



FINAL
ENVIRONMENTAL IMPACT REPORT

FOR THE

SINGH PETROLEUM INVESTMENTS
(SCH: 2022120596)

MAY 2024

Prepared for:

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

Prepared by:

De Novo Planning Group
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(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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FINAL EIR

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INTRODUCTION

The City of Lathrop (City) determined that a project-level environmental impact report (EIR) was required for the proposed Singh Petroleum Investments (Project) pursuant to the requirements of the California Environmental Quality Act (CEQA).

The project-level analysis considers the broad environmental effects of the proposed Project.

This EIR has been prepared as a Project-level EIR, described in State CEQA Guidelines § 15161 as: “The most common type of EIR (which) examines the environmental impacts of a specific development project. This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation. The project-level analysis considers the broad environmental effects of the proposed Project..

PROJECT DESCRIPTION

The following provides a brief summary and overview of the Project. Chapter 2.0 of the Draft EIR includes a detailed description of the Project, including maps and graphics. The reader is referred to Chapter 2.0 for a more complete and thorough description of the components of the Project.

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.

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. 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 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.

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 2.0-7 and the Phase II site plan for the proposed Project is shown in Figure 2.0-8.

The proposed Project includes the following amenities:

- Fueling facilities offering 8 truck fuel islands and 8 car fuel islands (12 dispensers);
 - Fuel tanks for both trucks and auto will be above ground with chain link fencing with privacy slats around the tanks.
- Various parking areas during Phases I and II, including:
 - 148 truck/trailer spaces, 163 passenger vehicle spaces (including 128 regular spaces, 28 compact spaces, and 7 ADA spaces), 2 fueling and gas/diesel spaces, 10 electric vehicle spaces for Phase I; and
 - 98 truck/trailer spaces, 203 passenger vehicle spaces (including 176 regular space, 20 compact spaces, and 7 ADA spaces), 2 fueling and gas/diesel spaces, 10 electric vehicle spaces for Phase II;
- A 13,846-sf full service 4-bay truck and automobile repair shop;
- A 16,668-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;
 - Two quick service restaurants, one with a drive-thru option;
 - Seating area for patrons to dine;
- Two dog run areas enclosed with metal fences.

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 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.

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.

Refer to Chapter 2.0, Project Description, for a more complete description of the details of the proposed Project.

ALTERNATIVES TO THE PROJECT

Section 15126.6 of the CEQA Guidelines requires an EIR to describe a reasonable range of alternatives to the project or to the location of the project which would reduce or avoid significant impacts, and which could feasibly accomplish the basic objectives of the Project. Four alternatives to the proposed Project were developed based on input from City staff, and the technical analysis performed to identify the environmental effects of the proposed Project. The alternatives analyzed in this EIR include the following four alternatives in addition to the proposed Project.

- **No Project (No Build) Alternative:** Under this alternative, development of the Project site would not occur, and the Project site would remain in its current existing condition.
- **Reduced Project Size and Intensity Alternative:** Under this alternative, the same types of fueling facilities, traveler amenities, and parking facilities for passing motorists and commercial truck operators as described in the Project Description would be developed, but several changes would occur that would reduce the project size and overall intensity of commercial activity and circulation patterns. Changes include: 1) reducing the number of truck and automobile fueling stations by four stations (elimination of two truck and two automobile stations), 2) reducing the 16,688-sf building to 13,000-sf, 3) eliminating the drive-thru quick service restaurant, 4) eliminating one of the proposed dog runs, and 5) shifting the interim site access on Manthey Road to the north under Phase I.
- **Revised Circulation Alternative:** Under this alternative, the same types of fueling facilities, traveler amenities, and parking facilities for passing motorists and commercial truck operators as described in the Project Description would be developed, but several changes would occur that would change the commercial activity and circulation patterns on the Project site. Changes include: 1) reducing the 16,688-sf building to 13,000-sf, 2) eliminating the drive-thru quick service restaurant, 3) eliminating one of the proposed dog runs, 4) shifting the interim site access on Manthey Road to the north, and 5) extending Roth Road further west, adding a truck ingress/egress to the Project site from Roth Road.
- **Phase II Only Alternative:** Under this alternative, the same types of fueling facilities, traveler amenities, and parking facilities for passing motorists and commercial truck operators as described in the Project Description would be developed, but the Phase I circulation, access and parking portions of the plan would not be approved. Changes include: 1) eliminating Phase I circulation, access and parking from the Project, and 2) full construction of all onsite and offsite improvements. This alternative is like the proposed Project, except that it does not allow for a two phase development process with interim improvements (specifically it would not allow access on the existing Manthey Road), and instead would require full buildout of Phase II.

A comparative analysis of the Project and each of the Project alternatives is provided in Table ES-1. As shown in Table ES-1, the No Project (No Build) Alternative is the environmentally superior

alternative. However, as required by CEQA, when the No Project (No Build) Alternative is the environmentally superior alternative, the environmentally superior alternative among the others must be identified. The Reduced Project Size and Intensity Alternative would reduce or slightly reduce impacts related to 11 environmental issues and would have equal impacts related to three environmental issues. The Revised Circulation Alternative would reduce or slightly reduce impacts related to five environmental issues and would have equal impacts related to nine environmental issues. The Phase II Only Alternative would result slightly reduced impacts to two environmental issues and would have equal impacts related to 12 environmental issues. Therefore, the Reduced Project Size and Intensity Alternative would be the next environmentally superior alternative.

COMMENTS RECEIVED

The Draft EIR addressed environmental impacts associated with the Project that are known to the City, were raised during the Notice of Preparation (NOP) process, or raised during preparation of the Draft EIR. The Draft EIR discussed potentially significant impacts associated with aesthetics, agricultural resources, air quality, biological resources, cultural and tribal resources, geology and soils, greenhouse gases and energy, hazards and hazardous materials, hydrology and water quality, land use, noise, public services and recreation, transportation and circulation, and utilities.

During the NOP process, several comments were received related to the analysis that should be included in the Draft EIR. These comments are included as Appendix A of the Draft EIR, and were considered during preparation of the Draft EIR.

The City received seven comment letters regarding the Draft EIR from public and private agencies. These comment letters on the Draft EIR are identified in Table 2.0-1 of this Final EIR. The comments received during the Draft EIR review processes are addressed within this Final EIR.

This Final Environmental Impact Report (Final EIR) was prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (Section 15132). The City of Lathrop (City) is the lead agency for the environmental review of the Singh Petroleum Investments (Project) and has the principal responsibility for approving the Project. This Final EIR assesses the expected environmental impacts resulting from approval of the Project and associated impacts from subsequent development and operation of the Project, as well as responds to comments received on the Draft Environmental Impact Report (Draft EIR).

1.1 PURPOSE AND INTENDED USES OF THE EIR

CEQA REQUIREMENTS FOR A FINAL EIR

This Final EIR for the Project has been prepared in accordance with the State CEQA Guidelines. State CEQA Guidelines Section 15132 requires that a Final EIR consist of the following:

- 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 public agencies commenting on the Draft EIR;
- the responses of the lead agency to significant environmental concerns raised in the review and consultation process; and
- any other information added by the lead agency.

In accordance with State CEQA Guidelines Section 15132(a), the Draft EIR is incorporated by reference into this Final EIR.

An EIR must disclose the expected environmental impacts, including impacts that cannot be avoided, growth-inducing effects, impacts found not to be significant, and significant cumulative impacts, as well as identify mitigation measures and alternatives to the Project that could reduce or avoid its adverse environmental impacts. CEQA requires government agencies to consider and, where feasible, minimize environmental impacts of proposed development, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

PURPOSE AND USE

The City, as the lead agency, has prepared this Final EIR to provide the public and responsible and trustee agencies with an objective analysis of the potential environmental impacts resulting from approval, construction, and operation of the Project. Responsible and trustee agencies that may use the EIR are identified in Chapters 1.0 and 2.0 of the Draft EIR.

The environmental review process enables interested parties to evaluate the Project in terms of its environmental consequences, to examine and recommend methods to eliminate or reduce potential adverse impacts, and to consider a reasonable range of alternatives to the Project. While CEQA requires that consideration be given to avoiding adverse environmental effects, the lead

1.0 INTRODUCTION

agency must balance adverse environmental effects against other public objectives, including the economic and social benefits of a project, in determining whether a project should be approved.

This EIR will be used as the primary environmental document to evaluate all aspects of construction and operation of the Project. The details and operational characteristics of the Project are identified in Chapter 2.0, Project Description, of the Draft EIR (February 2024).

1.2 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR has involved, or will involve, the following general procedural steps:

NOTICE OF PREPARATION AND INITIAL STUDY

The City of Lathrop circulated an Initial Study (IS) and Notice of Preparation (NOP) of an EIR for the proposed Project on December 22, 2022 to the State Clearinghouse, State Responsible Agencies, State Trustee Agencies, Other Public Agencies, and Organizations and Interested Persons. A public scoping meeting was held on January 11, 2023 to present the project description to the public and interested agencies, and to receive comments from the public and interested agencies regarding the scope of the environmental analysis to be included in the Draft EIR. Concerns raised in response to the NOP were considered during preparation of the Draft EIR. The IS, NOP, and comments received on the NOP by interested parties are presented in Appendix A of the Draft EIR.

NOTICE OF AVAILABILITY AND DRAFT EIR

The City published a public Notice of Availability (NOA) for the Draft EIR on February 7, 2024 inviting comment from the general public, agencies, organizations, and other interested parties. The NOA was filed with the State Clearinghouse (SCH # 2022120596) and the County Clerk, and was published in a local newspaper pursuant to the public noticing requirements of CEQA. The Draft EIR was available for public review and comment from February 7, 2024 through March 25, 2024.

The Draft EIR contains a description of the Project, description of the environmental setting, identification of Project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of Project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. The Draft EIR identifies issues determined to have no impact or a less-than-significant impact, and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the NOP were considered in preparing the analysis in the Draft EIR.

RESPONSE TO COMMENTS/FINAL EIR

The City received seven comment letters regarding the Draft EIR from public agencies and other parties. These comment letters on the Draft EIR are identified in Table 2.0-1, and are found in Chapter 2.0 of this Final EIR.

In accordance with CEQA Guidelines Section 15088, this Final EIR responds to the written comments received on the Draft EIR, as required by CEQA. This Final EIR also contains minor edits to the Draft EIR, which are included in Chapter 3.0, Revisions. This document, as well as the Draft EIR as amended herein, constitute the Final EIR.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The Lathrop Planning Commission and City Council will review and consider the Final EIR. If the City Council finds that the Final EIR is "adequate and complete," the Council may certify the Final EIR in accordance with CEQA and City environmental review procedures and codes. The rule of adequacy generally holds that an EIR can be certified if:

- 1) The EIR shows a good faith effort at full disclosure of environmental information; and
- 2) The EIR provides sufficient analysis to allow decisions to be made regarding the proposed project which intelligently take account of environmental consequences.

Upon review and consideration of the Final EIR, the City Council may take action to approve, revise, or reject the Project. A decision to approve the Project, for which this EIR identifies significant environmental effects, must be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. A Mitigation Monitoring and Reporting Program, as described below, would also be adopted in accordance with Public Resources Code Section 21081.6(a) and CEQA Guidelines Section 15097 for mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment. This Mitigation Monitoring and Reporting Program has been designed to ensure that these measures are carried out during Project implementation, in a manner that is consistent with the EIR.

1.3 ORGANIZATION OF THE FINAL EIR

This Final EIR has been prepared consistent with Section 15132 of the State CEQA Guidelines, which identifies the content requirements for Final EIRs. This Final EIR is organized in the following manner:

CHAPTER 1.0 – INTRODUCTION

Chapter 1.0 briefly describes the purpose of the environmental evaluation, identifies the lead, agency, summarizes the process associated with preparation and certification of an EIR, and identifies the content requirements and organization of the Final EIR.

CHAPTER 2.0 – COMMENTS ON THE DRAFT EIR AND RESPONSES

Chapter 2.0 provides a list of commenters, copies of written and electronic comments made on the Draft EIR (coded for reference), and responses to those written comments.

CHAPTER 3.0 – REVISIONS

Chapter 3.0 consists of minor revisions to the Draft EIR in response to comments received on the Draft EIR.

CHAPTER 4.0 – FINAL MMRP

Chapter 4.0 consists of a Mitigation Monitoring and Reporting Program (MMRP). The MMRP is presented in a tabular format that presents the impacts, mitigation measure, and responsibility, timing, and verification of monitoring.

2.1 INTRODUCTION

No new significant environmental impacts or issues, beyond those already covered in the Draft EIR for the Singh Petroleum Investments Project (Project), were raised during the comment period. Responses to comments received during the comment period do not involve any new significant impacts or add “significant new information” that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5.

CEQA Guidelines Section 15088.5 states that: *New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.*

Chapters 2.0 and 3.0 of this Final EIR include information that has been added to the EIR since the close of the public review period in the form of responses to comments and revisions.

2.2 LIST OF COMMENTERS

Table 2.0-1 lists the comments on the Draft EIR that were submitted to the City of Lathrop (City) during the 45-day public review period for the Draft EIR. The assigned comment letter or number, letter date, letter author, and affiliation, if presented in the comment letter or if representing a public agency, are also listed. Letters received are coded with letters (A, B, etc.).

TABLE 2.0-1 LIST OF COMMENTERS ON DRAFT EIR

RESPONSE LETTER	INDIVIDUAL OR SIGNATORY	AFFILIATION	DATE
A	Trey Powell	California Department of Conservation	3-20-24
B	Tom Dumas	California Department of Transportation	3-25-24
C	Plan Review Team	Pacific Gas and Electric Company	2-9-24
D	Plan Review Team	Pacific Gas and Electric Company	3-26-24
E	Laurel Boyd	San Joaquin Council of Governments, Inc.	2-8-24
F	Naseem Ahmed	San Joaquin County Environmental Health Department	3-18-24
G	Mark Montelongo	San Joaquin Valley Air Pollution Control District	3-25-24

2.3 COMMENTS AND RESPONSES

REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

CEQA Guidelines Section 15088 requires that lead agencies evaluate and respond to all comments on the Draft EIR that regard an environmental issue. The written response must address the significant environmental issue raised and provide a detailed response, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, the written response must be a good faith and reasoned analysis. However, lead agencies need only to respond to significant environmental issues associated with the project and do not need to provide all the information requested

by the commenter, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Section 15204).

CEQA Guidelines Section 15204 recommends that commenters provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible environmental impacts of the project and ways to avoid or mitigate the significant effects of the project, and that commenters provide evidence supporting their comments. Pursuant to CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

CEQA Guidelines Section 15088 also recommends that revisions to the Draft EIR be noted as a revision in the Draft EIR or as a separate section of the Final EIR. Chapter 3.0 of this Final EIR identifies all revisions to the Singh Petroleum Investments Draft EIR.

RESPONSES TO COMMENT LETTERS

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, the following coding system is used:

- Each letter is lettered or numbered (i.e., Letter A) and each comment within each letter is numbered (i.e., comment A-1, comment A-2).



California
Department of Conservation
 Geologic Energy Management Division

Gavin Newsom, Governor
 David Shabazian, Director
 715 P Street, MS 1803
 Sacramento, CA. 95814
 T: (916) 445-5986

03/20/2024

City of Lathrop, Community Development Department
 Rick Caguiat
 390 Towne Centre Drive
 Lathrop, CA 95330
 planning@ci.lathrop.ca.us

Construction Site Well Review (CSWR) ID: 1012984

Assessor Parcel Number(s): 19125006, 19125014

Property Owner(s): Rick Caguiat

Project Location Address: Intersection of Roth Road and Manthey Road 37°51'17.3"N 121°17'08.4"W, Lathrop, California 95330

Project Title: SCH 2022120596 - Singh Petroleum Investments Project

Public Resources Code (PRC) § 3208.1 establishes well reabandonment responsibility when a previously plugged and abandoned well will be impacted by planned property development or construction activities. Local permitting agencies, property owners, and/or developers should be aware of, and fully understand, that significant and potentially dangerous issues may be associated with development near oil, gas, and geothermal wells.

A-1

The California Geologic Energy Management Division (CalGEM) has received and reviewed the above referenced project dated 3/19/2024. To assist local permitting agencies, property owners, and developers in making wise land use decisions regarding potential development near oil, gas, or geothermal wells, the Division provides the following well evaluation.

The project is located in San Joaquin County, within the boundaries of the following fields:

Lathrop Southeast Gas (ABD)

A-2

Our records indicate there are 1 known oil or gas wells located within the project boundary as identified in the application.

- Number of wells Not Abandoned to Current Division Requirements as Prescribed by Law and Projected to Be Built Over or Have Future Access Impeded by this project: 0
- Number of wells Not Abandoned to Current Division Requirements as Prescribed by Law and Not Projected to Be Built Over or Have Future Access Impeded by this project: 1
- Number of wells Abandoned to Current Division Requirements as Prescribed by Law and Projected to Be Built Over or Have Future Access Impeded by this project: 0
- Number of wells Abandoned to Current Division Requirements as Prescribed by Law and Not Projected to Be Built Over or Have Future Access Impeded by this project: 0

The Division categorically advises against building over, or in any way impeding access to, oil, gas, or geothermal wells. Impeding access to a well could result in the need to remove any structure or obstacle that prevents or impedes access including, but not limited to, buildings, housing, fencing, landscaping, trees, pools, patios, sidewalks, roadways, and decking. Maintaining sufficient access is considered the ability for a well servicing unit and associated necessary equipment to reach a well from a public street or access way, solely over the parcel on which the well is located. A well servicing unit, and any necessary equipment, should be able to pass unimpeded along and over the route, and should be able to access the well without disturbing the integrity of surrounding infrastructure.

There are no guarantees a well abandoned in compliance with current Division requirements as prescribed by law will not start leaking in the future. It always remains a possibility that any well may start to leak oil, gas, and/or water after abandonment, no matter how thoroughly the well was plugged and abandoned. The Division acknowledges wells plugged and abandoned to the most current Division requirements as prescribed by law have a lower probability of leaking in the future, however there is no guarantees that such abandonments will not leak.

The Division advises that all wells identified on the development parcel prior to, or during, development activities be tested for liquid and gas leakage. Surveyed locations should be provided to the Division in Latitude and Longitude, NAD 83 decimal format. The Division expects any wells found leaking to be reported to it immediately.

Failure to plug and reabandon the well may result in enforcement action, including an order to perform reabandonment well work, pursuant to PRC § 3208.1, and 3224.

PRC § 3208.1 give the Division the authority to order or permit the re-abandonment of any well where it has reason to question the integrity of the previous abandonment, or if the well is not accessible or visible. Responsibility for re-abandonment costs may be affected by the choices made by the local

permitting agency, property owner, and/or developer in considering the general advice set forth in this letter. The PRC continues to define the person or entity responsible for reabandonment as:

1. The property owner - If the well was plugged and abandoned in conformance with Division requirements at the time of abandonment, and in its current condition does not pose an immediate danger to life, health, and property, but requires additional work solely because the owner of the property on which the well is located proposes construction on the property that would prevent or impede access to the well for purposes of remedying a currently perceived future problem, then the owner of the property on which the well is located shall obtain all rights necessary to reabandon the well and be responsible for the reabandonment.

2. The person or entity causing construction over or near the well - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and the property owner, developer, or local agency permitting the construction failed either to obtain an opinion from the supervisor or district deputy as to whether the previously abandoned well is required to be reabandoned, or to follow the advice of the supervisor or district deputy not to undertake the construction, then the person or entity causing the construction over or near the well shall obtain all rights necessary to reabandon the well and be responsible for the reabandonment.

A-2
cont.

3. The party or parties responsible for disturbing the integrity of the abandonment - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and after that time someone other than the operator or an affiliate of the operator disturbed the integrity of the abandonment in the course of developing the property, then the party or parties responsible for disturbing the integrity of the abandonment shall be responsible for the reabandonment.

No well work may be performed on any oil, gas, or geothermal well without written approval from the Division. Well work requiring approval includes, but is not limited to, mitigating leaking gas or other fluids from abandoned wells, modifications to well casings, and/or any other re-abandonment work. The Division also regulates the top of a plugged and abandoned well's minimum and maximum depth below final grade. CCR §1723.5 states well casings shall be cut off at least 5 feet but no more than 10 feet below grade. If any well needs to be lowered or raised (i.e. casing cut down or casing riser added) to meet this regulation, a permit from the Division is required before work can start.

The Division makes the following additional recommendations to the local permitting agency, property owner, and developer:

1. To ensure that present and future property owners are aware of (a) the existence of all wells located on the property, and (b) potentially significant issues associated with any improvements

near oil or gas wells, the Division recommends that information regarding the above identified well(s), and any other pertinent information obtained after the issuance of this letter, be communicated to the appropriate county recorder for inclusion in the title information of the subject real property.

A-2
cont.

2. The Division recommends that any soil containing hydrocarbons be disposed of in accordance with local, state, and federal laws. Please notify the appropriate authorities if soil containing significant amounts of hydrocarbons is discovered during development.

As indicated in PRC § 3106, the Division has statutory authority over the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells, and attendant facilities, to prevent, as far as possible, damage to life, health, property, and natural resources; damage to underground oil, gas, and geothermal deposits; and damage to underground and surface waters suitable for irrigation or domestic purposes. In addition to the Division's authority to order work on wells pursuant to PRC §§ 3208.1 and 3224, it has authority to issue civil and criminal penalties under PRC §§ 3236, 3236.5, and 3359 for violations within the Division's jurisdictional authority. The Division does not regulate grading, excavations, or other land use issues.

A-3

If during development activities, any wells are encountered that were not part of this review, the property owner is expected to immediately notify the Division's construction site well review engineer in the Northern district office, and file for Division review an amended site plan with well casing diagrams. The District office will send a follow-up well evaluation letter to the property owner and local permitting agency.

Should you have any questions, please contact me at (805) 465-9633 or via email at Trey.Powell@conservation.ca.gov.

Sincerely,

Trey Powell
Northern District Deputy

cc: Ryan Rud - Submitter

Wells Not Abandoned to Current Division Requirements as Prescribed by Law & Not Projected to be Built Over or Have Future Access Impeded

The wells listed below are not abandoned to current Division requirements as prescribed by law, and based upon information provided, are not projected to be built over or have future access impeded.

API	Well Designation	Operator	Well Evaluations
0407720040	Southeast Lathrop Unit A 3	Towne Exploration Company, LP	Not P&A'd to standard, no restrictions to access

Response to Letter A: California Department of Conservation

Response A-1: The commenter discusses Public Resources Code (PRC) Section 3208.1 and states that that they have reviewed the proposed Project.

This comment is noted. This comment serves as an introduction to the comment letter. No further response is necessary.

Response A-2: The commenter states that there is one known oil or gas well located in the Project boundary. The commenter states that they advise building over, or in any way impeding access to, oil, gas, or geothermal wells. The commenter states that they advise that all wells identified on the development parcel prior to, or during, development activities be tested for liquid and gas leakage. The commenter provides recommendations for testing for liquid or gas leakage at all wells identified on the development parcel. The commenter summarizes PRC Section 3208.1 and California Code of Regulations (CCR) Section 1723.5. The commenter concludes by providing additional recommendations to the lead agency, property owner, and developer pertaining to the existence of all wells on the property and disposal of any soil containing hydrocarbons.

Impacts associated with hazardous materials, including the possible contamination associated with wells or the release of hazardous materials, are discussed in Section 3.8, Hazards and Hazardous Materials, of the Draft EIR. As discussed in Section 3.8 of the Draft EIR, a Phase I Environmental Site Assessment (ESA) was prepared for the Project (AdvancedGeo, 2023) (Appendix E of the Draft EIR). The Phase I ESA found that the only wells located on the site include one abandoned water (irrigation) well associated with the site's former agricultural uses. Mitigation Measure 3.8-3 requires that, prior to initiation of any ground disturbance activities within 50 feet of a well, the applicant must hire a licensed well contractor to obtain a well destruction permit from San Joaquin County Environmental Health Department, and properly abandon and destruct the onsite wells.

Additionally, as part of the site vicinity database search completed as part of the Phase I ESA for the Project, the CalGEM (Geologic Energy Management) well finder shows that no oil or gas wells are located in the vicinity of the site. It is also noted that in mid-March 2023, 5.1 cubic yards of soil were excavated for disposal. Only visual observations were utilized to determine the extent of the excavation. On April 5, 2023, a follow-up inspection of the Project site was conducted. No obvious petroleum staining or odors were observed in soils remaining within the excavation area. Any residual petroleum contamination (if any) will likely be minimal and not of significant concern to the Project site. Confirmation soil-sampling was not conducted during the March 2023 clean-up. While the soil visually appears clean, confirmation soil samples should be considered to validate the successful removal of the impacted soil.

Further, while no oil or gas wells are located on-site, Mitigation Measure 3.8-1 requires that additional soil and site testing be performed in the following areas of the Project site have already been deemed to have potentially hazardous conditions present:

- Petroleum: The eastern portion of the Project site where several drums of waste oil, oil, oil filters and paint were previously dumped and impacted the soil.
- Agrichemicals: The portions of the Project site which were previously used for agricultural uses.

This mitigation measures requires further steps, such as a soil sampling and analysis workplan and a removal action workplan should the sampling results indicate the presence of agrichemicals that exceed commercial screening levels.

Response A-3: The commenter states that the Geologic Energy Management Division of the California Department of Conservation has authority to issue penalties for violations within the Division's authority, as well as authority over the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells, and attendant facilities, to prevent, as far as possible, damage to life, health, property, and natural resources; damage to underground oil, gas, and geothermal deposits; and damage to underground and surface waters suitable for irrigation or domestic purposes. The commenter concludes by stating that, if during development activities, any wells are encountered that were not part of this review, the property owner is expected to immediately notify the Division's construction site well review engineer in the Northern district office, and file for Division review an amended site plan with well casing diagrams.

This comment serves as a conclusion to the comment letter. No further response is necessary.

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

OFFICE OF THE DISTRICT 10 DIRECTOR
 P.O. BOX 2048 | STOCKTON, CA 95201
 (209) 948-7943 | FAX (209) 948-7179 TTY 711
www.dot.ca.gov



March 25, 2024

10-SJ-5-PM R019.501
Singh Petroleum Travel Center
GPA-20-60, REZ-20-61, CUP-20-62,
SPR-20-63, ANX-20-64

David Niskanen
 Community Development Department, Planning Division
 City of Lathrop
 390 Towne Centre Drive
 Lathrop, CA 95330

Dear Mr. Niskanen:

The California Department of Transportation appreciates the opportunity to review the DEIR for the proposed full-service Travel Plaza at 11293 S. Manthey Road and 169 W. Manilla Road, Lathrop. The project will include eight truck fuel islands, eight automobile fuel islands, a four-bay truck and trailer repair building, and a commercial building. There will be a total of 243 truck/trailer parking spaces and 44 automobile parking. The Department has the following comments as this project has the potential to significantly impact the interchange:

B-1

1. This project requires the appropriate STAA Terminal Access approvals. Terminal Access application procedures can be found at the following link:
<http://www.dot.ca.gov/trafficops/trucks/ta-process.html>
2. STAA Truck off-tracking analysis is required at interchanges and ramps intersections. The analysis needs show off-tracking does not encroach onto opposing lanes, will not kink within the turning paths, and allows 2 ft of lateral clearance provided between the truck wheel paths and edge of pavement that may be close to dikes/curbs. Please submit this analysis to Caltrans for review and comment prior to project approval.
3. STAA off-tracking analysis must involve the following turns:
 - a. Northbound off-ramp to westbound Roth Road
 - b. Eastbound Roth Road to northbound on-ramp
 - c. Southbound off-ramp to westbound Roth Road
 - d. Eastbound Roth Road to southbound on-ramp
4. The project proponent will be responsible for any STAA improvements necessitated by this project. These improvements must be complete prior to the business opening.

B-2

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Mr. Niskanen
March 25, 2024
Page 2

5. Please provide the runoff and retention calculations to Caltrans for review and comment prior to project approval. Additional review will be done once this information is submitted. The proposed site development is adjacent to the state route. The developer needs to ensure that the existing State drainage facilities will not be significantly impacted by the project. If historical undeveloped topography shows drainage from this site flowed into the State Right-of-Way, it may continue to do so with the conditions that peak flows may not be increased from the pre-construction quantity and the site runoff be treated to meet present storm water quality standards. If historical undeveloped topography shows drainage from this site did not flow into the State Right-of-Way, then it will not be allowed to flow into the State Right-of-Way at this time.

B-3

If you have any questions please contact me at (209) 483-2582 or Nicholas Fung at (209) 986-1552.

B-4

Sincerely,



Tom Dumas
Chief, Office of Metropolitan Planning

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Response to Letter B: California Department of Transportation

Response B-1: The commenter correctly summarizes the proposed Project. This comment is noted. This comment serves as an introduction to the comment letter. No further response is necessary.

Response B-2: The commenter states that the Project requires appropriate Surface Transportation Assistance Administration (STAA) Terminal Access approvals. The commenter also states that STAA Truck off-tracking analysis is required at interchanges and ramps intersections. The analysis needs show off-tracking does not encroach onto opposing lanes, will not kink within the turning paths, and allows 2 feet of lateral clearance provided between the truck wheel paths and edge of pavement that may be close to dikes/curbs.

As part of the STAA Terminal Access application, the STAA Truck off-tracking analysis will be completed and submitted in both PDF and electronic files for 1) Northbound off-ramp to westbound Roth Road; 2) Eastbound Roth Road to northbound on-ramp; 3) Southbound off-ramp to westbound Roth Road; and 4) Eastbound Roth Road to southbound on-ramp.

Response B-3: The commenter requests the runoff and retention volume calculations. The commenter further states that the developer needs to ensure that the existing State drainage facilities will not be significantly impacted by the project. If historical undeveloped topography shows drainage from this site flowed into the State Right-of-Way, it may continue to do so with the conditions that peak flows may not be increased from the pre-construction quantity and the site runoff be treated to meet present storm water quality standards. According to the commenter, if historical undeveloped topography shows drainage from this site did not flow into the State Right-of-Way, then it will not be allowed to flow into the State Right-of-Way at this time.

Impacts related to stormwater runoff and retention are discussed in Section 3.14, Utilities, of the Draft EIR. As discussed on page 3.14-33 of Section 3.14, the drainage retention basin has been sized to accommodate runoff from a 100-year, 24-hour storm event. According to the Phase II Pond Volume Calculations prepared for the Project (Wong Engineers, Inc., September 2022), the pond is designed to take 200 percent of the required volume. Per the engineering design, 100 percent of the volume would percolate within 25 hours and 39 hours, which meets the requirement of maximum detention of 48 hours. The Phase II Pond Volume Calculations are included in Appendix A of this Final EIR.

Response B-4: The comment serves as a conclusion to the comment letter. No further response is necessary.



Plan Review Team
Land Management

PGEPlanReview@pge.com

February 9, 2024

Maria Hermosilla
City of Lathrop
390 Towne Centre Drive
Lathrop, CA 95330

Ref: Gas and Electric Transmission and Distribution

Dear Maria Hermosilla,

Thank you for submitting the Singh Petroleum Investments Project plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page.
2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.
3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851 filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management



Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: <https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf>

1. **Standby Inspection:** A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.
2. **Access:** At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.
3. **Wheel Loads:** To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.
4. **Grading:** PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.
5. **Excavating:** Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 24 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch

C-1
cont'd



wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [$24/2 + 24 + 36/2 = 54$] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 24 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible ($90^\circ \pm 15^\circ$). All utility lines crossing the gas pipeline must have a minimum of 24 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.

C-1
cont'd



11. Cathodic Protection: PG&E pipelines are protected from corrosion with an “Impressed Current” cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E’s facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.

C-1
cont'd



Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as "**RESTRICTED USE AREA – NO BUILDING.**"
2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 10 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.

C-1
cont.



8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

C-1
cont.

Response to Letter C: Pacific Gas and Electric Company

Response C-1: The commenter states that they will review the Project plans in relationship to any existing gas or electric facilities within the Project area. The comment also provides information regarding the commenter's gas facility and electric facility requirements, plan review process, and California Public Utility Commission Section 851 filings.

The Pacific Gas and Electric Company (PG&E) submitted a second comment letter, Letter D, which states that the proposed improvements do not appear to directly interfere with existing PG&E facilities or impact PG&E easement rights.

This comment is noted.



Plan Review Team
Land Management

PGEPlanReview@pge.com

March 26, 2024

Maria Hermosilla
City of Lathrop
390 Towne Centre Dr
Lathrop, CA 95330

Re: Singh Petroleum

Dear Maria Hermosilla,

Thank you for providing PG&E the opportunity to review the proposed plans for Singh Petroleum dated 2/8/2024. Our review indicates the proposed improvements do not appear to directly interfere with existing PG&E facilities or impact our easement rights.

Please note this is our preliminary review and PG&E reserves the right for additional future review as needed. This letter shall not in any way alter, modify, or terminate any provision of any existing easement rights. If there are subsequent modifications made to the design, we ask that you resubmit the plans to the email address listed below.

If the project requires PG&E gas or electrical service in the future, please continue to work with PG&E's Service Planning department: <https://www.pge.com/cc/>.

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding our response, please contact the PG&E Plan Review Team at pgeplanreview@pge.com.

Sincerely,

PG&E Plan Review Team
Land Management

D-1

Public

Response to Letter D: Pacific Gas and Electric Company

Response D-1: The commenter states that the proposed improvements do not appear to directly interfere with existing PG&E facilities or impact PG&E easement rights. The commenter also states that, before any digging or excavation occurs, the Underground Service Alert (USA) shall be contacted.

This comment is noted. The USA will be contacted prior to any digging or excavation.


S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0574 • Email: boyd@sjcog.org

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)
**SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ)
ADVISORY AGENCY NOTICE TO SJCOC, Inc.**

To: Rick Caguiat, City of Lathrop, Community Development Department
From: Laurel Boyd, SJCOC, Inc. Phone: (209) 235-0574 Email: boyd@sjcog.org
Date: February 8, 2024
Local Jurisdiction Project Title: Notice of Availability of a Draft EIR for the Singh Petroleum Investments Project
Assessor Parcel Number(s): 191-250-14, -06
Local Jurisdiction Project Number: N/A
Total Acres to be converted from Open Space Use: Unknown
Habitat Types to be Disturbed: Agricultural Habitat Land
Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Mr. Caguiat:

SJCOC, Inc. has reviewed the Notice of Availability of a Draft Environmental Impact Report (EIR) for the Singh Petroleum Investments project. This project consists of the development of fueling facilities, traveler amenities, and parking facilities for passing motorists and commercial truck operators. The proposed project includes the following amenities:

- Fueling facilities offer 8 truck fuel islands and 8 car fuel islands.
 - Fuel tanks for both trucks and auto will be above ground with a chain link fence 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 square foot full service 4 bay truck repair shop.
- A 16,499 square foot building that will include the following:
 - Office space.
 - Restroom facilities, 8 showers.
 - Laundry facility with 12 sets of washers/dryer.
 - Retail convenience store that will offer everyday products from truck accessories, toiletry supplies, and a number of other products.
 - 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.

E-1

Phase 1 of the project will develop 18.61 acres out of 19.63 acres. The Phase 1 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. The 2.79-acre piece of property between Manthey Road and I-5 will not be part of the Phase 1 Project site.

Phase 2 of the project includes: 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) Improvements 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 Phase 2. Additional parking will also be added for the auto portion of the development to incorporate the abandonment of the old Manthey Road. The project site is located south of Roth Road and west of Interstate 5, Lathrop (APN: 191-250-06, -14)

The City of Lathrop is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP. Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if

E-2

2 | S J C O G , I n c .

project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

This Project is subject to the SJMSCP. This can be up to a 30 day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. <http://www.sjcoq.org>

Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements:

- Schedule a SJMSCP Biologist to perform a pre-construction survey **prior to any ground disturbance**
- SJMSCP Incidental take Minimization Measures and mitigation requirement:
 1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
 2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
 3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
 - a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
 - b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
 - c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - d. Purchase approved mitigation bank credits.
 4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
 - a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
 - b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - c. Purchase approved mitigation bank credits.

Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.
- Receive your Certificate of Payment and release the required permit

It should be noted that if this project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

If you have any questions, please call (209) 235-0574.

E-2
cont.

3 | S J C O G , I n c .

**S J C O G , I n c .***San Joaquin County Multi-Species Habitat Conservation & Open Space Plan*

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

SJMSCP HOLD

TO: Local Jurisdiction: Community Development Department, Planning Department, Building Department, Engineering Department, Survey Department, Transportation Department, Other: _____

FROM: Laurel Boyd, SJCOG, Inc.

**DO NOT AUTHORIZE SITE DISTURBANCE
DO NOT ISSUE A BUILDING PERMIT
DO NOT ISSUE _____ FOR THIS PROJECT**

The landowner/developer for this site has requested coverage pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). In accordance with that agreement, the Applicant has agreed to:

- 1) **SJMSCP Incidental Take Minimization Measures and mitigation requirement:**
 1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
 2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
 3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
 - a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
 - b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
 - c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - d. Purchase approved mitigation bank credits.
 4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
 - a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
 - b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - c. Purchase approved mitigation bank credits.

Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

Project Title: Notice of Availability of a DRAFT EIR for the Singh Petroleum Project

Assessor Parcel #s: 191-250-06, -14

T _____, R _____, Section(s): _____

Local Jurisdiction Contact: Rick Caguia

The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measures are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.

Response to Letter E: San Joaquin Council of Governments, Inc.

Response E-1: The commenter correctly summarizes the proposed Project.

This comment is noted. This comment serves as an introduction to the letter. No further response is necessary.

Response E-2: The comment states that the City of Lathrop is a signatory to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). According to the commenter, participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with CEQA. The commenter also states that the Project is subject to the SJMSCP. The commenter provides recommendations regarding steps to satisfy the SJMSCP requirements.

This comment is noted. Impacts associated with biological resources are discussed in Section 3.4, Biological Resources, of the Draft EIR. The SJMSCP coverage status for each special-status species in the nine-quadrangle region for the Project site are shown in Tables 3.4-2 and 3.4-3 of Section 3.4. Additionally, the SJMSCP is discussed in the Regulatory Setting of Section 3.4 on pages 3.4-27 through 3.4-29. Further, Mitigation Measure 3.4-2 of Section 3.4 of the Draft EIR requires that the applicant, “obtain coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through implementation of incidental take and minimization Measures (ITMMs) and payment of fees for conversion of lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. Obtaining coverage for a Project includes incidental take authorization (permits) under the Endangered Species Act Section 10(a), California Fish and Game Code Section 2081, and the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species.”



SAN JOAQUIN
— COUNTY —
Greatness grows here.

Environmental Health Department

Jasjit Kang, REHS, Director

Muniappa Naidu, REHS, Assistant Director

PROGRAM COORDINATORS

Jeff Carruesco, REHS, RDI

Willy Ng, REHS

Steven Shih, REHS

Elena Manzo, REHS

Natalia Subbotnikova, REHS

March 18, 2024

To: City of Lathrop Development Services Department

From: Naseem Ahmed; (209) 616-3018
Senior Registered Environmental Health Specialist *AS*

RE: **Singh Petroleum DEIR, Referral, SU0016081**

The San Joaquin County Environmental Health Department (EHD) recommends the following conditions as a part of developing this project:

- 1) The applicant shall provide written confirmation from the water providers that improvements have been constructed or financial arrangements have been made for any improvements required by the agency and that the agency has or will have the capacity to serve the proposed development. Said written confirmation shall be submitted prior to the issuance of a building permit (San Joaquin County Development Title, Section 9-602.010).
- 2) Any existing wells or septic systems to be abandoned shall be destroyed under permit and inspection by the EHD (San Joaquin County Development Title, Section 9-605.010 & 9-601.020)
- 3) Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-601.010(b) and 9-601.020(i)).
- 4) Before any hazardous materials/waste can be stored or used onsite, the owner/operator must report the use or storage of these hazardous materials to the California Environmental Reporting System (CERS) at cers.calepa.ca.gov/ and comply with the laws and regulations for the programs listed below (based on quantity of hazardous material in some cases). The applicant may contact the Program Coordinator of the CUPA program, Elena Manzo (209) 953-7699, with any questions.
 - a) Any amount but not limited to the following hazardous waste; hazardous material spills, used oil, used oil filters, used oil-contaminated absorbent/debris, waste antifreeze, used batteries or other universal waste, etc. – **Hazardous Waste Program** (Health & Safety Code (HSC) Sections 25404 & 25180 et sec.)
 - b) Onsite treatment of hazardous waste – **Hazardous Waste Treatment Tiered Permitting Program** (HSC Sections 25404 & 25200 et sec. & California Code of Regulations (CCR), Title 22, Section 67450.1 et sec.)
 - c) Reportable quantities of hazardous materials-reportable quantities are 55 gallons or more of liquids, 500 pounds for solids, or 200 cubic feet for compressed gases, with some exceptions. Carbon dioxide is a regulated substance and is required to be reported as a hazardous material if storing 1,200 cubic feet (137 pounds) or more onsite in San Joaquin County – **Hazardous Materials Business Plan Program** (HSC Sections 25508 & 25500 et sec.)
 - d) Any amount of hazardous material stored in an Underground Storage Tank – **Underground Storage Tank Program** (HSC Sections 25286 & 25280 et sec.)

F-1

Singh Petroleum DEIR, SU0016081

Page 2 of 2

March 18, 2024, 2024

- i) If an underground storage tank (UST) system will be installed, a permit is required to be submitted to, and approved by, the San Joaquin County Environmental Health Department (EHD) before any UST installation work can begin.
- ii) Additionally, an EHD UST permit to operate is required once the approved UST system is installed.
- e) Storage of at least 1,320 gallons of petroleum aboveground or any amount of petroleum stored below grade in a vault – **Aboveground Petroleum Storage Program** (HSC Sections 25270.6 & 25270 et sec.)
 - i) **Spill Prevention, Countermeasures and Control (SPCC) Plan requirement**
- f) Threshold quantities of regulated substances stored onsite - **California Accidental Release Prevention (CalARP) Program** (Title 19, Section 2735.4 & HSC Section 25531 et sec.)
 - i) **Risk Management Plan requirement for covered processes**

F-1
cont.

Response to Letter F: San Joaquin County Environmental Health Department

Response F-1: The commenter states that the applicant shall provide written confirmation from the water providers that improvements have been constructed or financial arrangements have been made for any improvements required by the agency and that the agency has or will have the capacity to serve the proposed development. The commenter also states “Any existing wells or septic systems to be abandoned shall be destroyed under permit and inspection by the EHD (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4)” The commenter further states “Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-1115.3 and 9-1115.6).”

Further, the commenter states “Before any hazardous materials/waste can be stored or used onsite, the owner/operator must report the use or storage of these hazardous materials to the California Environmental Reporting System (CERS) at cers.calepa.ca.gov/ and comply with the laws and regulations for the programs listed.” The commenter concludes by discussing requirements and regulations for storage of at least 1,320 gallons of petroleum aboveground or any amount of petroleum stored below grade in a vault as well as threshold quantities of regulated substances stored on-site.

This comment is noted. Septic systems or cesspools were not observed on-site as part of the Phase I Environmental Site Assessment (ESA); however, a decommissioned septic system is located on the Project site as identified during the interviews conducted as part of the Phase I ESA. It is the City’s policy to require any existing septic system to be abandoned shall be destroyed under permit and inspection by the EHD (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4). There is an existing abandoned irrigation well on the central portion of the Project site, northeast of the former dwelling. All wells will be abandoned/destroyed under permit and inspection by the EHD (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4). This is an existing regulation that is in place; additionally, Mitigation Measure 3.8-3 in Section 3.8, Hazards and Hazardous Materials, of the Draft EIR requires the following: “Prior to initiation of any ground disturbance activities within 50 feet of a well, the applicant shall hire a licensed well contractor to obtain a well destruction permit from San Joaquin County Environmental Health Department, and properly abandon and destruct the onsite wells, pursuant to review and approval of the City Engineer and the San Joaquin County Environmental Health Department.”

Additionally, the Draft EIR includes Mitigation Measures 3.6-1 and 3.6-2 which require a geotechnical engineer to review project improvement plans and that all grading operations and construction is conducted in conformance with the recommendations included in the Geotechnical Engineering Investigation for Singh Petroleum Investments Percolation (CTE CAL, Inc., 2022) (Appendix D of the Draft EIR). Implementation of this mitigation measure would ensure that all on-site fill soils are properly compacted and comply with the applicable safety requirements established by the CBC to reduce risks

associated with unstable soils and excavations and fills, and that any issues associated with unstable soils are addressed at the design level. This work will be performed at a design level, and it is not known at this time if drilling would be necessary, or if a less sampling method would be appropriate. Nevertheless, it is the City's policy to require any geotechnical drilling to be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-1115.3 and 9-1115.6).



March 25, 2024

Rick Caguiat
City of Lathrop
Community Development Department
390 Towne Center Drive
Lathrop, CA 95330

Project: Draft Environmental Impact Report for Singh Petroleum Investments

District CEQA Reference No: 20240179

Dear Mr. Caguiat:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Draft Environmental Impact Report (DEIR) from the City of Lathrop (City) for the Singh Petroleum Investments project. Per the DEIR, the project consists of the development of a regional travel facility that includes: (1) fueling facilities with 8 truck fuel islands and 8 car fuel islands; (2) 246 truck/trailer parking spaces, 351 passenger vehicle parking spaces, 4 fueling gas/diesel spaces, and 16 Americans with Disabilities Act spaces; (3) a 13,875 square foot full service truck repair shop; (4) a 16,499 square foot building that includes office space, restroom/shower facilities, laundry facilities, a retail convenience store, a dog run area, two fast food restaurants and a seating area for diners (Project). The Project is located west of Interstate 5 and is bordered by Manthey Road and Roth Road in Lathrop, CA.

G-1

The District offers the following comments at this time regarding the Project:

1a) Construction Emissions

The District recommends, to reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment.

G-2

Samir Sheikh

Executive Director/Air Pollution Control Officer

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Modesto, CA 95356-8718
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www.healthyairliving.com

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1b) Operational Emissions

Per the DEIR page 3.3-38, the Project is anticipated to generate 700 heavy-duty truck trips per day. Given the Project consists of a regional travel facility that will generate heavy-duty truck trips with the ability to travel further distances, the District recommends the DEIR include a qualitative discussion regarding the project-specific trip length for heavy-duty trucks.

G-3

2) Health Risk Screening/Assessment

The District has reviewed the Health Risk Assessment (HRA) for the Project and has the following comments:

- Table 3.3-13 of the DEIR estimates a cancer risk of 28.6 in a million from operation of the Project. As such, the District recommends the conclusion presented in Table 3.3-13 be corrected to indicate the cancer risk exceeds the District risk threshold of 20 in a million.
- Construction related impacts were not identified or analyzed in the HRA. The District recommends addressing construction related health impacts as part of this analysis. The risk from the Project should include all sources of toxic emissions from both construction and operation, whether or not they are subject to District permits.
- The gasoline loading emissions do not address episodic gasoline tank loading events, fuel spillage during refueling, or hose permeation. The District recommends reviewing the California Air Resources Board (CARB) Industry Wide Technical Guidance to address these sources of emissions: <https://ww2.arb.ca.gov/resources/documents/gasoline-service-station-industrywide-risk-assessment-guidance>
- The only toxic pollutant evaluated from gasoline dispensing was Benzene. The District recommends including ethyl benzene, hexane, naphthalene, propylene, toluene, and xylenes as described in CARBs Industry Wide Technical Guidance: <https://ww2.arb.ca.gov/resources/documents/gasoline-service-station-industrywide-risk-assessment-guidance>
- The DEIR states that the Project will have quick serve restaurants. The District recommends that the City address potential toxic emissions associated with commercial cooking activities from these restaurants.
- On-site truck travel emissions factors used the Emissions FACTor (EMFAC) 10 mile-per-hour (MPH) speed bin. The District recommends using the average emission factor for the 5-15 MPH speed bins.
- Off-site truck travel emission factors used the EMFAC 40 MPH speed bin. The District recommends taking the average emission factor for all speed bins the vehicles could reasonably travel within 0.25 miles of the facility.
- The Air Dispersion model uses flat terrain. The District recommends importing the terrain elevations to improve the air dispersion model.

G-4

- The location of the point source (vapor recovery unit) unit was modeled in the middle of the canopies. Typically these units are not located inside canopies. If the precise location is not known, the District recommends planning this unit where it would be expected to be located.

G-4

Based on the above comments, the District recommends the HRA be revised accordingly.

3) Truck Routing

Truck routing involves the assessment of which roads Heavy Heavy-Duty (HHD) trucks take to and from their destination, and the emissions impact that the HHD trucks may have on residential communities and sensitive receptors.

Since the Project consists of a regional travel facility that includes 246 truck/trailer parking spaces and a full service truck repair shop, the Project is expected to generate HHD truck trips in the area. The District recommends the City evaluate HHD truck routing patterns for the Project, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. This evaluation would consider the current truck routes, the quantity and type of each truck (e.g., Medium Heavy-Duty, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall Vehicle Miles Traveled (VMT), and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality.

G-5

4) Cleanest Available Heavy-Duty Trucks

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NOx emissions in the San Joaquin Valley. Accordingly, to meet federal air quality attainment standards, the District's ozone and particulate matter attainment plans rely on a significant and rapid transition of HHD fleets to zero or near-zero emissions technologies.

G-6

Since the Project consists of a regional travel facility that includes 246 truck/trailer parking spaces and a full service truck repair shop, the Project is expected to generate HHD truck trips in the area. The District recommends that the following measures be considered by the City to reduce Project-related operational emissions:

- *Recommended Measure:* Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero technologies.
- *Recommended Measure:* All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.

5) Reduce Idling of Heavy-Duty Trucks

The goal of this strategy is to limit the potential for localized PM2.5 and toxic air contaminant impacts associated with the idling of Heavy-Duty trucks. The diesel exhaust from idling has the potential to impose significant adverse health and environmental impacts.

G-7

Since the Project consists of a regional travel facility that includes 246 truck/trailer parking spaces and a full service truck repair shop, the Project is expected to generate HHD truck trips in the area. The District recommends the DEIR be revised to include measures to ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) and discuss the importance of limiting the amount of idling, especially near sensitive receptors.

6) Under-fired Charbroilers

The Project may have restaurants with under-fired charbroilers. Such charbroilers may pose the potential for immediate health risk, particularly when located in densely populated areas or near sensitive receptors.

Since the cooking of meat can release carcinogenic PM2.5 species, such as polycyclic aromatic hydrocarbons, controlling emissions from new under-fired charbroilers will have a substantial positive impact on public health. The air quality impacts on neighborhoods near restaurants with under-fired charbroilers can be significant on days when meteorological conditions are stable, when dispersion is limited and emissions are trapped near the surface within the surrounding neighborhoods. This potential for neighborhood-level concentration of emissions during evening or multi-day stagnation events raises air quality concerns.

G-8

Furthermore, reducing commercial charbroiling emissions is essential to achieving attainment of multiple federal PM2.5 standards. Therefore, the District recommends that the DEIR include a measure requiring the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers.

The District is available to assist the City and project proponents with this assessment. Additionally, the District is currently offering substantial incentive funding that covers the full cost of purchasing, installing, and maintaining the system during a demonstration period covering two years of operation. Please contact the District at (559) 230-5800 or technology@valleyair.org for more information, or visit: <https://ww2.valleyair.org/grants/restaurant-charbroiler-technology-partnership/>

7) Vegetative Barriers and Urban Greening

There are residential units located north of the Project. The District suggests the City consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residential units).

G-13
cont.

G-9

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

8) Clean Lawn and Garden Equipment in the Community

Since the Project consists of commercial development, gas-powered commercial lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: <https://ww2.valleyair.org/grants/clean-green-yard-machines-residential/> and <https://ww2.valleyair.org/grants/zero-emission-landscaping-equipment-voucher-program/>.

G-10

9) On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for the Project.

G-11

10) Electric Infrastructure

The District recommends that the City require all nonresidential buildings be designed to provide electric infrastructure to support the use of on-road zero emissions vehicles, such as HHD trucks associated with this Project.

Per the DEIR on page ES-2, the Project will include electric vehicle parking spaces. To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations.

Please visit <https://ww2.valleyair.org/grants/charge-up> for more information.

G-12

11) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: <https://ww2.valleyair.org/rules-and-planning/current-district-rules-and-regulations>. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

G-13

11a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified

Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the Project proponent should submit to the District an application for an ATC. For further information or assistance, the project proponent may contact the District's SBA Office at (209) 557-6446.

11b) District Rule 9510 - Indirect Source Review (ISR)

The Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 2,000 square feet of commercial space.

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Per Section 5.0 of the ISR Rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. As of the date of this letter, the District has not received an AIA application for this Project. Please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510 so that proper mitigation and clean air design under ISR can be incorporated into the Project's design. One AIA application should be submitted for the entire Project.

Information about how to comply with District Rule 9510 can be found online at: <https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview>

The AIA application form can be found online at: <https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview/forms-and-applications/>

District staff is available to provide assistance and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

G-13
cont.

11c) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: <https://ww2.valleyair.org/compliance/demolition-renovation/>

11d) District Rule 4601 (Architectural Coatings)

The Project will be subject to District Rule 4601 since it is expected to utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at: <https://ww2.valleyair.org/media/tkqjeusd/rule-4601.pdf>

G-13
cont.

11e) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*.

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at: <https://ww2.valleyair.org/media/fm3jrbsq/dcp-form.docx>

San Joaquin Valley Air Pollution Control District
District Reference No: 20240179
March 25, 2024

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Information about District Regulation VIII can be found online at:
<https://ww2.valleyair.org/dustcontrol>

11f) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

G-13
cont.

12) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

G-14

If you have any questions or require further information, please contact Matt Crow by e-mail at Matt.Crow@valleyair.org or by phone at (559) 230-5931.

Sincerely,

Tom Jordan
Director of Policy and Government Affairs



Mark Montelongo
Program Manager

G-2

Response to Letter G: San Joaquin Valley Air Pollution Control District

Response G-1: This comment is noted. This comment serves as an introduction to the letter and does not warrant a response. No further response is necessary.

Response G-2: The commentor states that the Air District recommends, to reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment.

This comment is noted. However, as provided on pages 3.3-36 through 3.3-43 of the Draft EIR, the proposed Project would not generate a significant impact for construction emissions under Impact 3.3-2 (regarding whether the Project would or would not result in a cumulatively considerable net increase of a criteria pollutant for which the region is in nonattainment under an applicable federal or State ambient air quality standard). Therefore, no mitigation related to construction emissions is appropriate or required under CEQA. Nevertheless, the Project applicant will consider utilizing the available off-road construction equipment during Project construction. No further response to this comment is warranted.

Response G-3: The commentor states that, per DEIR page 3.3-38, the Project is anticipated to generate 700 heavy-duty truck trips per day. The commentor further states that, given the Project consists of a regional travel facility that will generate heavy-duty truck trips with the ability to travel further distances, the District recommends that the DEIR include a qualitative discussion regarding the project-specific trip length for heavy-duty trucks.

This comment is noted. Based on this comment, additional text has been added to page 3.3-36 of Section 3.3: Air Quality of the Draft EIR as an errata, as follows:

The land use assumptions for the modeling are: Gasoline/Service Station – 16 pumps; Gasoline Service Station – 8 pumps; Strip Mall – 16,688 square feet; Automobile Care Center – 13,846 square feet; and Other Asphalt Surfaces - 18.85125353 acres. Land uses were selected on a best-fit basis, and are consistent with the land use assumptions made by Fehr & Peers in their Transportation Analysis Report (2023) for the proposed Project. Total development acres were assumed to be 19.63 acres, consistent with the Development Area for the proposed Project. Vehicle trips, vehicle miles traveled (VMT), and fleet mix estimates in the modeling are consistent with those provided by Fehr & Peers in its traffic analysis. Specifically, as provided by Fehr & Peers, the proposed Project would generate 3,800 total daily vehicle trips and 19,500 total daily VMT, and the fleet mix associated with the proposed Project was adjusted to reflect the proportion of heavy-duty trucks as a percentage of overall vehicle trips. Project-specific trip lengths for both passenger vehicles and heavy-duty trucks were adjusted within CalEEMod to reflect this information (see Appendix F of the Draft EIR for further detail).

Response G-4: The commentor states that the Air District has reviewed the Health Risk Assessment (HRA) for the Project and has several specific comments relating to it, as follows:

“Health Risk Screening/Assessment

The District has reviewed the Health Risk Assessment (HRA) for the Project and has the following comments:

- *Table 3.3-13 of the DEIR estimates a cancer risk of 28.6 in a million from operation of the Project. As such, the District recommends the conclusion presented in Table 3.3-13 be corrected to indicate the cancer risk exceeds the District risk threshold of 20 in a million.*
- *Construction related impacts were not identified or analyzed in the HRA. The District recommends addressing construction related health impacts as part of this analysis. The risk from the Project should include all sources of toxic emissions from both construction and operation, whether or not they are subject to District permits.*
- *The gasoline loading emissions do not address episodic gasoline tank loading events, fuel spillage during refueling, or hose permeation. The District recommends reviewing the California Air Resources Board (CARB) Industry Wide Technical Guidance to address these sources of emissions: <https://ww2.arb.ca.gov/resources/documents/gasoline-service-stationindustrywide-risk-assessment-guidance>*
- *The only toxic pollutant evaluated from gasoline dispensing was Benzene. The District recommends including ethyl benzene, hexane, naphthalene, propylene, toluene, and xylenes as described in CARBs Industry Wide Technical Guidance: <https://ww2.arb.ca.gov/resources/documents/gasolineservice-station-industrywide-risk-assessment-guidance>*
- *The DEIR states that the Project will have quick serve restaurants. The District recommends that the City address potential toxic emissions associated with commercial cooking activities from these restaurants.*
- *On-site truck travel emissions factors used the Emissions FACTor (EMFAC) 10 mile-per-hour (MPH) speed bin. The District recommends using the average emission factor for the 5-15 MPH speed bins.*
- *Off-site truck travel emission factors used the EMFAC 40 MPH speed bin. The District recommends taking the average emission factor for all speed bins the vehicles could reasonably travel within 0.25 miles of the facility.*
- *The Air Dispersion model uses flat terrain. The District recommends importing the terrain elevations to improve the air dispersion model.*
- *The location of the point source (vapor recovery unit) unit was modeled in the middle of the canopies. Typically these units are not located inside canopies. If the precise location is not known, the District recommends planning this unit where it would be expected to be located.”*

This comment is noted. Based on the first bullet point, revisions to Section 3.3: Air Quality have been made. Specifically, Table 3.3-13 of the Draft EIR has been corrected to indicate that cancer risk exceeds the District threshold of 20 in a million. This was originally a textual error. The specific textual errata change is provided at the end of this comment response.

Regarding the second bullet point, it should be noted that analyzing construction-related HRA impacts are not required under CEQA, given the short-term nature of construction emissions. Specifically, we have reviewed the referenced OEHHA Guidance Manual to determine applicability of modeling potential Project construction health risks from diesel particulate matter (DPM), which would be the only potential TAC of concern for the proposed Project during Project construction. The SJVAPCD points to the OEHHA Guidance Manual¹ as the guidebook for developing air toxics health risk assessments (HRAs).

The OEHHA Guidance states “Due to the uncertainty in assessing cancer risk from very short-term exposures, we do not recommend assessing cancer risk for projects lasting less than two months at the MEIR. We recommend that exposure from projects longer than 2 months, but less than 6 months be assumed to last 6 months (e.g., a 2-month project would be evaluated as if it lasted 6 months).” (2015 Guidance Manual p. 8-18.)

Given the OEHHA’s Guidance, the determination of whether it is warranted to model potential construction air toxic within an HRA is dependent on whether or not early life exposure adjustments apply to DPM emissions resulting from construction activity. This memorandum outlines the substantial evidence to support why early life exposure adjustments are not applicable to construction DPM and therefore a health risk assessment that models construction DPM is not required due to the short-term duration of construction activity (long-term exposure of 25, 30, or 70 years of activity are typically used to generate a risk estimates).

For risk assessments conducted under the auspices of The Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588), OEHHA applies specific adjustment factors to all carcinogens regardless of purported mechanism of action. Notwithstanding, applicability of AB 2588 is limited to commercial and industrial operations. There are two broad classes of facilities subject to the AB 2588 Program: 1) Core facilities and 2) facilities identified within discrete industry-wide source categories. Core facilities subject to AB 2588 compliance are sources whose criteria pollutant emissions (particulate matter, oxides of sulfur, oxides of nitrogen and volatile organic compounds) are 25 tons per year or more as well as those facilities whose criteria pollutant emissions are 10 tons per year or more but less than 25 tons per year. Industry-wide source facilities are classified as smaller operations with relatively similar emission profiles (e.g., auto body shops, gas stations and dry cleaners using perchloroethylene). The emissions generated from off-road mobile sources are not classified in AB 2588 as core operations nor subject to industry-wide source evaluation.

To date, the SJVAPCD, as a commenting agency, has not conducted public workshops nor developed policy relating to the application of early-life exposure adjustments utilizing

¹ http://oehha.ca.gov/air/hot_spots/hotspots2015.html

the OEHHA Guidance Manual for projects prepared by other public/lead agencies subject to CEQA.

As a result, it is recommended that health risk assessments rely upon U.S. EPA documentation when evaluating the use of early life exposure adjustment factors (Supplemental Guidance for Assessing Susceptibility from Early-Life Exposure to Carcinogens, EPA/630/R-003F) wherein adjustment factors are only considered when carcinogens act “through the mutagenic mode of action.” A mutagen is a physical or chemical agent that changes genetic material, such as DNA, increasing the frequency of mutations to produce carcinogenic effects. The use of adjustment factors is recommended to account for the susceptibility of producing adverse health effects during early life stages from exposure to these mutagenic compounds.

In 2006, U.S. EPA published a memorandum which provides guidance regarding the preparation of health risk assessments should carcinogenic compounds elicit a mutagenic mode of action (USEPA, 2006)². As presented in the technical memorandum, numerous compounds were identified as having a mutagenic mode of action. For diesel particulates, polycyclic aromatic hydrocarbons (PAHs) and their derivatives, which are known to exhibit a mutagenic mode of action, comprise < 1% of the exhaust particulate mass. To date, the U.S. Environmental Protection Agency reports that whole diesel engine exhaust has not been shown to elicit a mutagenic mode of action (USEPA, 2018).³

Additionally, the California Department of Toxic Substances Control (DTSC) which is charged with protecting individuals and the environment from the effects of toxic substances and responsible for assessing, investigating and evaluating sensitive receptor populations to ensure that properties are free of contamination or that health protective remediation levels are achieved has adopted the U.S. EPA’s policy in the application of early-life exposure adjustments. As such, incorporation of early-life exposure adjustments for exposures to DPM emissions in the quantification of carcinogenic risk for construction of the proposed are not considered.

Given that there is no available guidance that has been adopted by SJVAPCD for CEQA purposes and the fact that the Project does not emit any pollutants during construction that would elicit a primary mutagenic mode of action, the use of the OEHHA guidelines to determine potential construction health risks is not required. Therefore, the HRA is not required to include an analysis of potential construction TAC risks associated with Project construction activities.

² United States Environmental Protection Agency, 2006. Memorandum – Implementation of the Cancer Guidelines and Accompanying Supplemental Guidance - Science Policy Council Cancer Guidelines Implementation Workgroup Communication II: Performing Risk Assessments that include Carcinogens Described in the Supplemental Guidance as having a Mutagenic Mode of Action.

³ United States Environmental Protection Agency, National Center for Environmental Assessment, 2018. Integrated Risk Information System (IRIS). Diesel Engine Exhaust.

With regard to the third bullet point, regarding gasoline loading emissions, it should be noted that the gasoline loading emissions do include both refueling vehicle fueling loss as well as spillage during refueling, as provided in the HRA prepared for the proposed Project, in contrast to the commentors' claim. Moreover, highly conservative assumptions were utilized within the model to estimate a higher-end range of Project risks. No further response to this comment is warranted.

With regard to the fourth bullet point, the commentor states that the only toxic pollutant evaluated from gasoline dispensing was Benzene. The commentor recommends evaluating additional potential TACs from gasoline dispensing. However, it should be noted that, out of all toxic air contaminants in gasoline, benzene is the most toxic component of gas station emissions. Specifically, as stated on page ES-4 of the California Air Resource Board's "Gasoline Service Station Industrywide Risk Assessment Technical Guidance" (February 18, 2022):

"Of the toxic air contaminants in gasoline, benzene is the most toxic component of gas station emissions. Exposure to these toxic air contaminants may lead to the following health issues: increased potential cancer risk, hematologic (or blood) disorders, reproductive or development issues, kidney problems, and issues with the nervous, respiratory, or endocrine systems."

Moreover, out of all of the risks associated with the proposed Project, risks associated diesel particulate matter (DPM) from the heavy-duty trucks traveling to, from, and within the Project site provide the greatest health risk. Additionally, given that benzene is the most toxic of substances from the gasoline refueling activities, risks from other toxic components of gasoline refueling activities would be very limited. Furthermore, it should also be noted that the Health Risk Assessment overall has been developed using conservative assumptions throughout, including the use of the 95th Percentile (High End) Intake Rate Percentile, which selects the high end intake rate to assess risk at the 95th percentile exposure rate for all pathways, representing the most conservative intake rate percentile assumption, as provided on page 3 of the Health Risk Assessment for the proposed Project. Additionally, as also stated on page 3 of the Health Risk Assessment, the Deposition Rate utilized for the analyses was '0.05 m/s (uncontrolled sources)', which represents the most conservative selection available for Deposition Rate. Therefore, overall, given the limited impact of other toxic contaminants in gasoline that were not analyzed in the Health Risk Assessment, and the use of highly conservative assumptions overall (for the TACs that were examined), beyond what is required, risks associated with the proposed Project are not anticipated to be greater than those disclosed with the Health Risk Assessment published with the Draft EIR. As provided, the health risks associated with Project operation would exceed the residential cancer risk threshold as provided by the SJVAPCD. This would not change regardless of whether effectively negligible additional health risks, such as ethyl benzene, hexane, naphthalene, propylene, toluene, and xylenes were to be added to the Health Risk Assessment or not.

With regard to the fifth bullet point, cooking from commercial activities within the Project site would generate virtually no toxic emissions, given the limited scale and type of such activities. Therefore, analysis of such emissions is not required by the applicable guidance documents nor would it meaningfully change the results of the Health Risk Assessment. Nevertheless, an additional mitigation measure has been added to Section 3.3: Air Quality of the Draft EIR (i.e. Mitigation Measure 3.3-2), which could reduce PM emissions associated with any new large restaurants operating under-fired charbroilers. See the comment response under Response G-7 for further detail.

With regard to the sixth bullet point, since the 10 MPH speed bin is similar to the average of the 5 to 15 MPH per hour speed bin, and since overall highly conservative assumptions have been throughout the Health Risk Assessment modeling, no modification to the Health Risk Assessment is warranted based on this comment.

Similarly, with regard to the seventh bullet point, the 40 MPH speed bin represents a conservative estimate of the emissions associated with Project travel outside of the Project site. Therefore, no modification to the approach utilized within the existing Health Risk Assessment is warranted.

With regard to the eighth bullet point, the commentor states that importing terrain elevations would improve the air dispersion model. However, the Project site is relatively flat, as is the area between the Project site and the nearest sensitive receptors. Therefore, adding terrain data to the Health Risk Assessment would not meaningfully change the risk results as provided in the Health Risk Assessment. Therefore, no modification to the approach utilized within the existing Health Risk Assessment is warranted.

With regard to the ninth bullet point, given the highly conservative assumptions utilized throughout the Health Risk Assessment, any adjustment to the exact location of the vapor recovery unit would have minimal to no impact on the Health Risk Assessment risk results. Moreover, the location of the vapor recovery unit point source is located close to where the actual unit would be located, as is.

Overall, the Health Risk Assessment that was included within the Draft EIR provides a highly conservative assessment of the Project's health risks associated with TACs.

Based on this comment, page 3.3-46 Section 3.3: Air Quality of the Draft EIR as an errata, as follows:

TABLE 3.3-13: SUMMARY OF MAXIMUM HEALTH RISKS

RISK METRIC	MAXIMUM RISK	SIGNIFICANCE THRESHOLD	IS THRESHOLD EXCEEDED?
<i>OPERATIONAL</i>			
Residential Cancer Risk (70-year exposure)	28.6 per million	20 per million	No Yes
Workplace Cancer Risk (40-year exposure)	5.9 per million	20 per million	No
Chronic (non-cancer)	0.12	Hazard Index ≥1	No
Acute (non-cancer) ¹	0.24	Hazard Index ≥1	No

SOURCES: AERMOD 12.0.0 (LAKES ENVIRONMENTAL SOFTWARE, 2023); AND HARP-2 AIR DISPERSION AND RISK TOOL (VERSION 22118).

Response G-5: The commentor states:

“Truck routing involves the assessment of which roads Heavy Heavy-Duty (HHD) trucks take to and from their destination, and the emissions impact that the HHD trucks may have on residential communities and sensitive receptors.

Since the Project consists of a regional travel facility that includes 246 truck/trailer parking spaces and a full service truck repair shop, the Project is expected to generate HHD truck trips in the area. The District recommends the City evaluate HHD truck routing patterns for the Project, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. This evaluation would consider the current truck routes, the quantity and type of each truck (e.g., Medium Heavy-Duty, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall Vehicle Miles Traveled (VMT), and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality.”

This comment is noted. While an additional evaluation of HHD truck routing pattern for the Project could provide some useful information, such an evaluation is not required by CEQA. That is, the commentor’s suggestion addresses a non-CEQA issue. Moreover, a traffic study was prepared for the proposed Project by Fehr & Peers in their *The Singh Petroleum Investments Project Transportation Analysis Report – Final* (August 23, 2023), which modeled and evaluated the anticipated HHD truck routing per the requirements of CEQA. No further response to this comment is warranted.

Response G-6: The commentor states:

“Cleanest Available Heavy-Duty Trucks

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the

single largest source of NOx emissions in the San Joaquin Valley. Accordingly, to meet federal air quality attainment standards, the District's ozone and particulate matter attainment plans rely on a significant and rapid transition of HHD fleets to zero or near-zero emissions technologies.

Since the Project consists of a regional travel facility that includes 246 truck/trailer parking spaces and a full service truck repair shop, the Project is expected to generate HHD truck trips in the area. The District recommends that the following measures be considered by the City to reduce Project-related operational emissions:

- *Recommended Measure: Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero technologies.*
- *Recommended Measure: All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.*

This comment is noted. Although the proposed Project has no feasible ability to control the type of vehicles that would travel to and from the Project site (as would be required by the first recommended measure), the Project applicant will consider requiring that all on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies (as feasible). No further response to this comment is warranted.

Response G-7: The commentor states:

"Reduce Idling of Heavy-Duty Trucks

The goal of this strategy is to limit the potential for localized PM2.5 and toxic air contaminant impacts associated with the idling of Heavy-Duty trucks. The diesel exhaust from idling has the potential to impose significant adverse health and environmental impacts.

Since the Project consists of a regional travel facility that includes 246 truck/trailer parking spaces and a full service truck repair shop, the Project is expected to generate HHD truck trips in the area. The District recommends the DEIR be revised to include measures to ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) and discuss the importance of limiting the amount of idling, especially near sensitive receptors."

This comment is noted. Based on this comment, an additional mitigation measure (i.e. Mitigation Measure 3.3-1) has been added to page 3.3-49 Section 3.3: Air Quality of the Draft EIR as an errata, as follows:

CONCLUSION

TACs generated by the proposed Project would exceed the applicable residential cancer risk threshold, as shown in Table 3.3-13. The proposed Project is required to implement the following mitigation measures (Mitigation Measure 3.3-1 and Mitigation Measure 3.3-2). However, even with implementation of these mitigation measures, the proposed Project is still anticipated to exceed the residential cancer risk threshold, as shown in Table 3.3-13. Therefore, this impact would be **significant and unavoidable**.

Mitigation Measure(s)

Mitigation Measure 3.3-1: *During Project operation, the proposed Project shall comply with the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480), which provides idling restrictions for diesel-fueled commercial vehicles. Therefore, the Project applicant shall post signs throughout the Project site, as appropriate, identifying and/or summarizing the applicable idling limitations consistent with these requirements.*

Mitigation Measure 3.3-2: *The Project applicant shall require the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers.*

Response G-8: The commentor states:

"Under-fired Charbroilers

The Project may have restaurants with under-fired charbroilers. Such charbroilers may pose the potential for immediate health risk, particularly when located in densely populated areas or near sensitive receptors.

Since the cooking of meat can release carcinogenic PM2.5 species, such as polycyclic aromatic hydrocarbons, controlling emissions from new under-fired charbroilers will have a substantial positive impact on public health. The air quality impacts on neighborhoods near restaurants with under-fired charbroilers can be significant on days when meteorological conditions are stable, when dispersion is limited and emissions are trapped near the surface within the surrounding neighborhoods. This potential for neighborhood-level concentration of emissions during evening or multi-day stagnation events raises air quality concerns.

Furthermore, reducing commercial charbroiling emissions is essential to achieving attainment of multiple federal PM2.5 standards. Therefore, the District recommends that the DEIR include a measure requiring the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers.

The District is available to assist the City and project proponents with this assessment. Additionally, the District is currently offering substantial incentive funding that covers the full cost of purchasing, installing, and maintaining the system during a demonstration period covering two years of operation. Please

contact the District at (559) 230-5800 or technology@valleyair.org for more information, or visit: <https://ww2.valleyair.org/grants/restaurant-charbroiler-technology-partnership/>”

This comment is noted. Based on this comment, an additional mitigation measure (i.e. Mitigation Measure 3.3-2) has been added to page 3.3-49 of Section 3.3: Air Quality of the Draft EIR as an errata, as follows:

CONCLUSION

TACs generated by the proposed Project would exceed the applicable residential cancer risk threshold, as shown in Table 3.3-13. The proposed Project is required to implement the following mitigation measures (Mitigation Measure 3.3-1 and Mitigation Measure 3.3-2). However, even with implementation of these mitigation measures, the proposed Project is still anticipated to exceed the residential cancer risk threshold, as shown in Table 3.3-13. Therefore, this impact would be **significant and unavoidable**.

Mitigation Measure(s)

Mitigation Measure 3.3-1: *During Project operation, the proposed Project shall comply with the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480), which provides idling restrictions for diesel-fueled commercial vehicles. Therefore, the Project applicant shall post signs throughout the Project site, as appropriate, identifying and/or summarizing the applicable idling limitations consistent with these requirements.*

Mitigation Measure 3.3-2: *The Project applicant shall require the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers.*

Response G-9: The commentor states:

“Vegetative Barriers and Urban Greening

There are residential units located north of the Project. The District suggests the City consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residential units).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population’s exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.”

This comment is noted. The Project applicant will consider utilizing vegetative barriers and urban greening, in accordance with this recommendation. No further comment response is warranted.

Response G-10: The commentor states:

“Clean Lawn and Garden Equipment in the Community

Since the Project consists of commercial development, gas-powered commercial lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District’s Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: <https://ww2.valleyair.org/grants/clean-green-yard-machines-residential/> and <https://ww2.valleyair.org/grants/zero-emission-landscaping-equipment-voucher-program/>.”

This comment is noted. The Project applicant will consider utilized electric lawn care equipment, in accordance with this recommendation. No further comment response is warranted.

Response G-11: The commentor states:

“On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for the Project.”

This comment is noted. However, the Project site has limited space for on-site solar PV. Moreover, such a measure, beyond what is already required under the law, may not be feasible for the Project developer. Nevertheless, the Project applicant may still choose to develop the Project site in accordance with this recommendation, by considering incorporating solar power systems as an emission reduction strategy for the Project. No further comment response is warranted.

Response G-12: The commentor states:

“Electric Infrastructure

The District recommends that the City require all nonresidential buildings be designed to provide electric infrastructure to support the use of on-road zero emissions vehicles, such as HHD trucks associated with this Project.

Per the DEIR on page ES-2, the Project will include electric vehicle parking spaces. To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District’s Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations.

Please visit <https://ww2.valleyair.org/grants/charge-up> for more information.”

This comment is noted. The Project applicant will consider installing further electric infrastructure, in accordance with this recommendation. No further comment response is warranted.

Response G-13: The commentor provides a list of potential Air District Rules and Regulations that may be applicable to the proposed Project.

This comment is noted. A list of applicable Air District Rules and Regulations is including within the setting discussion of Chapter 3.3: Air Quality, of the Draft EIR. The proposed Project would implement the applicable Air District Rules and Regulations, including those applicable to the Project as listed within the comment, as required by law. No further response to this comment is warranted.

Response G-14: The commentor states that the District recommends that a copy of the District’s comments be provided to the Project proponent. A further conclusory statement to the comment letter is provided.

This comment is noted. This comment serves as an conclusion to the letter and does not warrant a response. No further response is necessary.

This section includes minor edits and changes to the Draft EIR. These modifications resulted from responses to comments received during the public review period for the Draft EIR, as well as City staff-initiated edits to clarify the details of the project.

Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, nor do they alter the conclusions of the environmental analysis that would warrant recirculation of the Draft EIR pursuant to State CEQA Guidelines Section 15088.5.

Other minor changes to various sections of the Draft EIR are also shown below. These changes are provided in revision marks with underline for new text and ~~strike out for deleted text~~.

3.1 REVISIONS TO THE DRAFT EIR

0.0 EXECUTIVE SUMMARY

The following change was made to page ES-7, under Impact 3.3-3 (within the third column of Table ES-2) the Draft EIR:

Mitigation Measure 3.3-1: During Project operation, the proposed Project shall comply with the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480), which provides idling restrictions for diesel-fueled commercial vehicles. Therefore, the Project applicant shall post signs throughout the Project site, as appropriate, identifying and/or summarizing the applicable idling limitations consistent with these requirements.

Mitigation Measure 3.3-2: The Project applicant shall require the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers.

None feasible

1.0 INTRODUCTION

No changes were made to Chapter 1.0 of the Draft EIR.

2.0 PROJECT DESCRIPTION

No changes were made to Chapter 2.0 of the Draft EIR.

3.1 AESTHETICS AND VISUAL RESOURCES

No changes were made to Section 3.1 of the Draft EIR.

3.2 AGRICULTURAL RESOURCES

No changes were made to Section 3.2 of the Draft EIR.

3.3 AIR QUALITY

The following change was made to page 3.3-46 the Draft EIR:

3.0 REVISIONS

TABLE 3.3-13: SUMMARY OF MAXIMUM HEALTH RISKS

RISK METRIC	MAXIMUM RISK	SIGNIFICANCE THRESHOLD	IS THRESHOLD EXCEEDED?
<i>OPERATIONAL</i>			
Residential Cancer Risk (70-year exposure)	28.6 per million	20 per million	No Yes
Workplace Cancer Risk (40-year exposure)	5.9 per million	20 per million	No
Chronic (non-cancer)	0.12	Hazard Index ≥ 1	No
Acute (non-cancer) ¹	0.24	Hazard Index ≥ 1	No

SOURCES: AERMOD 12.0.0 (LAKES ENVIRONMENTAL SOFTWARE, 2023); AND HARP-2 AIR DISPERSION AND RISK TOOL (VERSION 22118).

Additionally, the following changes was made to page 3.3-49 the Draft EIR:

CONCLUSION

TACs generated by the proposed Project would exceed the applicable residential cancer risk threshold, as shown in Table 3.3-13. The proposed Project is required to implement the following mitigation measures (Mitigation Measure 3.3-1 and Mitigation Measure 3.3-2). However, even with implementation of these mitigation measures, the proposed Project is still anticipated to exceed the residential cancer risk threshold, as shown in Table 3.3-13. Therefore, this impact would be **significant and unavoidable**.

MITIGATION MEASURE(S)

Mitigation Measure 3.3-1: *During Project operation, the proposed Project shall comply with the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480), which provides idling restrictions for diesel-fueled commercial vehicles. Therefore, the Project applicant shall post signs throughout the Project site, as appropriate, identifying and/or summarizing the applicable idling limitations consistent with these requirements.*

Mitigation Measure 3.3-2: *The Project applicant shall require the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers.*

3.4 BIOLOGICAL RESOURCES

No changes were made to Section 3.4 of the Draft EIR.

3.5 CULTURAL AND TRIBAL RESOURCES

No changes were made to Section 3.5 of the Draft EIR.

3.6 GEOLOGY AND SOILS

The following changes were made to page 3.6-22 of Section 3.6 of the Draft EIR:

Mitigation Measure 3.6-1: *Prior to the start of ground disturbing activities, a geotechnical engineer shall review project improvement plans (including but not limited to grading plans and site plans) to identify potential conflicts and to verify that the recommendations contained in the Geotechnical*

Engineering Investigation completed for the project (CTE CAL, Inc., 2022) (Appendix D of the Draft EIR) are noted on project improvement plans. The recommendations are generally outlined in Mitigation Measure 3.6-2 while the complete recommendations are included in Chapter 5 of the Geotechnical Engineering Investigation.

Mitigation Measure 3.6-21: *All grading operations and construction shall be conducted in conformance with the recommendations included in the Geotechnical Engineering Investigation for Singh Petroleum Investments Percolation (CTE CAL, Inc., 2022) (Appendix D of the Draft EIR). Specific recommendations in the Geotechnical Engineering Investigation address the following and shall be incorporated into the final Project plans and construction-level geotechnical report:*

3.7 GREENHOUSE GASES, CLIMATE CHANGE AND ENERGY

No changes were made to Section 3.7 of the Draft EIR.

3.8 HAZARDS AND HAZARDOUS MATERIALS

The following changes were made to page 3.8-24 of Section 3.8 of the Draft EIR:

Mitigation Measure 3.8-1: *Prior to ~~issuance of a building permit~~ approval of grading plans for the Project site, the Project applicant shall hire a qualified consultant to perform additional soil and site testing. The following areas of the Project site have already been deemed to have potentially hazardous conditions present:*

- *Petroleum: The eastern portion of the Project site where several drums of waste oil, oil, oil filters and paint were previously dumped and impacted the soil.*
- *Agrichemicals: The portions of the Project site which were previously used for agricultural uses.*

The intent of the additional testing is to investigate whether soils contain hazardous materials, including petroleum products or agrichemicals (including pesticides, herbicides, diesel, petrochemicals, etc.).

A soil sampling and analysis workplan shall be submitted for approval the San Joaquin County Environmental Health Department prior to the work. The sampling and analysis plan shall meet the requirements of the Department of Toxic Substances Control Interim Guidance for Sampling Agricultural Properties (2008), and the County Department of Environmental Resources Recommended Soil and Groundwater Sampling for Underground Tank Investigations (2013).

If the sampling results indicate the presence of agrichemicals that exceed commercial screening levels, a removal action workplan shall be prepared in coordination with San Joaquin County Environmental Health Department. The removal action workplan shall include a detailed engineering plan for conducting the removal action, a description of the onsite contamination, the goals to be achieved by the removal action, and any alternative removal options that were considered and rejected and the basis for that rejection. A no further action letter shall be issued by San Joaquin County Environmental Health Department upon completion of the removal action. The removal action shall be deemed complete when the confirmation samples exhibit concentrations below the commercial screening levels, which will be established by the agencies.

3.0 REVISIONS

3.10 LAND USE

No changes were made to Section 3.10 of the Draft EIR.

3.11 NOISE

No changes were made to Section 3.11 of the Draft EIR.

3.12 PUBLIC SERVICES

No changes were made to Section 3.12 of the Draft EIR.

3.13 TRANSPORTATION AND CIRCULATION

No changes were made to Section 3.13 of the Draft EIR.

3.14 UTILITIES AND SERVICE SYSTEMS

No changes were made to Section 3.14 of the Draft EIR.

4.0 OTHER CEQA-REQUIRED TOPICS

The following changes were made to pages 4.0-6 and 4.0-7 of Chapter 4.0 the Draft EIR:

Impact 4.2: Cumulative Conflicts with the Applicable Zoning and Other Regulations Governing Scenic Quality (~~Less than Significant and Unavoidable and Cumulatively Considerable~~)

As described in Section 3.1, the proposed Project would result in a land use consistent with the land use designation of the Project site. More specifically, the Project proposes the construction of freeway commercial services, consisting of a new travel center with multiples facilities, gasoline and diesel refueling stations, service station, and parking lots. These improvements would be aesthetically similar to service uses currently developed or anticipated within the immediate area and along I-5, such as the trucking sales and travel service centers across I-5 from the Project site. The proposed buildings and new impervious surface, in and of itself, would not substantially degrade the existing visual character or quality of the area and its surroundings, since uses would be similar to the urbanized uses near the proposed Project site. Therefore, while the Project would result in a loss of rural agricultural land, it would result in the development of commercial uses in an area of Lathrop currently planned for and developed with similarly scaled travel center amenities.

Under cumulative conditions, buildout of the General Plans for Lathrop and the surrounding jurisdictions could result in changes to the visual character and quality of the City of Lathrop through development of undeveloped areas and/or changes to the character of existing communities. Development of the proposed Project, in addition to other future projects in the area, would change the existing visual and scenic qualities of the City. It is noted that although the Project site is undeveloped and was previously used for agricultural uses, the General Plan designates the site for Freeway Commercial uses. Additionally, the surrounding areas to the north, east, and south are designated for urban uses (including Freeway Commercial and Industrial uses) by the General Plan. The proposed General Plan amendment for the western portion of the site (from Agriculture/General [County] to Freeway Commercial [City]) would be processed as part of the

proposed Project entitlements. Overall, the General Plan and associated EIR anticipated development of the area to the north, south, and east of the Project site for similar uses as proposed by the Project.

Development within the City would be required to be consistent with the General Plan policies and City Municipal Code, both of which cover aesthetics and visual characteristics. Further, the Municipal Code contains development standards that address the visual character of a development project, such as building height, massing, setbacks, lighting, and landscaping. Implementation of these requirements would reduce the impacts associated with development. As such, impacts relative to scenic quality would be *less than significant*.

5.0 ALTERNATIVES TO THE PROPOSED PROJECT

No changes were made to Chapter 5.0 of the Draft EIR.

6.0 REPORT PREPARERS

No changes were made to Chapter 6.0 of the Draft EIR.

7.0 REFERENCES

No changes were made to Chapter 7.0 of the Draft EIR.

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This document is the Final Mitigation Monitoring and Reporting Program (FMMRP) for the Singh Petroleum Investments (Project). This FMMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to “adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” A FMMRP is required for the proposed Specific Plan because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

The numbering of the individual mitigation measures follows the numbering sequence as found in the Draft EIR.

4.1 MITIGATION MONITORING AND REPORTING PROGRAM

The FMMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in this Final EIR.

The City of Lathrop will be the primary agency responsible for implementing the mitigation measures and will continue to monitor mitigation measures that are required to be implemented during the operation of the Specific Plan.

The FMMRP is presented in tabular form on the following pages. The components of the FMMRP are described briefly below:

- **Mitigation Measures:** The mitigation measures are taken from the Draft EIR in the same order that they appear in that document.
- **Mitigation Timing:** Identifies at which stage of the project mitigation must be completed.
- **Monitoring Responsibility:** Identifies the agency that is responsible for mitigation monitoring.
- **Compliance Verification:** This is a space that is available for the monitor to date and initial when the monitoring or mitigation implementation took place.

4.0

MITIGATION MONITORING AND REPORTING PROGRAM

TABLE 4.0-1: MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
AIR QUALITY				
Impact 3.3-3: The proposed Project could expose sensitive receptors to substantial pollutant concentrations	<p>Mitigation Measure 3.3-1: During Project operation, the proposed Project shall comply with the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480), which provides idling restrictions for diesel-fueled commercial vehicles. Therefore, the Project applicant shall post signs throughout the Project site, as appropriate, identifying and/or summarizing the applicable idling limitations consistent with these requirements.</p> <p>Mitigation Measure 3.3-2: The Project applicant shall require the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers.</p>	<p>City of Lathrop Planning Division</p> <p>City of Lathrop Planning Division</p>	<p>During Project operation</p> <p>Prior to approval of the final Project plans</p>	
BIOLOGICAL RESOURCES				
Impact 3.4-1: The proposed Project would not have a substantial direct or indirect effect on special-status invertebrate species, including through substantial reduction of habitat, substantial reduction of the number or restriction in the range of a listed species, elimination of an animal community, or a drop in population levels below self-sustaining levels	<p>Mitigation Measure 3.4-1: The Project applicant shall implement the following measure to avoid or minimize impacts on special-status bumble bees:</p> <p><i>A qualified biologist(s) shall conduct a preconstruction survey with 7 days of the commencement of work. If special-status bees of any species are observed, they shall be photographed for identification. If construction begins between March 1 and November 1, the ground shall also be searched during the survey for active bumble bee colonies. If bee colonies are identified, these colonies shall be demarcated with a flagged avoidance buffer, as determined by a qualified biologist and shall be avoided during the active season from March 1 through November 1, or until the qualified biologist has determined that the colony is no longer active or until the colony is relocated.</i></p>	<p>City of Lathrop Planning Division</p> <p>Qualified biologist</p>	<p>Within 7 days of the commencement of work</p>	
Impact 3.4-2: The proposed Project has the potential to have substantial direct or indirect effects on special-status reptile and amphibian species, including through substantial reduction of habitat, substantial reduction of the number or restriction in the range of a listed species, elimination of a reptile or amphibian community, or a drop	<p>Mitigation Measure 3.4-2: Prior to commencement of any grading activities, the Project proponent shall obtain coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through implementation of incidental take and minimization Measures (ITMMs) and payment of fees for conversion of lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. Obtaining coverage for a Project includes incidental take authorization (permits) under the Endangered Species Act Section 10(a), California Fish and Game Code Section 2081, and the MBTA. Coverage under the SJMSCP would fully mitigate all habitat</p>	<p>City of Lathrop Planning Division</p> <p>SJCOG</p>	<p>Prior to commencement of any grading activities</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
in population levels below self-sustaining levels	<i>impacts on covered special-status species.</i>			
Impact 3.4-3: The proposed Project has the potential to have substantial direct or indirect effects on special-status bird species, including through substantial reduction of habitat, substantial reduction of the number or restriction in the range of a listed species, elimination of a bird community, or a drop in population levels below self-sustaining levels	<i>Implement Mitigation Measure 3.4-2.</i>	See Mitigation Measure 3.4-2	See Mitigation Measure 3.4-2	
Impact 3.4-4: The proposed Project has the potential for substantial direct or indirect effects on special-status mammal species, including through substantial reduction of habitat, substantial reduction of the number or restriction of the range of a listed species, elimination of a mammal community, or a drop in population levels below self-sustaining levels	<i>Implement Mitigation Measure 3.4-2.</i>	See Mitigation Measure 3.4-2	See Mitigation Measure 3.4-2	
Impact 3.4-10: The proposed Project has the potential to conflict with an adopted Habitat Conservation Plan	<i>Implement Mitigation Measure 3.4-2.</i>	See Mitigation Measure 3.4-2	See Mitigation Measure 3.4-2	
CULTURAL AND TRIBAL RESOURCES				
Impact 3.5-1: Project implementation has the potential to cause a substantial adverse change to a significant historical or archaeological resource, as defined in CEQA Guidelines §15064.5	<i>Mitigation Measure 3.5-1: If subsurface deposits believed to be cultural, historical, archaeological, tribal, and/or human in origin are discovered during construction and/or ground disturbance, all work must halt within a 100-foot radius of the discovery. A Native American Representative from traditionally and culturally affiliated Native American Tribes that requested consultation shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed necessary by the City, a qualified</i>	City of Lathrop Planning Division Qualified archaeologist	If subsurface deposits believed to be cultural, historical, archaeological, tribal, and/or human in	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>cultural resources specialist meeting the Secretary of Interior’s Professional Qualifications Standards for Archaeology, may also assess the significance of the find in joint consultation with Native American Representatives to ensure that Tribal values are considered. Work at the discovery location cannot resume until it is determined by the City, in consultation with culturally affiliated tribes, that the find is not a tribal cultural resource, or that the find is a tribal cultural resource and all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB 52, has been satisfied. The qualified cultural resources specialist shall have the authority to modify the no-work radius as appropriate, using professional judgement. The following notifications and measures shall apply to potential unique archaeological resources and potential historical resources of an archaeological nature (as opposed to tribal cultural resources), depending on the nature of the find:</i></p> <ul style="list-style-type: none"> <i>• If the professional archaeologist determines that the find does not represent a cultural resource that might qualify as a unique archaeological resource or historical resource of an archaeological nature, work may resume immediately and no agency notifications are required.</i> <i>• If the professional archaeologist determines that the find does represent a cultural resource that might qualify as a unique archaeological resource or historical resource of an archaeological nature from any time period or cultural affiliation, he or she shall immediately notify the City and applicable landowner. The professional archaeologist and a representative from the City shall consult to determine whether any unique archaeological resources or historical resources of an archaeological nature are present, in part based on a finding of eligibility for inclusion in the NRHP or CRHR. If it is determined that unique archaeological resources or historical resources of an archaeological nature are present, the qualified archaeologist shall develop mitigation or treatment measures for consideration and approval by the City. Mitigation shall be developed and implemented in accordance with Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), preservation in place may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If approved by the City, such measures shall</i> 		<p><i>origin are discovered during construction and/or ground disturbance</i></p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>be implemented and completed prior to commencing further work for which grading or building permits were issued, unless otherwise directed by the City. Avoidance or preservation of unique archaeological resources or historical resources of an archaeological nature shall not be required where such avoidance or preservation in place would preclude the construction of important structures or infrastructure or require exorbitant expenditures, as determined by the City. Where avoidance or preservation are not appropriate for these reasons, the professional archaeologist, in consultation with the City, shall prepare a detailed recommended a treatment plan for consideration and approval by the City, which may include data recovery. If employed, data recovery strategies for unique archaeological resources that do not also qualify as historical resources of an archaeological nature shall follow the applicable requirements and limitations set forth in Public Resources Code Section 21083.2. Data recovery will normally consist of (but would not be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim of recovering important scientific data contained within the unique archaeological resource or historical resource of an archaeological nature. The data recovery plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and State repositories, libraries, and interested professionals. If data recovery is determined by the City to not be appropriate, then an equally effective treatment shall be proposed and implemented. Work may not resume within the no-work radius until the City, in consultation with the professional archaeologist, determines that the site either: 1) does not contain unique archaeological resources or historical resources of an archaeological nature; or 2) that the preservation and/or treatment measures have been completed to the satisfaction of the City.</i></p> <ul style="list-style-type: none"> <i>If the find includes human remains, or remains that are potentially human, the contractor shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the County Coroner (per Section 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. If the Coroner determines the remains are Native American and not</i> 			

4.0

MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>the result of a crime scene, then the Coroner will notify the Native American Heritage Commission, which then will designate a Native American Most Likely Descendant (MLD) for the project (§5097.98 of the Public Resources Code). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, then the NAHC can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction.</i></p>			
<p>Impact 3.5-2: Project implementation has the potential to disturb human remains, including those interred outside of formal cemeteries</p>	<p>Implement Mitigation Measure 3.5-1.</p>	<p>See Mitigation Measure 3.5-1</p>	<p>See Mitigation Measure 3.5-1</p>	
<p>Impact 3.5-3: Project implementation has the potential to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074</p>	<p>Implement Mitigation Measure 3.5-1.</p>	<p>See Mitigation Measure 3.5-1</p>	<p>See Mitigation Measure 3.5-1</p>	
<p>GEOLOGY AND SOILS</p>				
<p>Impact 3.6-3: The proposed Project has the potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of Project implementation, and potentially result in landslide, lateral spreading, subsidence, liquefaction or collapse</p>	<p>Mitigation Measure 3.6-1: <i>Prior to the start of ground disturbing activities, a geotechnical engineer shall review project improvement plans (including but not limited to grading plans and site plans) to identify potential conflicts and to verify that the recommendations contained in the Geotechnical Engineering Investigation completed for the project (CTE CAL, Inc., 2022) (Appendix D of the Draft EIR) are noted on project improvement plans. The recommendations are generally outlined in Mitigation Measure 3.6-2 while the complete recommendations are included in Chapter 5 of the Geotechnical Engineering Investigation.</i></p>	<p>City of Lathrop Planning Division</p>	<p>Prior to the start of ground disturbing activities</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>Mitigation Measure 3.6-2: All grading operations and construction shall be conducted in conformance with the recommendations included in the Geotechnical Engineering Investigation for Singh Petroleum Investments Percolation (CTE CAL, Inc., 2022) (Appendix D of the Draft EIR). Specific recommendations in the Geotechnical Engineering Investigation address the following and shall be incorporated into the final Project plans and construction-level geotechnical report:</p> <ol style="list-style-type: none"> 1. The Project proponent shall ensure that any loose, wet or otherwise unstable soil in the Project site shall be excavated and evaluated by Construction Testing & Engineering, Inc. (CTE) for possible re-use as engineered fill or disposed of offsite. Utilities that extend into the construction area and are scheduled to be abandoned shall be properly capped at the perimeter of the construction zone or moved as directed in the plans. A licensed Geotechnical Engineer shall observe and confirm that all asphalt and concrete debris, vegetation, and other organic material has been adequately removed in all proposed improvement areas. 2. Reinforced continuous and isolated spread footing foundations shall be used to support the proposed structures as the subject site consistent with the recommendations provided in Section 5.4, Lateral Load Resistance, provided in the Geotechnical Engineering Investigation. 3. Shallow footings shall be designed to resist lateral loads using the coefficient of friction. 4. Free draining retaining walls backfilled using permeable onsite soils or import fill, shall be designed using the equivalent fluid weights consistent with the recommendations provided in Section 5.5, Retaining Walls, provided in the Geotechnical Engineering Investigation. 5. Utility trenches placed along the perimeter of proposed foundations shall be constructed consistent with Section 5.6, Foundation Setback, provided in the Geotechnical Engineering Investigation. 6. All concrete slabs-on-ground placed beneath the structures shall be constructed consistent with Section 5.7, Concrete Slabs-On-Grade, provided in the Geotechnical Engineering Investigation. 7. All pavements shall be designed and constructed according to California Department of Transportation (Caltrans) standards consistent with Section 5.9, Pavement Section Alternatives, recommendations provided in the Geotechnical Engineering 	<p>City of Lathrop Planning Division</p>	<p>Prior to approval of the final Project plans</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>Investigation. The subgrade beneath all pavements shall be moisture conditioned and compacted in accordance with Table 5.2 of the Geotechnical Engineering Investigation as per ASTM D1557.</i></p> <p><i>8. Ground conditions shall be consistent with Section 5.10, Drainage, provided in the Geotechnical Engineering Investigation.</i></p> <p><i>9. The project shall be consistent with Section 5.8, Seismic Design Criteria, provided in the Geotechnical Engineering Investigation.</i></p> <p><i>10. The exposed over excavated surface shall then be scarified to a depth of approximately 12 inches, moisture conditioned and recompacted to the moisture and relative compaction required in Table 5.2 of the Geotechnical Engineering Investigation. Moisture density relationship shall be established in accordance with ASTM D1557. The compaction percent listed in Table 5.2 shall be based on percent relative compaction when compared to the maximum dry density determined in accordance with ASTM D1557. Additional engineered fill, if required, shall then be placed in 8 inch loose lifts, moisture conditioned and compacted in accordance with Table 5.2. After stripping in pavement improvement areas is conducted, the stripped areas shall be over excavated to 12 inches below the proposed pavement subgrade. The excavated surface shall then be scarified to a minimum depth of 12 inches, moisture conditioned and recompacted to the moisture and relative compaction required in Table 5.2. Moisture-density relationship shall be established in accordance with ASTM D1557. Proof rolling with heavy equipment shall be performed with CTE Cal present to confirm that subgrade is compacted, stable and does not deflect under heavy equipment loads. Additional engineered fill, if required, shall then be placed in 8-inch loose lifts, moisture conditioned and compacted in accordance with Table 5.2.</i></p> <p><i>Import soils proposed for engineered fill shall consist of soil deposits having an Expansion Index $EI < 20$ or liquid limit less than 30 ($LL < 12$), with no particles greater than 3 inches and 20 to 80% of the soil particles passing the #200 sieve. Imported fill meeting these requirements shall be placed in 8 inch loose lifts, moisture conditioned and compacted to the moisture content and percent relative compaction stated in table 5.2. A CTE representative shall approve all imported soils prior to delivery to the site.</i></p> <p><i>If unanticipated, unsuitable or unstable materials are encountered at the surface improvement subgrade or structure over-excavation such that proper compacted and stable materials cannot be obtained, over-excavations to remove such materials may be</i></p>			

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>required. A licensed Geotechnical Engineer shall inspect and approve all structure over-excavations, pavement and surface improvement subgrade areas to confirm that adequate soil conditions have been reached. The geotechnical engineer shall also observe and approve the scarification, moisture conditioning and recompaction of the excavated surfaces and the placement of all engineered fill.</p> <p>11. All earthworks shall be observed and tested by a licensed Geotechnical Engineer to verify that grading activity has been performed according to the recommendations contained within the Geotechnical Engineering Investigation prepared for the Project. The project engineer shall evaluate all footing excavations before reinforcing steel placement. To assure that the recommendations contained within the Geotechnical Engineering Investigation are adhered to the following minimum inspection and testing services shall be performed with regard to the geotechnical design of the project.</p> <ul style="list-style-type: none"> a. Continuous observation and testing during mass grading. b. Footing excavation inspection. c. Periodic Utility trench backfill testing for moisture and relative compaction. d. Slab subgrade inspection and testing prior to the placement of capillary moisture break materials for moisture and relative compaction. e. Pavement Class 2 Base inspection and testing prior to the placement of asphalt or concrete pavement. f. Asphalt relative compaction testing during pavement placement. <p>12. During Project construction, the Project proponent shall ensure that the areas underlying proposed structures be over excavated to the depth stated in Table 5.2 of the Geotechnical Engineering Investigation prepared for the Project by Construction Testing & Engineering, Inc. (CTE). The building pad over excavation shall extend to a minimum distance of at least 5 feet outside of all proposed structure areas if possible.</p>			
<p>Impact 3.6-5: The proposed Project has the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature</p>	<p>Mitigation Measure 3.6-3: Prior to approval of a grading permit, the Project proponent shall ensure that grading and improvement plans include the following note: "If any paleontological resources are found during grading and construction activities of the Project, all work shall be halted immediately within a 200-foot radius of the discovery until a qualified paleontologist has evaluated the find. Work shall not continue at the</p>	<p>City of Lathrop Planning Division</p>	<p>Prior to approval of a grading permit</p>	

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MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>discovery site until the paleontologist evaluates the find and makes a determination regarding the significance of the resource and identifies recommendations for conservation of the resource, including preserving in place or relocating on the Project site, if feasible, or collecting the resource to the extent feasible and documenting the find with the University of California Museum of Paleontology.”</p>			
HAZARDS AND HAZARDOUS MATERIALS				
<p>Impact 3.8-1: Potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment</p>	<p>Mitigation Measure 3.8-1: Prior to approval of grading plans for the Project site, the Project applicant shall hire a qualified consultant to perform additional soil and site testing. The following areas of the Project site have already been deemed to have potentially hazardous conditions present:</p> <ul style="list-style-type: none"> • <i>Petroleum:</i> The eastern portion of the Project site where several drums of waste oil, oil, oil filters and paint were previously dumped and impacted the soil. • <i>Agrichemicals:</i> The portions of the Project site which were previously used for agricultural uses. <p>The intent of the additional testing is to investigate whether soils contain hazardous materials, including petroleum products or agrichemicals (including pesticides, herbicides, diesel, petrochemicals, etc.).</p> <p>A soil sampling and analysis workplan shall be submitted for approval the San Joaquin County Environmental Health Department prior to the work. The sampling and analysis plan shall meet the requirements of the Department of Toxic Substances Control Interim Guidance for Sampling Agricultural Properties (2008), and the County Department of Environmental Resources Recommended Soil and Groundwater Sampling for Underground Tank Investigations (2013).</p> <p>If the sampling results indicate the presence of agrichemicals that exceed commercial screening levels, a removal action workplan shall be prepared in coordination with San Joaquin County Environmental Health Department. The removal action workplan shall include a detailed engineering plan for conducting the removal action, a description of the onsite contamination, the goals to be achieved by the removal action, and any alternative removal options that were considered and rejected and the basis for that rejection. A no further action letter shall be issued by San Joaquin County Environmental Health Department upon completion of the removal action. The removal action shall be deemed complete when the confirmation samples exhibit</p>	<p>City of Lathrop Planning Division</p>	<p>Prior to approval of grading plans for the Project site</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>concentrations below the commercial screening levels, which will be established by the agencies.</p> <p>Mitigation Measure 3.8-2: Prior to bringing hazardous materials onsite, the applicant shall submit a Hazardous Materials Business Plan (HMBP) to the San Joaquin County Environmental Health Department (CUPA) for review and approval. If during the construction process the applicant or any subcontractors generates hazardous waste, the applicant must register with the CUPA as a generator of hazardous waste, obtain an EPA ID# and accumulate, ship and dispose of the hazardous waste per Health and Safety Code Ch. 6.5. (California Hazardous Waste Control Law).</p> <p>Mitigation Measure 3.8-3: Prior to initiation of any ground disturbance activities within 50 feet of a well, the applicant shall hire a licensed well contractor to obtain a well destruction permit from San Joaquin County Environmental Health Department, and properly abandon and destruct the onsite wells, pursuant to review and approval of the City Engineer and the San Joaquin County Environmental Health Department.</p>	<p>City of Lathrop Planning Division</p> <p>City of Lathrop Planning Division</p>	<p>Prior to bringing hazardous materials onsite</p> <p>Prior to initiation of any ground disturbance activities within 50 feet of a well</p>	
NOISE				
<p>Impact 3.11-1: The proposed Project has the potential to generate 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</p>	<p>Mitigation Measure 3.11-1: The proposed noise barrier at the northern boundary of the project must be extended an additional 35 feet to the west to adequately shield the entire outdoor area of the sensitive receptor to the north. The total wall length should be at least 250 feet. The extended barrier is depicted in Figure 3.11-3.</p> <p>Mitigation Measure 3.11-2: The following multi-part mitigation measure shall be implemented during construction of the Project:</p> <ul style="list-style-type: none"> • Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be prohibited between the hours of ten p.m. of one day and seven a.m. of the next day, or eleven p.m. and nine a.m. Fridays, Saturdays and legal holidays. • Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. • When not in use, motorized construction equipment shall not be left 	<p>City of Lathrop Planning Division</p> <p>City of Lathrop Planning Division</p>	<p>Prior to approval of improvement plans</p> <p>Prior to approval of improvement plans</p>	

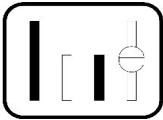
ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>idling for more than 5 minutes.</p> <ul style="list-style-type: none"> Stationary equipment (power generators, compressors, etc.) shall be located at the furthest practical distance from nearby noise-sensitive land uses or sufficiently shielded to reduce noise-related impacts. <p>These requirements shall be noted on the Project improvement plans and implemented prior to approval of grading and/or building permits. The City of Lathrop Community Development Department shall review and approve the improvements plans.</p>			
TRANSPORTATION AND CIRCULATION				
<p>Impact 3.13-1: Implementation of the proposed Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities</p>	<p>Mitigation Measure 3.13-1: The Project applicant shall coordinate with the City to construct sidewalks along the Project frontage on Roth Road and Manthey Road and also preserve right-of-way along the future Manthey Road re-alignment. The driveways on Manthey Road and Roth Road shall be designed to provide visibility to eliminate potential hazards to pedestrians and adjacent parcels / homes. The design of the driveways shall be reviewed and approved by the Director of Engineering/City Engineer. The Project applicant shall work with the City to refine the design of the re-aligned Manthey Road at the Project driveway to provide the following:</p> <ul style="list-style-type: none"> One southbound through travel lane; One 150-foot southbound left-turn lane; One northbound through travel lane’ One northbound shared through / right-turn lane; One westbound left-turn lane; One westbound right-turn lane; and One southbound refuge / acceleration lane for vehicles (cars and trucks) exiting the project site and making a left-turn onto southbound Manthey Road. <p>This requirement shall be noted on the Project improvement plans.</p>	<p>City of Lathrop Planning Division</p>	<p>Prior to approval of improvement plans</p>	
<p>Impact 3.13-3: Implementation of the proposed Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)</p>	<p>Implement Mitigation Measure 3.13-1.</p> <p>Mitigation Measure 3.13-2: The Project applicant shall coordinate with the City to begin the Project Study Report / Project Development Support (PSR/PDS) project initiation document which shall be used to program the project development support for State Transportation Improvement Program (STIP) and San Joaquin Council of Governments (SJCOC) Regional</p>	<p>See Mitigation Measure 3.13-1</p> <p>City of Lathrop Public Works Department</p>	<p>See Mitigation Measure 3.13-1</p> <p>Prior to approval of improvement plans</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>Transportation Plan / Sustainable Communities Strategy (RTP/SCS) funding.</i></p> <p>Mitigation Measure 3.13-3: <i>The Project applicant shall coordinate with the City of Lathrop Public Works Department to construct the fourth (west) leg of the Manthey Road / Roth Road intersection and modify the intersection from a side-street stop controlled to an all-way stop controlled intersection. This requirement shall be noted on the Project improvement plans.</i></p> <p>Mitigation Measure 3.13-4: <i>The Project applicant shall coordinate with the City of Lathrop Public Works Department to ensure access and egress from the existing driveway / house located directly south of the proposed full access driveway on the current alignment of Manthey Road is maintained and adequate site distance is provided. This requirement shall be noted on the Project improvement plans.</i></p>	<p>City of Lathrop Public Works Department</p> <p>City of Lathrop Public Works Department</p>	<p>Prior to approval of improvement plans</p> <p>Prior to approval of improvement plans</p>	

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APPENDIX A

Pond Volume Calculations



WONG ENGINEERS, INC.
4578 FEATHER RIVER DRIVE, SUITE A
STOCKTON, CA 95219
P: (209) 476-0011

Project: Singh Petroleum
 11293 S. Manthey Rd
 Lathrop, CA 95330
Date: 9/14/2022

Phase II: Pond Volume Calculations:

The calculations show the designed pond calculations for a 100-year, 24-hour storm event. The pond is designed to take 200% of the required volume. Per our design and the Geotechnical report, we have determined that 100% of the volume would percolate within 25 hours and 39 hours which meets the requirement of maximum detention of 48 hours.

R= 3.30 inch

	Coefficients	Areas (ac)
Building	0.85	29,142
Hardscape	0.95	436,995
Road	0.95	153,846
Landscape	0.20	117,963
Pond	1.00	84,131

Project Site = 15.34 ac
 668,231 sf
 Landscape = 117,963 ac
 = 18%



City Standard Required Volume

	FS	C	A	R/12	V _p
Building	2	0.85	29,142	0.275	13,624 ft ³
Pavement	2	0.95	436,995	0.275	228,330 ft ³
Road	2	0.95	153,846	0.275	80,385 ft ³
Landscape	2	0.20	117,963	0.275	12,976 ft ³
Pond	2	1.00	84,131	0.275	46,272 ft ³
Total					381,587 ft³

Proposed Pond₁ Volume on West Property (Slope 3:1)

Bottom Area = 27,921 sf Depth = 7 ft
 Surface Area = 44,644 sf Freeboard = 0.5 ft
 Average = 36,283 sf Total Depth = 7.5 ft
 Total Volume = 253,978 ft³

Proposed Pond₂ Volume on West Property (Slope 3:1)

Bottom Area = 10,797 sf Depth = 6.5 ft
 Surface Area = 36,075 sf Freeboard = 0.5 ft
 Average = 23,436 sf Total Depth = 7 ft
 Total Volume = 152,335 ft³

Required Volume = 381,587 ft³

Design Volume = 406,313 ft³

Percolation Volume and Rate at 100% Volume for Pond₁:

100% Volume = 126,989 ft³
 = 949,877 gal
 Percolation Rate = 32.15 gal/sf/day
 Bottom = 27,921 sf
 Flow Rate = 897,671 gal/day
Time = 1.06 day
 = 25.40 hours

Percolation Volume and Rate at 100% Volume for Pond₂:

100% Volume = 76,167.37 ft³
 = 569,732 gal
 Percolation Rate = 32.15 gal/sf/day
 Bottom = 10,797 sf
 Flow Rate = 347,134 gal/day
Time = 1.64 day
 = 39.39 hours