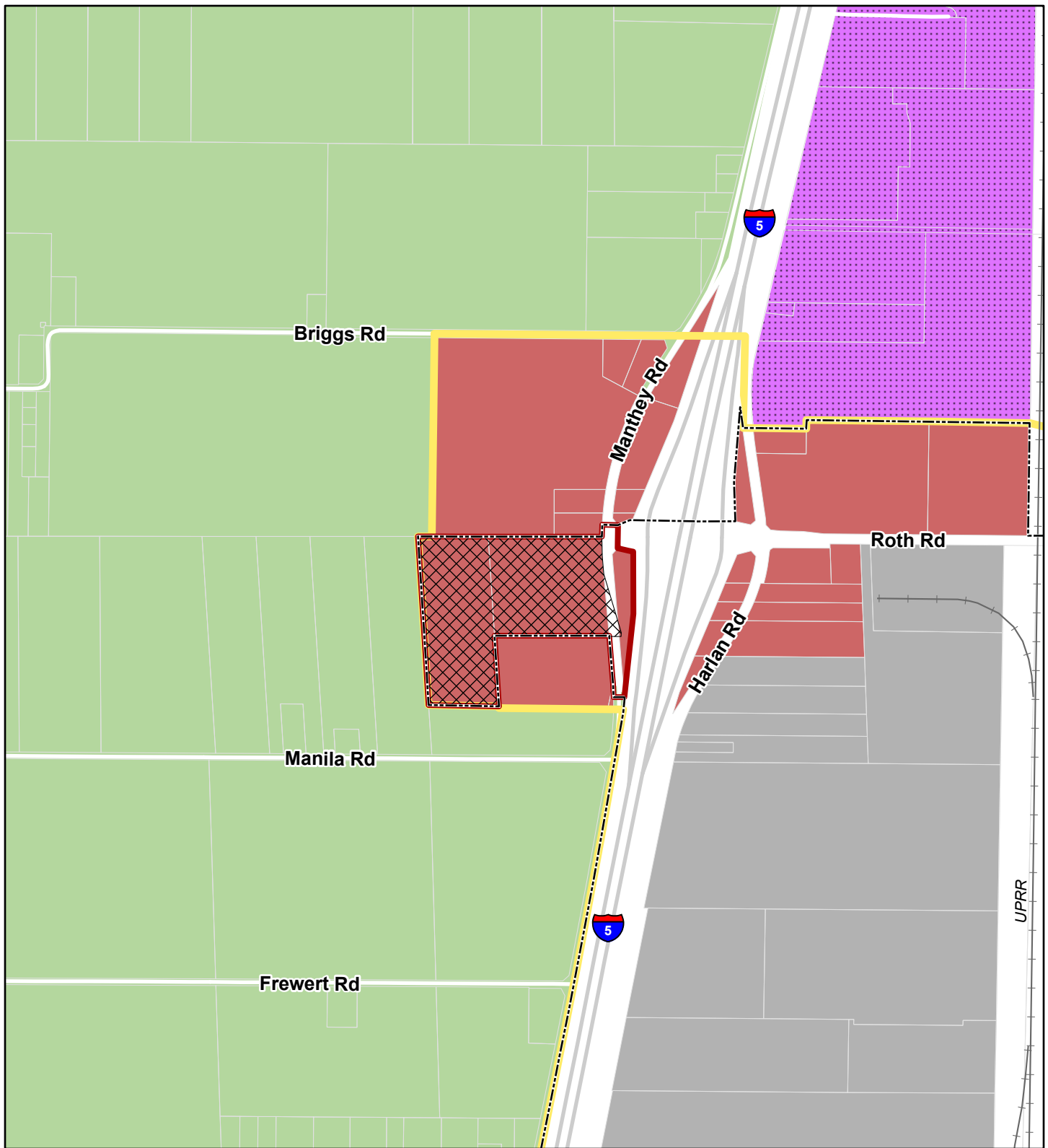
- Project Area/Annexation Area
- Development Area

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Figure 8. Site Plan Phase II - Buildout



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Legend

- Project Site / Annexation Area
- Development Area
- Lathrop City Limits (Proposed)
- Lathrop Sphere of Influence
- Parcel Boundary

City of Lathrop General Plan Designation

- FC: Freeway Commercial
- LI: Limited Industrial

San Joaquin County General Plan Designation

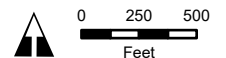
- Agriculture/General

City of Stockton General Plan Designation

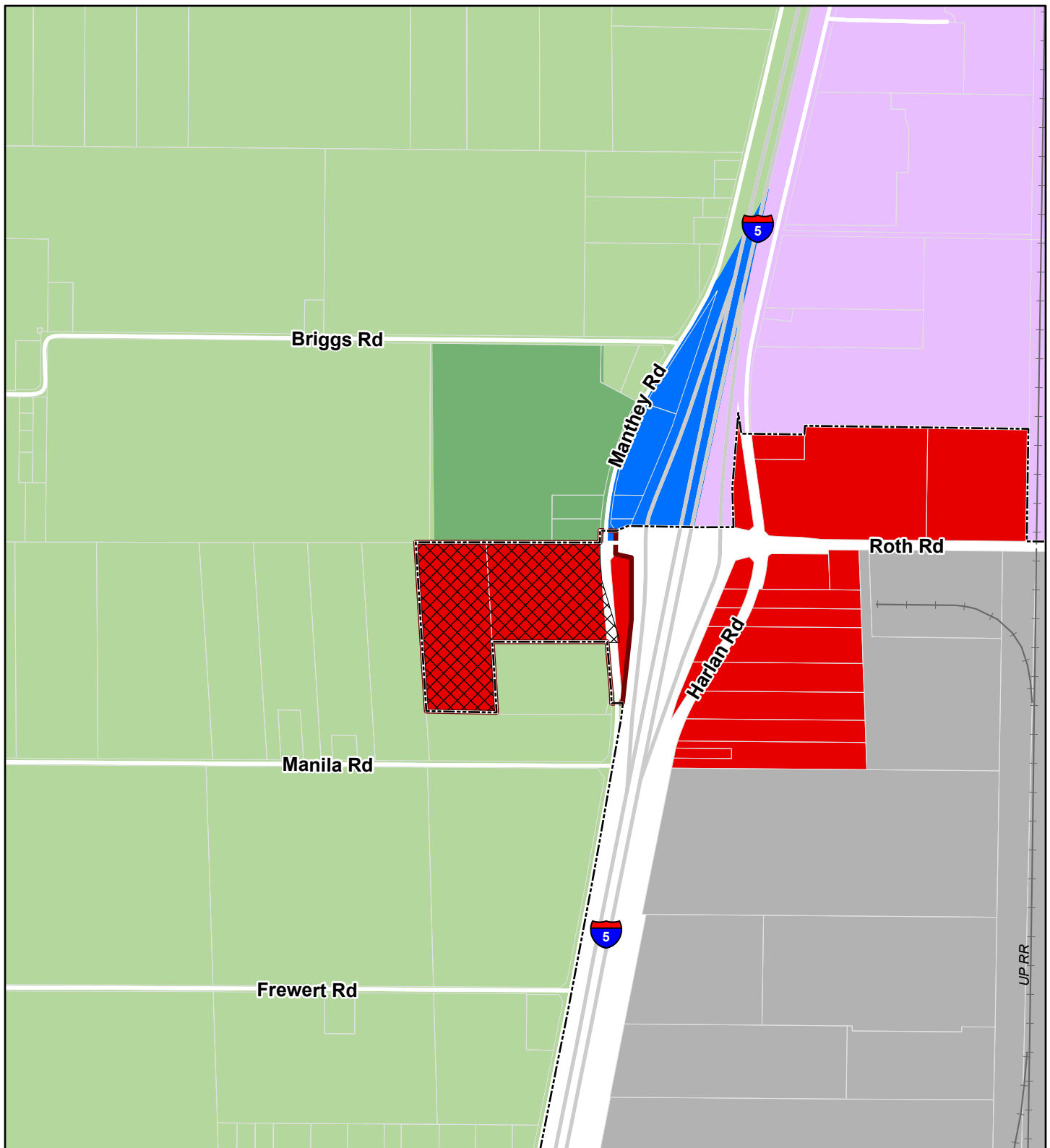
- Industrial

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Figure 9. Proposed General Plan Land Use Designations



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Legend

- Project Site/Annexation Area
- Development Area
- Lathrop City Limits (Proposed)

City of Lathrop Zoning Designation

- CH: Highway Commercial
- IL: Industrial Limited

San Joaquin County Zoning Designation

- AG-40: General Agriculture
- AU-20: Agriculture Urban Reserve
- I-G: General Industrial
- I-W: Warehouse Industrial

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Figure 10. Proposed Zoning Designations



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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

| | | | | | |
|---|-------------------------------|---|------------------------------------|---|------------------------------------|
| X | Aesthetics | X | Agriculture and Forestry Resources | X | Air Quality |
| X | Biological Resources | X | Cultural Resources | X | Energy |
| X | Geology and Soils | X | Greenhouse Gas Emissions | X | Hazards and Hazardous Materials |
| X | Hydrology and Water Quality | X | Land Use and Planning | | Mineral Resources |
| X | Noise | | Population and Housing | X | Public Services |
| X | Recreation | X | Transportation | X | Tribal Cultural Resources |
| X | Utilities and Service Systems | | Wildfire | X | Mandatory Findings of Significance |

DETERMINATION

On the basis of this initial evaluation:

| | |
|---|--|
| | I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. |
| | I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. |
| X | I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. |
| | I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. |
| | I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. |

Signature

Date

EVALUATION INSTRUCTIONS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

EVALUATION OF ENVIRONMENTAL IMPACTS

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- **Potentially Significant Impact.** This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- **Less than Significant With Mitigation Incorporated.** This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- **Less than Significant Impact.** A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- **No Impact.** These issues were either identified as having no impact on the environment, or they are not relevant to the Project.

ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form, contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the environmental topic areas.

I. AESTHETICS – EXCEPT AS PROVIDED IN PUBLIC RESOURCES CODE SECTION 21099, WOULD THE PROJECT:

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|------------------|
| a) Have a substantial adverse effect on a scenic vista? | X | | | |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | X | | | |
| c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | X | | | |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | X | | | |

RESPONSES TO CHECKLIST QUESTIONS

Responses a-d): It has been determined that the potential impacts on aesthetics caused by the proposed project will require a more detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project will have a potentially significant impact on aesthetics. At this point, a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will provide a discussion of viewsheds, proximity to scenic roadways and scenic vistas, existing lighting standards, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts on aesthetics. This section of the EIR will identify applicable General Plan policies that protect the visual values located along public roadways and surrounding land uses, and will also address the potential for the project to substantially degrade the visual character or quality of public views of the site and its surroundings. The analysis will address any proposed design and landscaping plans developed by the applicant and provide a narrative description of the anticipated changes to the visual characteristics of the project area as a result of project

implementation and the conversion of the existing on-site land uses. The analysis will also address potential impacts associated with light spillage onto adjacent properties during nighttime activities.

II. AGRICULTURE AND FORESTRY RESOURCES -- WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | X | | | |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | | | | X |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)? | | | | X |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | | | | X |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | X | | | |

RESPONSES TO CHECKLIST QUESTIONS

Responses a), e): It has been determined that the potential impacts on agricultural resources caused by the proposed project will require a more detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project will have a potentially significant impact on agriculture resources. At this point, a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will describe the character of the region's agricultural lands, including maps of prime farmlands, other important farmland classifications, and protected farmland (including Williamson Act contracts). The County Agricultural Commissioner's Office and the State Department of Conservation will be consulted and their respective plans, policies, laws, and regulations affecting agricultural lands will be presented within the analysis.

The EIR will include thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to offset the loss of agricultural lands as a result of project implementation.

Responses b), c), d): The project site is not under a Williamson Act contract. There are no forest resources or zoning for forest lands located on the project site, or within the City of Lathrop. This CEQA topic is not relevant to the proposed project and does not require further analysis.

III. AIR QUALITY -- WOULD THE PROJECT:

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | X | | | |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | X | | | |
| c) Expose sensitive receptors to substantial pollutant concentrations? | X | | | |
| d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people? | X | | | |

RESPONSES TO CHECKLIST QUESTIONS

Responses a-d): Based on the current air quality conditions in the air basin it has been determined that the potential impacts on air quality caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on air quality. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include an air quality analysis that presents the methodology, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts on air quality. The project site is located within the jurisdiction of the SJVAPCD. The air quality analysis will include the following:

- Regional air quality and local air quality in the vicinity of the project site will be described. Meteorological conditions in the vicinity of the project site that could affect air pollutant dispersal or transport will be described. Applicable air quality regulatory framework, standards, and significance thresholds will be discussed.
- Short-term (i.e., construction) increases in regional criteria air pollutants will be quantitatively assessed. The ARB-approved CalEEMod computer model will be used to estimate regional mobile source and particulate matter emissions associated with the construction of the proposed project.
- Long-term (operational) increases in regional criteria air pollutants will be quantitatively assessed for area source, mobile sources, and stationary sources. The ARB-approved CalEEMod computer model will be used to estimate emissions associated with the

proposed project. Exposure to odorous or toxic air contaminants will be assessed through a screening method as recommended by the SJVAPCD.

- Local mobile-source CO concentrations will be assessed through a CO screening method as recommended by the SJVAPCD. Mobile source CO concentrations are modeled for signalized intersections expected to operate at unacceptable levels of service (i.e., LOS E or worse). If the screening method indicates that modeling is necessary, upon review of the traffic analysis, CO concentrations will be modeled using the Caltrans-approved CALINE4 computer model.
- Health Risk Assessment (HRA). The objective of the HRA is to determine the public health risks generated by the proposed project on nearby sensitive receptors.

This section will provide an analysis including the methodology, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts on air quality.

IV. BIOLOGICAL RESOURCES -- WOULD THE PROJECT:

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---------------------------------------|--|-------------------------------------|------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | X | | | |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | X | | | |
| c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | X | | | |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | X | | | |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | X | | | |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | X | | | |

RESPONSES TO CHECKLIST QUESTIONS

Responses a-f): Based on the documented special status species, sensitive natural communities, wetlands, and other biological resources in the region, it has been determined that the potential impacts on biological resources caused by the proposed project will require a detailed analysis. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on biological resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will provide a summary of local biological resources, including descriptions and mapping of plant communities, the associated plant and wildlife species, and sensitive biological resources known to occur, or with the potential to occur in the project vicinity. The project site will be surveyed for wetlands and other waters that are regulated under federal and state law. The

analysis will conclude with a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented in order to reduce impacts on biological resources and to ensure compliance with the federal and state regulations.

V. CULTURAL RESOURCES -- WOULD THE PROJECT:

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|------------------|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | X | | | |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | X | | | |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | X | | | |

RESPONSES TO CHECKLIST QUESTIONS

Responses a-c): Based on known historical and archaeological resources in the region, and the potential for undocumented underground cultural resources in the region, it has been determined that the potential impacts on cultural resources caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the three environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on cultural resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include an overview of the prehistory and history of the area, the potential for surface and subsurface cultural resources to be found in the area, the types of cultural resources that may be expected to be found, a review of existing regulations and policies that protect cultural resources, an impact analysis, and mitigation that should be implemented in order to reduce potential impacts to cultural resources. In addition, the CEQA process will include a request to the Native American Heritage Commission for a list of local Native American groups that should be contacted relative to this project. The CEQA process will also include consultation with any Native American groups that have requested consultation with the City of Lathrop. In addition, a cultural resources firm will include a field survey of the project site, and provide results of a record search for the project site through the California Information Center (CCIC) of the California Historical Resources Information System.

VI. ENERGY -- WOULD THE PROJECT:

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | X | | | |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | X | | | |

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Based on the proposed project and anticipated uses, it has been determined that the potential impacts associated with energy resources will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on energy. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include an evaluation of the energy consumption (e.g., electricity, oil, and natural gas) and provide a discussion of the potential energy impacts of the proposed project with particular emphasis on its potential to result in wasteful, inefficient, or unnecessary consumption of energy resources during construction and operation. An analysis of the project's potential to conflict with or obstruct a plan for renewable energy or energy efficiency will also be addressed.

VII. GEOLOGY AND SOILS -- WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact |
|--|---------------------------------------|--|-------------------------------------|------------------|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | X | | | |
| ii) Strong seismic ground shaking? | X | | | |
| iii) Seismic-related ground failure, including liquefaction? | X | | | |
| iv) Landslides? | X | | | |
| b) Result in substantial soil erosion or the loss of topsoil? | X | | | |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | X | | | |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | X | | | |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | | | | X |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | X | | | |

RESPONSES TO CHECKLIST QUESTIONS

Responses a-d), f): It has been determined that the potential impacts from geology and soils will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact from geology and soils. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered **potentially significant** until a detailed analysis is prepared in the EIR.

The EIR will include a review of existing geotechnical reports, published documents, aerial photos, geologic maps and other geological and geotechnical literature pertaining to the site and surrounding area to aid in evaluating geologic resources and geologic hazards that may be present. The EIR will include a description of the applicable regulatory setting, a description of the existing geologic and soils conditions on and around the project site, an evaluation of geologic hazards, a description of the nature and general engineering characteristics of the subsurface conditions within the project site, and the provision of findings and potential mitigation strategies to address any geotechnical concerns or potential hazards. The potential for paleontological resources to occur with the area will also be assessed.

This section will provide an analysis including thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with geology and soils.

Response e): The proposed project would connect to the municipal sewer system for wastewater disposal. Septic tanks or septic systems are not proposed as part of the project. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

VIII. GREENHOUSE GAS EMISSIONS -- WOULD THE PROJECT:

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | X | | | |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses? | X | | | |

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Implementation of the proposed project could generate greenhouse gases (GHGs) from a variety of sources, including but not limited to vehicle trips, vehicle idling, electricity consumption, water use, and solid waste generation. It has been determined that the potential impacts from greenhouse gas emissions by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact from greenhouse gas emissions. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include a greenhouse gas emissions analysis pursuant to the requirements of federal, state, regional and local laws and regulations. The analysis will follow the California Air Pollution Control Officers Association (CAPCOA) white paper methodology and recommendations presented in Climate Change & CEQA, which was prepared in coordination with the California Air Resources Board and the Governor's Office of Planning and Research as a common platform for public agencies to ensure that GHG emissions are appropriately considered and addressed under CEQA. This analysis will consider a regional approach toward determining whether GHG emissions are significant, and will present mitigation measures to reduce impacts. The discussion and analysis will include quantification of GHGs generated by the project as well as a qualitative discussion of the project's consistency with any applicable state and local plans to reduce the impacts of climate change.

The EIR will provide an analysis including the methodology, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with greenhouse gas emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS -- WOULD THE PROJECT:

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | X | | | |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | X | | | |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | X | | | |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | X | | | |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | X | | | |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | X | | | |
| g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires? | | | X | |

RESPONSES TO CHECKLIST QUESTIONS

Responses a-f): It has been determined that the potential impacts from hazards and/or hazardous materials by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact from hazards and/or hazardous materials. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include a review of existing environmental site assessments and any other relevant studies for the project site to obtain a historical record of environmental conditions. The environmental hazards evaluation will include a review of hazardous site databases. A site reconnaissance will be performed to observe the site and potential areas of interest. The potential

for project implementation to introduce hazardous materials to and from the area during construction and operation will be assessed. If environmental conditions are identified, mitigation measures, as applicable, will be identified to address the environmental conditions.

This section will provide an analysis including the methodology, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with hazards and hazardous materials.

Response g): The project site and surrounding area are not located within an area identified as a fire hazard severity zone by the Fire Hazard Severity Zones Maps prepared by Cal Fire.¹ This is a less than significant impact, and no additional analysis of this CEQA topic is warranted.

¹ Cal Fire, *Fire Hazard Severity Zone Maps*, <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>, accessed September 24, 2020.

X. HYDROLOGY AND WATER QUALITY -- WOULD THE PROJECT:

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---------------------------------------|--|-------------------------------------|------------------|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? | X | | | |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. | X | | | |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | | | | |
| i) result in substantial erosion or siltation on- or offsite? | X | | | |
| ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite? | X | | | |
| iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | X | | | |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | X | | | |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | X | | | |

RESPONSES TO CHECKLIST QUESTIONS

Responses a-e): It has been determined that the potential impacts on hydrology and water quality caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the potentially significant environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on hydrology and water quality. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will present the existing FEMA flood zones, levee protection improvements, reclamation districts, SB5 requirements including 200 year flood mapping (performed by RD17), and risk of flooding on the project site and general vicinity. The applicable reclamation district will be consulted during the preparation of the EIR. The project drainage study/calculations and

proposed improvement plans will be reviewed and the onsite hydrology and hydraulic calculations for existing and proposed conditions, if available, will be summarized. Some of the specific items to be reviewed include: land use classification; acreage calculations; runoff coefficients; time of concentration; and methodology. Calculations will be reviewed for reasonableness and consistency with the site plan and with the City's master plans.

The EIR will evaluate the potential construction and operational impacts of the proposed project on water quality. This section will describe the surface drainage patterns of the project area and adjoining areas, and identify surface water quality in the project area based on existing and available data. This section will identify 303D listed impaired water bodies in the vicinity of the project site. Conformity of the proposed project to water quality regulations will also be discussed. Mitigation measures will be developed to incorporate Best Management Practices (BMPs), consistent with the requirements of the Central Valley Regional Water Quality Control Board (CVRWQCB) to reduce the potential for site runoff.

This section will provide an analysis including the methodology, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with hydrology and water quality.

XI. LAND USE AND PLANNING -- WOULD THE PROJECT:

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---|--|---|----------------------|
| a) Physically divide an established community? | X | | | |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | X | | | |

RESPONSES TO CHECKLIST QUESTIONS

Response a-b): It has been determined that the potential land use and planning impacts caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of these environmental issues in the EIR and will decide whether the proposed project has the potential to have a significant impact. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include a detailed discussion of the project entitlements as it relates to the existing General Plan, Zoning Code, and other local regulations. The local, regional, state, and federal jurisdictions potentially affected by the project will be identified, as well as their respective plans, policies, laws, and regulations, and potentially sensitive land uses. The proposed project will be evaluated for consistency the City of Lathrop General Plan, the Zoning Ordinance, the San Joaquin County's Aviation System – Airport Land Use Compatibility Plan (2018), and other local planning documents. Planned development and land use trends in the region will be identified based on currently available plans. Reasonably foreseeable future development projects within the region will be noted, and the potential land use impacts associated with the project will be presented.

This section will provide an analysis including the thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to ensure consistency with the existing and planned land uses.

XII. MINERAL RESOURCES -- WOULD THE PROJECT:

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---|--|---|----------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | | | X | |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | | | X | |

RESPONSES TO CHECKLIST QUESTIONS

Response a), b): According to the California Department of Conservation Mines and Mineral Resources maps, the project site has been classified as a MRZ-1 zone, signifying that it is in an area where the California Geological Survey (CGS) has determined that little likelihood exists for the presence of mineral resources. Given this finding, the likelihood that implementation of the proposed project would result in the loss of availability of a known valuable mineral resource or the loss of availability of a locally important mineral resource recovery site is considered low. Additionally, impacts to mineral resources as a result of General Plan buildout (including development of the project site with Freeway Commercial uses) were analyzed in the General Plan EIR. For these reasons, the impacts related to mineral resources would be ***less than significant*** and no additional analysis of this CEQA topic is warranted.

XIII. NOISE -- WOULD THE PROJECT:

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|------------------|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | X | | | |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | X | | | |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | X | | | |

RESPONSES TO CHECKLIST QUESTIONS

Responses a-c): Based on existing and projected noise levels along roadways and other sources, and the potential for noise generated during project construction and operational activities, it has been determined that the potential impacts from noise caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the potentially significant environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact from noise. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include a noise study. The noise study will identify the noise level standards contained in the City of Lathrop General Plan Noise Element which are applicable to this project, as well as any state and federal standards. The EIR will address the existing noise environment, including an evaluation of existing ambient noise levels. Existing noise levels due to the local roadway network will be quantified. The Federal Highway Administration (FHWA) traffic noise prediction model will be used for the prediction of traffic noise levels. The EIR will also analyze mobile noise generated by the project, including noise from on-site activities on the nearest noise-sensitive receptors. The noise study will also include an analysis of the noise and vibration impacts associated with construction of the project and any infrastructure outside of the project site. The study will present appropriate and practical recommendations for noise control aimed at reducing any noise impacts.

The EIR will include thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with noise.

XIV. POPULATION AND HOUSING -- WOULD THE PROJECT:

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|------------------|
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | | | X | |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | | | X | |

RESPONSES TO CHECKLIST QUESTIONS

Responses a-b): The project site is currently undeveloped and does not contain any existing housing that would be displaced. Development of the site, as proposed, would not displace substantial numbers of existing people or housing. Sewer and water infrastructure and services would be extended to the project site, however no additional housing development is planned for the project area. Surrounding uses within the City of Lathrop include Agriculture/General and Freeway Commercial uses designated by the City's General Plan. Therefore, the proposed project would not induce substantial population growth to the area.

This CEQA topic is not relevant to the proposed project and does not require further analysis. For these reasons, the impacts related to population and housing would be ***less than significant*** and no additional analysis of this CEQA topic is warranted.

XV. PUBLIC SERVICES:

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|------------------|
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| i) Fire protection? | X | | | |
| ii) Police protection? | X | | | |
| iii) Schools? | X | | | |
| iv) Parks? | X | | | |
| v) Other public facilities? | X | | | |

RESPONSES TO CHECKLIST QUESTIONS

Responses a) i- v: Implementation of the proposed project would result in increased demand for police, fire protection, schools, parks, and other public facilities in the area. It has been determined that the potential impacts from increased demands on public services caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on public services. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

During the preparation of the EIR, the public service providers will be consulted in order to determine existing service levels in the project areas. This would include documentation regarding existing staff levels, equipment and facilities, current service capacity, existing service boundaries, and planned service expansions. Master plans from such public service providers and City policies, programs, and standards associated with the provision of public services will be presented in the EIR.

The EIR will provide an analysis including the thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented reduce impacts associated with public services.

XVI. RECREATION -- WOULD THE PROJECT:

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---------------------------------------|--|-------------------------------------|------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | X | | | |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | X | | | |

RESPONSES TO CHECKLIST QUESTIONS

Response a-b): Implementation of the proposed project could result in increased demand for parks, and other recreational facilities in the area. It has been determined that the potential impacts from increased demands to recreation facilities caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of these environmental issues listed in the checklist above in the EIR, and will decide whether the proposed project has the potential to have a significant impact on recreational facilities. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

During the preparation of the EIR, the recreational facilities and services will be analyzed to determine existing service levels in the project areas. This would include documentation regarding existing and future facility needs, current service capacity, and planned service expansions. City policies, programs, and standards associated with the provision of public services will be presented in the EIR.

The EIR will provide an analysis including the thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented reduce impacts associated with public services.

XVII. TRANSPORTATION -- WOULD THE PROJECT:

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---------------------------------------|--|-------------------------------------|------------------|
| a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? | X | | | |
| b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? | X | | | |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | X | | | |
| d) Result in inadequate emergency access? | X | | | |

RESPONSES TO CHECKLIST QUESTIONS

Responses a-d): The proposed project includes the development of uses that will involve new trips on existing and planned roadways within the area, requiring a detailed analysis in the EIR. As such, the EIR will examine each of the environmental issues listed in the checklist above in the EIR and will determine whether the proposed project has the potential to have a significant transportation impact. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is conducted in the EIR.

Fehr & Peers will conduct a traffic study and the traffic section of the EIR. The EIR will describe existing and future transportation conditions and will analyze any potential conflicts with programs, plans, ordinances or policies addressing the circulation system. Potential impacts associated with site access, and on-site circulation will also be addressed in the EIR. A detailed vehicle miles traveled (VMT) analysis will be conducted to determine if the project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). The VMT analysis would be completed consistent with the Office of Planning and Research's (OPR's) Technical Advisory on Evaluating Transportation Impacts in CEQA. The Draft EIR will also include a discussion of Level of Service (LOS) only in order to aid the City of Lathrop and Caltrans in the understanding of potential increases in vehicle delay at key signalized intersections.

The potential for the project to substantially increase hazards due to a geometric design feature will be analyzed as part of the EIR. Impacts to the bicycle, pedestrian, rail, and transit facilities and services will be also evaluated, including planned regional bicycle connections and the need for enhanced transit service and transit stops in coordination with the San Joaquin Regional Transit District. Significant impacts will be identified in accordance with the established criteria. Mitigation measures will be identified to lessen the significance of impacts where feasible.

The EIR will provide an analysis including the thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented reduce impacts associated with transportation.

XVIII. TRIBAL CULTURAL RESOURCES

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---|--|---|----------------------|
| Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? | X | | | |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe. | X | | | |

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Based on known tribal cultural resources in the region, and the potential for undocumented underground tribal cultural resources in the region, it has been determined that the potential impacts on tribal cultural resources caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on tribal cultural resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include an overview of the prehistory and history of the area, the potential for surface and subsurface tribal cultural resources to be found in the area, the types of tribal cultural resources that may be expected to be found, a review of existing regulations and policies that protect cultural resources, an impact analysis, and mitigation that should be implemented in order to reduce potential impacts to tribal cultural resources. In addition, the CEQA process will include a request to the Native American Heritage Commission for a list of local Native American groups that should be contacted relative to this project. Pursuant to AB 52 and SB 18, the City completed the consultation process with the Northern Valley Yokuts in October 2021. The results of this consultation process will be summarized in the Draft EIR.

XIX. UTILITIES AND SERVICE SYSTEMS -- WOULD THE PROJECT:

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---------------------------------------|--|-------------------------------------|------------------|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects? | X | | | |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple years? | X | | | |
| c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments? | X | | | |
| d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | X | | | |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | X | | | |

RESPONSES TO CHECKLIST QUESTIONS

Responses a-e): Implementation of the proposed project would result in increased demands for utilities to serve the project. As such, the EIR will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact to utilities and service systems. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will analyze wastewater, water, and storm drainage infrastructure, as well as other utilities (i.e. solid waste, gas, electric, etc.), that are needed to serve the proposed project. The wastewater assessment will include a discussion of the proposed collection and conveyance system, treatment methods and capacity at the treatment plants, disposal location(s) and methods, and the potential for recycled water use for irrigation. The EIR will analyze the impacts associated with on-site and off-site construction of the conveyance system, including temporary impacts associated with the construction phase. The proposed infrastructure will be presented. This will likely include a system of gravity pipes, pump station(s), and a forcemain(s). The EIR will provide a discussion of the wastewater treatment plants that are within proximity to the project site, including current demand and capacity at these plants. The analysis will discuss the disposal methods and location, including environmental impacts and permit requirements associated with disposal of treated wastewater.

The storm drainage assessment will include a discussion of the proposed drainage collection system including impacts associated with on-site and off-site construction of the storm drainage system. The EIR will identify permit requirements and mitigation needed to minimize and/or avoid impacts. The EIR will include an assessment for consistency with City Master Storm Drain Plan.

The EIR will analyze the impacts associated with on-site and off-site construction of the water system, including temporary impacts associated with the construction phase. The EIR will also identify permit requirements and mitigation needed to minimize and/or avoid impacts, and will present the proposed infrastructure as provided by the project site engineering reports.

The EIR will also address solid waste collection and disposal services for the proposed project. This will include an assessment of the existing capacity and project demands. The assessment will identify whether there is sufficient capacity to meet the project demands.

The EIR will provide thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with utilities and service systems.

XX. WILDFIRE – IF LOCATED IN OR NEAR STATE RESPONSIBILITY AREAS OR LANDS CLASSIFIED AS VERY HIGH FIRE HAZARD SEVERITY ZONES, WOULD THE PROJECT:

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---------------------------------------|--|-------------------------------------|------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | | | X | |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | | | X | |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | | | X | |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff post-fire slope instability, or drainage changes? | | | X | |

RESPONSES TO CHECKLIST QUESTIONS

Responses a-d): The project site and surrounding area are not located in or near state responsibility areas or lands classified as very high fire hazard severity zones.² Therefore, this CEQA topic is not relevant to the proposed project and does not require further analysis. For these reasons, the impacts related to wildfire would be ***less than significant*** and no additional analysis of this CEQA topic is warranted.

² Cal Fire, *Fire Hazard Severity Zone Maps*, <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>, accessed September 24, 2020.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporation</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---------------------------------------|--|-------------------------------------|------------------|
| a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | X | | | |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | X | | | |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | X | | | |

RESPONSES TO CHECKLIST QUESTIONS

Responses a-c): It has been determined that the potential for the proposed project to: degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal; eliminate important examples of the major periods of California history or prehistory; create cumulatively considerable impacts; or adversely affect human beings will require more detailed analysis in an EIR. As such, the EIR will examine each of these environmental issues in the EIR and will decide whether the proposed project has the potential to have a significant impact on these environmental issues. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

REPORT PREPARERS

This document was prepared by De Novo Planning Group, Inc. of El Dorado Hills under the direction of the City of Lathrop. De Novo Planning Group staff participating in document preparation included the following:

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