Item 9.1

City of Lathrop

PLANNING COMMISSION STAFF REPORT

DATE: December 15, 2021

APPLICATION NO: Maverik Convenience Store & Fueling Facility
Site Plan Review No. SPR-21-42

LOCATION: 980 E. Louise Avenue
Lathrop, CA 95330
APN: 198-120-11

REQUEST: Planning Commission to Consider:

1. Adopt a Resolution Adopting an Addendum to the Initial Study and Mitigated Negative Declaration for the North Crossroads Business Center Project.

2. Adopt a Resolution Approving the Site Plan Review for the Maverik Convenience Store & Fueling Facility.

APPLICANT: Maverik, Inc.
Attn: Christie Hutchings
185 South State St. #800
Salt Lake City, UT 84111

PROPERTY OWNER: ASP/RWM Properties, LLC
Jones Partners, LLC
1200 Concord Ave #200
Concord, CA 94520

GENERAL PLAN: GI, General Industrial

ZONING: IG, General Industrial

CEQA STATUS: The environmental impacts of the North Crossroads Business Center (NCBC) Project were addressed in the Initial Study/Mitigated Negative Declaration (IS/MND) adopted by the Lathrop Planning Commission on May 30, 2018 by passage of Resolution No. 18-13. The proposed Maverik Project will involve changes to the original NCBC Project; however, the changes would not meet the criteria in CEQA Guidelines Section 15162 requiring a subsequent CEQA document.

SUMMARY:

The applicant is requesting approval of a Site Plan Review to construct a new Maverik convenience store and fuel sales facility. The project includes a 5,951 sq. ft. convenience store, 7 gasoline dispensers for passenger vehicles, 5 diesel dispensers for commercial vehicles, and 38 vehicle parking stalls. The project site is approximately 3-acres in size and will have primary access on a new signalized Louise Ave/Bizzibe St. intersection and additional access on Harlan Road. The project will be required to connect to City utilities, install off-site and on-site improvements such as paving, landscaping, and lighting.

Staff recommends the Planning Commission approve a Resolution to adopt the Addendum to the North Crossroads Business Center Project Initial Study and Mitigated Negative Declaration and approve the Site Plan Review for the Maverik Project, subject to the attached Conditions of Approval.

SITE DESCRIPTION:

The project site is located at the southeast corner of Louise Avenue and Harlan Road, east of McDonald's. The property is located north of the Crossroads Commerce Center which is mostly developed and has been heavily disturbed by current and past land use activities. Surrounding land uses include: fast food restaurant to the west, residential to the north, distribution facility to the south undeveloped land to the east.

The proposed project is located on a 3-acre undeveloped portion of the former Pilkington float glass facility (North Crossroads Business Center). The property has a General Plan land use designation of GI, General Industrial and IG, General Industrial Zoning.

BACKGROUND:

The project site is the location of the former Libby-Owens-Ford (LOF) Pilkington North America float glass manufacturing facility. The facility, constructed by LOF in 1961, was acquired by Pilkington in the 1980's and then by Nippon Sheet Glass Company (NSG) in 2006. Faced with high costs of equipment replacement and pollution control, the facility permanently ceased operations in 2013. Existing furnaces and some other industrial structures were demolished and removed. Remaining glass and other waste materials were removed from the site and portions of the site graded in preparation for development of new industrial uses. The property was leased to the Kraft Heinz Company in 2016 for product storage, and a 5-acre portion of the site is currently leased to Home Depot for truck and trailer storage.

On May 30, 2018, the Planning Commission approved the North Crossroads Business Center (NCBC) to construct seven (7) new industrial buildings totaling approximately 1 million sq. ft. on the 130-acre former Pilkington site. Building "3" which is approximately 649,000 sq. ft. is currently under construction and will be occupied by Kraft Heinz. The 60,000 sq. ft. Building "6" of the NCBC will be replaced by the proposed Maverik Project.

According to the application, Maverik, Inc. owns and operates over 350 stores in 11 states and plans to continue its expansion. The store will provide fueling, fresh foods (sandwich bar, burritos, tacos, pizza), packaged alcohol, and restroom facilities. Maverik prides itself on cleanliness and strives to keep the stores safe, clean, and well kept. The proposed Lathrop store will employ approximately 15 to 18 employees and will operate 24 hours a day.

ANALYSIS:

Site Plan & Onsite Circulation

As previously stated, the proposed project includes a 5,951 sq. ft. convenience store, 7 gasoline dispensers for passenger vehicles, 5 diesel dispensers for commercial vehicles, and 38 vehicle parking stalls. Adequate on-site parking with accessible spaces are located along the perimeter of the convenience store. Bike parking is available near the entrance and the site is laid out clearly to provide safe paths for pedestrians from the building entrance to the public sidewalk (detailed Site Plan is Sheet A1.0 of Attachment 5).

The project also includes a trash enclosure, air station, and an RV dump station situated along the southern portion of the property. In addition, picnic tables are provided for customers along the west side of the building. Three underground fuel storage tanks are proposed east of the building. All three tanks will be double-walled and have real-time monitoring.

Vehicle access to the project site will be provided from three driveways. Two of the driveways are accessible from Louise Avenue. The northwest driveway will facilitate truck access and provides an "entrance only" access to the site. The northeast driveway will be aligned with the existing intersection of Louise Avenue and Bizzibe Street and designed as a full-access driveway. The applicant is proposing to fund and install a traffic signal at this driveway location. The third driveway located at the southwest corner of the site will provide direct access to Harlan Road and future development east of Maverik. This driveway will also be shared with McDonald's in coordination with their effort to expand their parking facility.

The proposed driveways and site layout are designed to accommodate the safe movement of emergency vehicles, passenger vehicles, and trucks. A truck turning template was provided by the applicant to confirm adequate spacing and movement. In addition, the reciprocal access between the project site and the adjacent McDonald's restaurant will be in place.

Architecture and Elevation

Building elevations, building materials, and floor plan depict the architectural style and themes of the Maverik brand. The exterior of the building will consist of metal roof elements, fiber cement, cultured stone, glass storefront, and steel truss beams. The fuel canopy includes the same architectural elements and materials for consistency. Mechanical equipment will be situated on the roof and screened from view by a parapet wall. The store is approximately 20 feet in height at the top of the parapet and the storefront treatment is approximately 29 feet in height to the ridge (Page 16 of Attachment 5).

The floor plan for the convenience store includes a retail area, food and beverage prep area with kitchen, restrooms, freezer and coolers, an office, a storeroom, and a utility room.

Landscaping and Lighting

Landscaping will occupy approximately 15,946 square feet of the project (approximately 11% of the site) which meets the LMC requirement of 10%. Landscaping will consist of a variety of grasses, shrubs, and trees. Landscaping will be installed mainly at the perimeter of the project site (minimum of 10 feet wide), with some landscaping near the convenience store and along the south side of the proposed driveway from Harlan Road. Landscaping would be selected based on suitability for the local climate, site conditions, and reduced water needs. All landscape elements would be installed according to the project's Landscape Plan (Sheet L1.1 of Attachment 5) and the City of Lathrop's Landscape Standards for Planting and Irrigation.

Lighting fixtures will be installed on the exterior of the buildings for general security and to provide lighting for walkways and parking areas. Light poles will be distributed appropriately throughout the site to provide sufficient lighting coverage. The project is conditioned to prevent lights from reflecting to adjacent properties, specifically, to the residential uses to the north as shown on the Photometric Plan (Sheet E1.0 of Attachment 5).

Utilities

The project proposes to connect to the City's water to an existing water line on Louise Avenue. The project will extend a sewer line along the southern portion of the property that connects to an existing line on Harlan Road. A grease interceptor will also be installed. The project is required to obtain sufficient water and sewer capacity as part of the Parcel Map process, further described below. In addition, the project proposes to connect to the existing North Crossroads Business Center storm drainage system currently under construction as part of the Kraft Heinz building to the east. A separate water line and fire hydrant will be installed on site in accordance with Fire Department standards. Electric and natural gas service will be provided by PG&E to the project site.

Parcel Map

On May 30, 2018, the City Council adopted Resolution No. 18-4413 approving the Tentative Parcel Map for the North Crossroads Business Center Project to create 11 individual parcels ranging in size from 1 to 24 acres. On March 8, 2021, the City Council approved Parcel Map 20-02 to create the first five lots, which includes a dedicated parcel for the existing warehouse building (former Pilkington Plant) and parcel for the Kraft Heinz building currently under construction.

Recording of Parcel Map 20-02 also created a "Designated Remainder" parcel in which the proposed Maverik Project is located. A Designated Remainder is a parcel that is created as a result of the recordation of a map which is not divided for the purpose of sale, lease, or financing. As such, the project is conditioned to prepare and record a Parcel Map in order to create a developable parcel for the 3-acre Maverik site. Public Works Condition #1 (Page 4, Attachment 3) further describes the mapping process required for the project.

General Plan and Zoning Consistency

As currently designed and conditioned, the project is a reasonable request that is consistent with the goals and policies of the General Plan and will comply with the requirements of the Zoning Ordinance upon development. The project is conditioned to be consistent with the City's subdivision ordinance and the State Subdivision Map Act.

Conditions of Approval
Planning staff routed the project plans on April 16, 2021 to the Building Division, Public Works Department, Lathrop-Manteca Fire District, Lathrop Police Services and various non-City agencies to ensure compliance with applicable codes and requirements. As a result, staff developed a consolidated list of conditions. Staff finds that the proposed project has been properly conditioned to meet the City's standards and requirements.

Public Notice
The Planning Commission agenda was posted at the Council Chambers bulletin board and three other locations accessible to the public, including posting on the City's website on Thursday, December 9, 2021. As of writing of this report, no comments were received in favor or against the proposed project.

CEQA REVIEW:

The environmental impacts of the North Crossroads Business Center (NCBC) Project were addressed in the Initial Study/Mitigated Negative Declaration (IS/MND) adopted by the Lathrop Planning Commission on May 30, 2018 by passage of Resolution No. 18-13. The proposed Maverik Project will involve changes to the original NCBC Project; however, the changes would not meet the criteria in CEQA Guidelines Section 15162 requiring a subsequent CEQA document.

The Addendum prepared for the Maverik Project (Attachment 6) identified that no new information of substantial importance would result in new significant environmental effects or a substantial increase in the severity of significant effects as described in the adopted NCBC IS/MND. All the environmental effects associated with the Maverik Project that are "potentially significant" can be reduced to a level that would be "less than significant" with application of the existing mitigation measures of the NCBC IS/MND. The preparation of a subsequent CEQA document is not warranted under the provisions of CEQA Guidelines Section 15162 and no additional mitigation measures are required.

RECOMMENDATION:

Staff recommends the Planning Commission Adopt the following Resolutions:

1. Resolution No. 21-31 adopting the Addendum to the Initial Study and Mitigated Negative Declaration for the North Crossroads Business Center Project.

2. Resolution No. 21-32 approving the Site Plan Review for the Maverik Convenience Store & Fueling Facility, subject to the Conditions of Approval dated December 15, 2021.

Approvals:

Rick Caguiat, Principal Planner — Date: 12-7-2021

Mark Meissner, Community Development Director — Date: 12/7/2021

Salvador Navarrete, City Attorney — Date: 12-7-2021

Attachments:

1. PC Reso No. 21-31 Maverik Addendum
2. PC Reso No. 21-32 for Site Plan Review
3. Conditions of Approval for the Maverik Project
4. Vicinity Map
5. Project Plans
6. Addendum to the North Crossroads Business Center IS/MND

CITY OF LATHROP
PLANNING COMMISSION RESOLUTION NO. 21-31

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LATHROP ADOPTING THE ADDENDUM TO THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR THE NORTH CROSSROADS BUSINESS CENTER PROJECT

WHEREAS, the City of Lathrop Planning Commission held a duly noticed public meeting to consider the Maverik Project pursuant to the Lathrop Municipal Code; and

WHEREAS, the request is for a Site Plan Review to construct a new Maverik convenience store and fuel sales facility. The project includes a 5,951 sq. ft. convenience store, 7 gasoline dispensers for passenger vehicles, 5 diesel dispensers for commercial vehicles, and 38 vehicle parking stalls. The project site is approximately 3-acres in size and will have primary access on a new signalized Louise Ave./Bizzibe St. intersection and additional access on Harlan Road. The project will be required to connect to City utilities, install off-site and on-site improvements such as paving, landscaping, and lighting; and

WHEREAS the property is located at 980 E. Louise Avenue (APN: 198-120-11); and

WHEREAS, the environmental impacts of the North Crossroads Business Center (NCBC) Project were addressed in the Initial Study/Mitigated Negative Declaration (IS/MND) adopted by the Lathrop Planning Commission on May 30, 2018 by passage of Resolution No. 18-13. The proposed Maverik Project will involve changes to the original NCBC Project; however, the changes would not meet the criteria in CEQA Guidelines Section 15162 requiring a subsequent CEQA document; and

WHEREAS, the Addendum prepared for the Maverik Project (Attachment 6 of the Staff Report) identified that no new information of substantial importance would result in new significant environmental effects or a substantial increase in the severity of significant effects as described in the adopted NCBC IS/MND. All the environmental effects associated with the Maverik Project that are "potentially significant" can be reduced to a level that would be "less than significant" with application of the existing mitigation measures of the NCBC IS/MND. The preparation of a subsequent CEQA document is not warranted under the provisions of CEQA Guidelines Section 15162 and no additional mitigation measures are required; and

WHEREAS, the Planning Commission has independently reviewed the information contained in the Addendum for the project and any comments received; and

WHEREAS, the Planning Commission has utilized its own independent judgment in adopting the Addendum to the North Crossroads Business Center Initial Study/Mitigated Negative Declaration; and

WHEREAS, on the basis of the whole record before the Planning Commission, which is documented in the project files of the City of Lathrop Community Development Department, it was determined that although the proposed project could have a significant effect on the environment, required mitigation measures will be implemented to reduce these effects to a less than significant level. Mitigation measures are incorporated and included as part of the Conditions of Approval for the project; and

WHEREAS, proper notice of this public meeting was given in all respects as required by law; and

WHEREAS, the Planning Commission has reviewed all written evidence and oral testimony presented to date.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Lathrop based on substantial evidence in the administrative record of proceedings and pursuant to its independent review and consideration, hereby Adopts the Addendum to the Initial Study and Mitigated Negative Declaration for the North Crossroads Business Center Project, attached and incorporated by reference herein (Attachment 6 of the Staff Report), as the appropriate environmental document for the Maverik Project pursuant to CEQA.

PASSED AND ADOPTED by the Planning Commission of the City of Lathrop at a Regular meeting on the 15th day of December 2021 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Steve Dresser, Chair

ATTEST:

Mark Meissner, Secretary

APPROVED AS TO FORM:

Salvador Navarrete, City Attorney

CITY OF LATHROP
PLANNING COMMISSION RESOLUTION NO. 21-32

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LATHROP APPROVING THE SITE PLAN REVIEW FOR THE PROPOSED MAVERIK PROJECT (SPR-21-42)

WHEREAS, the City of Lathrop Planning Commission held a duly noticed public meeting to consider the Maverik Project pursuant to the Lathrop Municipal Code; and

WHEREAS, the request is for a Site Plan Review to construct a new Maverik convenience store and fuel sales facility. The project includes a 5,951 sq. ft. convenience store, 7 gasoline dispensers for passenger vehicles, 5 diesel dispensers for commercial vehicles, and 38 vehicle parking stalls. The project site is approximately 3-acres in size and will have primary access on a new signalized Louise Ave./Bizzibe St. intersection and additional access on Harlan Road. The project will be required to connect to City utilities, install off-site and on-site improvements such as paving, landscaping, and lighting; and

WHEREAS the property is located at 980 E. Louise Avenue (APN: 198-120-11); and

WHEREAS, the environmental impacts of the North Crossroads Business Center (NCBC) Project were addressed in the Initial Study/Mitigated Negative Declaration (IS/MND) adopted by the Lathrop Planning Commission on May 30, 2018 by passage of Resolution No. 18-13. The proposed Maverik Project will involve changes to the original NCBC Project; however, the changes would not meet the criteria in CEQA Guidelines Section 15162 requiring a subsequent CEQA document; and

WHEREAS, the Addendum prepared for the Maverik Project (Attachment 6 of the Staff Report) identified that no new information of substantial importance would result in new significant environmental effects or a substantial increase in the severity of significant effects as described in the adopted NCBC IS/MND. All the environmental effects associated with the Maverik Project that are "potentially significant" can be reduced to a level that would be "less than significant" with application of the existing mitigation measures of the NCBC IS/MND. The preparation of a subsequent CEQA document is not warranted under the provisions of CEQA Guidelines Section 15162 and no additional mitigation measures are required; and

WHEREAS, the proposed project meets all setback, parking, landscaping and lot coverage and setback requirements of the Lathrop Municipal Code; and

WHEREAS, proper notice of this public meeting was given in all respects as required by law; and

WHEREAS, the Planning Commission has reviewed all written evidence and oral testimony presented to date.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Lathrop does hereby make the following findings:

1. Site Plan Review Findings. Pursuant to Section 17.100.050 of the Lathrop Municipal Code (LMC), the Planning Commission finds as follows:

    a. The proposed Site Plan Review complies with all applicable provisions of Chapter 17.100;
    b. The proposed Site Plan Review is consistent with the site improvements listed in Chapter 17.100 (a. through i.) and improvements are such that traffic congestion is avoided and pedestrian and vehicular safety and welfare are protected and there will not be adverse effects on surrounding properties;
    c. Proposed lighting for the project area is so arranged as to deflect away from adjoining properties; and
    d. The proposed Site Plan Review is compatible with surrounding land uses and will not be detrimental to the health, safety and general welfare of the City.

2. The Planning Commission finds that the proposed project is consistent with the General Industrial land use goals and policies the City of Lathrop General Plan, and will comply with the requirements of the Zoning Ordinance and design standards of the Lathrop Municipal Code upon development, as conditioned.

3. The Planning Commission finds that the requirements and conditions of this resolution are reasonable in preserving, protecting, providing for, and fostering the health, safety, and welfare of the citizenry in general, and the persons who work in or visit the development in particular.

4. The Planning Commission finds that although the proposed project could have a significant effect on the environment, required mitigation measures will be implemented to reduce these effects to a less than significant level. Mitigation measures are incorporated and included as part of the Conditions of Approval for the project.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Lathrop based on substantial evidence in the administrative record of proceedings and pursuant to its independent review and consideration, does hereby Approve Site Plan Review No. SPR-21-42, subject to the Conditions of Approval listed as Attachment #3 of the Staff Report, incorporated by reference herein.

PASSED AND ADOPTED by the Planning Commission of the City of Lathrop at a Regular meeting on the 15th day of December 2021 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Steve Dresser, Chair

ATTEST:

Mark Meissner, Secretary

APPROVED AS TO FORM:

Salvador Navarrete, City Attorney

City Lathrop

Community Development Department – Planning Division

Consolidated Conditions of Approval

December 15, 2021

Project Name: Maverik Convenience Store & Fueling Facility

File Number: Site Plan Review No. SPR-21-42

Project Address: 980 E. Louise Avenue (APN: 198-120-11)

The following list of conditions shall be incorporated into the final construction plans and development phases of the project. The list of conditions are not intended to be all-inclusive or a comprehensive listing of all City or district regulations. Please note that additional comments and/or conditions may be added pending the response to the comments noted below and/or changes to the proposed project. The following comments and conditions of approval are based on the application and diagrams submitted on June 9, 2021 & November 15, 2021.

The proposed Site Plan Review application is for a new Maverik convenience store and fuel sales facility. The project includes a 5,951 sq. ft. convenience store, 7 gasoline dispensers for passenger vehicles, 5 diesel dispensers for commercial vehicles, and 38 vehicle parking stalls. The project site is approximately 3-acres in size and will have primary access on a new signalized Louise Ave/Bizzibe St. intersection and additional access on Harlan Road. The project will be required to connect to City utilities, install off-site and on-site improvements such as paving, landscaping, and lighting.

On May 30, 2018, the Planning Commission approved the North Crossroads Business Center (NCBC) to construct industrial buildings totaling approximately 1 million sq. ft. The 60,000 sq. ft. Building "6" of the NCBC will be replaced by the proposed Maverik Project.

California Environmental Quality Act (CEQA) Determination

The environmental impacts of the North Crossroads Business Center (NCBC) Project were addressed in the Initial Study/Mitigated Negative Declaration (IS/MND) adopted by the Lathrop Planning Commission on May 30, 2018 by passage of Resolution No. 18-13. The proposed Maverik Project will involve changes to the original NCBC Project; however, the changes would not meet the criteria in CEQA Guidelines Section 15162 requiring a subsequent CEQA document.

PLANNING

1. All of the mitigation measures set forth in the Mitigation Monitoring and Reporting Program (MMRP) for the North Crossroads Business Center are incorporated herein by reference as part of these Conditions of Approval (enclosed).
2. Prior to any ground disturbance, the project shall consult with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) for biological coverage, mitigation and participation in the plan. 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).

3. The applicant shall coordinate with the San Joaquin Valley Air Pollution Control District to comply with District rules and regulations including but not limited to Rule 9510, Indirect Source Review. The applicant shall provide proof of compliance prior to permit issuance.
4. Reciprocal easements for traffic and pedestrian access to the project site and the adjacent parcels to the east and west must be provided prior to the issuance of a Certificate of Occupancy.
5. The project shall comply with all applicable site development provisions contained in the Lathrop Municipal Code including but not limited to parking, lighting, landscaping, etc.
6. The applicant shall submit appropriate plans to the City for plan check and building permit. Final site plan, elevation, landscaping and irrigation, exterior lighting and site improvement plans and details, etc. shall be reviewed and approved by the Planning Division. Any significant change or modification to the approved plan is subject to review and approval by the Community Development Director.
7. Landscaping and irrigation must be consistent with the City's Water Conservation Requirements (LMC 17.92.060) and the State Water Efficient Landscape Ordinance (AB 1881). Provide a water efficient landscape worksheet with water budget calculations identifying the water allowance and estimated water use.
8. The entire site including landscaping areas shall be maintained in a healthy, weed free condition.
9. The trash enclosure(s) shall include but not be limited to a covered roof, metal gate and have three solid walls. Details and/or alternative designs shall be subject to review and approval of the Planning, Building and Public Works Departments. The trash enclosure design, material and color shall match or compliment the main building.
10. Any building or parking area illumination including security lighting, shall be arranged to reflect away from adjoining properties.
11. A final site lighting photometric plan and information with detailed specifications on fixtures, poles, and wall packs as well as the manufacturers catalog containing photometric data, shall be submitted with the Building Permit for City review and approval. Parking lots, driveways, trash enclosure/areas shall be illuminated during the hours of darkness with a minimum maintained one foot-candle of light and an average not to exceed four foot-candles of light. The illumination shall not exceed ten (10) foot-candles in any one location.
12. No signs are approved by this project. Sign Permit for any exterior signs shall be submitted to the Planning Division for review and approval prior to installation. All signage must be in accordance with the applicable standards of the Lathrop Municipal Code.
13. Bicycle parking shall be installed consistent with Chapter 17.76.120 of the LMC.
14. Roof-mounted mechanical equipment shall be screened and not visible from the public right-of-way. Screening materials shall be compatible with the architectural style, materials and color of the building upon which the equipment is located, subject to the approval of the Community Development Director.
15. Unless otherwise specified, all conditions of approval shall be complied with prior to the issuance of any Building Permits.

16. The Site Plan shall expire thirty-six (36) months from the date of approval unless a time extension is granted consistent with the policies and procedure of the Lathrop Municipal Code. Prior to expiration, a building permit must be issued, construction commenced, and diligently pursued toward completion of the site or structures.
17. In the event clarification is required for these Conditions of Approval, the Community Development Director and Public Works Director shall have the authority either to administratively clarify the intent and wording of these Conditions of Approval without the requirement of a public hearing or to refer questions regarding the interpretation of these Conditions of Approval to the Planning Commission. If applicant takes issue with the clarification provided administratively, applicant shall have the right to appeal the administrative clarification to the Planning Commission. The Community Development Director and the Public Works Director also shall have the authority to make minor modifications to these conditions provided such administrative modifications are made at the request of applicant and are consistent with and in furtherance of the underlying intent of the condition being modified.
18. The City of Lathrop may conduct annual and or spot inspections to ensure that required site improvements and conditions are being complied with and maintained.

BUILDING

1. All construction shall comply with the most recent adopted City and State building codes:

2019 California Building Code	2019 California Plumbing Code
2019 California Electrical Code	2019 California Fire Code
2019 California Mechanical Code	2019 California Green Code

2. The Title Sheet of the plans shall include:

Occupancy Group	Type of Construction
Occupant Load	Description of Use
Height of Building	Floor area of building(s) and/or occupancy group

3. School impact fees shall be paid prior to permit issuance.
4. Dimensioned building setbacks and property lines, street centerlines and between buildings or other structures shall be designed on plot plan.
5. The project design will conform with energy conservation measures articulated in Title 24 of the California Code of Regulations and address measures to reduce energy consumption such as flow restrictors for toilets, low consumptions light fixtures, and insulation and shall use to the extent feasible draught landscaping.
6. A design professional will be required at time of construction drawings, to prepare plans for proposed improvements per the Business and Professions' Code.
7. Public and private site improvements shall be designed in accordance with the Americans with Disabilities Act and Chapter 11 of the California Building Code. Site plan shall include a site accessibility plan identifying exterior routes of travel and detailing running slope, cross slope, width, pedestrian ramp, curb ramps, handrails, signage and truncated domes. Path of travel shall be provided from the public right of way and accessible parking to building. The design professional shall ensure that the site accessibility plan is compliance with the latest Federal and State regulations.

8. A site accessibility plan shall be required as the attached policy from the link below. https://www.ci.lathrop.ca.us/sites/default/files/fileattachments/building_division/page/1651/site_accessiblity_plan_requirements_3-17-20.pdf

PUBLIC WORKS

1. Mapping Stage (in coordination with Reynolds and Brown, property owner)
    a. Applicant shall process a parcel map for approval prior to the issuance of a Building Permit.
    b. Applicant shall secure sufficient water and sewer capacity for the project prior to parcel map approval.
    c. Applicant shall provide plans, guarantees and payments for all offsite improvements with the parcel map.
    d. Applicant shall dedicate all right-of-way (ROW) necessary for the ultimate ROW width of Louise Avenue. A 10-foot public utility easement (PUE) shall also be dedicated along all ROW frontages.
    e. Applicant shall enter into a Subdivision Improvement Agreement (SIA) with the City as part of the parcel map approval to secure all offsite improvements.
2. Sewer
    a. Applicant shall be required to connect to the City sewer system prior to certificate of occupancy.
    b. Applicant shall pay all connection fees and reimbursements prior to the issuance of a building permit.
3. Potable Water
    a. Applicant shall be required to connect to the water utility for irrigation and domestic supply prior to certificate of occupancy.
    b. Applicant shall pay all connection fees and reimbursements prior to issuance of a building permit.
    c. All groundwater wells on site shall be abandoned under a permit from San Joaquin County prior to connecting potable water to the site.
    d. The water meter shall be placed within the Public Utility Easement at the back of the Right-of-Way.
4. Storm Drain
    a. Applicant shall be required connect to private storm drain system prior to certificate of occupancy.
    b. Applicant shall pay all connection fees and reimbursements prior to issuance of a building permit.
    c. Applicant shall provide calculations proving that the existing storm water basin is appropriately sized to accommodate the Project storm water for both detention and treatment.
5. Storm Water – Construction
    a. Project is greater than one acre, applicant shall submit a SWPPP to the City for review and approval, obtain a WDID number and list the number on the improvement plans.

6. Solid Waste

    a. Applicant shall install a trash enclosure with three solid walls, the fourth wall with a gate and a roof. The interior floor of the trash enclosure shall drain to sewer line, which is connected to a grease interceptor.
    b. ADA compliant path shall be put in place between the building and trash enclosure.

7. Traffic

    a. Applicant acknowledges that City may restrict truck access to Harlan Road if the truck access is negatively impacting the traffic flow and operation on Harlan Road.
    b. The Bizzibe Street traffic signal shall be fully actuated for operation without coordination. In addition, the applicant shall provide and establish traffic signal coordination between the existing Harlan Road traffic signal and the new proposed Bizzibe Street traffic signal.
    c. The applicant shall pay the appropriate traffic improvement fee that will fund planned improvements at the I-5/Louise Avenue interchange as recommended by the Traffic Impact Report dated September 14, 2021.

8. Frontage Improvements

    a. Applicant shall guarantee all offsite and frontage improvements in addition to any reimbursements or payments with the SIA.
    b. Applicant shall be required to install full street frontage improvements including but not limited to curb, gutter, sidewalk, street lights, hydrants, asphalt concrete paving, striping, commercial driveways and landscaping. The extent of paving shall include one half ultimate street width. Applicant shall submit the off-site plans for approval along with the applicable plan check and inspection fees. All offsite improvements shall be designed and guaranteed during the mapping stage.
    c. Applicant shall construct the sidewalk to conform to neighboring sites.
    d. Applicant shall provide deceleration lane for offsite right in access. Right turning movements into the site at Bizzibe Street shall be restricted except for deceleration lane use.
    e. Applicant shall comply with street moratorium standards when performing offsite work.

9. General Comments

    a. Applicant shall retain the services of a California licensed civil engineer to design the utility plans for sewer, water storm drain lines and systems.
    b. Applicant shall insure that all off-site and on-site improvements comply with City Standards.
    c. The parking areas and drive isles on site shall be paved with asphalt concrete.
    d. Hydrology and hydraulic calculations and plans for on-site storm water system shall be submitted to the City for review and approval.
    e. The Applicant shall execute a maintenance agreement for all onsite storm water quality treatment devices, swales and/or ponds.
    f. The project shall comply with the Multi-Agency Post Construction Storm Water Manual
    g. Applicant shall install as part of their onsite improvement all necessary Best Management Practices (BMP's) for post construction in accordance with City guidelines and standards. The BMP's must be in place prior to final occupancy.

h. Applicant shall underground all existing and new overhead utilities on both sides of the frontage street in compliance with the Lathrop Municipal Code. Overhead power lines in excess of 34.5 KVA are not required to be undergrounded.
i. Applicant shall pay all appropriate fees including but not limited to Levee Impact Fee, Capital Facilities Fees, and Plan Check and Inspection Fees.
j. A geotechnical report shall be submitted for the project, which includes groundwater elevations, percolation rates for retention basins, soil compaction requirements, and recommendations for asphalt paving.
k. Grading and other construction activities that may cause dust shall be watered to control dust at the City Engineer's direction. A water vehicle shall be available for dust control operations at all times during grading operations. The adjacent public street shall be kept free and clean of any project dirt, mud, materials, and debris.

LATHROP-MANTECA FIRE DISTRICT (LMFD)

1. The project must conform to the appropriate edition of the California Fire Code (currently the 2019 edition) and all related standards.
2. Permits shall be obtained from the fire code official. Permit(s) and fees, shall be paid prior to issuance of any and/or all permits. Issued permits shall be kept on the premises designated therein at all times and shall be readily available for inspection by the fire code official. (Permits are to be renewed on an annual basis).
3. Approved automatic sprinkler systems shall be provided as required in 2016 California Fire Code §903.2. Tenant/Occupant/Owner shall have the responsibility to ensure that the correct fire suppression system is added/modified/tested and accepted by the (AHJ) Fire District. Fire suppression system plans shall be modified under separate fire permit and shall be submitted by a licensed contractor, to the (AHJ) Fire District for review and approval prior to modification. Deferred submittal accepted.
4. An approved fire alarm system shall be installed in accordance with 2016 CFC §907.2 and 2016 NFPA 72.
5. Fire Department Development Fees for all new buildings must be paid in accordance with the City of Lathrop's Ordinance and Resolutions adopting the fee schedule.
6. An approved water supply for fire protection, either temporary or permanent, shall be made available prior to commencing construction beyond the foundation stage, or as soon as combustible material arrives on the site.
7. Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet (30 480 mm) of temporary or permanent fire department connections. Vehicle access shall be provided by either temporary or permanent roads, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be maintained until permanent fire apparatus access roads are available.
8. The Fire Department Fire Access Roads shall meet the requirements established by the San Joaquin County Fire Chief's Association.

9. Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, a key box is required to be installed in an approved location. The key box shall be of an approved type and shall contain keys to gain necessary access as required by the fire code official. In addition to key box(es), any automatic gates shall have Opticom access ability to provide necessary access for emergency apparatus.
10. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.
11. Other fire & life safety requirements may be required at time of building plan review.
12. Final approval is subject to field inspections. Minimum 48-72 hour notice required prior to any life-safety fire inspections. Other conditions may apply at time of inspections and are subject to correction.

LATHROP POLICE SERVICES (LPS)

1. Prior to occupancy, the applicant shall paint the address on the roof top for each individual building, subject to review and approval by LPS. The numbers shall be at least 3' tall, 2' wide, 9" apart, with 6" brush stroke with a color that contrast the roof top. The top of the numbers shall point north.
2. Applicant shall install dedicated lights in the parking lot that are properly maintained.
3. Applicant shall install recording security camera system that is maintained and accessible to LPS with camera views covering all ingress and egress to buildings and parking areas.
4. Landscaping shall conform to standard CPTED measurements:
    a. Maintain natural visible surveillance to building from parking lot and street.
    b. Plants taller than 8 feet shall be trimmed up 4 feet from ground.
    c. Plants under 8 feet shall be trimmed to allow ground level surveillance.

ADMINISTRATIVE SERVICES

1. By exercising this approval, the applicant hereby agrees to indemnify, hold harmless and defend the City, its officers, agents, elected and appointed officials, and employees, from any and all liability or claims that may be brought against the City arising out of its approval of this Site Plan Review and to the fullest extent permitted by law.

SAN JOAQUIN COUNTY ENVIRONMENTAL HEALTH DEPARTMENT

See attached memo dated August 11, 2021.

SAN JOAQUIN COUNTY MULTI-SPECIES HABITAT CONSERVATION & OPEN SPACE PLAN

See attached memo dated August 2, 2021.

SAN JOAQUIN COUNTY
Greatness grows here.

Environmental Health Department
Jasjit Kang, REHS, Director
Muniappa Naidu, REHS, Assistant Director
PROGRAM COORDINATORS
Robert McClellon, REHS
Jeff Carruesco, REHS, RDI
Willy Ng, REHS
Michael Kith, REHS
Melissa Nissim, REHS
Steven Shih, REHS

August 11, 2021

To: City of Lathrop Community Development Department
Attention: Rick Caguiat

From: Aldara Salinas; 209-616-3019
Environmental Health Specialist

RE: **SPR-21-42, Referral, SU0014312**
980 E. Louise Avenue, Lathrop

The San Joaquin County Environmental Health Department (EHD) is supportive of this project in regards to the provision of full public services. The EHD requests the following comments be added to the above project for consideration:

1. Submit two (2) hardcopy sets, or one (1) electronic version, of food facility plans to the Environmental Health Department for review and approval prior to issuance of building permit(s) (California Retail Food Code, Article 1, 114380). The fee will be based on the current schedule at the time of payment.

2. A valid permit from EHD is required prior to operating food facility (California Retail Food Code, Chapter 13, Article 1, Section 14381).

3. 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).

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, Melissa Nissim (209) 468-3168, 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.)

   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**

If you have any questions, please call Aldara Salinas, EHS, at asalinas@sjgov.org or (209) 616-3019.

Steven Shih, REHS
Program Coordinator

S J C O G, Inc.

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

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)

SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ)
ADVISORY AGENCY NOTICE TO SJCOG, Inc.

To: Rick Cagiuat, City of Lathrop, Community Development Department

From: Laurel Boyd, SJCOG, Inc.

Date: August 2, 2021

-Local Jurisdiction Project Title: Maverik Convenience Store & Fueling Facility

Assessor Parcel Number(s): 198-120-11

Local Jurisdiction Project Number: SPR-21-42

Total Acres to be converted from Open Space Use: Unknown

Habitat Types to be Disturbed: Urban Habitat Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Mr. Cagiuat:

SJCOG, Inc. has reviewed the project referral for the Maverik Convenience Store & Fueling Facility Project. This project proposes a Maverik Convenience store and fuel sales facility. The project includes a 5,951 square-foot convenience store, 7 gasoline dispenser for passenger vehicles, 5 diesel dispenser for commercial vehicles, and 38 vehicle parking stalls. The project site is approximately 3.0 acres in size and will have primary access on a new signalized Bizzbe St./Louise Ave intersection and secondary access on Harlan Road. The project will be required to connect to City utilities, install off-site and on-site improvements such as paving, landscaping and lighting. The project site is located at 980 E. Louise Avenue, Lathrop (APN: 198-120-11).

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 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.sjcog.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) 235-0600.

S J C O G, Inc.

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: Maverik Convenience Store & Fueling Facility Project

Assessor Parcel #s: 198-120-11

T _____, R_____, Section(s): _____

Local Jurisdiction Contact: Rick Caguiat

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.

Mitigation Monitoring and Reporting Program (MMRP)

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY	MONITORING/REPORTING RESPONSIBILITY	SOURCE
3.1 AESTHETICS			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			
3.2 AGRICULTURE RESOURCES			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			
3.3 AIR QUALITY			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			
3.4 BIOLOGICAL RESOURCES			
Potential Impacts on Special-Status Species. Potentially significant impact.			
BIO-1: The developer shall mitigate for the proportionate loss of potential wildlife habitat from the project site by applying for coverage and implementing Incidental Take Minimization Measures (ITMMs) as required by the adopted San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).	The ODS will be responsible for completing the application, obtaining SJMSCP coverage and observing ITMM requirements.	The Lathrop Community Development Department (CDD) will be responsible for ensuring that SJMSCP coverage has been obtained prior to issuing construction permits.	IS/MND, Section 3.4
Potential Impacts on Fish and Wildlife Movement. Potentially significant impact.			
BIO-2: In the event trees need to be removed or trimmed to facilitate the project, they should be felled or trimmed outside of the general bird nesting season (February 1 through August 31). If not, the developer shall have a nesting bird survey conducted immediately prior to tree trimming or removal. If active nests are found, tree felling or trimming shall be delayed until the young have fledged.	The ODS will be responsible for observing these requirements.	The Lathrop CDD will be responsible for ensuring that tree removal and trimming and survey requirements are observed.	IS/MND, Section 3.4
3.5 CULTURAL RESOURCES			
Potential Impacts on Historical Resources. Potentially significant impact.			
See TCR-1, TCR-2, and TCR-3	The ODS will be responsible for contracting a qualified cultural resources professional to evaluate archeological materials if found, to recommend cultural resource protection controls and to implement controls.	The Lathrop CDD will be responsible for review and approval of the cultural resources professional evaluation reports and recommendations, and for overseeing any cultural resource follow up work that may be required.	IS/MND, Section 3.5
Potential Impacts on Paleontological Resources/Unique Geologic Features. Potentially significant impact.			

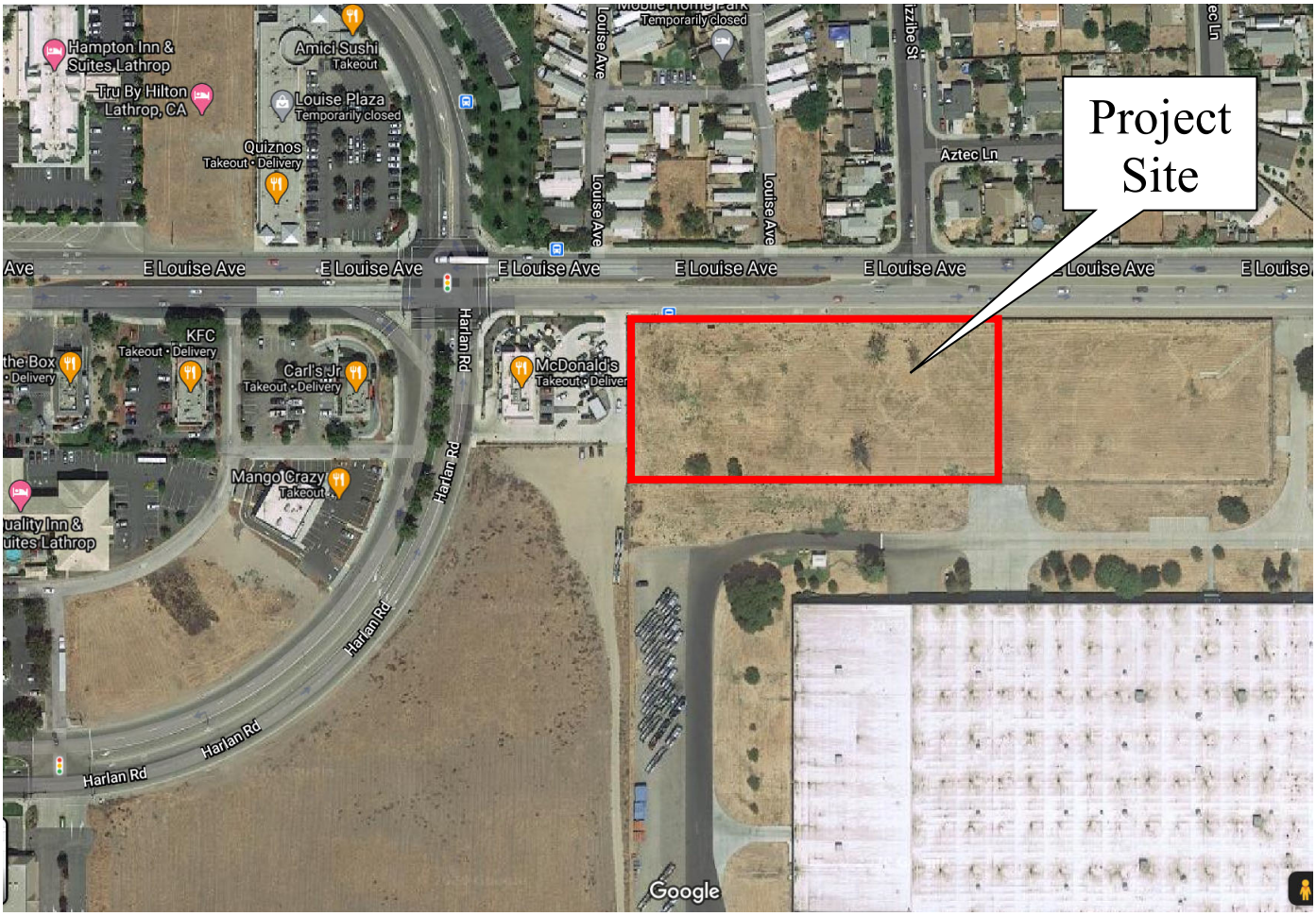
IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY	MONITORING/REPORTING RESPONSIBILITY	SOURCE
CULT-1: All construction personnel shall receive brief "tailgate" training by a qualified archaeologist in the identification of paleontological resources, buried cultural resources, including human remains, and protocol for notification should such resources be discovered during construction work. **CULT-2:** If any subsurface historical or paleontological resources are encountered during construction of the project, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist, or paleontologist as appropriate, can examine these materials, make a determination of their significance and, if significant, recommend further measures that would reduce potential effects to a less than significant level, consistent with the requirements of CEQA. The Lathrop CDD shall be notified in the event of a discovery, and the ODS shall be responsible for retaining qualified professionals, implementing recommended mitigation measures and documenting mitigation efforts in written reports to the CDD, consistent with the requirements of the CEQA Guidelines.	The ODS will be responsible for contracting a qualified archaeologist or paleontological resources professional to conduct the worker awareness training, evaluate archeological materials if found, to recommend cultural resource protection controls and to implement controls.	The Lathrop CDD will be responsible for review and approval of the archaeologist or paleontological resources professional evaluation reports and recommendations, and for overseeing any cultural resource follow up work that may be required.	IS/MND, Section 3.5
Potential Impacts on Human Burials. Potentially significant impact.			
See TCR-1, TCR-2, and TCR-3	The ODS will be responsible for notifying the City and for contacting a qualified cultural resources professional to evaluate materials if found, to recommend and implement cultural resource protection controls. The City will be required to notify the Coroner and to oversee implementation of CEQA requirements applicable to human remains.	The Lathrop CDD will be responsible for ensuring that the Coroner is notified and that a cultural resources professional evaluates remains, makes and reports recommendations, and oversees any cultural resource follow up work that may be required.	IS/MND, Section 3.5
3.6 GEOLOGY AND SOILS			
Potential Impacts from Seismic Hazards and Liquefaction. Potentially significant impact.			
GEO-1: The City of Lathrop Engineer shall review and approve a site-specific, design-level geotechnical study for the project, if appropriate the study completed for the site by Berloger, Stevens & Associates, prior to issuing a grading and building permit. All geotechnical engineering and design recommendations included in the approved study shall be implemented during project design and prior to construction.	The ODS will be responsible for preparing and submitting the geotechnical study for the project.	The Lathrop City Engineer will be responsible for review and approval of the geotechnical study.	IS/MND, Section 3.6
Potential Impacts from Soil Erosion. Potentially significant impact.			

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY	MONITORING/REPORTING RESPONSIBILITY	SOURCE
GEO-2: Prior to issuance of a grading permit, the project contractor shall submit, for the review and approval of the Public Works Department, an erosion control plan that complies with the City's Storm Water Development Standards and utilizes Best Management Practices (BMPs) to limit the erosion effects during construction of the proposed project. Measures could include, but are not limited to: • Hydro-seeding • Placement of erosion control measures within drainage ways and ahead of drop inlets • The temporary lining (during construction activities) of drop inlets with "filter fabric" (a specific type of geotextile fabric) • The placement of straw wattles along slope contours and back-of-curb prior to installation of landscaping • Directing subcontractors to a single designated "wash-out" location (as opposed to allowing them to wash-out in any location they desire) • The use of siltation fences; and • The use of sediment basins and dust palliatives.	The ODS will be responsible for preparing and submitting storm water quality plans for City's review and approval.	The Lathrop Public Works Department will be responsible for review and approval of storm water quality and drainage plans.	IS/MND, Section 3.6
3.7 GREENHOUSE GAS EMISSIONS			
Potential Impacts from GHG Emissions and Consistency with GHG Reduction Plans. Potentially significant impact.			
GHG-1: The ODS shall, in cooperation with the City, SJVAPCD and SJCOG, prepare and implement a Transportation Demand Management (TDM) Plan for the project that includes consideration of preferential vanpool and carpool parking spaces, on-site amenities that encourage alternative transportation modes such as locker and shower, secure bicycle parking, on-site services that reduce mid-day trips, telecommuting options and provision of information regarding these and other trip-reducing measures available to employees. The plan shall be subject to City review and approval prior to issuance of the first building permit for building construction in the project area.	The ODS will be responsible for preparing and implementing the TDM Plan.	The Lathrop CDD will be responsible for ensuring that this requirement is met prior to issuing construction permits for the project.	IS/MND, Section 3.7
3.8 HAZARDS AND HAZARDOUS MATERIALS			
Potential Impacts from Use and Transportation of Hazards. Potentially significant impact.			
HAZ-1: Demolition of existing above-ground structures shall be conducted in accordance with a City demolition permit and applicable conditions. Demolition procedures, safety requirements and environmental protections shall be defined in a demolition plan prepared by the applicant and subject to the approval of the Building Official and City Engineer. The demolition plan shall define the required qualifications of demolition contractors. Preparation of the demolition plan shall include testing as required to define potential environmental hazards and mitigation needed during demolition to protect worker and public health and safety. The demolition plan shall identify waste materials to be produced and their disposition.	The ODS will be responsible for retaining a qualified hazardous materials professional to conduct required testing and address any potential health and environmental related risks.	The Lathrop CDD will be responsible for ensuring that this requirement is met prior to issuing demolition permits for the project.	IS/MND, Section 3.8

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY	MONITORING/REPORTING RESPONSIBILITY	SOURCE
HAZ-2: Prior to grading activities, the ODS or its contractor shall retain a qualified professional to collect and analyze soil samples as required to determine whether pesticide residues or other contaminants are present and, if present, whether they pose a health risk to construction workers or an environmental contamination risk. If so, the ODS shall prepare and implement a risk reduction plan that will reduce risk to construction workers. **HAZ-3:** Planned industrial development in the vicinity of existing hazardous waste cleanup monitoring wells shall be restricted as required to permit the continuing inspection, maintenance and operation of groundwater extraction equipment until the operation is closed by the agency with jurisdiction.			
3.9 HYDROLOGY AND WATER QUALITY			
Potential Impacts on Erosion, Sediment, and Water Quality. Potentially significant impact.			
HYDRO-1: The ODS shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project in accordance with the Construction General Permit. The developer shall incorporate an Erosion Control Plan consistent with all applicable provisions of the SWPPP within the site development plans. The SWPPP shall be available on the construction site at all times. The developer shall file a Notice of Intent (NOI) with the State Water Resources Control Board prior to commencement of construction activity, and shall submit the SWRCB Waste Discharger's Identification Number (WDID) to the City prior to approval of development or grading plans. **HYDRO-2:** The ODS shall obtain an MS4 permit from the City which would describe post-construction BMPs required to reduce pollutant loads in stormwater discharges to acceptable levels, including compliance with the adopted Multi-Agency Post-Construction Stormwater Standards Manual and the City's Storm Water Development Standards.	The ODS will be responsible for preparing and submitting storm water quality and drainage plans for the City's review and approval.	The Lathrop Public Works Department will be responsible for review and approval of storm water quality and drainage plans.	IS/MND, Section 3.9
Potential Impacts on Drainage, Erosion, and Runoff . Potentially significant impact.			
HYDRO 1 and HYDRO-2	The ODS will be responsible for preparing and submitting storm water quality and drainage plans for the City's review and approval.	The Lathrop Public Works Department will be responsible for review and approval of storm water quality and drainage plans.	IS/MND, Section 3.9
3.10 LAND USE			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			
3.11 MINERAL RESOURCES			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY	MONITORING/REPORTING RESPONSIBILITY	SOURCE
3.12 NOISE			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			
3.13 POPULATION AND HOUSING			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			
3.14 PUBLIC SERVICES			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			
3.15 RECREATION			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			
3.16 TRANSPORTATION			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			
3.17 TRIBAL CULTURAL RESOURCES			
Potential Impacts on Tribal Cultural Resources. Potentially significant impact.			
TCR-1: If the project site is determined to be a sensitive tribal cultural resource, the ODS shall consult with the affected tribe to establish and implement a procedure for monitoring and reporting all earth-moving and grading activities. **TCR-2:** In the event that construction encounters evidence of human burial or scattered human remains, construction in the vicinity of the encounter shall be immediately halted. The ODS shall immediately notify the County Coroner, the Lathrop Community Development Department, and the tribal representative. The ODS will be responsible for compliance with the requirements of CEQA as to human remains as defined in CEQA Guidelines Section 15064.5, with California Health and Safety Code Section 7050.5, and as directed by the County Coroner. If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), and the NAHC will notify and appoint a Most Likely Descendant. The Most Likely Descendant will work with the archaeologist to decide the proper treatment of the human remains and any associated funerary objects. **TCR-3:** In the event that other archaeological resources are encountered during project construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist and tribal representative can examine the materials and make a determination of their "uniqueness" as defined by CEQA. If the resource is determined to be unique, the archaeologist shall recommend avoidance, minimization or mitigation measures	The ODS will be responsible for contracting a qualified tribal cultural resources professional to evaluate sensitive tribal cultural resources if found, to recommend tribal cultural resource protection controls and to implement controls.	The Lathrop CDD will be responsible for review and approval of the tribal cultural resources professional evaluation reports and recommendations, and for overseeing any tribal cultural resource follow up work that may be required.	IS/MND, Section 3.17

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY	MONITORING/REPORTING RESPONSIBILITY	SOURCE
that will reduce potential effects to a less than significant level. The ODS will be responsible for retaining the archaeologist and tribal representative and for implementing the recommendations of the archaeologist, including submittal of a written report to the Lathrop Community Development Department and tribal representative documenting the find and its treatment.			
3.18 UTILITIES AND SERVICES			
Potential Effects on Wastewater Systems. Potentially significant impact.			
UTIL-1: Prior to the issuance of building permits, the ODS shall quantify the need for Individual Sewer Units (ISUs) related to the permit to satisfaction of the Lathrop Public Works Department. The project applicant shall purchase additional ISUs as required to provide adequate capacity for the proposed project, subject to the review and approval of the Public Works Department and City Council.	The ODS will be responsible for obtaining required ISUs.	The Lathrop Public Works Department will be responsible for ensuring that the required ISUs have been obtained.	IS/MND, Section 3.18



PLANNING DIVISION

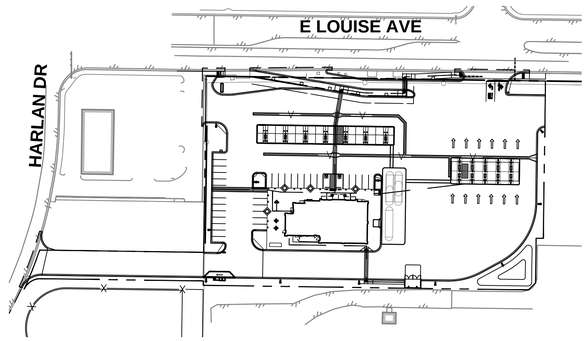
Vicinity Map

SPR-21-42
Site Plan Review
Maverik
980 E. Louise Avenue
APN: 198-120-11

N

(Not to Scale)

ENTITLEMENT PLANS
FOR
MAVERIK FUELING CENTER



SITE MAP
1"=100'

VICINITY MAP
NTS

SHEET LIST TABLE

SHEET NUMBER	SHEET TITLE
C1.0	COVER SHEET
A1.0	ARCHITECTURAL SITE PLAN
C2.0	PRELIMINARY SITE PLAN
C2.1	PRELIMINARY SITE PLAN (HARLAN RD. ACCESS)
C3.0	PRELIMINARY GRADING PLAN
C3.1	PRELIMINARY GRADING PLAN (HARLAN RD. ACCESS)
C4.0	PRELIMINARY UTILITY PLAN
C4.1	PRELIMINARY UTILITY PLAN (HARLAN RD. ACCESS)
C5.0	TRUCK TURN PLAN
C6.0-C6.6	DETAILS
L1.0	PRELIMINARY LANDSCAPE PLAN
E1.0	PRELIMINARY PHOTOMETRIC ANALYSIS

BASIS OF BEARING

BEARINGS SHOWN ON THIS MAP ARE REFERENCED TO THE CALIFORNIA COORDINATE SYSTEM ZONE 3 GRID, NAD83(2011) EPOCH 2017.5 DEFINED LOCALLY BY NATIONAL GEODETIC SURVEY (NGS) CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS). THIS SURVEY TIED TO STATIONS P256, P257, P306 AND P309.

ALL DISTANCES AND COORDINATES ARE REFERENCED TO CALIFORNIA COORDINATE SYSTEM ZONE 3 GRID NAD83(2011) EPOCH 2017.5, AND ARE EXPRESSED IN US SURVEY FOOT UNITS.

THE SITE COMBINATION FACTOR IS 0.99993388 AND THE SITE MAPPING ANGLE IS −0°29'02.04", BOTH CALCULATED AT SET CONTROL POINT "1". TO OBTAIN GROUND LEVEL DISTANCES, MULTIPLY GRID DISTANCES BY 1.00006612, WHICH IS THE INVERSE OF THE SITE COMBINATION FACTOR. TO OBTAIN TRUE NORTH AZIMUTHS, ADD THE MAPPING ANGLE TO THE GRID AZIMUTHS.

RECORD DISTANCES AND BEARINGS ARE AS SHOWN OR NOTED IN THE DOCUMENT BEING REFERENCED. REFER TO THE DOCUMENT ITSELF TO DETERMINE IF THE RECORD DIMENSION IS EXPRESSED IN GRID OR GROUND UNITS. ALL RECORD DISTANCES USED FOR ESTABLISHMENT PURPOSES WERE FIRST CONVERTED TO GRID.

1. ELEVATIONS

ELEVATIONS HAVE BEEN DETERMINED USING GEOID MODELING, ARE EXPRESSED IN U.S. SURVEY FEET AND ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) DEFINED LOCALLY BY CALIFORNIA SPATIAL REFERENCE CENTER (CSRC) CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS). THIS SURVEY TIED TO STATIONS P256, P257, P306 AND P309.

COMBINED FACTORS ARE THE PRODUCT OF THE ELEVATION FACTOR TIMES THE CCS83 SCALE FACTOR. ELEVATION FACTORS WERE COMPUTED USING A VALUE OF 20,906,000 FEET AS THE RADIUS OF CURVATURE OF THE EARTH AND THE GEOID MODEL AT THE STATION. THE GEOID HEIGHT WAS INTERPOLATED FROM THE NGS GEOID12B GEOID MODEL.

BENCHMARK

NO BENCHMARK SHOWN ON SURVEY

UTILITY PROVIDERS:

STORM:	CITY OF LATHROP	(209) 941−7320
SEWER:	CITY OF LATHROP	(209) 941−7320
TELECOMM:	AT&T	(510) 645−2929
WATER:	CITY OF LATHROP	(209) 941−7320
ELECTRIC:	PACIFIC GAS & ELECTRIC	(800) 743−5000
GAS:	PACIFIC GAS & ELECTRIC	(800) 743−5000

ABBREVIATIONS:

AC	ACRES	GB	GRADE BREAK
APN	ASSESSOR'S PARCEL NUMBER	IE	INVERT ELEVATION
BLDG	BUILDING	MH	MANHOLE
BW	BOTTOM OF WALL	PL	PROPERTY LINE
E'LY	EASTERLY	PR	PROPOSED
EG	EXISTING GRADE	R/W	RIGHT−OF−WAY
ESMT	EASEMENT	RET	RETAINING WALL
EX	EXISTING	S/W	SIDEWALK
FF	FINISHED FLOOR ELEVATION	SD	STORM DRAIN
FG	FINISHED GRADE	SF	SQUARE FEET
FH	FIRE HYDRANT	TC	TOP OF CURB
FL	FLOW LINE	TW	TOP OF WALL
FS	FINISHED SURFACE	TYP	TYPICAL
FW	FIRE WATER	W'LY	WESTERLY

STANDARD DRAWINGS

1. CITY OF LATHROP DESIGN AND CONSTRUCTION STANDARD DETAILS, DEPARTMENT OF PUBLIC WORKS, 2021 EDITION.
2. STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION (SPPWC) 2015 EDITION.

REFERENCE DOCUMENTS

1. LOUISE AVENUE PAVEMENT REHABILITATION PROJECT CIP PS 18−01 PLANS, SHEET "P12"
2. LOUISE AVENUE WATER TRANSMISSION MAIN PROJECT (CIP PS 18−01), PG 10.
3. CROSSROADS COMMERCIAL/INDUSTRIAL PARK PLANS PREPARED BY KEARNY VENTURES, LTD., SHEET 4 OF 7.

LEGEND

- PROPOSED RIGHT−OF−WAY
- EXISTING RIGHT−OF−WAY
- ROAD CENTERLINE
- EASEMENT LINE
- SAWCUT LINE
- PROPOSED STORM DRAIN LINE
- EXISTING SEWER LINE
- PROPOSED SEWER LINE
- EXISTING SEWER LINE
- CONNECTION TO EXISTING UTILITY LINE
- PROPOSED LANDSCAPE
- PROPOSED SIDEWALK
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT
- PROPOSED HEAVY DUTY ASPHALT CONCRETE

OWNER:

REYNOLDS & BROWN
1200 CONCORD AVENUE, SUITE 200
CONCORD, CA 94520
PH: (925) 674−8400

DEVELOPER:

MAVERIK, INC.
185 S. STATE STREET
SALT LAKE CITY, UT 84111
PH: (801) 683−3631

TOPOGRAPHY SOURCE:

PRAXIS LAND SURVEYING
4694 JACUELYN AVE, #101
FRESNO, CA 93722
PH: (559) 840−2782
PROJECT NO.: 20035

GEOTECHNICAL ENGINEER:

CMT ENGINEERING LABORATORIES,
2796 SOUTH REDWOOD ROAD,
WEST VALLEY, UTAH 84119
PH: (801) 908−5859
PROJECT NO.: 15302
DATED: SEPTEMBER 28, 2020

ARCHITECT:

TBD

PH:

PROJECT ENGINEER:

KIMLEY−HORN AND ASSOCIATES, INC.
555 CAPITOL MALL, SUITE 300
SACRAMENTO, CA 95814
PH: (916) 859−3632
PROJECT NO.: 197344007

GOVERNING AGENCY:

CITY OF LATHROP
RICK CAGUIAT − PRINCIPAL PLANNER
390 TOWNE CENTRE DRIVE
LATHROP, CA 95330
PH: (209) 941−7296

CITY OF LATHROP
GLENN GEBHARDT − CITY ENGINEER
390 TOWNE CENTRE DRIVE
LATHROP, CA 95330
PH: (209) 941−7430

CITY OF LATHROP
MICHAEL KING − DIRECTOR OF PUBLIC WORKS
390 TOWNE CENTRE DRIVE
LATHROP, CA 95330
PH: (209) 941−7430

Know what's **below.** **Call** before you dig.

ISSUE	DATE	DESCRIPTION
	02/19/2021	INITIAL REVIEW

DRAWN BY: DVS
CHECKED BY: JC
RECOMMENDED: JC

Kimley»Horn
555 CAPITOL MALL, SUITE 300
SACRAMENTO, CA 95814
(916) 858-5800

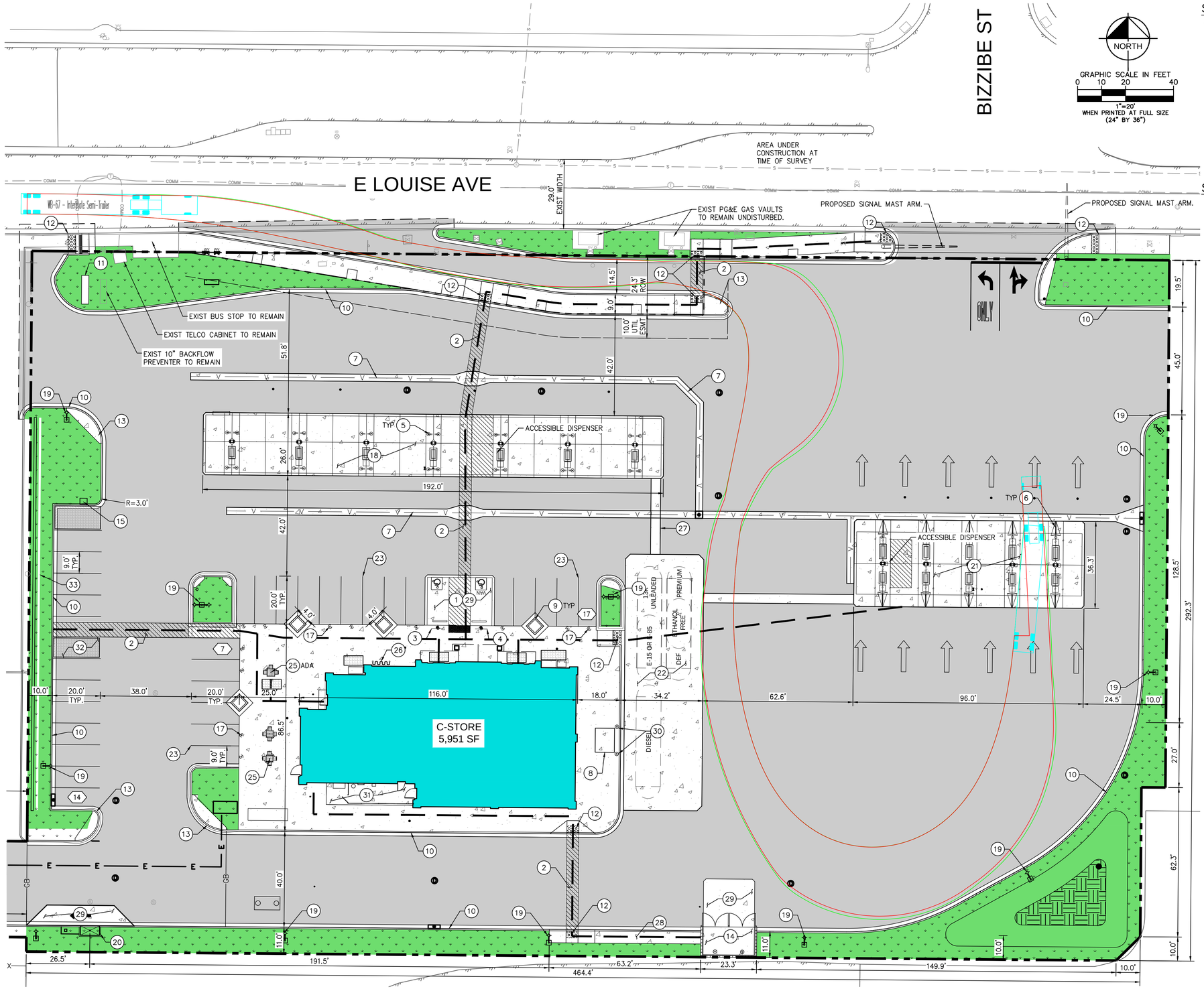
PREPARED UNDER THE DIRECT SUPERVISION OF:
DATE:
JD CHRISTIANSEN, P.E. NO. C−89629 EXP. 03/31/2023

CITY OF LATHROP
APPROVED BY:
CITY ENGINEER DATE
RCE # _____ EXP _____

MAVERIK
185 SOUTH STATE STREET, SUITE 800
SALT LAKE CITY, UT. 84111

COVER SHEET
MAVERIK
STORE #:TBD
E. LOUISE AVE.
LATHROP, CA

C1.0



NORTH

GRAPHIC SCALE IN FEET
0 10 20 40
1"=20'
WHEN PRINTED AT FULL SIZE (24" BY 36")

SITE LEGEND

- PROPERTY LINE
- CENTER LINE
- EASEMENT LINE
- SIGN POST
- CONCRETE PAVEMENT SEE NOTES FOR DETAILS.
- HEAVY DUTY ASPHALT PAVEMENT
- AREAS WHERE SLOPE NOT TO EXCEED 1.5% IN ANY DIRECTION
- SETBACKS
- ADA PATH OF TRAVEL
- XX PARKING COUNT
- LANDSCAPE/PLANTER AREA
- DETECTABLE WARNINGS

SITE PLAN KEYNOTES

1. ACCESSIBLE PARKING STALL STRIPING AND ACCESSIBLE PARKING SYMBOL
2. PATH OF TRAVEL STRIPING.
3. STANDARD ACCESSIBLE PARKING STALL.
4. VAN ACCESSIBLE PARKING STALL.
5. HOOP BOLLARD.
6. WEDGE BOLLARD.
7. CONCRETE WATERWAY (V-DITCH).
8. BIODIESEL FUEL MIXING STATION.
9. INSTALL 4'-0" x 4'-0" TREE PLANTER.
10. 6" CURB & GUTTER.
11. MONUMENT SIGN.
12. ACCESSIBLE RAMP WIIHT CAST-IN-PLACE DETECTABLE WARNING SYSTEM (TRUNCATED DOMES).
13. ROLLED-MOUNTABLE CURB AND CONCRETE RUNOUT PAD.
14. COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE.
15. AIR STATION. PARKING AREA DIRECTLY ADJACENT TO BE CONSTRUCTED TO MAINTAIN GRADES LESS THAN 2% IN ALL DIRECTIONS.
16. PAVEMENT MARKINGS. WHITE, 20 MILL MIN THICKNESS, METHACRYLATE PAINT OR APPROVED EQUAL.
17. 4" REBOUNDING BOLLARD.
18. FUELING FORECOURT.
19. STANDARD 25'-0" POLE MOUNTED LED LIGHT ON CONCRETE BASE.
20. RV DUMP STATION.
21. COMMERCIAL FUELING COURT 18 FEET LANES.
22. CONC PAD OVER UNDERGROUND STORAGE TANKS.
23. PROPOSED 90° PARKING.
24. CAST-IN-PLACE DETECTABLE WARNING SYSTEM (TRUNCATED DOMES).
25. PICNIC TABLES.
26. BIKE RACK.
27. FUEL LINE TRENCH CAP.
28. CONSTRUCT STANDARD DUTY SIDEWALK.
29. STANDARD CONCRETE PARKING PAVEMENT.
30. 4" CONCRETE BOLLARD.
31. HOUSEKEEPING PAD.
32. FUTURE EV COMPLIANT STALL WITH RACEWAYS INSTALLED.
33. LANDSCAPE WALL (< 3' TALL)

SITE DATA

PARKING		
SPACES REQUIRED =	32	
STANDARD SPACE PROVIDED =	36	
ACCESSIBLE SPACE PROVIDED =	2	
TOTAL SPACES PROVIDED =	38 SPACES	
PARCEL DATA		
TOTAL PARCEL AREA =	138,681 SQ. FT.	3.183 ACRES
ADDITIONAL PARCEL AREA (HARLAN ACCESS) =	15,391.0000 SQ. FT.	0.353 ACRES
BUILDING AREA =	5,951 SQ. FT.	0.137 ACRES

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RECOMMENDED: JC

Kimley»Horn
555 CAPITOL MALL, SUITE 300
SACRAMENTO, CA 95814
(916) 858-5800

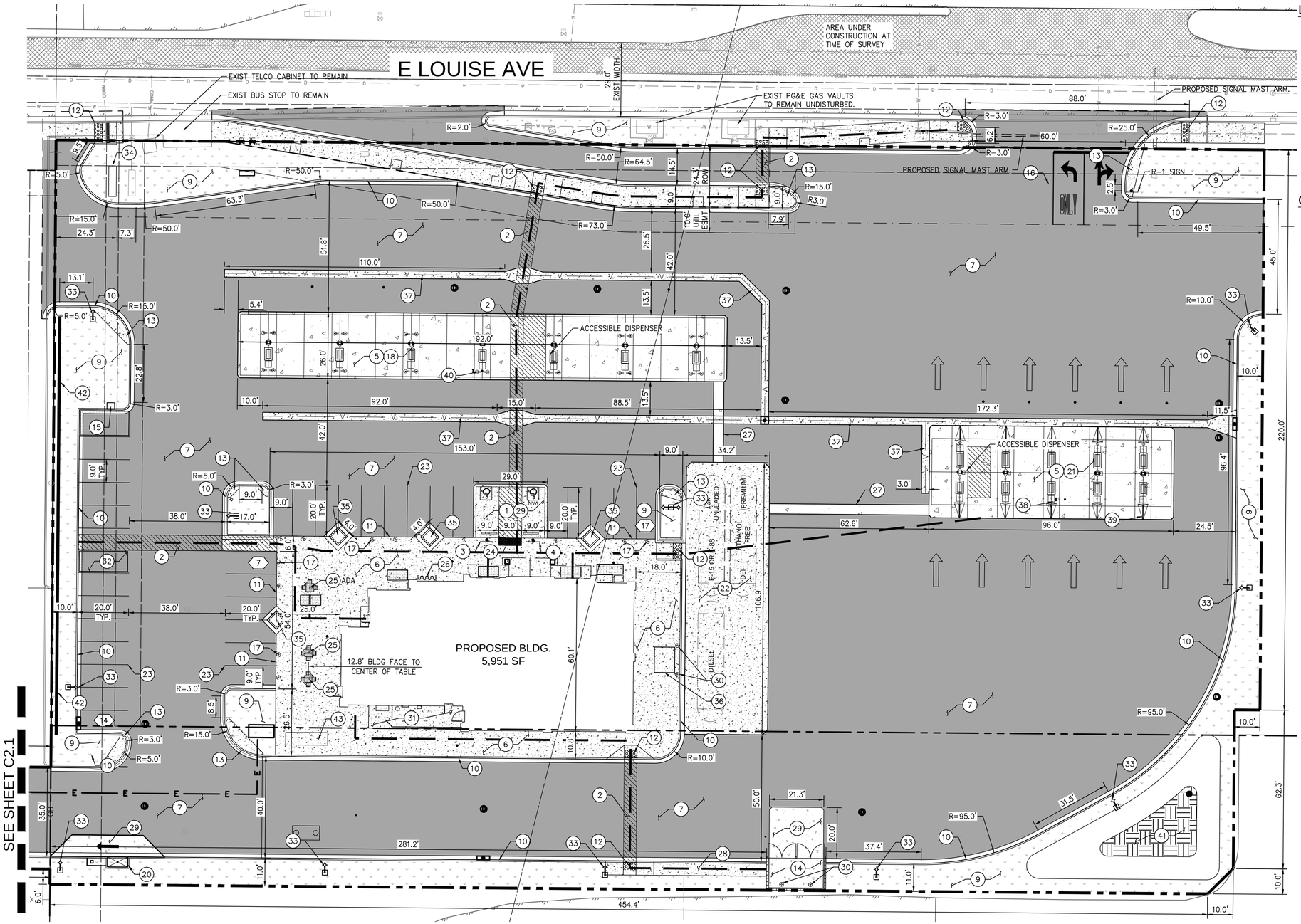
PREPARED UNDER THE DIRECT SUPERVISION OF:
JD CHRISTIANSEN, P.E. NO. C-89629 DATE: EXP. 03/31/2023

CITY OF LATHROP
APPROVED BY:
CITY ENGINEER RCE # _____ EXP _____ DATE

MAVERIK
185 SOUTH STATE STREET, SUITE 800
SALT LAKE CITY, UT. 84111

ARCHITECTURAL SITE PLAN
MAVERIK
STORE #:TBD
E. LOUISE AVE.
LATHROP, CA

A1.0



LEGEND

- PROPERTY LINE
- CENTER LINE
- EASEMENT LINE
- SIGN POST
- CONCRETE PAVEMENT SEE NOTES FOR DETAILS.
- HEAVY DUTY ASPHALT PAVEMENT
- AREAS WHERE SLOPE NOT TO EXCEED 1.5% IN ANY DIRECTION
- SETBACKS
- ADA PATH OF TRAVEL
- XX PARKING COUNT
- LANDSCAPE/PLANTER AREA
- DETECTABLE WARNINGS
- STORMWATER OVERFLOW BASIN

CONSTRUCTION NOTES

1. INSTALL ACCESSIBLE STRIPING PARKING STALL AND ACCESSIBLE PARKING SYMBOL PER MAVERIK DETAILS SF-11 & SF-12, SHEET C2.0.
2. INSTALL PATH OF TRAVEL STRIPING PER DETAIL 9, SHEET C6.0.
3. INSTALL ACCESSIBLE PARKING STALL SIGN PER DETAIL 5, SHEET C17. SINGLE BASE SIGN POST PER DETAIL 4, SHEET C6.0.
4. INSTALL VAN ACCESSIBLE PARKING STALL SIGN PER DETAIL 5, SHEET C17. SINGLE BASE SIGN POST PER DETAIL 4, SHEET C6.0.
5. CONSTRUCT CONCRETE PAD PER MAVERIK DETAIL C-10.
6. CONSTRUCT STANDARD DUTY SIDEWALK CONCRETE ADJACENT TO BLDG PER MAVERIK DETAIL C-5.
7. CONSTRUCT HEAVY DUTY ASPHALT PAVEMENT PER MAVERIK DETAIL AS-2.
9. LANDSCAPE/PLANTER AREA. REFER TO LANDSCAPE AND IRRIGATION PLANS FOR MORE INFORMATION.
10. CONSTRUCT 6" CURB & GUTTER PER MAVERIK DETAILS C-6 & C-7.
11. CONSTRUCT THICKENED CONCRETE EDGE PER MAVERIK DETAIL C-4.
12. INSTALL ACCESSIBLE RAMP PER DETAIL 7, SHEET C6.0. INSTALL CAST-IN-PLACE DETECTABLE WARNING SYSTEM (TRUNCATED DOMES) PER ARMOR TILE – 36" X 48" PANEL. PRODUCT NO. ADA-C-3648W PER DETAIL 8, SHEET C6.0.
13. CONSTRUCT ROLLED-MOUNTABLE CURB AND CONCRETE RUNOUT PAD PER MAVERIK DETAIL C-8.
14. INSTALL COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE, REFER TO ARCHITECTURAL PLANS. FOUNDATION PER STRUCTURAL PLANS.
15. INSTALL AIR STATION PER MAVERIK DETAIL SF-9, SHEET CXX. PARKING AREA DIRECTLY ADJACENT TO BE CONSTRUCTED TO MAINTAIN GRADES LESS THAN 2% IN ALL DIRECTIONS.
16. INSTALL PAVEMENT MARKINGS AS SHOWN, PAINT SHALL BE WHITE IN COLOR, 20 MILL MIN THICKNESS, METHACRYLATE PAINT OR APPROVED EQUAL.
17. INSTALL 4" REBOUNDING BOLLARD PER MAVERIK DETAILS SF-1A-1C, AND SF-4.
18. INSTALL STRAIGHT FORECOURT PER MAVERIK DETAIL ST-3. SEE ARCHITECTURAL PLANS FOR DETAILS.
20. INSTALL RV DUMP PER MAVERIK DETAIL SF-10.
21. INSTALL COMMERCIAL COURT 18 FEET LANES MAVERIK DETAIL ST-7. SEE ARCHITECTURAL PLANS FOR DETAILS.
22. INSTALL CONC PAD OVER UNDERGROUND STORAGE TAKES PER MAVERIK DETAIL C-11. FUEL TANKS INSTALLED PER SEPARATE PLANS.
23. PROPOSED 90° PARKING STRIPING PER DIMENSIONS SHOWN. SEE DETAIL 2, SHEET C6.0.
24. INSTALL CAST-IN-PLACE DETECTABLE WARNING SYSTEM (TRUNCATED DOMES) PER ARMOR TIEL-36"X48" PANEL. PRODUCT NO. ADA-C-3648W PER DETAIL 8, SHEET C6.0.
25. INSTALL MAVERIK SUPPLIED PICNIC TABLES. LOCATION AS SHOWN ON PLAN. SEE ARCHITECTURAL PLANS FOR DETAILS.
26. INSTALL "HIGH ROLLER" BIKE RACK PER MAVERIK DETAIL SF-8.
27. INSTALL CONCRETE TRENCH CAP PER MAVERIK DETAIL C-12, SHEET CXX. CONCRETE WIDTH TO EXTEND 2' EACH DIRECTION BEYOND FUELING LINES. REFER TO FUELING PLANS FOR ROUTING AND WIDTH.
28. CONSTRUCT STANDARD DUTY SIDEWALK PER MAVERIK DETAIL C-4.
29. CONSTRUCT STANDARD CONCRETE PARKING STALL PAVEMENT PER MAVERIK DETAIL C-3.
30. INSTALL 4" CONCRETE BOLLARD PER DETAIL 10, SHEET C6.0.
31. HOUSEKEEPING PAD GRADES PER CIVIL, SECTION IS PER STRUCTURAL. FURNISH AND INSTALL COMPRESSOR AND COMPRESSOR LINES PER ARCHITECTURAL AND MEP.
32. FUTURE EV COMPLIANT STALL, SEE MEP PLANS FOR RACEWAY DETAILS.
33. INSTALL STANDARD 25'-0" POLE MOUNTED LED LIGHT ON CONCRETE BASE PER MAVERIK DETAIL SF-6. SEE ELECTRICAL PLANS FOR DETAILS.
34. INSTALL 12'-0" x 3'-0" MONUMENT SIGN, BY SIGN CONTRACTOR. SEE SIGN PLANS AND ELECTRICAL PLANS FOR DETAILS.
35. INSTALL 4'-0" x 4'-0" TREE PLANTER. SEE LANDSCAPE PLANS.
36. BIODIESEL FUEL MIXING STATION, BY OTHERS. SEE FUELING PLANS.
37. CONSTRUCT CONCRETE WATERWAY PER MAVERIK DETAIL C-9.
38. FURNISH AND INSTALL HOSE REELS AND CONNECT TO COMPRESSOR LINES PER MEP AND FUEL DISPENSING PLANS.
39. INSTALL WEDGE BOLLARD PER MAVERIK DETAIL SF-3.
40. INSTALL HOOP BOLLARD PER MAVERIK DETAIL SF-2.
41. STORMWATER OVERFLOW BASIN, 4,000 CF
42. CONCRETE BLOCK LANDSCAPING WALL
43. PROPOSED GENERATOR, BY OTHERS

SITE DATA

PARKING		
SPACES REQUIRED =	32	
STANDARD SPACE PROVIDED =	36	
ACCESSIBLE SPACE PROVIDED =	2	
TOTAL SPACES PROVIDED =	38 SPACES	
PARCEL DATA		
TOTAL PARCEL AREA =	138,681 SQ. FT.	3.183 ACRES
ADDITIONAL PARCEL AREA (HARLAN ACCESS) =	15,391.0000 SQ. FT.	0.353 ACRES
BUILDING AREA =	5,951 SQ. FT.	0.137 ACRES

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RECOMMENDED: DVS

Kimley»Horn
555 CAPITOL MALL, SUITE 300
SACRAMENTO, CA 95814
(916) 858-5800

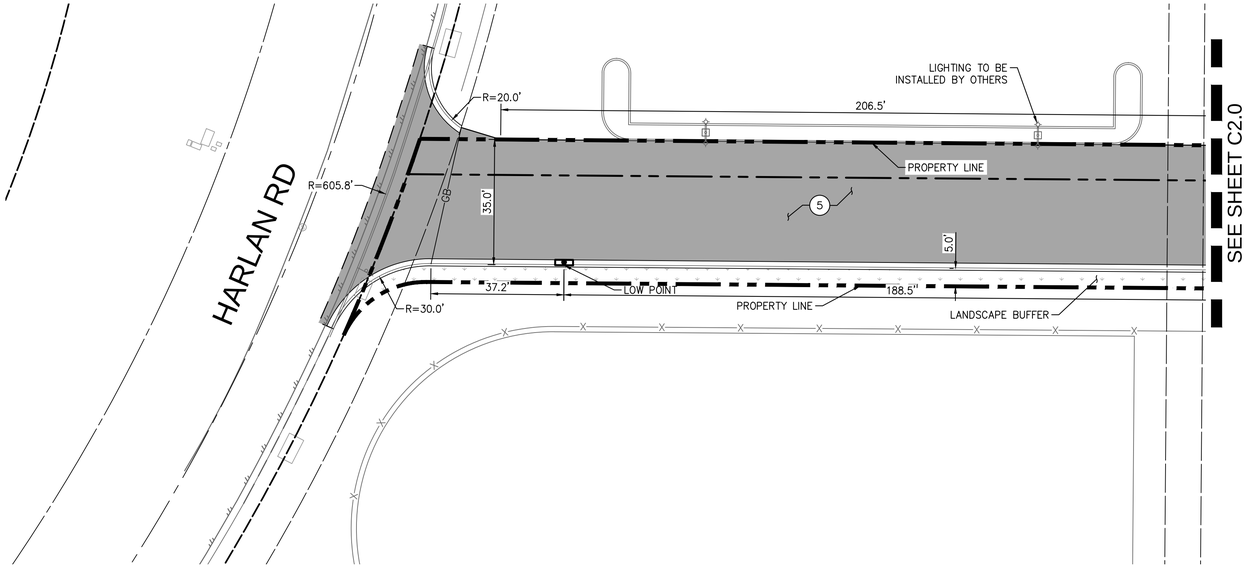
PREPARED UNDER THE DIRECT SUPERVISION OF:
DATE:
JD CHRISTIANSEN, P.E. NO. C-89629 EXP. 03/31/2023

CITY OF LATHROP
APPROVED BY:
CITY ENGINEER DATE
RCE # _____ EXP _____

MAVERIK
185 SOUTH STATE STREET, SUITE 800
SALT LAKE CITY, UT. 84111

PRELIMINARY SITE PLAN
MAVERIK
STORE #:TBD
E. LOUISE AVE.
LATHROP, CA

C2.0



LEGEND

PROPERTY LINE	SETBACKS
CENTER LINE	ADA PATH OF TRAVEL
EASEMENT LINE	XX PARKING COUNT
SIGN POST	
CONCRETE PAVEMENT SEE NOTES FOR DETAILS.	LANDSCAPE/PLANTER AREA
HEAVY DUTY ASPHALT PAVEMENT	DETECTABLE WARNINGS
AREAS WHERE SLOPE NOT TO EXCEED 1.5% IN ANY DIRECTION	

CONSTRUCTION NOTES

1. INSTALL ACCESSIBLE STRIPING PARKING STALL AND ACCESSIBLE PARKING SYMBOL PER MAVERIK DETAILS SF-11 & SF-12, SHEET C2.0.
2. INSTALL PATH OF TRAVEL STRIPING PER DETAIL 9, SHEET C6.0.
3. INSTALL ACCESSIBLE PARKING STALL SIGN PER DETAIL 5, SHEET C17. SINGLE BASE SIGN POST PER DETAIL 4, SHEET C6.0.
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5. CONSTRUCT CONCRETE PAD PER MAVERIK DETAIL C-10.
6. CONSTRUCT STANDARD DUTY SIDEWALK CONCRETE ADJACENT TO BLDG PER MAVERIK DETAIL C-5.
7. CONSTRUCT HEAVY DUTY ASPHALT PAVEMENT PER MAVERIK DETAIL AS-2.
9. LANDSCAPE/PLANTER AREA. REFER TO LANDSCAPE AND IRRIGATION PLANS FOR MORE INFORMATION.
10. CONSTRUCT 6" CURB & GUTTER PER MAVERIK DETAILS C-6 & C-7.
11. CONSTRUCT THICKENED CONCRETE EDGE PER MAVERIK DETAIL C-4.
12. INSTALL ACCESSIBLE RAMP PER DETAIL 7, SHEET C6.0. INSTALL CAST-IN-PLACE DETECTABLE WARNING SYSTEM (TRUNCATED DOMES) PER ARMOR TILE – 36" X 48" PANEL. PRODUCT NO. ADA-C-3648W PER DETAIL 8, SHEET C6.0.
13. CONSTRUCT ROLLED-MOUNTABLE CURB AND CONCRETE RUNOUT PAD PER MAVERIK DETAIL C-8.
14. INSTALL COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE, REFER TO ARCHITECTURAL PLANS. FOUNDATION PER STRUCTURAL PLANS.
15. INSTALL AIR STATION PER MAVERIK DETAIL SF-9, SHEET CXX. PARKING AREA DIRECTLY ADJACENT TO BE CONSTRUCTED TO MAINTAIN GRADES LESS THAN 2% IN ALL DIRECTIONS.
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17. INSTALL 4" REBOUNDING BOLLARD PER MAVERIK DETAILS SF-1A-1C, AND SF-4.
18. INSTALL STRAIGHT FORECOURT PER MAVERIK DETAIL ST-3. SEE ARCHITECTURAL PLANS FOR DETAILS.
20. INSTALL RV DUMP PER MAVERIK DETAIL SF-10.
21. INSTALL COMMERCIAL COURT 18 FEET LANES MAVERIK DETAIL ST-7. SEE ARCHITECTURAL PLANS FOR DETAILS.
22. INSTALL CONC PAD OVER UNDERGROUND STORAGE TAKES PER MAVERIK DETAIL C-11. FUEL TANKS INSTALLED PER SEPARATE PLANS.
23. PROPOSED 90° PARKING STRIPING PER DIMENSIONS SHOWN. SEE DETAIL 2, SHEET C6.0.
24. INSTALL CAST-IN-PLACE DETECTABLE WARNING SYSTEM (TRUNCATED DOMES) PER ARMOR TIEL-36"X48" PANEL. PRODUCT NO. ADA-C-3648W PER DETAIL 8, SHEET C6.0.
25. INSTALL MAVERIK SUPPLIED PICNIC TABLES. LOCATION AS SHOWN ON PLAN. SEE ARCHITECTURAL PLANS FOR DETAILS.
26. INSTALL "HIGH ROLLER" BIKE RACK PER MAVERIK DETAIL SF-8.
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32. FUTURE EV COMPLIANT STALL, SEE MEP PLANS FOR RACEWAY DETAILS.
33. INSTALL STANDARD 25'-0" POLE MOUNTED LED LIGHT ON CONCRETE BASE PER MAVERIK DETAIL SF-6. SEE ELECTRICAL PLANS FOR DETAILS.
34. INSTALL 12'-0" x 3'-0" MONUMENT SIGN, BY SIGN CONTRACTOR. SEE SIGN PLANS AND ELECTRICAL PLANS FOR DETAILS.
35. INSTALL 4'-0" x 4'-0" TREE PLANTER. SEE LANDSCAPE PLANS.
36. BIODIESEL FUEL MIXING STATION, BY OTHERS. SEE FUELING PLANS.
37. CONSTRUCT CONCRETE WATERWAY PER MAVERIK DETAIL C-9.
38. FURNISH AND INSTALL HOSE REELS AND CONNECT TO COMPRESSOR LINES PER MEP AND FUEL DISPENSING PLANS.
39. INSTALL WEDGE BOLLARD PER MAVERIK DETAIL SF-3.
40. INSTALL HOOP BOLLARD PER MAVERIK DETAIL SF-2.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40
1"=20'
WHEN PRINTED AT FULL SIZE (24" BY 36")

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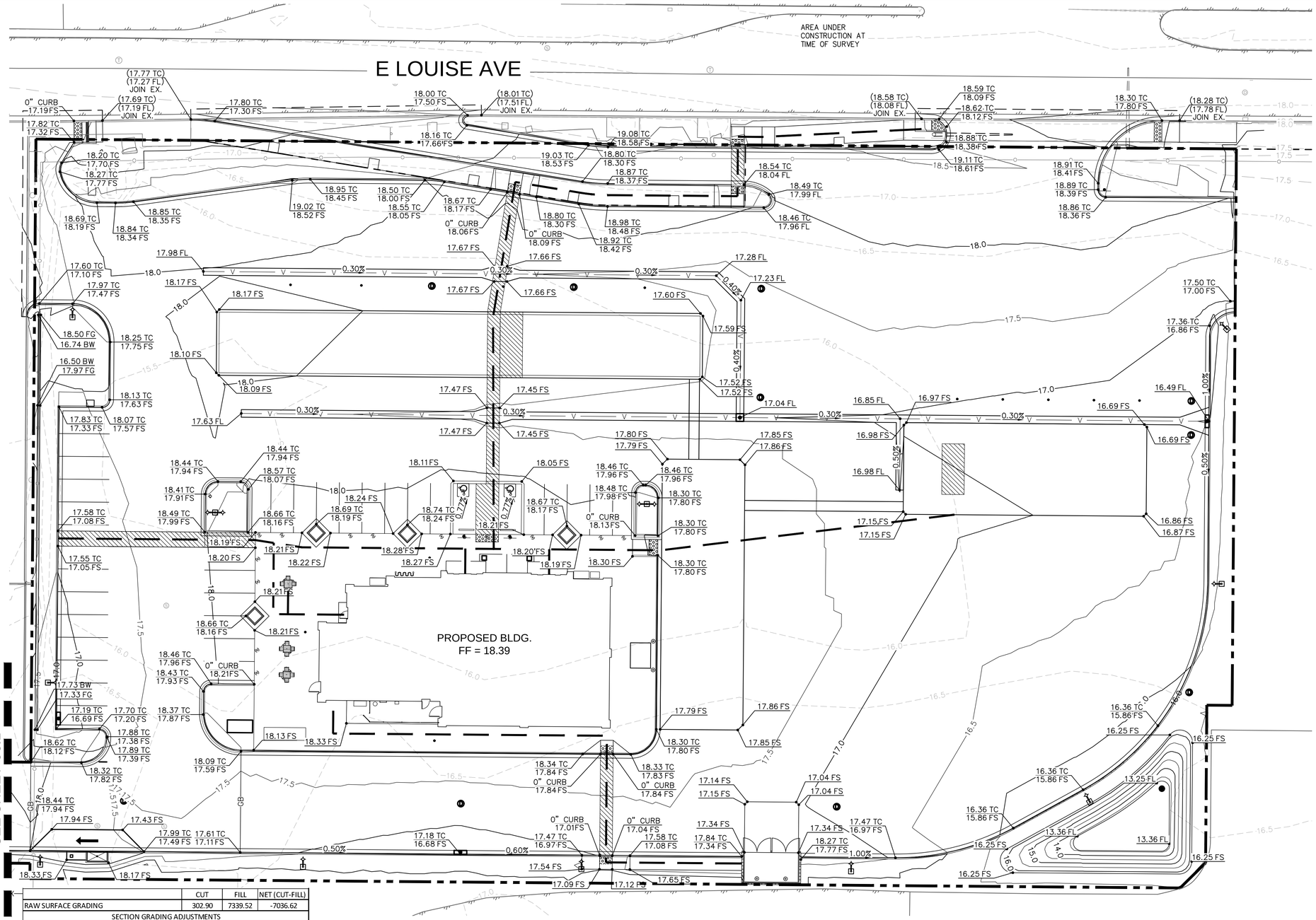
185 SOUTH STATE STREET, SUITE 800
SALT LAKE CITY, UT. 84111

PRELIMINARY SITE PLAN (HARLAN RD ACCESS)
MAVERIK
STORE #:TBD
E. LOUISE AVE.
LATHROP, CA

C2.1



LEGEND

- CENTER LINE
- PROPERTY LINE
- EASEMENT LINE
- RIGHT-OF-WAY LINE
- APPROXIMATE LIMIT OF WORK LINE
- W — EXISTING WATER LINE
- SS — 6"SS — EXISTING SANITARY SEWER LINE
- G — EXISTING GAS LINE
- E — E — EXISTING UNDERGROUND ELECTRICAL LINE
- T — EXISTING UNDERGROUND TELECOMMUNICATIONS LINE
- SD — 12"SD — EXISTING STORM DRAIN LINE
- W — 12"W — PROPOSED WATER LINE
- FW — 6"FW — PROPOSED FIRE WATER LINE
- SS — 6"SS — PROPOSED SANITARY SEWER LINE
- E — E — PROPOSED UNDERGROUND ELECTRICAL LINE
- T — PROPOSED TELECOMMUNICATIONS LINE
- G — PROPOSED GAS LINE
- GW — PROPOSED GREASE WASTE LINE
- SD — 12"SD — PROPOSED STORM DRAIN LINE
- V — V — VALLEY GUTTER

	CUT	FILL	NET (CUT-FILL)
RAW SURFACE GRADING	302.90	7339.52	-7036.62
SECTION GRADING ADJUSTMENTS			
HVY DUTY ASPH PVMT		-6012.83	6012.83
MOD DUTY ASPH PVMT		0.00	0.00
CONC PARKING STALL		-20.64	20.64
CURB & GUTTER		-129.73	129.73
CONC SIDEWALK		-253.93	253.93
FUEL CAP (4' WIDE)		-11.08	11.08
CONC UST PAD		-107.62	107.62
CONC WATERWAY		-120.94	120.94
CONC FUEL CANOPY PAD		-294.52	294.52
TOTAL	302.90	388.22	-85.32 FILL(IMPORT)

DISTURBED AREA = 3.670 ACRES
MAX CUT DEPTH = -1.45 FT
MAX FILL HEIGHT = 3.11 FT

EARTHWORK NOTE:
ENGINEER'S ESTIMATE OF EARTHWORK VOLUME QUANTITIES IS BASED ON TOPOGRAPHICAL INFORMATION PROVIDED BY OTHERS. THE ESTIMATE DOES NOT INCLUDE TRENCH SPOILS, CLEARING & GRUBBING, SHRINK/SWELL FACTORS, OVEREXCAVATION/RECOMPACTION, UNDERGROUND TANKS, ETC. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL EARTHWORK QUANTITIES PRIOR TO BID.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40
1"=20'
WHEN PRINTED AT FULL SIZE (24" BY 36")

Know what's **below.** **Call** before you dig.

ISSUE	DATE	DESCRIPTION
	02/19/2021	INITIAL REVIEW

DVS
DRAWN BY
JC
CHECKED BY
JC
RECOMMENDED

Kimley»Horn
555 CAPITOL MALL, SUITE 300
SACRAMENTO, CA 95814
(916) 858-5800

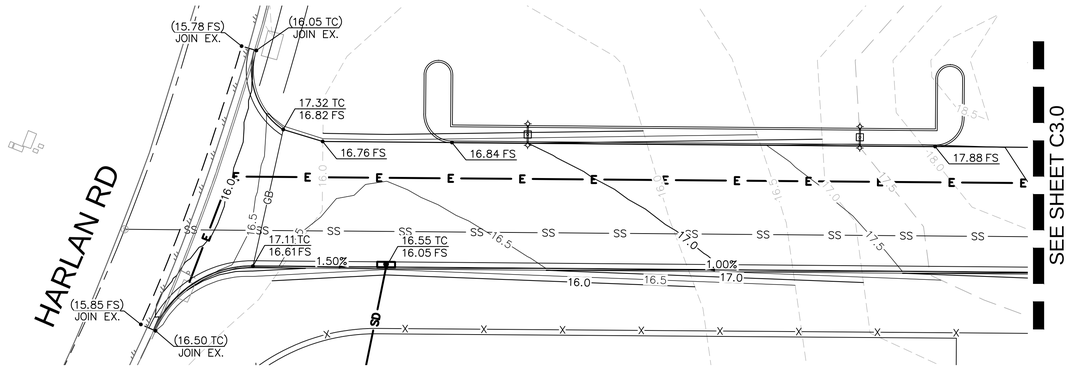
PREPARED UNDER THE DIRECT SUPERVISION OF:
DATE:
JD CHRISTIANSEN, P.E. NO. C-89629 EXP. 03/31/2023

CITY OF LATHROP
APPROVED BY:
CITY ENGINEER
RCE # _____ EXP _____
DATE

MAVERIK
185 SOUTH STATE STREET, SUITE 800
SALT LAKE CITY, UT. 84111

PRELIMINARY GRADING PLAN
MAVERIK
STORE #:TBD
E. LOUISE AVE.
LATHROP, CA

C3.0



LEGEND

- CENTER LINE
- PROPERTY LINE
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- APPROXIMATE LIMIT OF WORK LINE
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- EXISTING SANITARY SEWER LINE
- EXISTING GAS LINE
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- EXISTING UNDERGROUND TELECOMMUNICATIONS LINE
- EXISTING STORM DRAIN LINE
- PROPOSED WATER LINE
- PROPOSED FIRE WATER LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED UNDERGROUND ELECTRICAL LINE
- PROPOSED TELECOMMUNICATIONS LINE
- PROPOSED GAS LINE
- PROPOSED GREASE WASTE LINE
- PROPOSED STORM DRAIN LINE
- VALLEY GUTTER

NORTH

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RECOMMENDED: JC

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SACRAMENTO, CA 95814
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CITY OF LATHROP
APPROVED BY:
CITY ENGINEER
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MAVERIK
185 SOUTH STATE STREET, SUITE 800
SALT LAKE CITY, UT. 84111

PRELIMINARY GRADING PLAN
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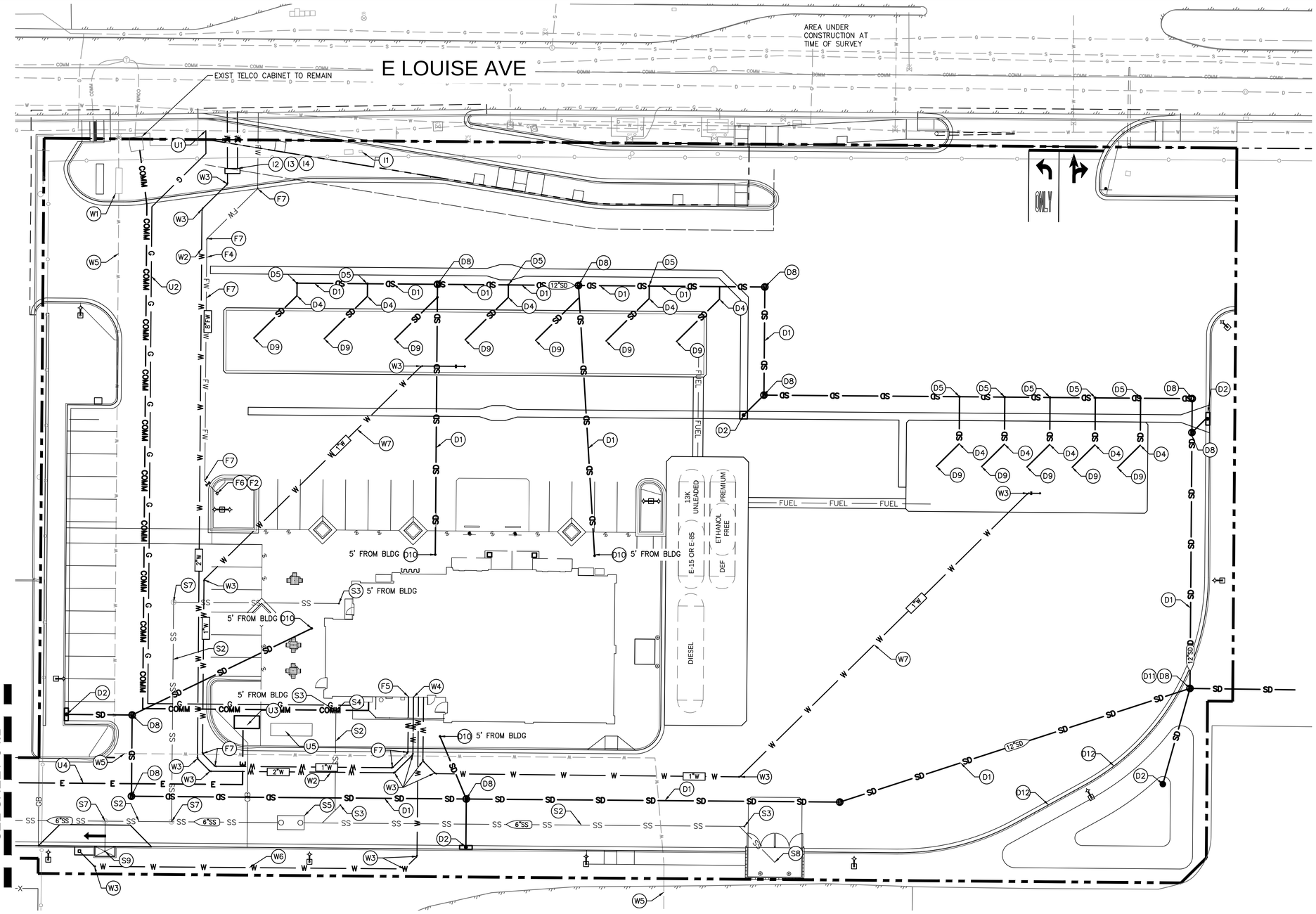

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- PROPOSED TELECOMMUNICATIONS LINE
- PROPOSED GAS LINE
- PROPOSED GREASE WASTE LINE
- PROPOSED STORM DRAIN LINE
- GREASE WASTE INTERCEPTOR

DOMESTIC WATER NOTES

(W1) EXISTING 10" BACKFLOW PREVENTER TO REMAIN.
(W2) INSTALL 2" PVC SCH. 80 DOMESTIC WATER PIPE.
(W3) INSTALL 45° DOMESTIC WATER BEND.
(W4) BUILDING POINT OF CONNECTION (5-FT FROM BUILDING FACE). REFER TO MEP PLANS FOR CONTINUATION.
(W5) EXISTING 10" WATER LINE REMAIN WITH 10'-0" EASEMENT.
(W6) INSTALL 3/4" PVC SCH. 80 DOMESTIC WATER PIPE.
(W7) INSTALL 1" PVC SCH. 80 DOMESTIC WATER PIPE.

SANITARY SEWER NOTES

(S1) CONNECT TO EXISTING SEWER MAIN. CONTRACTOR TO POTHOLE AND VERIFY LOCATION OF EXISTING SEWER MAIN PRIOR TO TRENCHING AND SEWER INSTALLATION. IF DISCREPANCIES ARE FOUND, NOTIFY THE ENGINEER OF RECORD AND MAVERIK CONSTRUCTION PM FURTHER DIRECTION.
(S2) INSTALL 6" SDR-35 PVC SEWER PIPE AT MINIMUM 1% SLOPE.
(S3) INSTALL SEWER CLEANOUT PER CITY OF LATHROP STANDARD DETAIL S-6.
(S4) BUILDING POINT OF CONNECTION (5-FT FROM BUILDING FACE). REFER TO MEP PLANS FOR CONTINUATION.
(S5) INSTALL GREASE INTERCEPTOR PER DETAIL ON SHEET XX. REFER TO MEP PLAN FOR MORE INFORMATION.
(S6) SAWCUT AND TRENCH PER ____.
(S7) INSTALL SEWER MANHOLE PER CITY OF LATHROP STANDARD DETAIL S-1.
(S8) INSTALL 6" SEWER AREA DRAIN.
(S9) INSTALL RV SEWER DUMPING STATION PER MAVERIK DETAIL SF-10.

STORM DRAIN NOTES

(D1) INSTALL 12" HDPE STORM DRAIN PIPE.
(D2) INSTALL 36" X 36" CATCH BASIN PER DETAIL ON SHEET XX.
(D3) INSTALL UNDERGROUND INFILTRATION SYSTEM. SEE SHEET XX FOR 7'-6" INTERNAL DEPTH SINGLE TRAP SYSTEM WITH STONE BASE.
(D4) INSTALL 45° HDPE STORM DRAIN BEND.
(D5) INSTALL HDPE STORM DRAIN TEE WITH CLEANOUT.
(D6) INSTALL 4" HDPE STORM DRAIN PIPE.
(D7) INSTALL 90° HDPE STORM DRAIN BEND.
(D8) INSTALL STORM DRAIN MANHOLE PER CITY OF LATHROP STANDARD DETAIL D-8.
(D9) CANOPY POINT OF CONNECTION. REFER TO CANOPY PLANS FOR CONTINUATION.
(D10) INSTALL CLEANOUT (5-FT FROM BUILDING FACE) PER CITY OF LATHROP STANDARD DETAIL S-6.
(D11) STORM DRAIN OUTFALL. BY OTHERS.
(D12) 2' CURB CUT

FIRE NOTES

(F1) PLACE 1" PVC SCH. 80 FIRE LINE PIPE.
(F2) INSTALL 1" WOODFORD FROST PROOF YARD HYDRANT WITH 3/4" FEMALE BRASS CONNECTION AND RED HANDLE.
(F3) EXISTING WATER BACKFLOW PREVENTER. GENERAL CONTRACTOR TO COORDINATE WITH UTILITY SERVICE PROVIDER.
(F4) INSTALL 8" PVC C-900 DR-18 (235 PSI RATED) FIRE WATER LINE. TRENCH AND BACKFILL PER CITY OF LATHROP STANDARD XX.
(F5) BUILDING POINT OF CONNECTION (5-FT FROM BUILDING FACE). REFER TO MEP PLANS FOR CONTINUATION.
(F6) INSTALL POST INDICATOR VALVE AND FIRE DEPARTMENT CONNECTION PER CITY OF LATHROP STANDARD DETAIL F-5.
(F7) INSTALL 45° FIRE WATER BEND.

IRRIGATION NOTES

(I1) EXISTING IRRIGATION BACKFLOW PREVENTER AND METER.
(I2) INSTALL IRRIGATION WATER METER AND 1" PVC SCH. 80 IRRIGATION
(I3) REFER TO LANDSCAPE AND IRRIGATION PLANS FOR CONTINUATION.
(I4) IRRIGATION POINT OF CONNECTION.

DRY UTILITY NOTES

(U1) PROPOSED PG&E GAS SERVICE CONNECTION, METER, AND VALVE.
(U2) PROPOSED JOINT TRENCH, COMMS & GAS, SEE DRY UTILITY PLANS.
(U3) PROPOSED ELECTRICAL TRANSFORMER.
(U4) PROPOSED ELECTRICAL SERVICE LINES. SEE ELECTRICAL PLANS.
(U5) PROPOSED GENERATOR. SEE ELECTRICAL PLANS.

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	02/19/2021	INITIAL REVIEW

DRAWN BY: JC
CHECKED BY: JC
RECOMMENDED

Kimley»Horn
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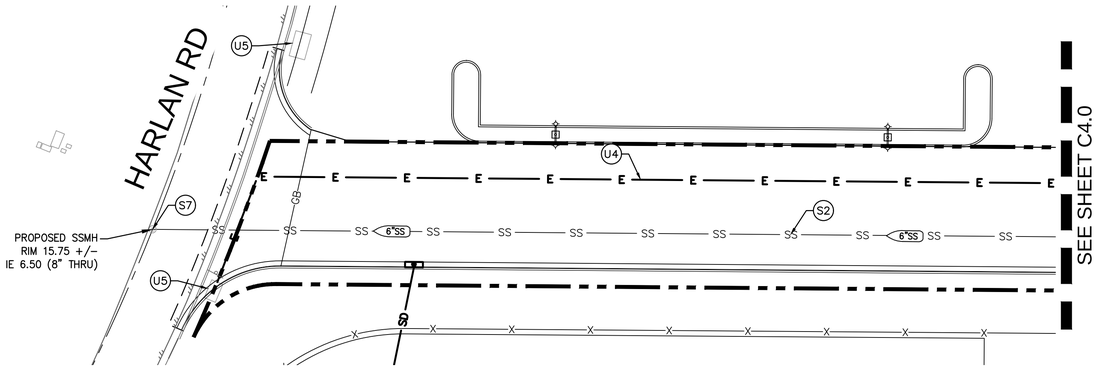
PREPARED UNDER THE DIRECT SUPERVISION OF:
JD CHRISTIANSEN, P.E. NO. C-89629 DATE: EXP. 03/31/2023

CITY OF LATHROP
APPROVED BY:
CITY ENGINEER RCE # _____ EXP _____ DATE

MAVERIK
185 SOUTH STATE STREET, SUITE 800
SALT LAKE CITY, UT. 84111

PRELIMINARY UTILITY PLAN
MAVERIK
STORE #:TBD
E. LOUISE AVE.
LATHROP, CA

C4.0



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- (S9) INSTALL RV SEWE DUMPING STATION PER MAVERIK DETAIL SF-10.

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- (D4) INSTALL 45° HDPE STORM DRAIN BEND.
- (D5) INSTALL HDPE STORM DRAIN TEE WITH CLEANOUT.
- (D6) INSTALL 4" HDPE STORM DRAIN PIPE.
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- (U4) PROPOSED ELECTRICAL SERVICE LINES. SEE ELECTRICAL PLANS.
- (U5) ELECTRICAL BOX. ADJUST TO GRADE.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40
1"=20'
WHEN PRINTED AT FULL SIZE
(24" BY 36")

811 Know what's **below.** **Call** before you dig.

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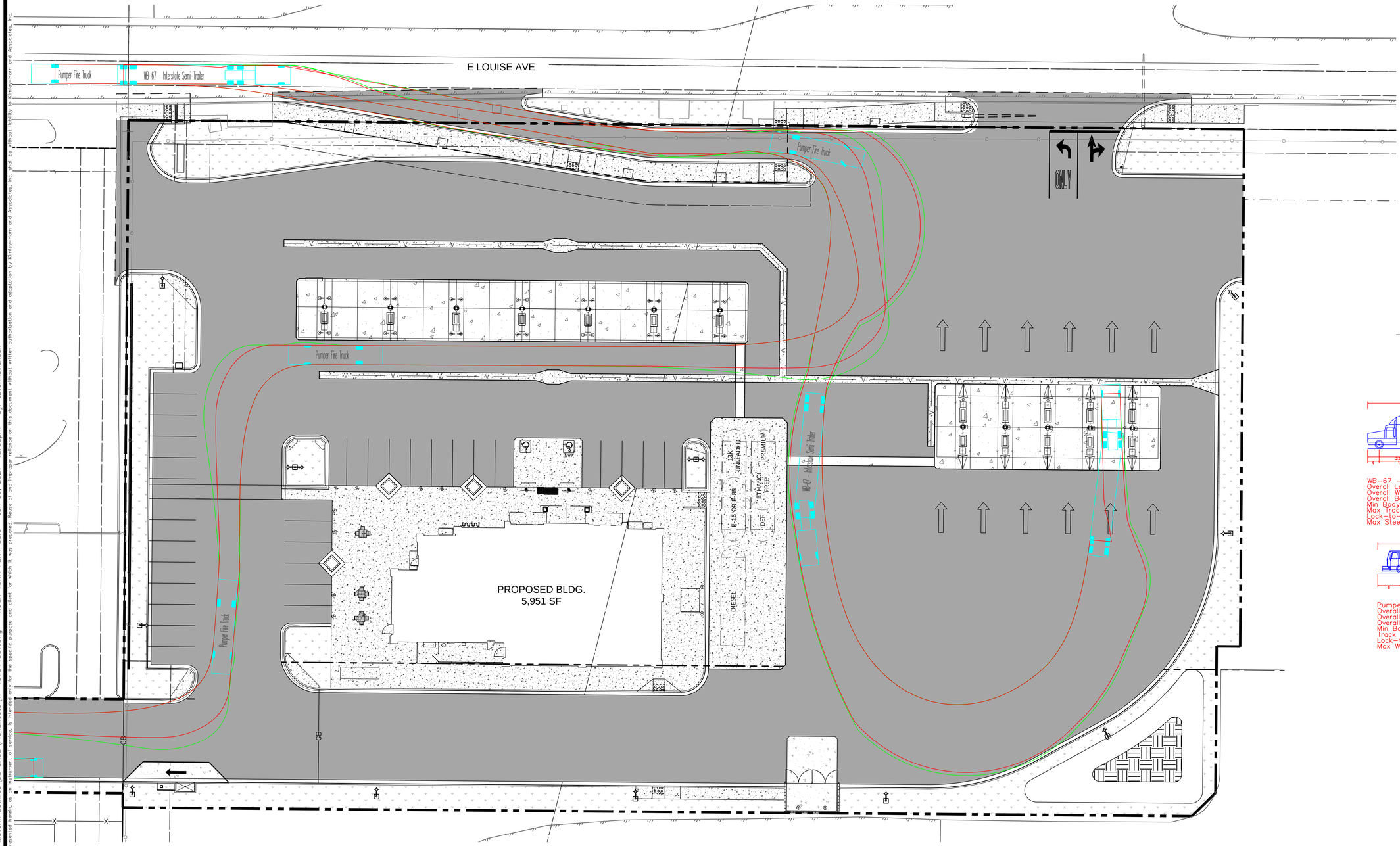
CITY OF LATHROP
APPROVED BY:
CITY ENGINEER
RCE # _____ EXP _____
DATE

MAVERIK
185 SOUTH STATE STREET, SUITE 800
SALT LAKE CITY, UT. 84111

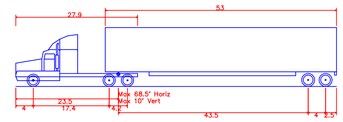
PRELIMINARY UTILITY PLAN
(HARLAN RD ACCESS)
MAVERIK
STORE #:TBD
E. LOUISE AVE.
LATHROP, CA

C4.1



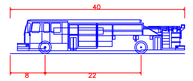
LEGEND

- PROPERTY LINE
- CENTER LINE
- EASEMENT LINE
- SETBACKS
- PARKING COUNT
- SIGN POST
- STANDARD DUTY CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- STANDARD DUTY ASPHALT PAVEMENT
- LANDSCAPE/PLANTER AREA
- DETECTABLE WARNINGS



WB-67 - Interstate Semi-Trailer

Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°



Pumper Fire Truck

Overall Length	40.000ft
Overall Width	8.167ft
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

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MAVERIK
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SALT LAKE CITY, UT. 84111

TRUCK TURN PLAN
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STORE #:TBD
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LATHROP, CA

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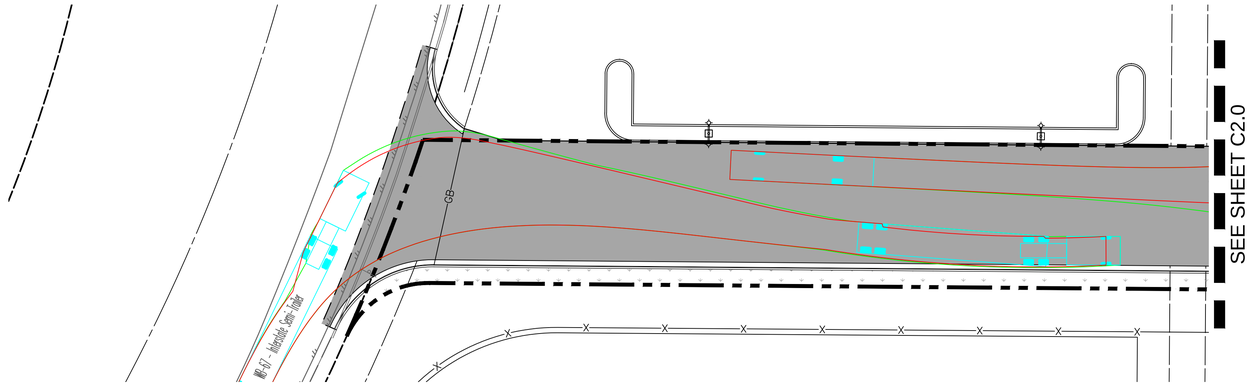

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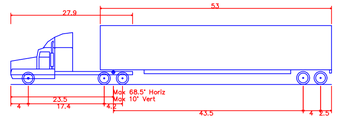

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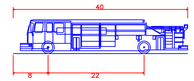

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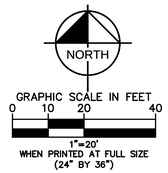
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°



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TRUCK TURN PLAN
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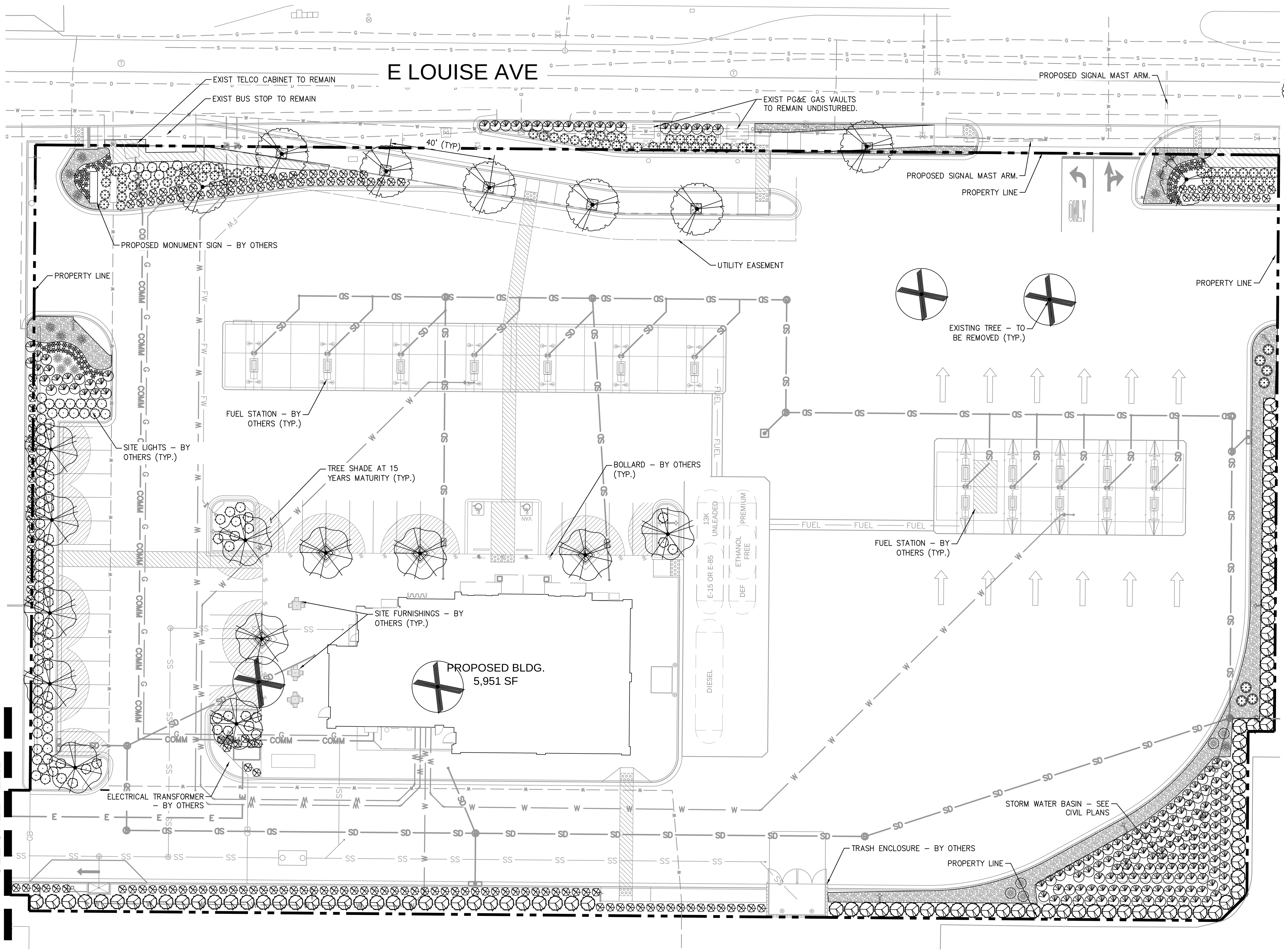

NORTH

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1"=20'
WHEN PRINTED AT FULL SIZE (24" BY 36")

PLANT SCHEDULE

TREES	QTY	BOTANICAL / COMMON NAME	WUCOLS
	4	EXISTING TREE / TO BE REMOVED	-
	8	FRAXINUS AMERICANA `ROSEHILL` / WHITE ASH	MODERATE
	12	KOELREUTERIA BIPINNATA / CHINESE FLAME TREE	MODERATE
SHRUBS	**QTY**	**BOTANICAL / COMMON NAME**	**WUCOLS**
	78	CALLISTEMON VIMINALIS `LITTLE JOHN` / LITTLE JOHN WEEPING BOTTLEBRUSH	LOW
	19	DASYLIRION WHEELERI / GREY DESERT SPOON	LOW
	110	DIETES BICOLOR / FORTNIGHT LILY	LOW
	70	FESTUCA GLAUCA `ELIJAH BLUE` / ELIJAH BLUE FESCUE	LOW
	174	MUHLENBERGIA RIGENS / DEER GRASS	LOW
	97	OLEA EUROPAEA `LITTLE OLLIE` TM / LITTLE OLLIE OLIVE	LOW
	235	WESTRINGIA FRUTICOSA `WES04` TM / GREY BOX COAST ROSEMARY	LOW
GROUND COVERS	**QTY**	**BOTANICAL / COMMON NAME**	**WUCOLS**
	2,745 SF	3"-5" ROCK COBBLE SOUTHWEST BOULDER AND STONE MEXICAN SUNBURST PEBBLE	-
	27	BACCHARIS PILULARIS `TWIN PEAKS` / TWIN PEAKS COYOTE BRUSH	LOW
	154 SF	DECOMPOSED GRANITE / 3/8" MINUS COLOR TO BE `CALIFORNIA GOLD` AT 2" DEPTH OR APPROVED EQUAL.	-

PARKING LOT TREE REQUIREMENTS

TREE SHADE

SHADE REQUIRED AT 15 YEARS MATURITY =	50%
PARKING LOT AREA: 6,280 SF 50% OF PARKING AREA: 3,140 SF	
SHADE PROVIDED (3,122 SF) =	50%

PARKING LOT TREES

1 TREE FOR EVERY 6 PARKING SPACES REQUIRED	
35 PARKING SPACES / 6 SPACES PER TREE =	6 TREES
PROVIDED =	12 TREES

TREE REPLACEMENT

TREE REPLACEMENT

TREES BEING REMOVED =	4
PROPOSED TREES (24" BOX) =	20

LANDSCAPE REQUIREMENT

10% OF THE TOTAL SITE SHALL BE LANDSCAPE AREA

TOTAL SITE AREA (SF) =	138,681 SF
LANDSCAPE AREA REQUIRED (10%) =	13,868 SF
TOTAL LANDSCAPE AREA PROPOSED (11%) =	15,946 SF

LANDSCAPE NOTE:

THE SELECTION OF PLANT MATERIAL IS BASED ON CULTURAL, AESTHETIC, AND MAINTENANCE CONSIDERATIONS. ALL PLANTING AREAS SHALL BE PREPARED WITH APPROPRIATE SOIL AMENDMENTS, FERTILIZERS AND APPROPRIATE SUPPLEMENTS BASED UPON A SOILS REPORT FROM AN AGRICULTURAL SUITABILITY SOIL SAMPLE TAKEN FROM THE SITE. ¾" CRUSHED ROCK MULCH SHALL FILL IN BETWEEN SHRUBS TO SHIELD THE SOIL FROM THE SUN, EVAPOTRANSPIRATION, AND RUN-OFF. ALL SHRUB BEDS SHALL BE MULCHED TO A 2" DEPTH TO HELP CONSERVE WATER, LOWER SOIL TEMPERATURE, AND REDUCE WEED GROWTH. THE SHRUBS SHALL BE ALLOWED TO GROW IN THEIR NATURAL FORMS. ALL LANDSCAPE IMPROVEMENTS SHALL FOLLOW THE GUIDELINES SET FORTH BY THE CITY OF LATHROP MUNICIPAL CODE.

IRRIGATION NOTE:

AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED TO PROVIDE 100% COVERAGE FOR ALL PLANTING AREAS SHOWN ON THE PLAN. THE WATER SUPPLY FOR THIS SITE IS A POTABLE WATER CONNECTION AND A DEDICATED IRRIGATION METER WILL BE PROVIDED. LOW VOLUME EQUIPMENT SHALL PROVIDE SUFFICIENT WATER FOR PLANT GROWTH WITH NO WATER LOSS DUE TO WATER CONTROLLERS, AND OTHER NECESSARY IRRIGATION EQUIPMENT. ALL POINT SOURCE SYSTEM SHALL BE ADEQUATELY FILTERED AND REGULATED PER THE MANUFACTURER'S RECOMMENDED DESIGN PARAMETERS. ALL IRRIGATION IMPROVEMENTS SHALL FOLLOW THE GUIDELINES SET FORTH BY THE CITY OF LATHROP MUNICIPAL CODE.

ISSUE	DATE	DESCRIPTION
	02/19/2021	INITIAL REVIEW

LD
DRAWN BY MJM
CHECKED BY JC
RECOMMENDED

LICENSED LANDSCAPE ARCHITECT — STATE OF CALIFORNIA — Signature — Renewal Date — Date

Kimley»Horn
555 CAPITOL MALL, SUITE 300
SACRAMENTO, CA 95814
(916) 858-5800

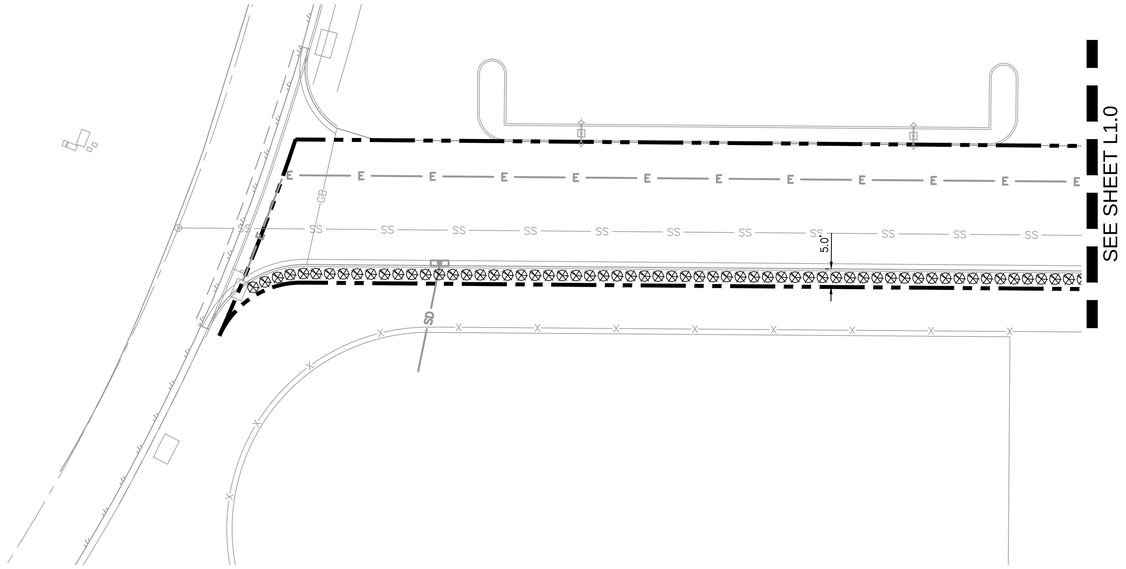
PREPARED UNDER THE DIRECT SUPERVISION OF:
DATE:
JD CHRISTIANSEN, P.E. NO. C-89629 EXP. 03/31/2023

CITY OF LATHROP
APPROVED BY:
CITY ENGINEER DATE
RCE # EXP

MAVERIK
185 SOUTH STATE STREET, SUITE 800
SALT LAKE CITY, UT. 84111

LANDSCAPE PLAN
MAVERIK
STORE #:TBD
E. LOUISE AVE.
LATHROP, CA

L1.0



PLANT SCHEDULE

TREES	QTY	BOTANICAL / COMMON NAME	WUCOLS
	4	EXISTING TREE / TO BE REMOVED	-
	8	FRAXINUS AMERICANA `ROSEHILL` / WHITE ASH	MODERATE
	12	KOELREUTERIA BIPINNATA / CHINESE FLAME TREE	MODERATE

SHRUBS	QTY	BOTANICAL / COMMON NAME	WUCOLS
	78	CALLISTEMON VIMINALIS `LITTLE JOHN` / LITTLE JOHN WEEPING BOTTLEBRUSH	LOW
	19	DASYLIRION WHEELERI / GREY DESERT SPOON	LOW
	110	DIETES BICOLOR / FORTNIGHT LILY	LOW
	70	FESTUCA GLAUCA `ELIJAH BLUE` / ELIJAH BLUE FESCUE	LOW
	174	MUHLENBERGIA RIGENS / DEER GRASS	LOW
	97	OLEA EUROPAEA `LITTLE OLLIE` TM / LITTLE OLLIE OLIVE	LOW
	235	WESTRINGIA FRUTICOSA `WES04` TM / GREY BOX COAST ROSEMARY	LOW

GROUND COVERS	QTY	BOTANICAL / COMMON NAME	WUCOLS
	2,745 SF	3"-5" ROCK COBBLE SOUTHWEST BOULDER AND STONE MEXICAN SUNBURST PEBBLE	-
	27	BACCHARIS PILULARIS `TWIN PEAKS` / TWIN PEAKS COYOTE BRUSH	LOW
	154 SF	DECOMPOSED GRANITE / 3/8" MINUS COLOR TO BE `CALIFORNIA GOLD` AT 2" DEPTH OR APPROVED EQUAL.	-

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40
1"=20'
WHEN PRINTED AT FULL SIZE
(24" BY 36")

811 Know what's **below.** **Call** before you dig.

ISSUE	DATE	DESCRIPTION
	02/19/2021	INITIAL REVIEW

LD
DRAWN BY
MJM
CHECKED BY
JC
RECOMMENDED

LICENSED LANDSCAPE ARCHITECT
Melissa J. Morgan License No. 6482
Signature
Renewal Date
Date
STATE OF CALIFORNIA

Kimley»Horn
555 CAPITOL MALL, SUITE 300
SACRAMENTO, CA 95814
(916) 858-5800

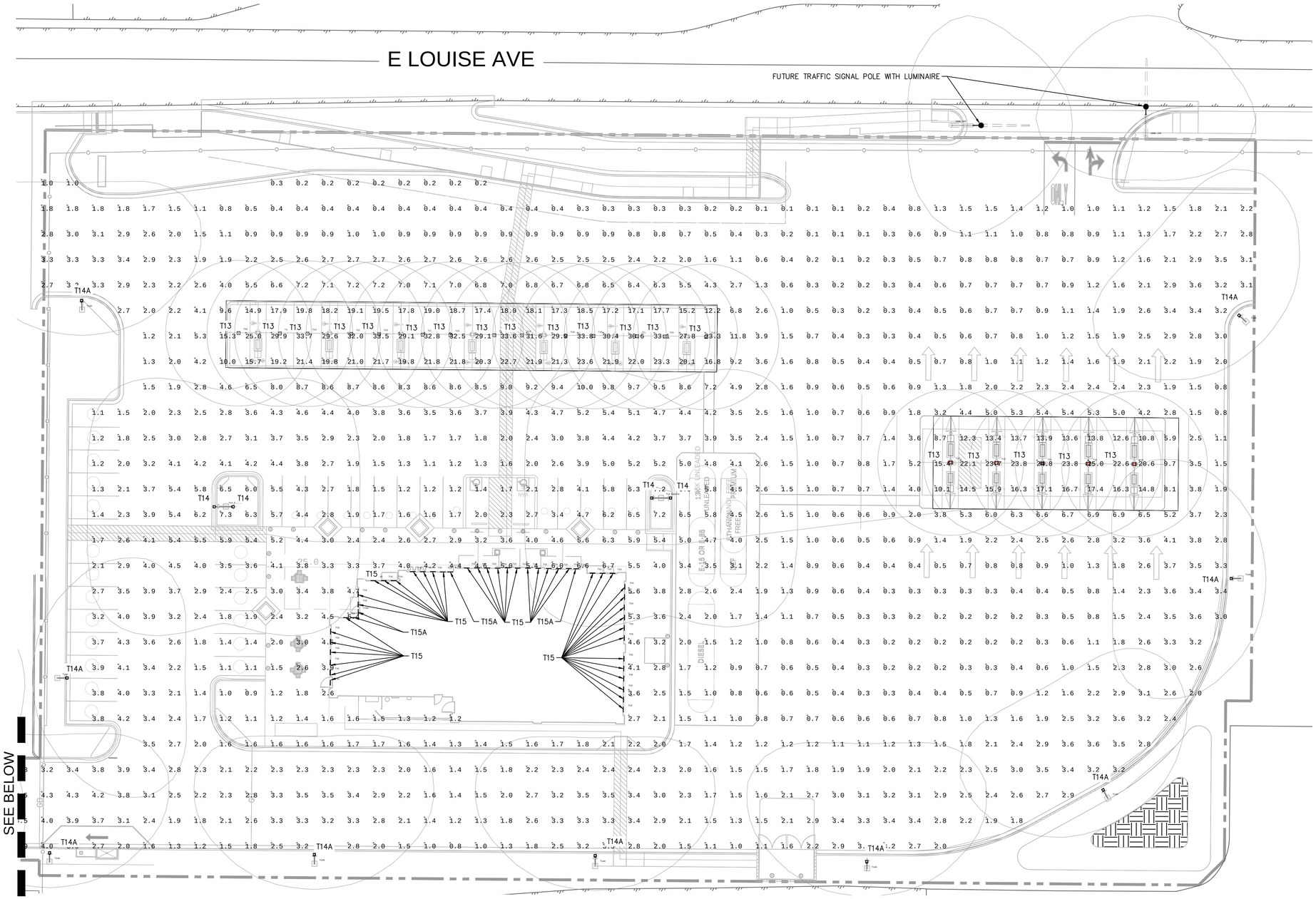
PREPARED UNDER THE DIRECT SUPERVISION OF:
DATE:
JD CHRISTIANSEN, P.E. NO. C-89629 EXP. 03/31/2023

CITY OF LATHROP
APPROVED BY:
CITY ENGINEER DATE
RCE # EXP

MAVERIK
185 SOUTH STATE STREET, SUITE 800
SALT LAKE CITY, UT. 84111

LANDSCAPE PLAN
MAVERIK
STORE #:TBD
E. LOUISE AVE.
LATHROP, CA

L1.1



SITE ILLUMINANCE LEVELS (Fc)

RECOMMENDED AVERAGE*:	4.0 OR LESS
RECOMMENDED MINIMUM:	1.0
RECOMMENDED MAXIMUM:	10.0

PARKING AREA:

CALCULATED AVERAGE:	3.9
CALCULATED MINIMUM:	0.1
CALCULATED MAXIMUM:	33.8

*RECOMMENDED VALUES PER CITY OF LATHROP MUNICIPAL CODE, STANDARDS FOR OFF-STREET AND ON-STREET PARKING FACILITIES

LIGHTING FIXTURE SCHEDULE

FIXTURE NAME	MANUFACTURER	CATALOG NUMBER	VOLTAGE	MOUNTING
T13	LSI	SCV LED 15L SC UNV DIM 40 WHT	120 V	CANOPY
T14	LSI	SLM LED 18L SIL FT 40 70CRI DIM SIN GLE	120 V	25'-0" POLE
T14A	LSI	SLM LED 18L SIL FT 40 70CRI DIM SIN GLE HSS	120 V	25'-0" POLE
T15	LSI	MLS4 LED 20L CSM UNV DIM U	120 V	EXTERIOR COVE/SURFACE
T15A	LSI	MLS2 LED 20L CSM UNV DIM U	120 V	EXTERIOR COVE/SURFACE

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40
1"=20'
WHEN PRINTED AT FULL SIZE (24" BY 36")

Know what's below. Call before you dig.

ISSUE	DATE	DESCRIPTION
	02/19/2021	INITIAL REVIEW

DRAWN BY: JC
CHECKED BY: JC
RECOMMENDED: DVS

Kimley»Horn
555 CAPITOL MALL, SUITE 300
SACRAMENTO, CA 95814
(916) 858-5800

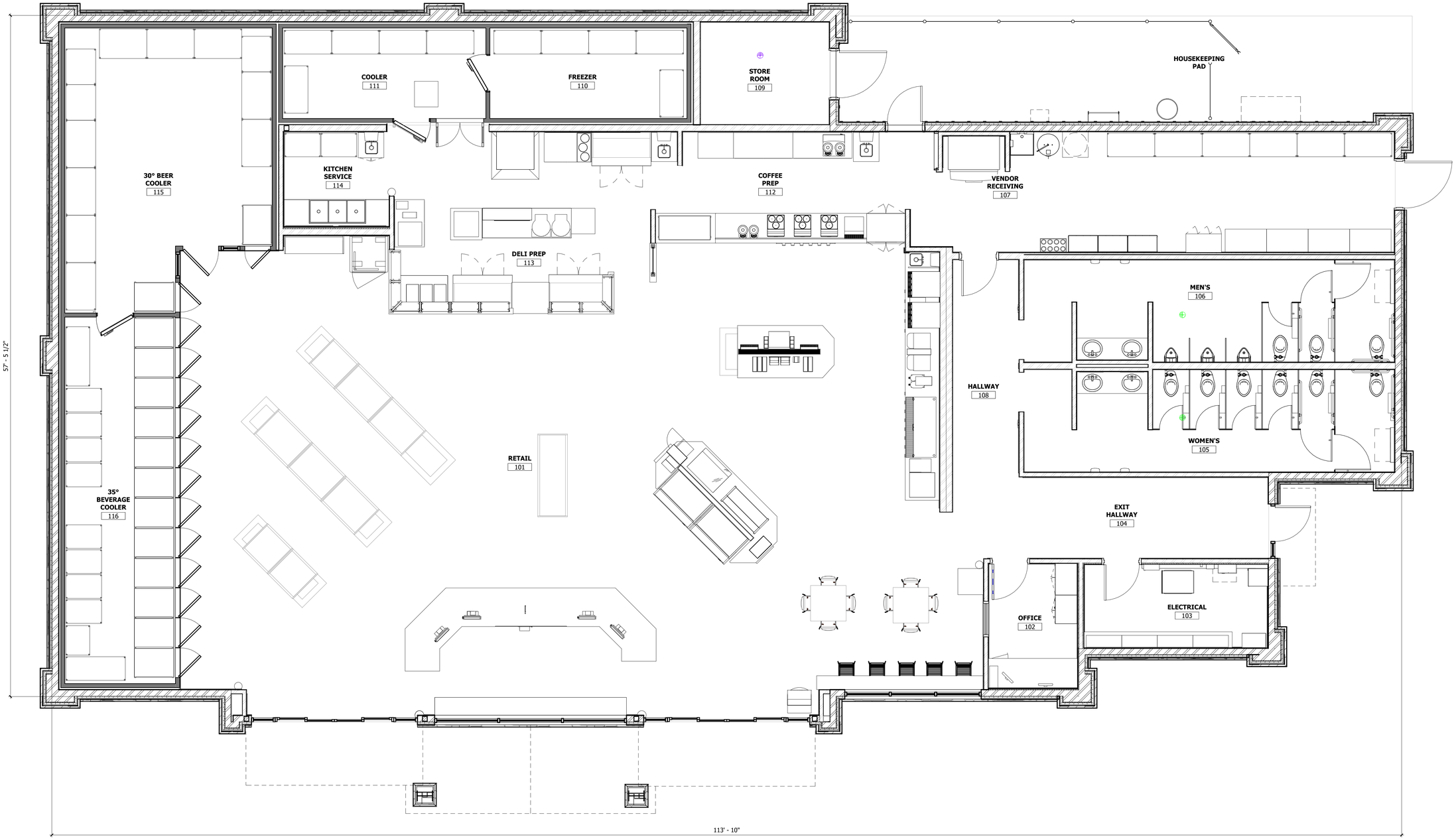
PREPARED UNDER THE DIRECT SUPERVISION OF:
DATE:
JD CHRISTIANSEN, P.E. NO. C-89629 EXP. 03/31/2023

CITY OF LATHROP
APPROVED BY:
CITY ENGINEER DATE
RCE # _____ EXP _____

MAVERIK
185 SOUTH STATE STREET, SUITE 800
SALT LAKE CITY, UT. 84111

PRELIMINARY PHOTOMETRIC ANALYSIS
MAVERIK
STORE #:TBD
E. LOUISE AVE.
LATHROP, CA

E1.0



1 FLOOR PLAN
SCALE: 1/4" = 1'-0"

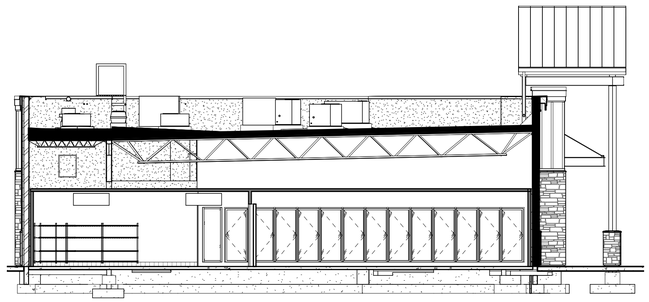
PROPOSED MAVERIK C-STORE

Prototype Version: 50_R_XR_2102
Building Square Footage: 5,951 SF
Construction Type/Occupancy Classification: V-B / M

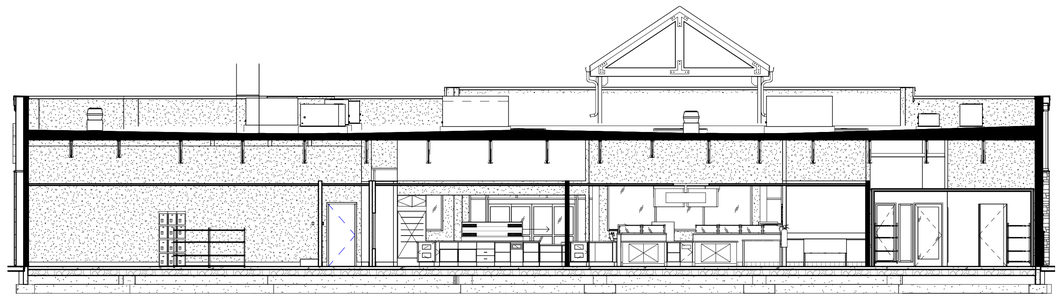
A-1 | FLOOR PLAN

MAVERIK

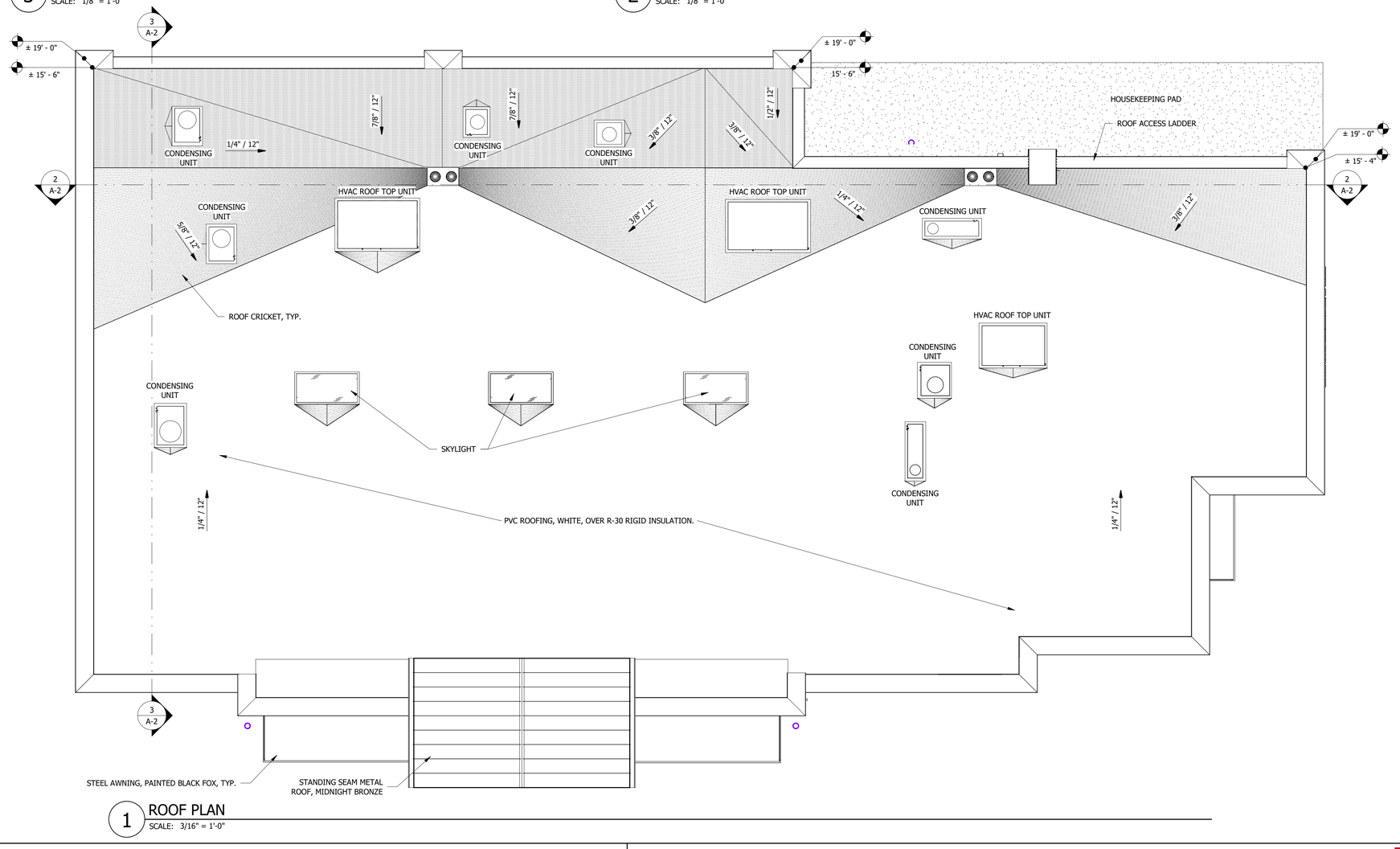
185 S. State Street
Salt Lake City, Utah 84111



3 BUILDING SECTION
SCALE: 1/8" = 1'-0"



2 BUILDING SECTION
SCALE: 1/8" = 1'-0"



1 ROOF PLAN
SCALE: 3/16" = 1'-0"

PROPOSED MAVERIK C-STORE

Prototype Version: 50_R_XR_2102
Building Square Footage: 5,951 SF
Construction Type/Occupancy Classification: V-B / M

A-2 | ROOF PLAN

MAVERIK

185 S. State Street
Salt Lake City, Utah 84111

2 FRONT PERSPECTIVE - FRONT LEFT
SCALE:

1 BUILDING PERSPECTIVE - FRONT RIGHT
SCALE:

PROPOSED MAVERIK C-STORE

Prototype Version: 50_R_XR_2102
Building Square Footage: 5,951 SF
Construction Type/Occupancy Classification: V-B / M

A-3 | PERSPECTIVE VIEWS

MAVERIK

185 S. State Street
Salt Lake City, Utah 84111

2 LEFT ELEVATION
SCALE: 1/4" = 1'-0"

1 FRONT ELEVATION
SCALE: 1/4" = 1'-0"

KEYED NOTES

04.05	CULTURED STONE VENEER, SKYLINE, COUNTRY LEDGESTONE
04.06	CULTURED STONE VENEER CAP, SKYLINE, COUNTRY LEDGESTONE
05.01	PRE-FINISHED GUTTER AND DOWNSPOUT, BRITE RED
05.69	STEEL AWNING, COLOR P-9
06.04	FIBER CEMENT BOARD & BATTEN SIDING, BB-2
06.05	FIBER CEMENT BOARD & BATTEN SIDING, BB-1
06.06	FIBER CEMENT TRIM BB-3
06.30	HORIZONTAL JOINT IN SIDING
08.02	ALUMINUM STOREFRONT SYSTEM, DARK BRONZE
08.04	HOLLOW METAL DOOR AND FRAME, PAINTED AGED PEWTER
08.05	WINDOW, SEE SCHEDULE
10.01	ROOF ACCESS LADDER W/ SECURITY GATE, SEE DETAIL 1/A5.11. POWDER COATED COLOR TO MATCH SIDING BB-1
32.01	CHAIN LINK FENCE WITH PRIVACY SLATS. COLOR TO MATCH BUILDING FIELD COLOR

PROPOSED MAVERIK C-STORE

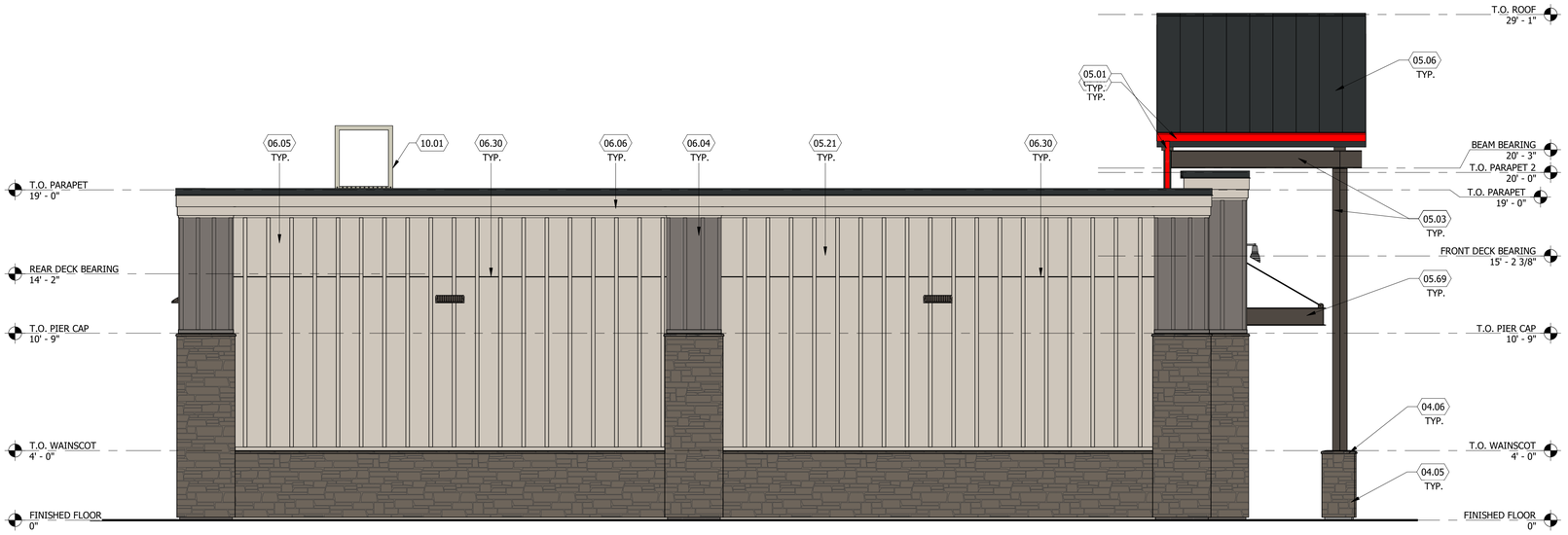
Prototype Version: 50_R_XR_2102
Building Square Footage: 5,951 SF
Construction Type/Occupancy Classification: V-B / M

A-4 | EXTERIOR ELEVATIONS

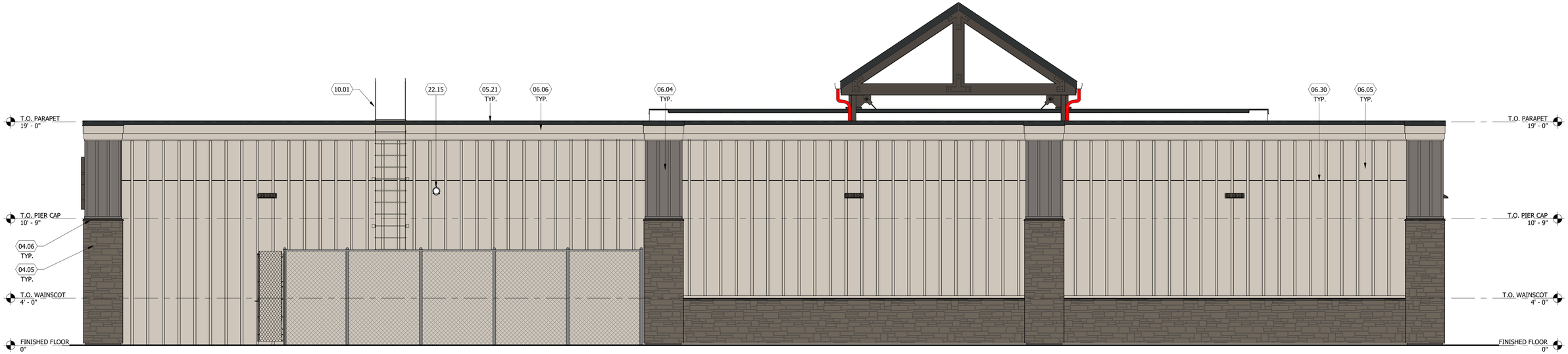
MAVERIK
185 S. State Street
Salt Lake City, Utah 84111

KEYED NOTES

04.05	CULTURED STONE VENEER, SKYLINE, COUNTRY LEDGESTONE
04.06	CULTURED STONE VENEER CAP, SKYLINE, COUNTRY LEDGESTONE
05.01	PRE-FINISHED GUTTER AND DOWNSPOUT, BRITE RED
05.03	PAINTED STEEL, BLACK FOX
05.06	MBCI PRE-FINISHED METAL ROOF, 1 3/4" STANDING SEAM, MIDNIGHT BRONZE
05.21	PRE-FINISHED METAL COPING, COLOR C-1
05.69	STEEL AWNING, COLOR P-9
06.04	FIBER CEMENT BOARD & BATTEN SIDING, BB-2
06.05	FIBER CEMENT BOARD & BATTEN SIDING, BB-1
06.06	FIBER CEMENT TRIM BB-3
06.30	HORIZONTAL JOINT IN SIDING
10.01	ROOF ACCESS LADDER W/ SECURITY GATE, SEE DETAIL 1/A5.11. POWDER COATED COLOR TO MATCH SIDING BB-1
22.15	ROOF OVERFLOW DRAIN SCUPPER, SEE PLUMBING DRAWINGS



2 RIGHT ELEVATION
SCALE: 1/4" = 1'-0"



1 REAR ELEVATION
SCALE: 1/4" = 1'-0"

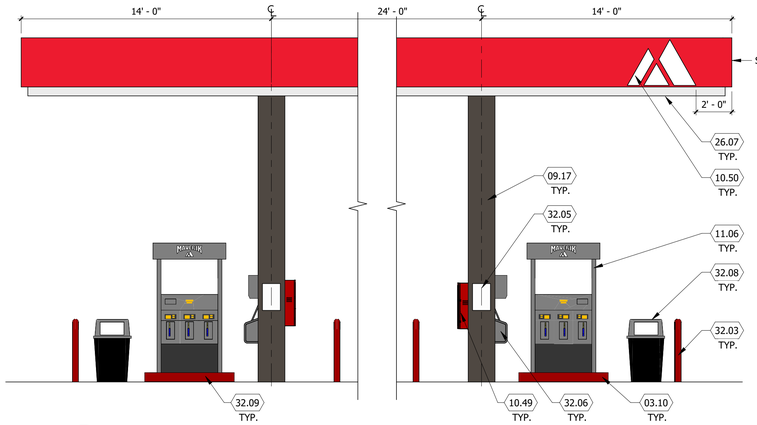
PROPOSED MAVERIK C-STORE

Prototype Version: 50_R_XR_2102
Building Square Footage: 5,951 SF
Construction Type/Occupancy Classification: V-B / M

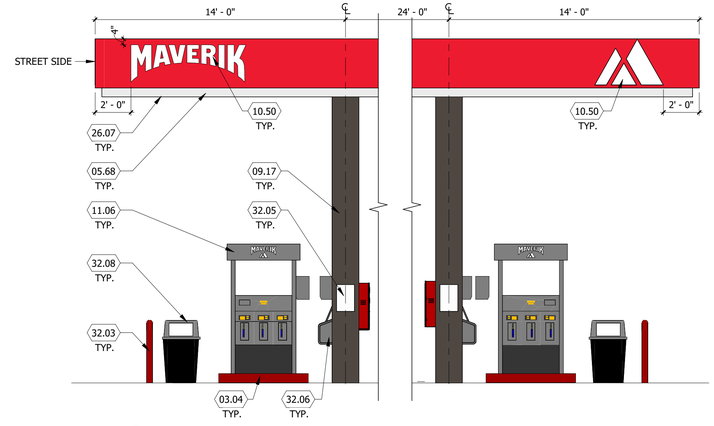
A-5 | EXTERIOR ELEVATIONS

MAVERIK

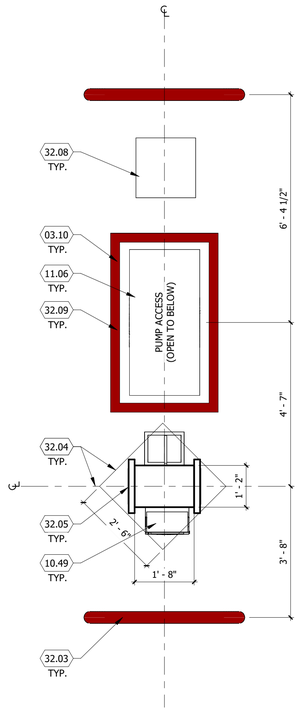
185 S. State Street
Salt Lake City, Utah 84111



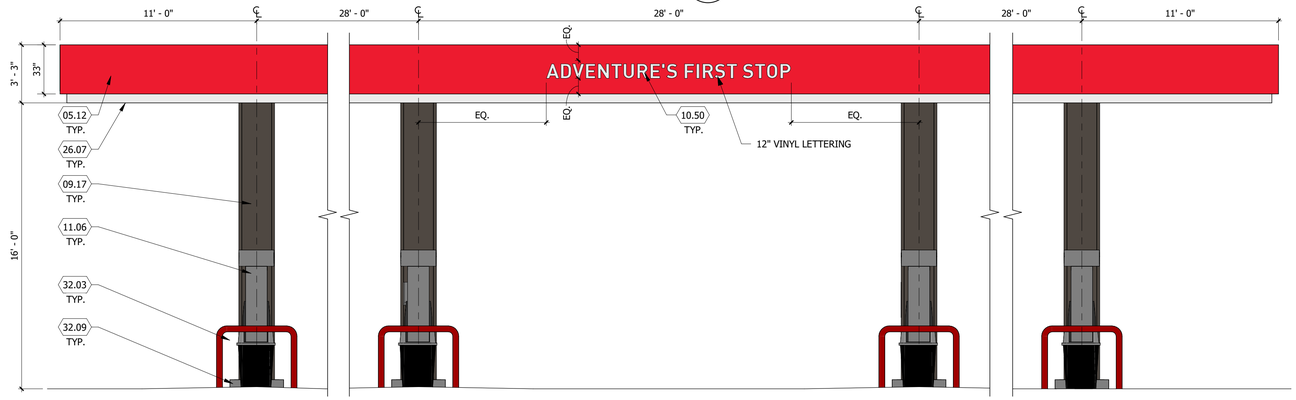
5 FUEL DISPENSING CANOPY - END ELEVATION
SCALE: 1/4" = 1'-0"



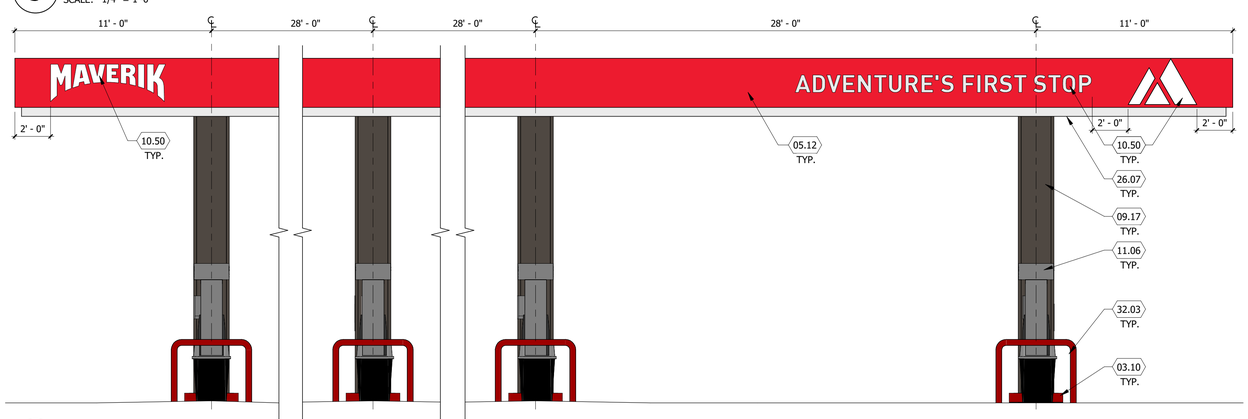
4 FUEL DISPENSING CANOPY - END ELEVATION
SCALE: 1/4" = 1'-0"



2 CANOPY COLUMN PLAN
SCALE: 1/2" = 1'-0"



3 FUEL DISPENSING CANOPY - BUILDING SIDE ELEVATION
SCALE: 1/4" = 1'-0"



1 FUEL DISPENSING CANOPY - STREET SIDE ELEVATION
SCALE: 1/4" = 1'-0"

KEYED NOTES

03.04	REINFORCED CONCRETE PAD
03.10	6" MIN. RAISED CONCRETE ISLAND W/ TOOLED EDGES AND CORNERS. VERIFY SIZE W/ DISPENSER SUPPLIER +/-5'-0" X 3'-0" (NO METAL FORM). ACCESSIBLE ISLAND TO BE 6"; SEE CIVIL DRAWINGS FOR LOCATION
05.12	ALUMINUM COMPOSITE METAL PANEL, EASTMAN RED
05.68	ALUMINUM COMPOSITE METAL PANEL, WHITE
09.17	PANEL COLUMN CLADDING, COLOR TO MATCH P-9
10.49	4A:40 BC FIRE EXTINGUISHER W/ CASE, LOCATE WITHIN 75' OF ALL PUMPS, DISPENSERS, OR STORAGE TANK. LOCATION TO BE FINALIZED BY FIRE MARSHAL
10.50	SIGNAGE TO BE COORDINATED BY FUEL CANOPY CONTRACTOR WITH OWNER
11.06	DISPENSING STATION (BY OTHERS)
26.07	ALL LIGHT FIXTURES (NOT SHOWN) TO BE FLUSH MOUNTED WITHIN THE DECK PANEL SOFFIT (SOFFIT COLOR P-7). SEE ELECTRICAL AND FUEL DISPENSING DRAWINGS
32.03	4" DIAMETER "U" BOLLARD, SET AND FILLED W/ CONCRETE, SEE CIVIL DRAWINGS. PAINTED P-4
32.04	EXPANSION JOINTS, TO BE FILLED W/ "JET FUEL RESISTANT" SEALANT, SEE CIVIL DRAWINGS
32.05	SIGNAGE, BY OWNER, TO COMPLY WITH IFC 2305.6 AND POSTED ON EACH SIDE OF COLUMN
32.06	S.S.I. (WINDOW WASH/PAPER TOWEL) PROVIDED BY OWNER INSTALLED BY CONTRACTOR, MOUNTED TO COLUMN PER ADA REQUIREMENTS (4'-0" MAX A.F.F. TO PAPER TOWEL FOLD)
32.08	TRASH CONTAINER, PROVIDED BY OWNER
32.09	PAINT CONCRETE CURB EDGE P-4, SEE SCHEDULE ON SHEET A6.03

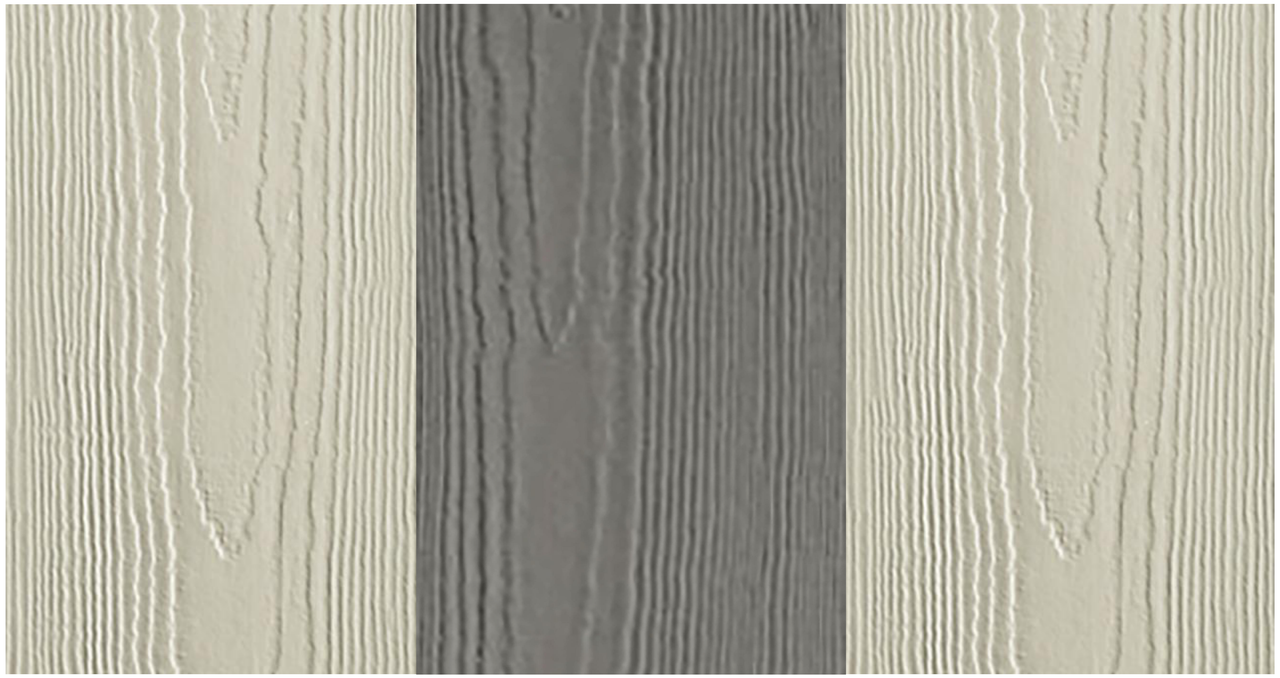
PROPOSED MAVERIK C-STORE

NOTE:
FUEL CANOPY DRAWINGS PROVIDED ARE CONCEPTUAL, AND MAY VARY FROM SITE TO SITE.

Prototype Version: 50_R_XR_2102
Building Square Footage: 5,951 SF
Construction Type/Occupancy Classification: V-B / M

A-6 | CANOPY ELEVATIONS

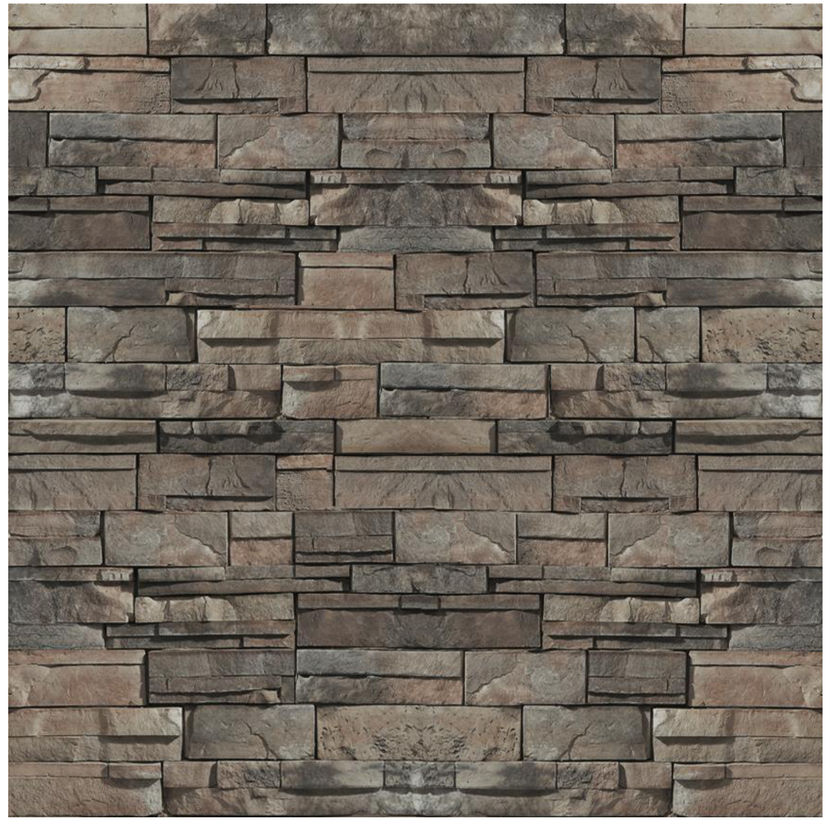
185 S. State Street
Salt Lake City, Utah 84111



BB-1 Fiberboard -
Worldly Gray

BB-2 Fiberboard -
Gauntlet Gray

BB-3 Fiberboard -
Worldly Gray



Cultured Stone - Skyline, Country Ledgestone

C-1 MBCI Midnight Bronze

C-2 MBCI Brite Red

Anodized - Dark Bronze

Paint - Black Fox

PROPOSED MAVERIK C-STORE

Prototype Version: 50_R_XR_2102
Building Square Footage: 5,951 SF
Construction Type/Occupancy Classification: V-B / M

A-7 | EXTERIOR MATERIALS BOARD

MAVERIK

185 S. State Street
Salt Lake City, Utah 84111

ADDENDUM

TO THE

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

FOR THE

NORTH CROSSROADS BUSINESS CENTER

MAVERIK FUELING STATION AND CONVENIENCE STORE PROJECT

500 E. Louise Avenue, Lathrop, CA

Prepared for:
CITY OF LATHROP
390 Towne Centre Drive
Lathrop, CA 95330
209-941-7260

November 19, 2021

1.0 INTRODUCTION

1.1 Purpose of the Addendum

In 2018, the City of Lathrop (City) approved the North Crossroads Business Center project. The approved project proposed the development of approximately 1,070,000 square feet of new warehousing/fulfillment and manufacturing buildings, including ancillary office uses. The project site was an approximately 58-acre portion of the former Pilkington float glass facility, located south of Louise Avenue between Harlan Road and Howland Road. In accordance with the California Environmental Quality Act (CEQA), an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the project and was circulated for public and agency review. The IS/MND was adopted by the City prior to project approval.

Since IS/MND adoption and project approval, a change in the approved use has been proposed to a portion of the site. The new proposed use is a fueling station and convenience store to be located in the northwestern corner of the North Crossroads site, instead of the originally approved industrial development. This proposal is hereinafter referred to as the "Maverik project." Chapter 2.0 has more detailed information on the proposed changes to the approved North Crossroads project.

This document is an Addendum to the adopted North Crossroads Business Center IS/MND, which is hereby incorporated by reference. A copy of the adopted IS/MND may be reviewed at the City of Lathrop offices. This Addendum contains revisions to the adopted IS/MND as they related to the Maverik project, including changes to the Project Description and consideration of any potential environmental effects that may be associated with those changes.

The Addendum, inclusive of the adopted IS/MND, does not identify any new or substantially more severe environmental effects than were identified in the adopted IS/MND, nor does it identify the need for new or more effective mitigation measures than those described in the adopted IS/MND. The analysis and conclusions of the adopted IS/MND remain relevant for the Maverik project.

As required by CEQA, the City adopted a Mitigation Monitoring and Reporting Program (MMRP) prior to approving the North Crossroads Business Center project. This MMRP describes the mitigation measures that are to be implemented by the North Crossroads Business Center project throughout its construction and operation. Since no new or substantially more severe environmental effects, or new or more effective mitigation measures, have been identified in this Addendum, the adopted MMRP remains applicable to the proposed Maverik project. Appendix A of this Addendum contains the adopted MMRP.

1.2 CEQA Provisions Related to the Addendum

In general, the certification of an EIR or the adoption of a Negative Declaration/Mitigated Negative Declaration and filing of a Notice of Determination closes the CEQA review process for a project. However, when changes to a project or its circumstances require revisions to the CEQA document, CEQA offers options to streamline the subsequent environmental review based on environmental impact analysis work that has already been done. These options include preparation of a subsequent document, a supplemental document or an addendum to a previous EIR or Negative Declaration.

CEQA Guidelines Section 15162 describes the conditions under which a subsequent CEQA document should be prepared. CEQA Guidelines Section 15162(a) states that once an EIR has been certified or a Negative Declaration has been adopted for a project, no subsequent CEQA documentation shall be prepared for that project unless the lead agency determines one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

   (A) The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;

   (B) Significant effects previously examined will be substantially more severe then shown in the previous EIR;

   (C) Mitigation measures or alternatives previously found to be not feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

   (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines Section 15164 provides that an addendum may be used to make minor technical changes or additions that are necessary to assure that the adopted IS/MND is adequate under CEQA, provided that no new important issues about the significant effects on the environment are raised. The provisions of Section 15164 are outlined below.

(a) (Refers only to EIRs)

(b) An addendum to an adopted negative declaration may be prepared if only minor changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

(d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

As is further discussed in this document, the proposed change to the approved North Crossroads Business Center project does not meet any of the criteria of CEQA Guidelines Section 15162, and therefore would not require preparation of a subsequent IS/MND. It would not have any significant effects that were not discussed in the adopted IS/MND, and none of the significant effects identified in the adopted IS/MND would be more severe with the proposed change. Also, all the effects associated with the Maverik project that are potentially significant can be reduced to a level that would be less than significant with application of the mitigation measures that were described in the adopted IS/MND. No additional mitigation measures would be required.

2.0 CHANGES IN PROPOSED PROJECT AND/OR ITS CIRCUMSTANCES

This chapter generally describes the approved North Crossroads project and discusses whether the proposed change in the approved industrial uses (the Maverik project) would be considered "major" in comparison to the original project and the project context described in the adopted IS/MND. The proposed change was evaluated against the criteria set forth in CEQA Guidelines Section 15162. The change to the project is explicitly considered to determine if it would result in any new environmental impacts or cause any previously identified significant impacts to be substantially more severe.

2.1 Changes to IS/MND Chapter 1.0 Introduction

Chapter 1.0 of the adopted IS/MND provided an overview of the North Crossroads Business Center project, the type, use and organization of the adopted IS/MNDand the CEQA process for the approved project. No other activities have occurred on or in relationship to the North Crossroads Business Center project site, other than the demolition of some of the unused industrial structures that had been standing at the time of IS/MND adoption.

2.2 Changes to IS/MND Chapter 2.0 Project Description

Chapter 2.0 described the North Crossroads Business Center project in detail. In summary, the project proposes the development of approximately 1,070,000 square feet of new warehousing/fulfillment and manufacturing buildings, including ancillary office uses, on an approximately 58-acre portion of the former Pilkington float glass facility. Two new facility access points would be constructed, and an existing rail spur would be relocated to provide service to the project site. Proposed facilities would be provided with new water, wastewater, and storm drainage services by the City of Lathrop; the on-site portion of some of these systems would be operated in conjunction with existing facilities.

The change to the approved North Crossroads Business Center project would involve addition of the Maverik project the northwestern corner of the project site, replacing the approved industrial use. As indicated in Figure 1-6 of the attached Initial Study, the project originally proposed the construction of a building designated Industrial Building 6, which would contain approximately 59,400 square feet of floor area for industrial/warehouse use, with loading docks and adjacent parking areas.

The Maverik proposal is to develop a fueling station and convenience store on Building 6 site, occupying approximately 3.18 acres. Figures 2-1 to 2-7 in the attached Initial Study for the Maverik project (Appendix B of this Addendum) display the proposed fueling station/convenience store site plan, building elevations, and other plans. The proposed development includes the following:

- The fueling station component would consist of two fuel dispenser areas. One area, north of the proposed convenience store and covering approximately 4,992 square feet, would have 14 fueling positions for light vehicles (i.e., passenger cars and pickup trucks). The other area, northeast of the convenience store and covering approximately 3,485 square feet, would have five fueling positions for larger trucks. Both fuel dispensing areas would be covered with a canopy that would be constructed of aluminum composite metal and would have light fixtures that are flush mounted within the deck panel at the top. All fuel dispensing stations would be placed on concrete islands of a minimum height of six inches. Three underground storage tanks, each with a capacity of approximately 25,000 gallons, would store several types of fuel. A biodiesel fuel mixing station also is proposed.

- A one-story building, approximately 5,951 square feet in floor area, would be constructed as a convenience store. The store would be approximately 20 feet in height; however, a proposed storefront treatment would be approximately 29 feet in height. The store would be constructed with cultured stone veneer and fiber cement board and batten siding and trim, with the storefront constructed of aluminum. The floor plan for the convenience store proposes a retail area, a food and beverage preparation area with kitchen, restrooms, a freezer and coolers, an office, a storeroom, and a utility room.

- The fueling station proposes to install parking areas with a total of 36 standard spaces, plus two additional spaces for handicap accessible vehicles at the front of the convenience store. Landscaping would cover 15,946 square feet, or approximately 11% of the fueling station site, and would consist of a variety of grasses, shrubs, and trees. Project site lighting would consist of light poles approximately 25 feet in height installed along the southern and western boundaries of the site, with two poles installed in front of the store on each side of the front parking area.

- Vehicle access to the fueling station/convenience store would be provided from three driveways. Two of these driveways would be off Louise Avenue. One driveway would be provided near the northwest corner of the project site. The other driveway would be at the northeast corner of the site and would be aligned with the existing intersection of Louise Avenue and Bizzibe Street. A traffic signal would be installed at the Louise Avenue/Bizzibe Street intersection. A third driveway would extend east from Harlan Road to the project site.

- The fueling station/convenience store would connect to existing City water and sewer lines in the vicinity. A storm drainage system, consisting of collector pipes and catch basins, would be installed. This system would connect to the existing storm drainage system on the North Crossroads Business Center site.

The Project Description portion of an Initial Study prepared for the Maverik project (Appendix B) contains more detailed information on the proposed Maverik project.

The project site is zoned by the City as IG, General Industrial. Gasoline service stations are an allowed use by right in the IG zone. As such, approvals for the Maverik project would be limited to site plan approvals by the City of Lathrop, along with encroachment permits for any project work within local streets.

2.3 Changes to IS/MND Chapter 3.0 Environmental Checklist Form

The Initial Study in Appendix B evaluates the potential environmental impacts of the proposed development. These impacts are then evaluated with respect to the analysis in the North Crossroads Business Center IS/MND as to whether they would be substantial enough to warrant additional CEQA review, or if the analysis and conclusions in the adopted IS/MND adequately address the environmental effects of the revised project.

All required actions related to the revised project remain essentially the same as those described in the adopted IS/MND, except that the Tentative Parcel Map approval required for the North Crossroads Business Center project would not be required for the Maverik project. None of the revisions are considered substantial and do not create new impacts or increase the severity of previously identified significant impacts related to the project. In summary, no new environmental impacts related to the Maverik project were identified, and the severity of impacts described in the adopted IS/MND would not increase under the Maverik project.

2.4 Changes to IS/MND Chapter 4.0 Sources

Appendix B contains a list of sources used in the analysis of the Maverik project. These are incorporated by reference into the North Crossroads Business Center IS/MND whenever they are not already cited in that document.

3.0 FINDINGS

Based on the analysis in this Addendum, the proposed change to the North Crossroads Business Center project (the Maverik project) will involve changes to the approved development of the site. However, the changes would not meet the criteria in CEQA Guidelines Section 15162 for a subsequent EIR. There would be no substantial changes in the circumstances of the North Crossroads Business Center project, and there is no new information of substantial importance related to the Maverik project that would result in new significant environmental effects or a substantial increase in the severity of significant effects as described in the adopted North Crossroads Business Center IS/MND. Even with the proposed change to the North Crossroads Business Center project, the analysis and conclusions in the adopted IS/MND remain adequate for the purposes of CEQA. Therefore, it is appropriate for the City to adopt this Addendum to the adopted North Crossroads Business Center IS/MND for the Maverik project.

APPENDIX A
NORTH CROSSROADS MMRP

MITIGATION MONITORING
AND
REPORTING PROGRAM

FOR THE

NORTH CROSSROADS BUSINESS CENTER

Louise Avenue Between Harland Road and Howland Road City of Lathrop, CA

May 18, 2018

CITY OF LATHROP
COMMUNITY DEVELOPMENT DEPARTMENT
390 Towne Center Drive
Lathrop, CA 95330
209-941-7260

1.0 INTRODUCTION

This document is the Mitigation Monitoring/Reporting Program (MMRP) for the North Crossroads Business Center Project. The primary source document for the MMRP is the Initial Study/Mitigated Negative Declaration for the North Crossroads Business Center Project; IS/MND will be adopted by the City at the same time as this document. The proposed project site is located on approximately 58 acres of existing developed industrial land located in an industrial area of the City of Lathrop.

1.1 CEQA REVIEW OF PROPOSED PROJECT

The project applicants, Reynolds & Brown and Jones Development, propose the development of approximately 1,070,000 square feet (sf) of new warehousing/fulfillment and manufacturing buildings, including ancillary office uses, on an approximately 58-acre portion of the former Pilkington float glass facility. The Pilkington site is presently developed with approximately 882,000 square feet of industrial structures associated with the former glass manufacturing facility on the western approximately 64 acres of the site. The project site is located south of Louise Avenue between Harlan Road and Howland Road in Lathrop, California.

As the proposed project involves the potential to result in significant environmental effects as defined by CEQA, an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared by consultants, subject to the independent review and approval of City of Lathrop staff. The Draft IS/MND identified significant and/or potentially significant environmental effects that could occur in conjunction with the proposed project. The Draft IS/MND also identified mitigation measures, which would reduce the potential environmental effects to a "less than significant" level.

Prior to public and agency review of the Draft IS/MND, the project applicant approved the mitigation measures included in the IS/MND, which will be attached to the proposed project as binding conditions of approval.

The IS/MND was circulated for agency and public review in May 2018. Minor comments were received and did not result in changes to the environmental effects or mitigation measures identified in the IS/MND. It is anticipated that a final version of the Public Review Draft IS/MND dated May 2018 will be adopted by the City, in conjunction with this document, prior to taking action on the project.

1.2 CEQA REQUIREMENTS REGARDING MITIGATION MONITORING AND REPORTING

To ensure that mitigation measures included in a Mitigated Negative Declaration are actually implemented, CEQA requires the adoption of a mitigation monitoring or reporting program (CEQA Guidelines Section 15074). Specifically, the Guidelines require that the lead agency:

> " . . . adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to mitigate or avoid significant environmental effects."

These requirements are met collectively by the Mitigation Monitoring/Reporting Table shown in Section 2.0 of this document. The table lists all of the potential environmental effects of the project that were identified in the IS/MND, identifies all of the mitigation measures that address these effects, and identifies the entities that would be responsible for implementing, and monitoring implementation of, the mitigation measures.

2.0 MITIGATION MONITORING/REPORTING PROGRAM AND CEQA FINDINGS

The following table summarizes the environmental effects that could result from approval of the proposed project. The table identifies 1) each environmental effect and its significance prior to mitigation, 2) how each significant environmental effect would be mitigated, 3) the responsibility for implementation of each mitigation measure, 4) the responsibility for monitoring of the mitigation measures, if the project is approved, and 5) the source of the information supporting the significance of the potential effect after mitigation. The table follows the same sequence as the impact analysis in the IS/MND. Below are acronyms and their definitions that were used throughout the IS/MND and in the attached table;

ODS- Owners Developers and Successor's in Interest

CDD- Community Development Department

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY	MONITORING/REPORTING RESPONSIBILITY	SOURCE
3.1 AESTHETICS			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			
3.2 AGRICULTURE RESOURCES			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			
3.3 AIR QUALITY			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			
3.4 BIOLOGICAL RESOURCES			
Potential Impacts on Special-Status Species. Potentially significant impact.			
BIO-1: The developer shall mitigate for the proportionate loss of potential wildlife habitat from the project site by applying for coverage and implementing Incidental Take Minimization Measures (ITMMs) as required by the adopted San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).	The ODS will be responsible for completing the application, obtaining SJMSCP coverage and observing ITMM requirements.	The Lathrop Community Development Department (CDD) will be responsible for ensuring that SJMSCP coverage has been obtained prior to issuing construction permits.	IS/MND, Section 3.4
Potential Impacts on Fish and Wildlife Movement. Potentially significant impact.			
BIO-2: In the event trees need to be removed or trimmed to facilitate the project, they should be felled or trimmed outside of the general bird nesting season (February 1 through August 31). If not, the developer shall have a nesting bird survey conducted immediately prior to tree trimming or removal. If active nests are found, tree felling or trimming shall be delayed until the young have fledged.	The ODS will be responsible for observing these requirements.	The Lathrop CDD will be responsible for ensuring that tree removal and trimming and survey requirements are observed.	IS/MND, Section 3.4
3.5 CULTURAL RESOURCES			
Potential Impacts on Historical Resources. Potentially significant impact.			
See TCR-1, TCR-2, and TCR-3	The ODS will be responsible for contracting a qualified cultural resources professional to evaluate archeological materials if found, to recommend cultural resource protection controls and to implement controls.	The Lathrop CDD will be responsible for review and approval of the cultural resources professional evaluation reports and recommendations, and for overseeing any cultural resource follow up work that may be required.	IS/MND, Section 3.5
Potential Impacts on Paleontological Resources/Unique Geologic Features. Potentially significant impact.			

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY	MONITORING/REPORTING RESPONSIBILITY	SOURCE
CULT-1: All construction personnel shall receive brief "tailgate" training by a qualified archaeologist in the identification of paleontological resources, buried cultural resources, including human remains, and protocol for notification should such resources be discovered during construction work. **CULT-2:** If any subsurface historical or paleontological resources are encountered during construction of the project, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist, or paleontologist as appropriate, can examine these materials, make a determination of their significance and, if significant, recommend further measures that would reduce potential effects to a less than significant level, consistent with the requirements of CEQA. The Lathrop CDD shall be notified in the event of a discovery, and the ODS shall be responsible for retaining qualified professionals, implementing recommended mitigation measures and documenting mitigation efforts in written reports to the CDD, consistent with the requirements of the CEQA Guidelines.	The ODS will be responsible for contracting a qualified archaeologist or paleontological resources professional to conduct the worker awareness training, evaluate archeological materials if found, to recommend cultural resource protection controls and to implement controls.	The Lathrop CDD will be responsible for review and approval of the archaeologist or paleontological resources professional evaluation reports and recommendations, and for overseeing any cultural resource follow up work that may be required.	IS/MND, Section 3.5
Potential Impacts on Human Burials. Potentially significant impact.			
See TCR-1, TCR-2, and TCR-3	The ODS will be responsible for notifying the City and for contacting a qualified cultural resources professional to evaluate materials if found, to recommend and implement cultural resource protection controls. The City will be required to notify the Coroner and to oversee implementation of CEQA requirements applicable to human remains.	The Lathrop CDD will be responsible for ensuring that the Coroner is notified and that a cultural resources professional evaluates remains, makes and reports recommendations, and oversees any cultural resource follow up work that may be required.	IS/MND, Section 3.5
3.6 GEOLOGY AND SOILS			
Potential Impacts from Seismic Hazards and Liquefaction. Potentially significant impact.			
GEO-1: The City of Lathrop Engineer shall review and approve a site-specific, design-level geotechnical study for the project, if appropriate the study completed for the site by Berloger, Stevens & Associates, prior to issuing a grading and building permit. All geotechnical engineering and design recommendations included in the approved study shall be implemented during project design and prior to construction.	The ODS will be responsible for preparing and submitting the geotechnical study for the project.	The Lathrop City Engineer will be responsible for review and approval of the geotechnical study.	IS/MND, Section 3.6
Potential Impacts from Soil Erosion. Potentially significant impact.			

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY	MONITORING/REPORTING RESPONSIBILITY	SOURCE
GEO-2: Prior to issuance of a grading permit, the project contractor shall submit, for the review and approval of the Public Works Department, an erosion control plan that complies with the City's Storm Water Development Standards and utilizes Best Management Practices (BMPs) to limit the erosion effects during construction of the proposed project. Measures could include, but are not limited to: • Hydro-seeding • Placement of erosion control measures within drainage ways and ahead of drop inlets • The temporary lining (during construction activities) of drop inlets with "filter fabric" (a specific type of geotextile fabric) • The placement of straw wattles along slope contours and back-of-curb prior to installation of landscaping • Directing subcontractors to a single designated "wash-out" location (as opposed to allowing them to wash-out in any location they desire) • The use of siltation fences; and • The use of sediment basins and dust palliatives.	The ODS will be responsible for preparing and submitting storm water quality plans for City's review and approval.	The Lathrop Public Works Department will be responsible for review and approval of storm water quality and drainage plans.	IS/MND, Section 3.6
3.7 GREENHOUSE GAS EMISSIONS			
Potential Impacts from GHG Emissions and Consistency with GHG Reduction Plans. Potentially significant impact.			
GHG-1: The ODS shall, in cooperation with the City, SJVAPCD and SJCOG, prepare and implement a Transportation Demand Management (TDM) Plan for the project that includes consideration of preferential vanpool and carpool parking spaces, on-site amenities that encourage alternative transportation modes such as locker and shower, secure bicycle parking, on-site services that reduce mid-day trips, telecommuting options and provision of information regarding these and other trip-reducing measures available to employees. The plan shall be subject to City review and approval prior to issuance of the first building permit for building construction in the project area.	The ODS will be responsible for preparing and implementing the TDM Plan.	The Lathrop CDD will be responsible for ensuring that this requirement is met prior to issuing construction permits for the project.	IS/MND, Section 3.7
3.8 HAZARDS AND HAZARDOUS MATERIALS			
Potential Impacts from Use and Transportation of Hazards. Potentially significant impact.			
HAZ-1: Demolition of existing above-ground structures shall be conducted in accordance with a City demolition permit and applicable conditions. Demolition procedures, safety requirements and environmental protections shall be defined in a demolition plan prepared by the applicant and subject to the approval of the Building Official and City Engineer. The demolition plan shall define the required qualifications of demolition contractors. Preparation of the demolition plan shall include testing as required to define potential environmental hazards and mitigation needed during demolition to protect worker and public health and safety. The demolition plan shall identify waste materials to be produced and their disposition.	The ODS will be responsible for retaining a qualified hazardous materials professional to conduct required testing and address any potential health and environmental related risks.	The Lathrop CDD will be responsible for ensuring that this requirement is met prior to issuing demolition permits for the project.	IS/MND, Section 3.8

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY	MONITORING/REPORTING RESPONSIBILITY	SOURCE
HAZ-2: Prior to grading activities, the ODS or its contractor shall retain a qualified professional to collect and analyze soil samples as required to determine whether pesticide residues or other contaminants are present and, if present, whether they pose a health risk to construction workers or an environmental contamination risk. If so, the ODS shall prepare and implement a risk reduction plan that will reduce risk to construction workers. **HAZ-3:** Planned industrial development in the vicinity of existing hazardous waste cleanup monitoring wells shall be restricted as required to permit the continuing inspection, maintenance and operation of groundwater extraction equipment until the operation is closed by the agency with jurisdiction.			
3.9 HYDROLOGY AND WATER QUALITY			
Potential Impacts on Erosion, Sediment, and Water Quality. Potentially significant impact.			
HYDRO-1: The ODS shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project in accordance with the Construction General Permit. The developer shall incorporate an Erosion Control Plan consistent with all applicable provisions of the SWPPP within the site development plans. The SWPPP shall be available on the construction site at all times. The developer shall file a Notice of Intent (NOI) with the State Water Resources Control Board prior to commencement of construction activity, and shall submit the SWRCB Waste Discharger's Identification Number (WDID) to the City prior to approval of development or grading plans. **HYDRO-2:** The ODS shall obtain an MS4 permit from the City which would describe post-construction BMPs required to reduce pollutant loads in stormwater discharges to acceptable levels, including compliance with the adopted Multi-Agency Post-Construction Stormwater Standards Manual and the City's Storm Water Development Standards.	The ODS will be responsible for preparing and submitting storm water quality and drainage plans for the City's review and approval.	The Lathrop Public Works Department will be responsible for review and approval of storm water quality and drainage plans.	IS/MND, Section 3.9
Potential Impacts on Drainage, Erosion, and Runoff . Potentially significant impact.			
HYDRO 1 and HYDRO-2	The ODS will be responsible for preparing and submitting storm water quality and drainage plans for the City's review and approval.	The Lathrop Public Works Department will be responsible for review and approval of storm water quality and drainage plans.	IS/MND, Section 3.9
3.10 LAND USE			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			
3.11 MINERAL RESOURCES			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY	MONITORING/REPORTING RESPONSIBILITY	SOURCE
3.12 NOISE			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			
3.13 POPULATION AND HOUSING			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			
3.14 PUBLIC SERVICES			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			
3.15 RECREATION			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			
3.16 TRANSPORTATION			
The IS/MND does not identify significant effects or mitigation measures in this resource area.			
3.17 TRIBAL CULTURAL RESOURCES			
Potential Impacts on Tribal Cultural Resources. Potentially significant impact.			
TCR-1: If the project site is determined to be a sensitive tribal cultural resource, the ODS shall consult with the affected tribe to establish and implement a procedure for monitoring and reporting all earth-moving and grading activities. **TCR-2:** In the event that construction encounters evidence of human burial or scattered human remains, construction in the vicinity of the encounter shall be immediately halted. The ODS shall immediately notify the County Coroner, the Lathrop Community Development Department, and the tribal representative. The ODS will be responsible for compliance with the requirements of CEQA as to human remains as defined in CEQA Guidelines Section 15064.5, with California Health and Safety Code Section 7050.5, and as directed by the County Coroner. If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), and the NAHC will notify and appoint a Most Likely Descendant. The Most Likely Descendant will work with the archaeologist to decide the proper treatment of the human remains and any associated funerary objects. **TCR-3:** In the event that other archaeological resources are encountered during project construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist and tribal representative can examine the materials and make a determination of their "uniqueness" as defined by CEQA. If the resource is determined to be unique, the archaeologist shall recommend avoidance, minimization or mitigation measures	The ODS will be responsible for contracting a qualified tribal cultural resources professional to evaluate sensitive tribal cultural resources if found, to recommend tribal cultural resource protection controls and to implement controls.	The Lathrop CDD will be responsible for review and approval of the tribal cultural resources professional evaluation reports and recommendations, and for overseeing any tribal cultural resource follow up work that may be required.	IS/MND, Section 3.17

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY	MONITORING/REPORTING RESPONSIBILITY	SOURCE
that will reduce potential effects to a less than significant level. The ODS will be responsible for retaining the archaeologist and tribal representative and for implementing the recommendations of the archaeologist, including submittal of a written report to the Lathrop Community Development Department and tribal representative documenting the find and its treatment.			
3.18 UTILITIES AND SERVICES			
Potential Effects on Wastewater Systems. Potentially significant impact.			
UTIL-1: Prior to the issuance of building permits, the ODS shall quantify the need for Individual Sewer Units (ISUs) related to the permit to satisfaction of the Lathrop Public Works Department. The project applicant shall purchase additional ISUs as required to provide adequate capacity for the proposed project, subject to the review and approval of the Public Works Department and City Council.	The ODS will be responsible for obtaining required ISUs.	The Lathrop Public Works Department will be responsible for ensuring that the required ISUs have been obtained.	IS/MND, Section 3.18

APPENDIX B
MAVERIK INITIAL STUDY

INITIAL STUDY

FOR THE

MAVERIK FUELING STATION AND CONVENIENCE STORE

500 E. Louise Avenue, Lathrop, CA

December 2021

Prepared for:

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

Prepared by:

BaseCamp Environmental, Inc.
802 W. Lodi Avenue
Lodi, CA 95240

BaseCamp Environmental, Inc.

INITIAL STUDY

FOR THE

MAVERIK FUELING STATION AND CONVENIENCE STORE

500 E. Louise Avenue, Lathrop, CA

December 2021

Prepared for:

City of Lathrop, Community Development Department
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LIST OF ACRONYMS AND ABBREVIATIONS USED IN THIS DOCUMENT

AB	Assembly Bill
APN	Assessor's Parcel Number
ARB	California Air Resources Board
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
CalEnviroScreen	California Communities Environmental Health Screening
CALGreen	California Green Building Code
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
CUPA	Certified Unified Program Agency
dB	decibel
dBA	A-weighted decibel
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
IS/MND	Initial Study/Mitigated Negative Declaration
ITMM	Incidental Take Minimization Measure
kWh	kilowatt-hour
L_{dn}	Day-Night Average Level
L_{eq}	Equivalent Sound Level
LOS	Level of Service
mgd	million gallons per day
MRZ	Mineral Resource Zone
MS4	municipal separate storm sewer system
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
ODS	owner, developer, or successor-in-interest
PM_{10}	particulate matter 10 microns or less in diameter
$PM_{2.5}$	particulate matter 2.5 microns or less in diameter
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SJCOG	San Joaquin Council of Governments

SJMSCP	San Joaquin County Multi-Species Open Space and Habitat Conservation Plan
SJVAPCD	San Joaquin Valley Air Pollution Control District
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
VMT	vehicle miles traveled

1.0 INTRODUCTION

1.1 Project Brief

This document is an Initial Study for the Maverik Fueling Station and Convenience Store Project (project). The project is located at 500 East Louise Avenue in the City of Lathrop, San Joaquin County, California (Figures 1-1 through 1-5). Maverik, Inc. is the project applicant. The IS/MND has been prepared in compliance with the requirements of the California Environmental Quality Act (CEQA). For the purposes of this CEQA analysis, the City of Lathrop (City) is the Lead Agency for the project.

The project proposes to develop approximately 3.2 acres of vacant land in west-central Lathrop by constructing a fueling station with 14 light vehicle fueling positions and five truck fueling positions, along with a convenience store with a floor area of 5,951 square feet. Parking spaces would be provided for 38 vehicles. Access would be provided by two driveways off Louise Avenue and one driveway off Harlan Road. Onsite water, sewer, and storm drainage lines would be connected to existing City mains in the adjacent streets, and onsite electrical and communication lines would be connected to existing nearby lines. The project would require Site Plan Review and approval by the Lathrop Planning Commission.

1.2 Purpose of Initial Study

CEQA requires that public agencies document and consider the potential environmental effects of the agency's actions that meet CEQA's definition of a "project." Briefly summarized, a "project" is an action that has the potential to result in direct or indirect physical changes in the environment. A project includes the agency's direct activities as well as activities that involve public agency approvals or funding. Guidelines for an agency's implementation of CEQA are found in the CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3).

Provided that a project is not exempt from CEQA, the first step in the agency's consideration of its potential environmental effects is the preparation of an Initial Study. The purpose of an Initial Study is to determine whether the project would involve "significant" environmental effects, as defined by CEQA, and to describe feasible mitigation measures that would avoid significant effects or reduce them to a level that is less than significant. If the Initial Study does not identify significant effects, then the agency ordinarily prepares a Negative Declaration. If the Initial Study notes significant effects but also identifies mitigation measures that would reduce these significant effects to a level that is less than significant, then the agency ordinarily prepares a Mitigated Negative Declaration. If, however, a project would involve significant effects that cannot be readily mitigated, then the agency must prepare an Environmental Impact Report. The agency may also decide to proceed directly with the preparation of an Environmental Impact Report without first preparing an Initial Study.

The proposed project is a "project" as defined by CEQA and is not exempt from CEQA consideration. The City has determined that the project may potentially have significant environmental effects and therefore requires preparation of an Initial Study. This Initial Study describes the proposed project and its environmental setting, discusses the potential environmental effects of the project, and identifies feasible mitigation measures that would eliminate any potentially significant environmental effects of the project or reduce them to a level that would be less than significant. The Initial Study considers the project's potential for significant environmental effects in the following subject areas:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance (including Cumulative Impacts

1.3 Project Background

The project site is at the northwest corner of the site of the North Crossroads Business Center, approved by the City in 2018. The North Crossroads site was the location of the Libby-Owens-Ford Pilkington North America float glass manufacturing facility. Originally constructed in 1961, the facility closed in 2013. Some industrial buildings associated with the glass facility remain on the site and are being reoccupied with industrial uses, largely warehousing and storage. Other buildings and structures have been demolished and removed, including a smokestack approximately 275 feet in height that was a prominent feature in the Lathrop visual landscape.

The North Crossroads project proposes new development of approximately 121.83 acres of land south of East Louise Avenue. Approved development consists of seven buildings with 1,023,580 square feet of warehouse, manufacturing, and office floor area, along with lots for automobile, truck and trailer parking (City of Lathrop 2018a). One of these structures, approximately 649,000 square feet in size is under construction. The North Crossroads site was leased to the Kraft Heinz Company in 2016 for product storage; paved outdoor portions of the site are currently leased to Tesla for vehicle storage.

The proposed project site is located in the portion of the North Crossroads Business Center designated for development of "Industrial Building 6" on the approved site plan (Figure 1-6). Industrial Building 6, as proposed, would be approximately 28 feet in height and would contain 59,400 square feet of floor area for mostly warehousing and

distribution activities, also anticipating some manufacturing and ancillary office space. In the approved North Crossroads site plan, access to Industrial Building 6 was to be provided from internal access roads within the North Crossroads site (City of Lathrop 2018).

Maverik, Inc. operates a network of fueling, convenience, and food service stores at 350 locations across the western United States. The proposed project would replace approved but unconstructed industrial development with highway commercial activity similar to other Maverik stores; access would be provided from the adjoining streets rather than from the internal North Crossroads road system. An Initial Study/Mitigated Negative Declaration (IS/MND) was adopted by the City prior to the approval of the North Crossroads project and use of this document with an addendum was considered for the proposed project. However, the City concluded that the proposed project could involve new potentially significant environmental impacts that were not addressed in the North Crossroads IS/MND. Therefore, a new and separate CEQA document has been prepared for the proposed project.

1.4 Environmental Evaluation Checklist Terminology

The project's potential environmental effects are evaluated in the Environmental Evaluation Checklist presented in Chapter 3.0 of this Initial Study. The checklist includes a list of environmental considerations against which the project is evaluated. For each question, the City determines whether the project would involve 1) a Potentially Significant Impact, 2) a Less Than Significant Impact with Mitigation Incorporated, 3) a Less Than Significant Impact, or 4) No Impact.

> A Potentially Significant Impact occurs when there is substantial evidence that the project would involve a substantial adverse change to the physical environment, i.e., the environmental effect may be significant, and mitigation measures have not been defined that would reduce the impact to a level that would be less than significant. If there is a Potentially Significant Impact entry in the Initial Study, then an EIR is required. No Potentially Significant Impacts are identified in this Initial Study.
>
> An environmental effect that is Less Than Significant with Mitigation Incorporated is a Potentially Significant Impact that can be avoided or reduced to a level that is less than significant with the application of defined mitigation measures. This Initial Study identifies several impacts that are Less than Significant with Mitigation Incorporated.
>
> A Less Than Significant Impact occurs when the project would involve an environmental impact, but the impact would not cause a substantial adverse change to the physical environment that would require mitigation. This Initial Study identifies several impacts that are considered Less than Significant.

A determination of No Impact is self-explanatory. This Initial Study identifies several areas of environmental concern in which the project would have No Impact.

This Initial Study identifies certain potentially significant environmental effects that would be mitigated by implementation of existing provisions of law and standards of practice related to land use planning and environmental protection. Such provisions are identified and considered in the environmental impact analysis, and the degree to which they would reduce potential environmental effects is discussed. These protections are considered part of the existing regulatory environment and are assumed to counter the potential environmental effects of the project as discussed.

As the proposed Maverik development is within the North Crossroads Business Center site, mitigation measures identified in the North Crossroads IS/MND would also apply to the proposed development. This Initial Study indicates where mitigation measures in the North Crossroads IS/MND are applicable.

1.5 Summary of Environmental Effects and Mitigation Measures

Table 1-1, which follows Figures 1-1 through 1-6, summarizes the results of the Environmental Evaluation Checklist and associated narrative discussion in Chapter 3.0 of this IS/MND. The potential environmental impacts of the proposed project are listed in the left-most column of this table. The level of significance of each impact is indicated in the second column. Feasible mitigation measures that are considered necessary to avoid or minimize the impacts are shown in the third column, and the significance of the impact after mitigation measures are applied is shown in the fourth column.

As previously noted, all potentially significant environmental effects identified in the IS/MND would be avoided or reduced to a level that would be less than significant with existing environmental protection measures or mitigation measures recommended in this Initial Study. For other issues, the project would have no impact or would have impacts that are less than significant.

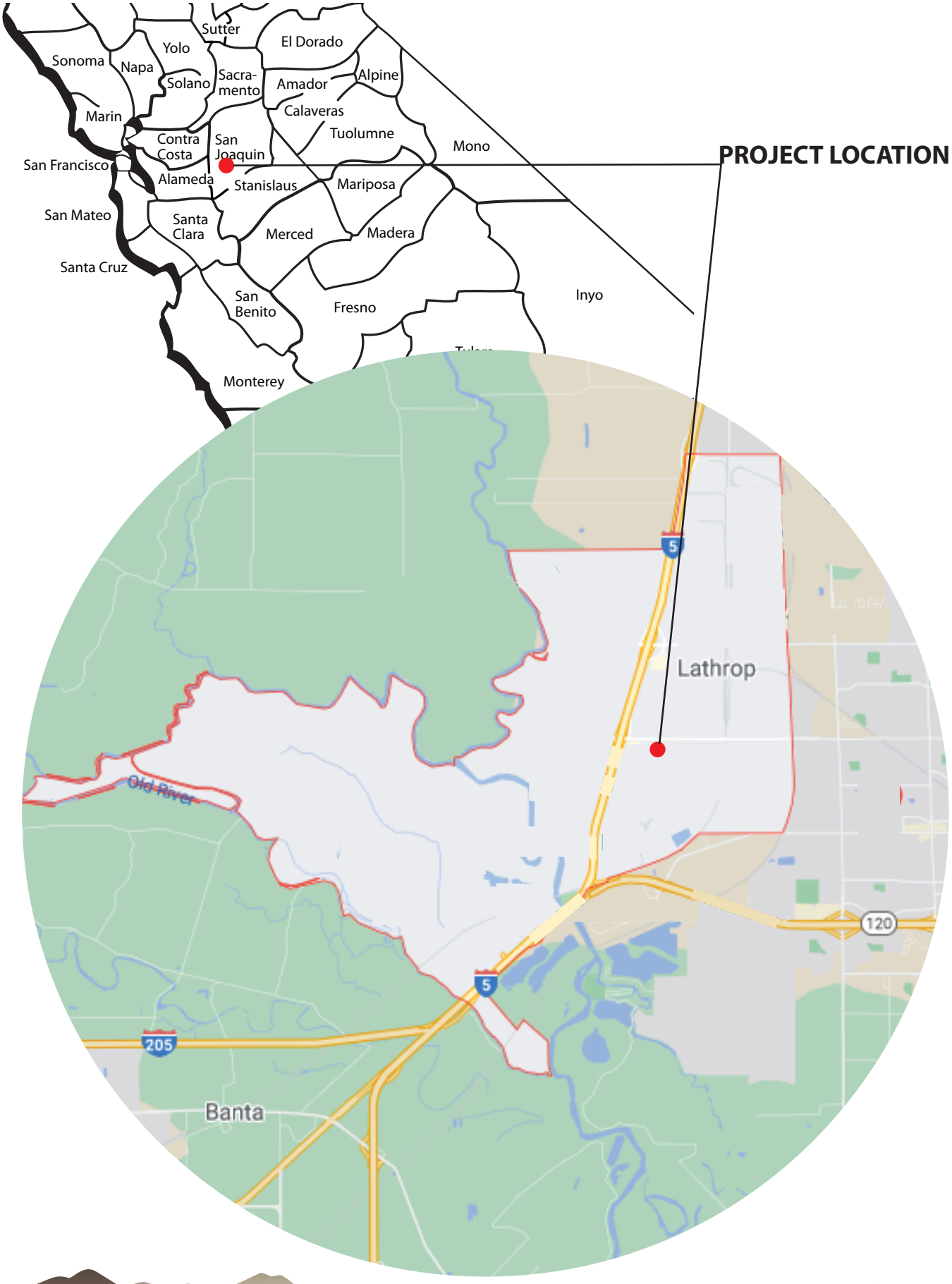
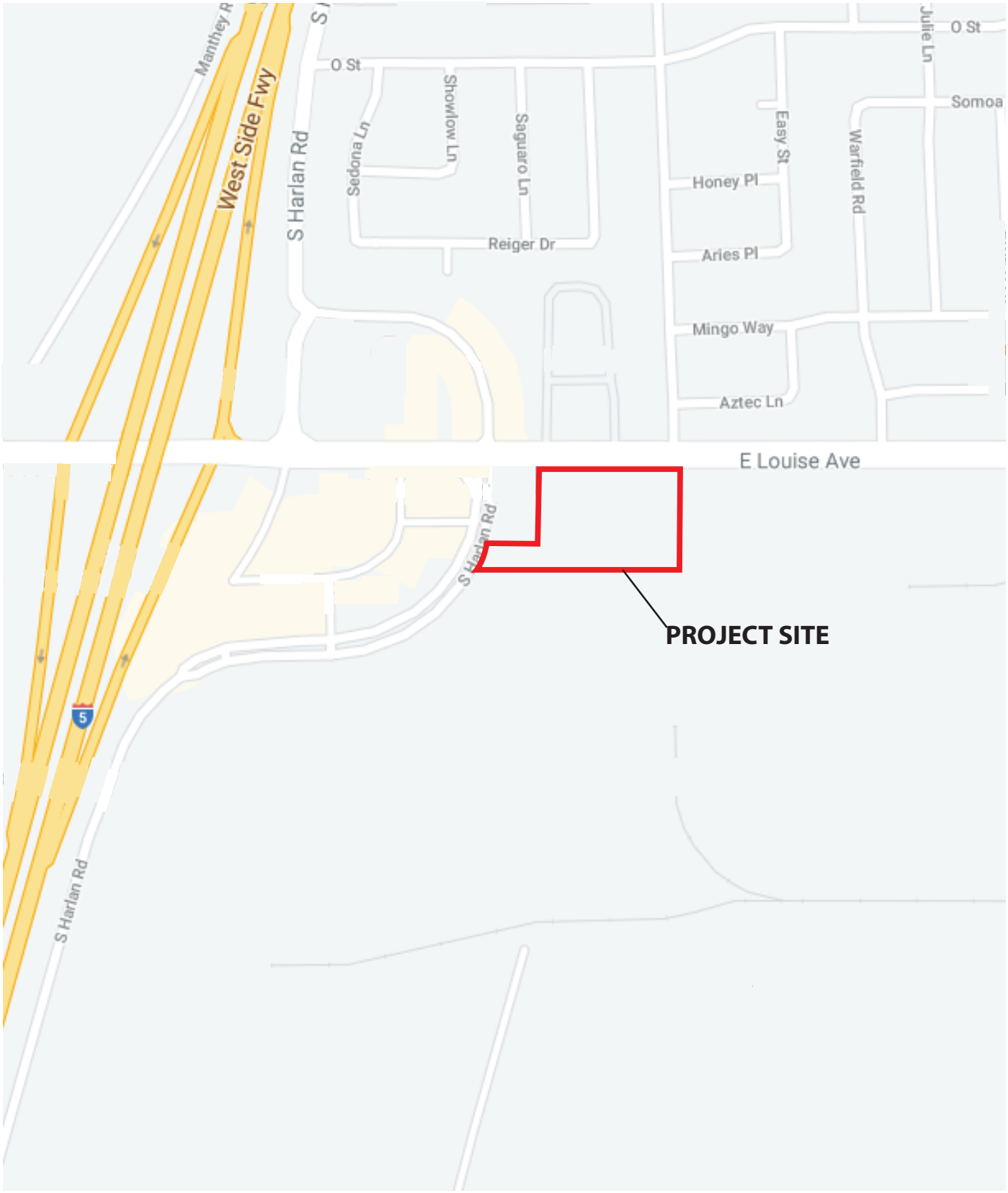
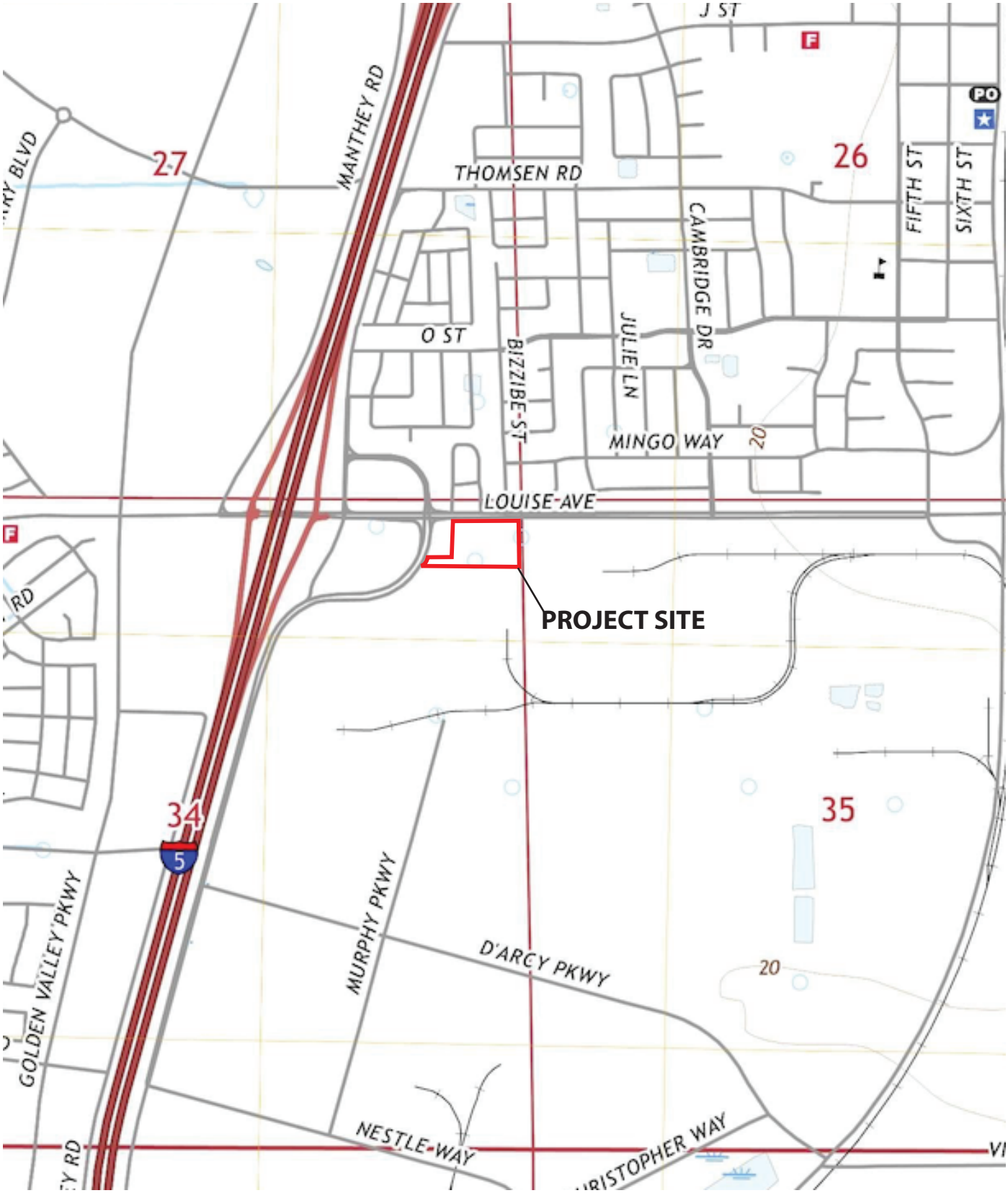


Figure 1-1
REGIONAL PROJECT SITE



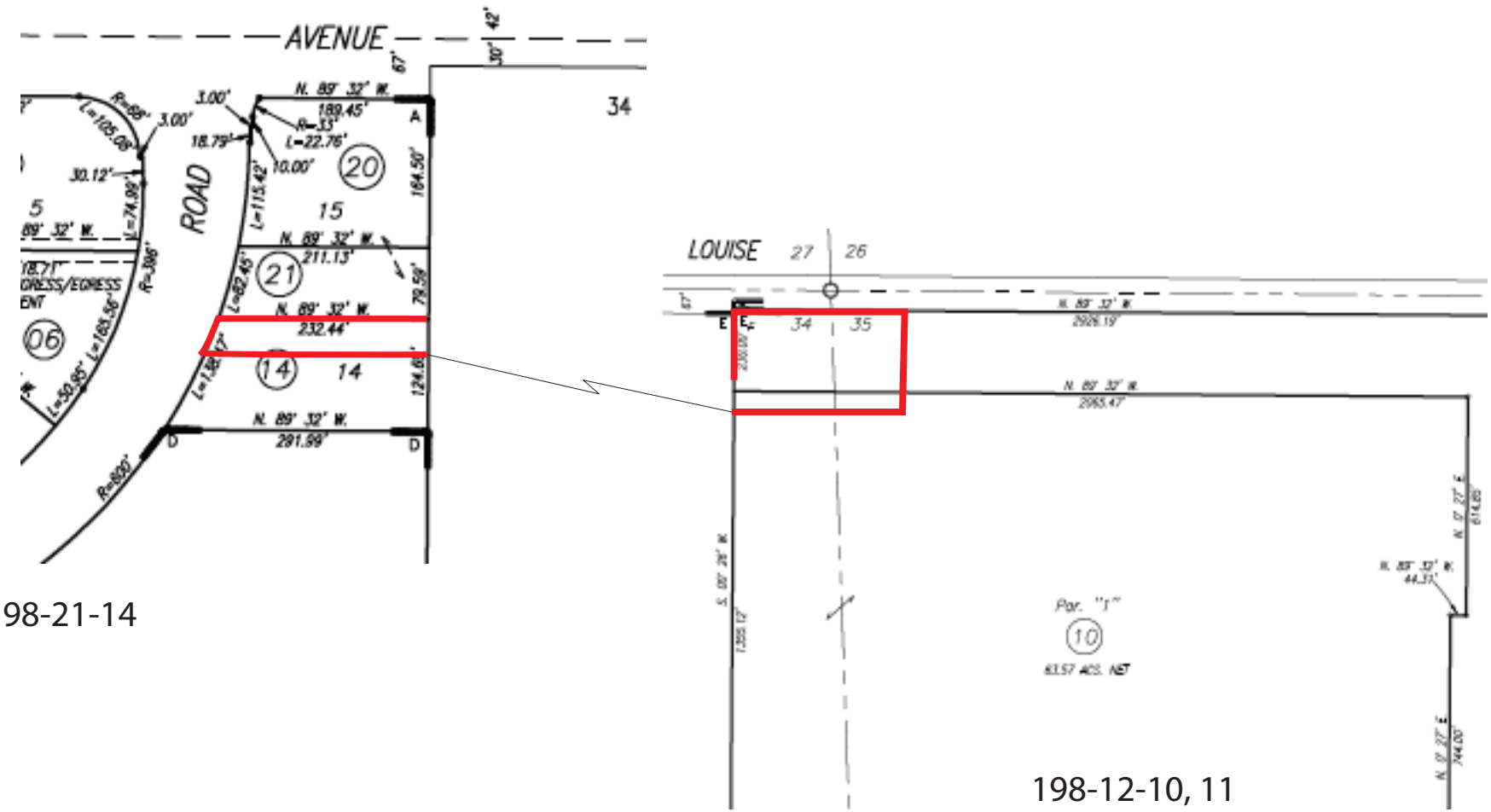
SOURCE: Google Maps

Figure 1-2
STREET MAP



SOURCE: Lathrop USGS Quadrangle Map, 2018. T2, R2E AND S 34

SOURCE: Google Earth



SOURCE: San Joaquin County Assessor Parcel Office

Figure 1-5
ASSESSOR PARCEL MAP

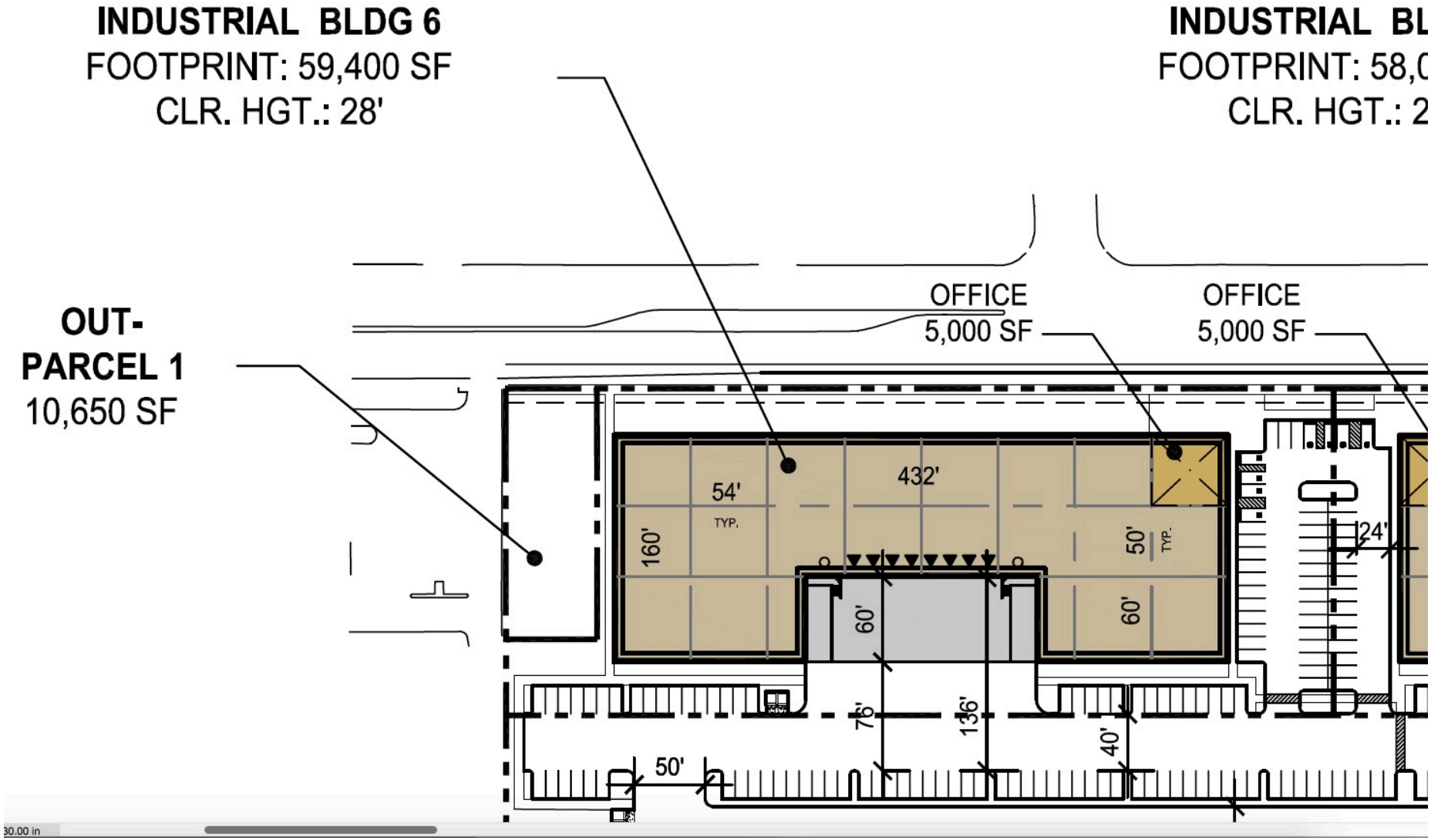


Figure 1-6
NORTH CROSSROADS BUILDING 6 SITE PLAN

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.1 AESTHETICS			
a) Scenic Vistas	LS	None required	-
b) Scenic Resources and Highways	NI	None required	-
c) Visual Character and Quality	LS	None required	-
d) Light and Glare	LS	None required	-
3.2 AGRICULTURE AND FORESTRY RESOURCES			
a) Agricultural Land Conversion	NI	None required	-
b) Conflict with Agricultural Zoning or Williamson Act Contract	NI	None required	-
c) Conflict with Forest Land Zoning	NI	None required	-
d) Forest Land Conversion	NI	None required	-
e) Conversion or loss of Farmland, Forestland, and Timberland	NI	None required	-
3.3 AIR QUALITY			
a) Consistency with Air Quality Plans	LS	None required	-
b) Cumulative Emissions	LS	None required	-
d) Exposure of Sensitive Receptors	LS	None required	-
e) Odors and Other Emissions	LS	None required	-
3.4 BIOLOGICAL RESOURCES			
a) Special-Status Species	PS	BIO-1: The developer shall mitigate for the proportionate loss of potential wildlife habitat from the project site by	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		applying for coverage and implementing Incidental Take Minimization Measures (ITMMs) as required by the adopted San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). [North Crossroads]	
b) Riparian and Sensitive Habitats,	NI	None required	-
c) Waters of the U.S. and Wetlands	NI	None required	-
d) Fish and Wildlife Movement	PS	BIO-2: In the event trees need to be removed or trimmed to facilitate the project, they should be felled or trimmed outside of the general bird nesting season (February 1 through August 31). If not, the developer shall have a nesting bird survey conducted immediately prior to tree trimming or removal. If active nests are found, tree felling or trimming shall be delayed until the young have fledged. [North Crossroads]	LS
e) Local Biological Requirements	NI	None required	-
f) Habitat Conservation Plans	PS	North Crossroads Mitigation Measure BIO-1.	LS
3.5 CULTURAL RESOURCES			
a) Historic Resources	NI	None required	-
b) Archaeological Resources	PS	CULT-1: All construction personnel shall receive brief "tailgate" training by a qualified archaeologist in the identification of paleontological resources, buried cultural resources, including human remains, and protocol for notification should such resources be discovered during construction work. [North Crossroads] CULT-2: If any subsurface historical or paleontological resources are encountered during construction of the project, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist, or	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		paleontologist as appropriate, can examine these materials, make a determination of their significance and, if significant, recommend further measures that would reduce potential effects to a less than significant level, consistent with the requirements of CEQA. The Lathrop CDD shall be notified in the event of a discovery, and the ODS shall be responsible for retaining qualified professionals, implementing recommended mitigation measures and documenting mitigation efforts in written reports to the CDD, consistent with the requirements of the CEQA Guidelines. [North Crossroads]	
c) Human Burials	PS	North Crossroads Mitigation Measure TCR-2.	LS
3.6 ENERGY			
a) Consumption of Energy Resources	LS	None required	-
b) Conflict with Energy Plans	LS	None required	-
3.7 GEOLOGY AND SOILS			
a-i) Fault Rupture Hazards	NI	None required	-
a-ii) Seismic Ground Shaking	PS	GEO-1: The City of Lathrop Engineer shall review and approve a site-specific, design-level geotechnical study for the project prior to issuing a grading and building permit. All geotechnical engineering and design recommendations included in the approved study shall be implemented during project design and prior to construction. [Based on North Crossroads]	LS
a-iii) Seismic-Related Ground Failure	LS	None required	-
a-iv) Landslides	NI	None required	-
b) Soil Erosion	PS	GEO-2: Prior to issuance of a grading permit, the project contractor shall submit, for the review and approval	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		of the Public Works Department, an erosion control plan that complies with the City's Storm Water Development Standards and utilizes Best Management Practices (BMPs) to limit the erosion effects during construction of the proposed project. Measures could include, but are not limited to: • Hydro-seeding • Placement of erosion control measures within drainage ways and ahead of drop inlets • The temporary lining (during construction activities) of drop inlets with "filter fabric" (a specific type of geotextile fabric) • The placement of straw wattles along slope contours and back-of-curb prior to installation of landscaping • Directing subcontractors to a single designated "wash-out" location (as opposed to allowing them to wash-out in any location they desire) • The use of siltation fences; and • The use of sediment basins and dust palliatives. [North Crossroads]	
c) Geologic Instability	PS	North Crossroads Mitigation Measure GEO-1.	LS
d) Expansive Soils	PS	North Crossroads Mitigation Measure GEO-1.	LS
e) Adequacy of Soils for Sewage Disposal	NI	None required	-
f) Paleontological Resources	PS	North Crossroads Mitigation Measures CULT-1 and CULT-2.	LS
3.8 GREENHOUSE GAS EMISSIONS			
a) Project GHG Emissions	LS	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
b) Consistency with GHG Reduction Plans	LS	None required	-
3.9 HAZARDS AND HAZARDOUS MATERIALS			
a) Hazardous Materials Transport, Use and Disposal	LS	None required	-
b) Upset and Accident Conditions	LS	None required	-
c) Release of Hazardous Materials near Schools	LS	None required	-
d) Hazardous Materials Sites	PS	HAZ-2: Prior to grading activities, the ODS or its contractor shall retain a qualified professional to collect and analyze soil samples as required to determine whether pesticide residues or other contaminants are present and, if present, whether they pose a health risk to construction workers or an environmental contamination risk. If so, the ODS shall prepare and implement a risk reduction plan that will reduce risk to construction workers. [North Crossroads]	LS
e) Public Airports	NI	None required	-
f) Emergency Response and Evacuations	LS	None required	-
g) Wildland Fire Hazards	LS	None required	-
3.10 HYDROLOGY AND WATER QUALITY			
a) Water Quality	PS	HYDRO-1: The ODS shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project in accordance with the Construction General Permit. The developer shall incorporate an Erosion Control Plan consistent with all applicable provisions of the SWPPP within the site development plans. The SWPPP shall be available on the construction site at all times. The developer shall file a Notice of Intent (NOI) with the State Water Resources Control Board prior to commencement of construction activity, and shall submit the SWRCB Waste	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		Discharger's Identification Number (WDID) to the City prior to approval of development or grading plans. [North Crossroads] HYDRO-2: The ODS shall obtain an MS4 permit from the City which would describe post-construction BMPs required to reduce pollutant loads in stormwater discharges to acceptable levels, including compliance with the adopted Multi-Agency Post-Construction Stormwater Standards Manual and the City's Storm Water Development Standards. [North Crossroads]	
b) Groundwater Supplies and Recharge	LS	None required	-
c-i, ii, iii) Drainage Patterns and Runoff	PS	North Crossroads Mitigation Measures HYDRO-1 and HYDRO-2.	LS
c-iv) Flooding Hazards	LS	None required	-
d) Release of Pollutants in Flood, Tsunami, or Seiche Zones	LS	None required	-
e) Conflicts with Water Quality or Groundwater Management Plans	LS	None required	-
3.11 LAND USE AND PLANNING			
a) Division of Established Community	NI	None required	-
b) Conflicts with Land Use Plans, Policies and Regulations	LS	None required	-
3.12 MINERAL RESOURCES			
a, b) Availability of Mineral Resources	NI	None required	
3.13 NOISE			

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
a) Generation of Noise Exceeding Local Standards	LS	None required	-
b) Exposure to Groundborne Vibrations	LS	None required	-
c) Public Airport and Private Airstrip Noise	NI	None required	-
3.14 POPULATION AND HOUSING			
a) Unplanned Population Growth	NI	None required	-
b) Displacement of Housing or People	NI	None required	-
3.15 PUBLIC SERVICES			
a-i) Fire Protection	LS	None required	-
a-ii) Police Protection	LS	None required	-
a-iii) Schools	LS	None required	-
a-iv) Parks	LS	None required	-
a-v) Other Public Facilities	LS	None required	-
3.16 RECREATION			
a, b) Recreational Facilities	LS	None required	-
3.17 TRANSPORTATION			
a) Conflicts with Transportation Programs and Plans	LS	None required	-
b) Conflict with CEQA Guidelines Section 15064.3(b)	LS	None required	-
c) Traffic Hazards	LS	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
d) Emergency Access	LS	None required	-
3.18 TRIBAL CULTURAL RESOURCES			
a, b) Tribal Cultural Resources	PS	TCR-1: If the project site is determined to be a sensitive tribal cultural resource, the ODS shall consult with the affected tribe to establish and implement a procedure for monitoring and reporting all earth-moving and grading activities. [North Crossroads] TCR-2: In the event that construction encounters evidence of human burial or scattered human remains, construction in the vicinity of the encounter shall be immediately halted. The ODS shall immediately notify the County Coroner, the Lathrop Community Development Department, and the tribal representative. The ODS will be responsible for compliance with the requirements of CEQA as to human remains as defined in CEQA Guidelines Section 15064.5, with California Health and Safety Code Section 7050.5, and as directed by the County Coroner. If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), and the NAHC will notify and appoint a Most Likely Descendant. The Most Likely Descendant will work with the archaeologist to decide the proper treatment of the human remains and any associated funerary objects. [North Crossroads] TCR-3: In the event that other archaeological resources are encountered during project construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist and tribal representative can examine the materials and make a determination of their "uniqueness" as defined by CEQA. If the resource is determined to be unique, the archaeologist shall recommend avoidance, minimization or mitigation measures that will reduce potential effects to a less than	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		significant level. The ODS will be responsible for retaining the archaeologist and tribal representative and for implementing the recommendations of the archaeologist, including submittal of a written report to the Lathrop Community Development Department and tribal representative documenting the find and its treatment. [North Crossroads]	
3.19 UTILITIES AND SERVICE SYSTEMS			
a) Relocation or Construction of Utility Facilities	LS	None required	-
b) Water Supplies	LS	None required	-
c) Wastewater Treatment Capacity	PS	UTIL-1: Prior to the issuance of building permits, the ODS shall quantify the need for Individual Sewer Units (ISUs) related to the permit to satisfaction of the Lathrop Public Works Department. The project applicant shall purchase additional ISUs as required to provide adequate capacity for the proposed project, subject to the review and approval of the Public Works Department and City Council.	LS
d, e) Solid Waste Services	LS	None required	-
3.20 WILDFIRE			
a) Emergency Response Plans and Emergency Evacuation Plans	NI	None required	-
b) Exposure of Project Occupants to Wildfire Hazards	NI	None required	-
c) Installation and Maintenance of Infrastructure	NI	None required	-
d) Risks from Runoff, Post-Fire Slope Instability, or Drainage Changes	NI	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.21 MANDATORY FINDINGS OF SIGNIFICANCE			
a) Findings on Biological and Cultural Resources	PS	Mitigation measures in Sections 3.4, 3.5, and 3.18 above.	LS
b) Findings on Cumulatively Considerable Impacts	LS	None required	-
c) Findings on Adverse Effects on Human Beings	LS	None required	-

Notes: NI = No Impact; LS = Less Than Significant; PS = Potentially Significant

2.0 PROJECT DESCRIPTION

2.1 Project Location

The project site is located at 500 East Louise Avenue in the west-central portion of the City of Lathrop, San Joaquin County, California (see Figures 1-1 through 1-5). The site consists of the western portion of a parcel designated as Assessor's Parcel Number (APN) 198-120-11 and the northern half of a parcel designated as APN 198-210-14. The project site is shown on the U.S. Geological Survey's Lathrop, California, 7.5-minute quadrangle map within Section 34, Township 1 South, Range 6 East, Mt. Diablo Base and Meridian. The latitude of the project site is approximately 37° 48′ 41″ North, and the longitude is approximately 121° 17′ 24″ West.

2.2 Project Details

The project proposes the construction of a fueling station with a convenience store on approximately 3.18 acres (Figure 2-1). A more detailed description of the project is provided below.

Fueling Station

The fueling station component would consist of two fuel dispenser areas. One area, north of the proposed convenience store and covering approximately 4,992 square feet, would have 14 fueling positions for light vehicles (i.e., passenger cars and pickup trucks). The other area, northeast of the convenience store and covering approximately 3,485 square feet, would have six fueling positions for larger trucks. Both fuel dispensing areas would be covered with a canopy that would be constructed of aluminum composite metal and would have light fixtures that are flush mounted within the deck panel at the top (Figure 2-2). All fuel dispensing stations would be placed on concrete islands of a minimum height of six inches.

The project proposes the installation of three underground fuel storage tanks east of the proposed convenience store. One tank, with a capacity of 25,000 gallons, would hold diesel fuel. A second 25,000-gallon tank would hold unleaded gasoline. A third 25,000-gallon tank would have three compartments: one of 8,000 gallons holding premium unleaded gasoline, another of 9,000 gallons holding a fuel to be determined (most likely unleaded gasoline), and the third of 8,000 gallons holding diesel exhaust fluid, a liquid used to reduce the amount of air pollution created by a diesel engine. All tanks would be double-walled and have real-time monitoring, both inside the proposed convenience store and at the Maverik corporate location. The tanks would be covered by a concrete pad approximately 10 inches thick. Fuel lines would be extended from the tanks to the fuel dispensing areas.

Between the proposed convenience store and the underground tank site, the project proposes to install a biodiesel fuel mixing station. Biodiesel is a liquid fuel produced from biological sources, such as new or recycled vegetable oils, animal fats, and recycled restaurant grease. Typically, biodiesel is blended in a tank with petroleum-based diesel fuel at a specific ratio, such as 20% biodiesel (B-20). Biodiesel fuel blends can be used in conventional diesel engines; pure biodiesel (B-100) requires a modified engine. The proposed mixing station is much like an additive injection system used at many retailers to blend additive into fuels. The project would use the additive injection system to blend biodiesel into petroleum-based diesel to a prescribed blend ratio. The resultant fuel blend would be made available for dispensing at the fueling station.

Convenience Store

A one-story building, approximately 5,951 square feet in floor area, would be constructed as a convenience store. The store would be approximately 20 feet in height at the top of the parapet; however, a proposed storefront treatment would be approximately 29 feet in height to the ridge (Figures 2-3A through 2-3C). The store would be constructed with cultured stone veneer and fiber cement board and batten siding and trim, with the storefront constructed of aluminum. The floor plan for the convenience store proposes a retail area, a food and beverage preparation area with kitchen, restrooms, a freezer and coolers, an office, a storeroom, and a utility room (Figure 2-4).

The store would be surrounded by concrete pavement. Picnic tables would be installed on the pavement area west of the store. A housekeeping pad would be located outside, adjacent to and south of the store.

Other Project Features

Southeast of the store, a covered trash enclosure and recycling bin storage area would be installed along the southern boundary of the project site. The enclosure would be gated, and a standard concrete parking pavement area would be installed in front. An air station would be installed north of the parking spaces along the western boundary of the project site. In the southwest corner of the project site, a recreational vehicle dump station would be installed, with a parking area in front constructed of standard concrete parking pavement.

Landscaping would be installed on the project site as required by the City (Figure 2-5). The proposed landscaping would cover 15,946 square feet, or approximately 11% of the site, and would consist of a variety of grasses, shrubs, and trees. Landscaping would be installed mainly at the perimeter of the project site, with some landscaping near the convenience store and along the south side of the proposed driveway from Harlan Road. Tree planters would be installed in front of and to one side of the store. Four existing trees on the project site would be removed and would be replaced by 20 24-inch box trees.

Project site lighting would consist of light poles approximately 25 feet in height installed along the southern and western boundaries of the site, with two poles installed in front of the store on each side of the front parking area. LED lights would be used, and poles

would be installed in a concrete base. Exterior lighting would be installed on the front and sides of the convenience store; no lights would be installed in the rear.

Access and Parking

Vehicle access to the project site would be provided from three driveways, all of which would be accessible to large trucks as well as smaller vehicles. Two of these driveways would be off Louise Avenue. One driveway would be provided near the northwest corner of the project site. This driveway would facilitate truck access and would provide entry to the project site only; the driveway would be designed so that no exit would be allowed. The other driveway would be the northwest corner of the site and would be aligned with the existing intersection of Louise Avenue and Bizzibe Street. Both entry and exit would be allowed at this full-access driveway. The project applicant proposes to fund and install a traffic signal at the Louise Avenue/Bizzibe Street intersection.

A third driveway would extend east from Harlan Road to the project site (Figure 2-6). The driveway would be approximately 35 feet wide and 206.5 feet long and would be adjacent to and south of the existing McDonald's restaurant site. This roadway, constructed of heavy-duty asphalt pavement, would connect Harlan Road to the southern portion of the project site. This driveway would be right-turn-in, right-turn-out only.

The project proposes to install parking areas with a total of 36 standard spaces (20 feet by 9 feet), which would exceed City requirements. Two additional spaces for handicap accessible vehicles would be provided at the front of the convenience store, for a total of 38 parking spaces. Two of these spaces would be made electric vehicle stalls in the future as the demand warrants. The parking spaces would be adjacent to or near the convenience store.

The project proposes the installation of bicycle racks in front of the convenience store for bicycle traffic. The project also proposes to widen the Louise Avenue frontage along the project site to accommodate a Class II bicycle lane planned by the City along Louise Avenue.

Utilities

The project would connect to an existing water line located beneath Louise Avenue (Figure 2-7). PVC water lines varying in diameter from ¾ inch to two inches would be installed throughout the project site. Some would be installed for potable water, while others would be used for landscape irrigation. A separate water line for firefighting purposes would also be extended to the project site from an existing line along Louise Avenue.

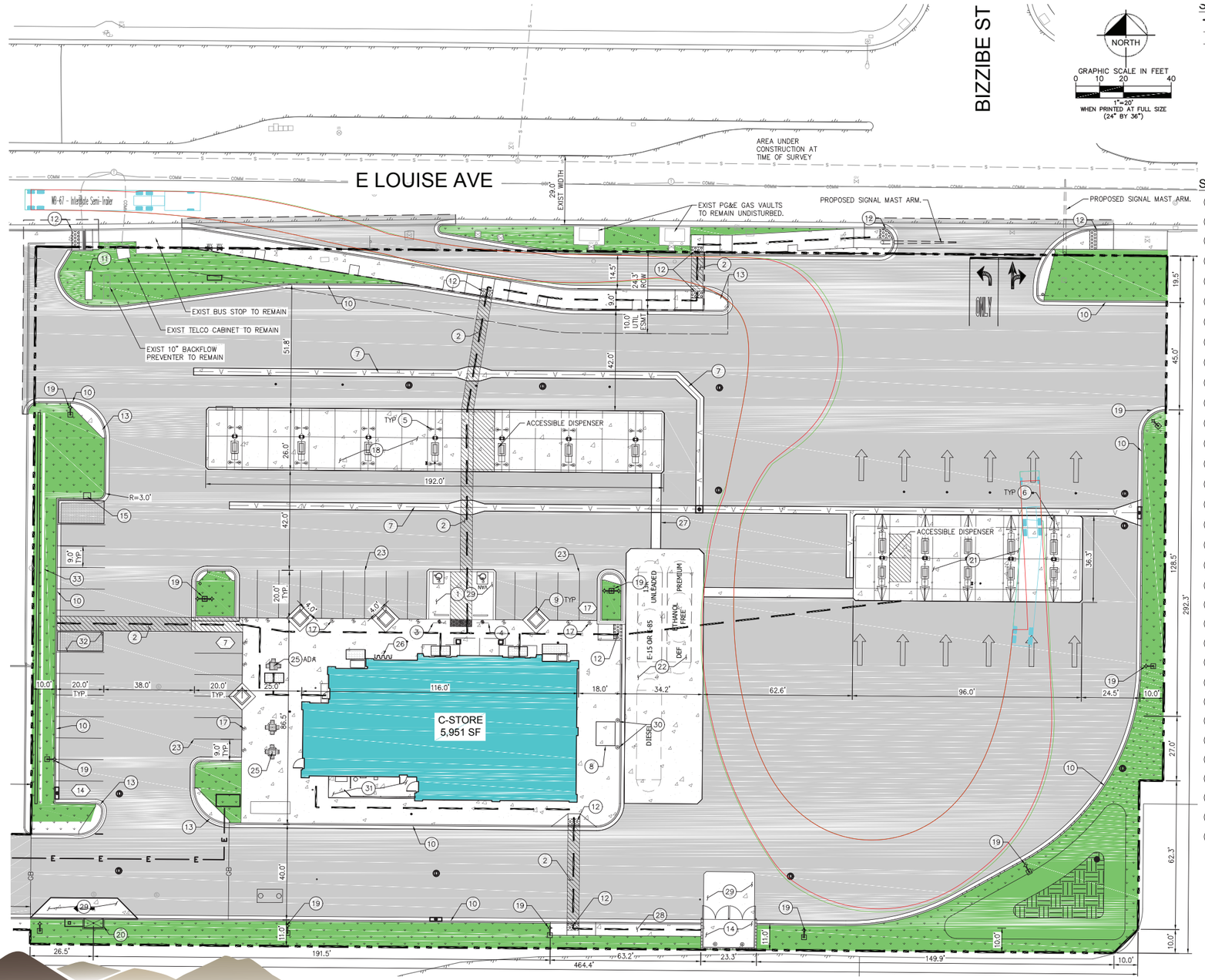
The project proposes to install a six-inch diameter PVC sewer line that would extend along the southern boundary of the project site westward to Harlan Road, along the same alignment as the proposed asphalt driveway. A sewer manhole would be installed at the end of the sewer line at Harlan Road. A grease interceptor would be installed on the sewer line.

The project proposes the installation of a storm drainage system on the project site. The system would consist of 4-inch diameter HDPE collector pipes and catch basins that would send runoff to 12-inch diameter HDPE lines that would connect to the existing storm drainage system on the North Crossroads site.

Pacific Gas and Electric Company (PG&E) has existing electrical and natural gas facilities in the immediate vicinity of the site. The project proposes to extend an electrical line from a box along Harlan Road to the project site beneath the proposed driveway. The project also proposes to connect to an existing natural gas pipeline along Louise Avenue. Gas vaults – underground rooms providing access to subterranean gas facilities – that exist along the Louise Avenue frontage would remain. A telecommunication line would be extended from an existing telecommunication cabinet along Louise Avenue to the project site.

2.3 Permits and Approvals

The project site is designated by the Lathrop General Plan as General Industrial and is zoned by the City as IG, General Industrial. Gasoline service stations are an allowed use by right in the IG zone; therefore, the project would be consistent with the existing Lathrop General Plan and zoning designations. As such, project approvals would be limited to site plan approvals by the City of Lathrop, along with encroachment permits for any project work within local streets. Other permits and approvals that would be required from other agencies include the Construction General Permit from the State Water Resources Control Board (SWRCB) and participation in the County special-status species conservation plan with the San Joaquin Council of Governments (SJCOG).



SITE LEGEND

- PROPERTY LINE
- CENTER LINE
- EASEMENT LINE
- SIGN POST
- CONCRETE PAVEMENT SEE NOTES FOR DETAILS.
- HEAVY DUTY ASPHALT PAVEMENT
- AREAS WHERE SLOPE NOT TO EXCEED 1.5% IN ANY DIRECTION
- SETBACKS
- ADA PATH OF TRAVEL
- XX PARKING COUNT
- LANDSCAPE/PLANTER AREA
- DETECTABLE WARNINGS

SITE PLAN KEYNOTES

1. ACCESSIBLE PARKING STALL STRIPING AND ACCESSIBLE PARKING SYMBOL
2. PATH OF TRAVEL STRIPING.
3. STANDARD ACCESSIBLE PARKING STALL.
4. VAN ACCESSIBLE PARKING STALL.
5. HOOP BOLLARD.
6. WEDGE BOLLARD.
7. CONCRETE WATERWAY (V-DITCH).
8. BIODIESEL FUEL MIXING STATION.
9. INSTALL 4'-0" x 4'-0" TREE PLANTER.
10. 6" CURB & GUTTER.
11. MONUMENT SIGN.
12. ACCESSIBLE RAMP WIHT CAST-IN-PLACE DETECTABLE WARNING SYSTEM (TRUNCATED DOMES).
13. ROLLED-MOUNTABLE CURB AND CONCRETE RUNOUT PAD.
14. COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE.
15. AIR STATION. PARKING AREA DIRECTLY ADJACENT TO BE CONSTRUCTED TO MAINTAIN GRADES LESS THAN 2% IN ALL DIRECTIONS.
16. PAVEMENT MARKINGS. WHITE, 20 MILL MIN THICKNESS, METHACRYLATE PAINT OR APPROVED EQUAL.
17. 4" REBOUNDING BOLLARD.
18. FUELING FORECOURT.
19. STANDARD 25'-0" POLE MOUNTED LED LIGHT ON CONCRETE BASE.
20. RV DUMP STATION.
21. COMMERCIAL FUELING COURT 18 FEET LANES.
22. CONC PAD OVER UNDERGROUND STORAGE TANKS.
23. PROPOSED 90° PARKING.
24. CAST-IN-PLACE DETECTABLE WARNING SYSTEM (TRUNCATED DOMES).
25. PICNIC TABLES.
26. BIKE RACK.
27. FUEL LINE TRENCH CAP.
28. CONSTRUCT STANDARD DUTY SIDEWALK.
29. STANDARD CONCRETE PARKING PAVEMENT.
30. 4" CONCRETE BOLLARD.
31. HOUSEKEEPING PAD.
32. FUTURE EV COMPLIANT STALL WITH RACEWAYS INSTALLED.
33. LANDSCAPE WALL (< 3' TALL)

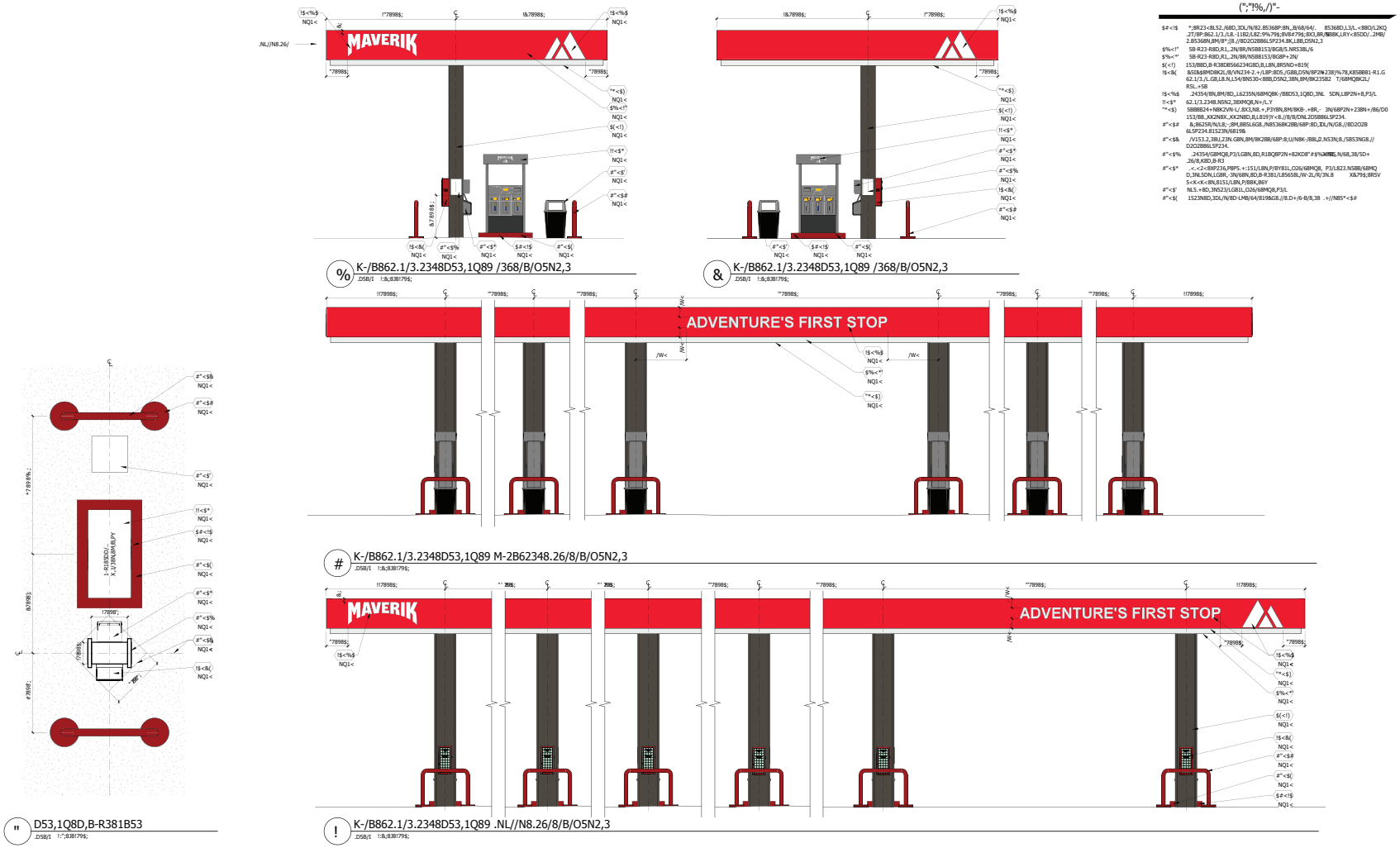
SITE DATA

PARKING		
SPACES REQUIRED =	32	
STANDARD SPACE PROVIDED =	36	
ACCESSIBLE SPACE PROVIDED =	2	
TOTAL SPACES PROVIDED =	38	SPACES
PARCEL DATA		
TOTAL PARCEL AREA =	138,681	SQ. FT. 3.183 ACRES

BaseCamp Environmental

SOURCE: Kimley~Horn

Figure 2-1
PROPOSED SITE PLAN



!78!839:(;<)97=>(? @3A879

!"#$#$%&'()'"*+#,-(BCD7DE7DFCCF

<@B | ?<I8!P(9H9)<A=8I3

MAVERIK

!'%8.<8.=>=?8.=@??=
.>A=8B>C?8DE=FG8-=>H8'&!!!

BaseCamp Environmental

Figure 2-2
FUELING STATION CANOPY ELEVATIONS

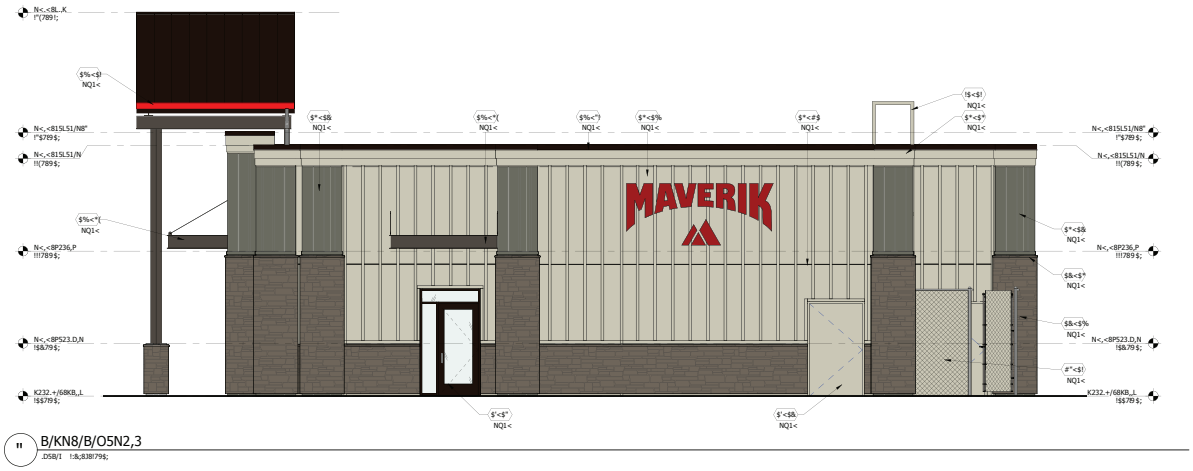
2 FRONT PERSPECTIVE - FRONT LEFT

1 BUILDING PERSPECTIVE - FRONT RIGHT

BaseCamp Environmental

SOURCE: Maverik

Figure 2-3A
CONVENIENCE STORE ELEVATIONS



" B/KN8/B/O5N2,3

! KL,3N8/B/O5N2,3

!78!839:(;<)97=>(? @3A879

!"#$#$%&'()'"*+#,-(BCD7DE7DFCCF

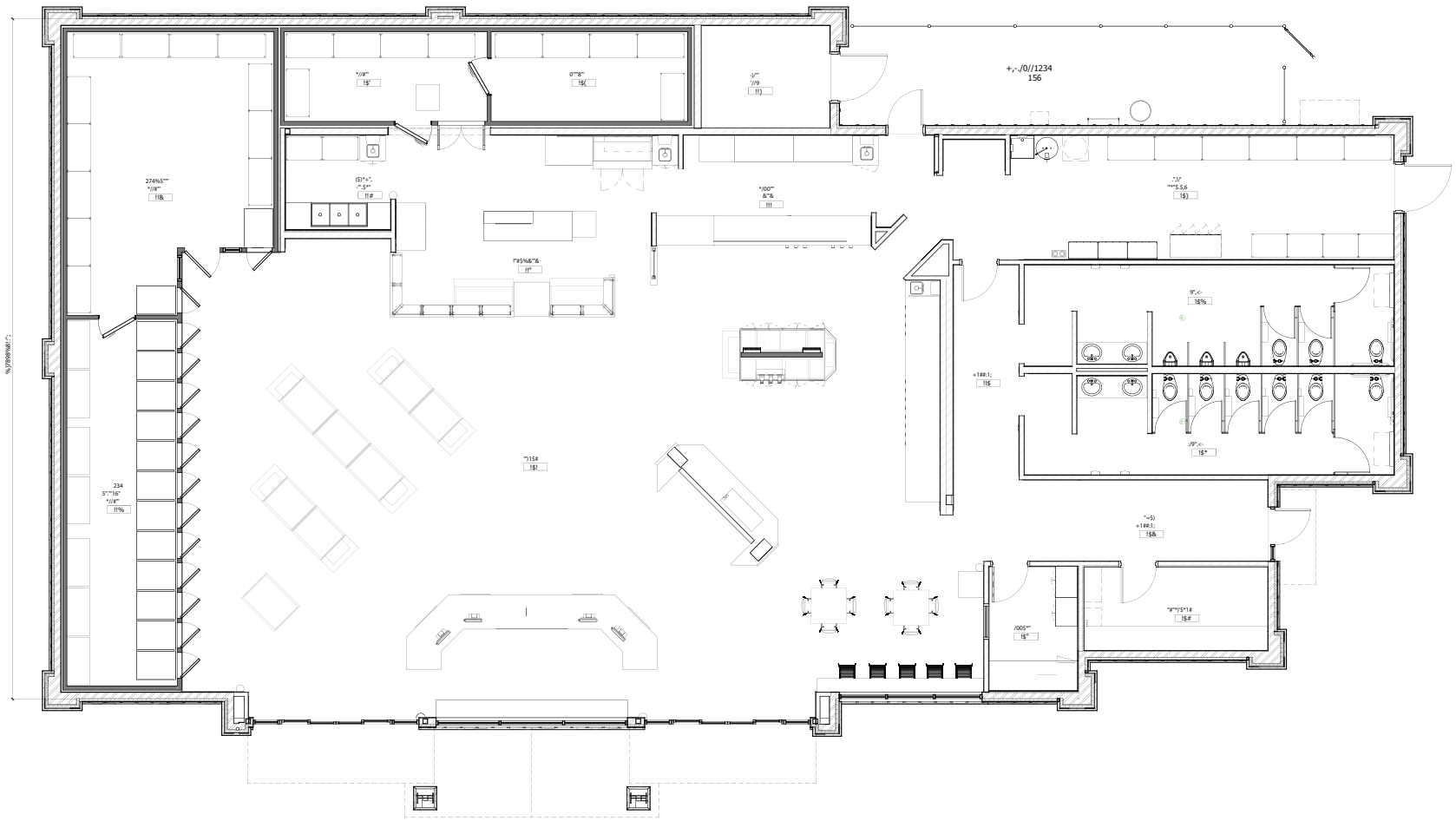
<@L | 9EA97=87(9H9)<A=8I3

MAVERIK

!'%8.<8.=>=?8.=@??=
.>A=8B>C?8DE=FG8-=>H8'&!!!

BaseCamp Environmental

Figure 2-3B
CONVENIENCE STORE ELEVATIONS



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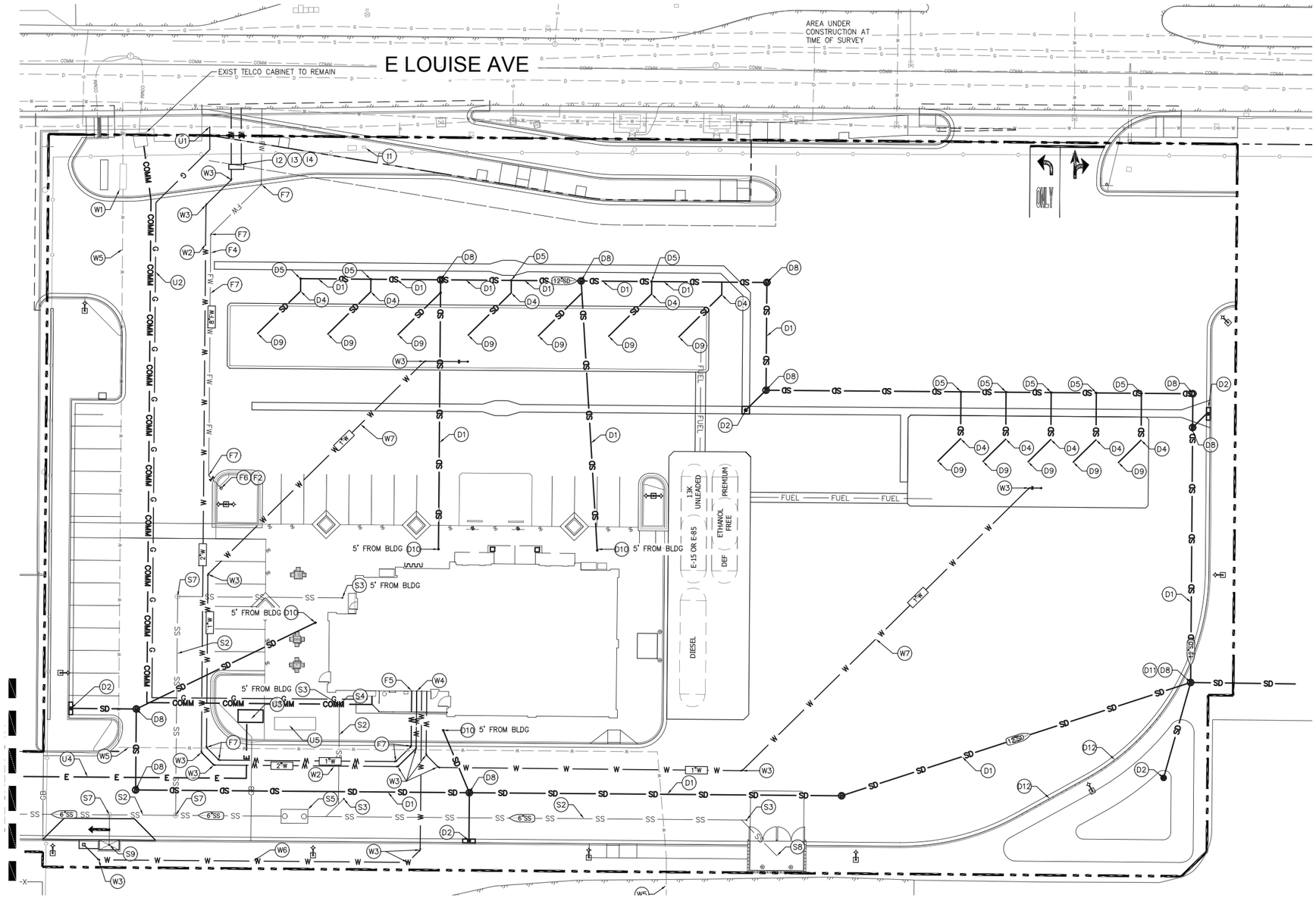
!"#$#$%&'()'"*+#,-(BCD7DE7DFCCF

<@G | 6H887(!H<I

!"%8.<8.=>=?8.=@??=
.>A=8B>C?8DE=FG8-=>H8'&!!!

Figure 2-4
CONVENIENCE STORE FLOOR PLAN



LEGEND

- CENTER LINE
- PROPERTY LINE
- EASEMENT LINE
- RIGHT-OF-WAY LINE
- APPROXIMATE LIMIT OF WORK LINE
- EXISTING WATER LINE
- EXISTING SANITARY SEWER LINE
- EXISTING GAS LINE
- EXISTING UNDERGROUND ELECTRICAL LINE
- EXISTING UNDERGROUND TELECOMMUNICATIONS LINE
- EXISTING STORM DRAIN LINE
- PROPOSED WATER LINE
- PROPOSED FIRE WATER LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED UNDERGROUND ELECTRICAL LINE
- PROPOSED TELECOMMUNICATIONS LINE
- PROPOSED GAS LINE
- PROPOSED GREASE WASTE LINE
- PROPOSED STORM DRAIN LINE
- GREASE WASTE INTERCEPTOR

DOMESTIC WATER NOTES

(W1) EXISTING 10" BACKFLOW PREVENTER TO REMAIN.
(W2) INSTALL 2" PVC SCH. 80 DOMESTIC WATER PIPE.
(W3) INSTALL 45° DOMESTIC WATER BEND.
(W4) BUILDING POINT OF CONNECTION (5-FT FROM BUILDING FACE). REFER TO MEP PLANS FOR CONTINUATION.
(W5) EXISTING 10" WATER LINE REMAIN WITH 10'-0" EASEMENT.
(W6) INSTALL 3/4" PVC SCH. 80 DOMESTIC WATER PIPE.
(W7) INSTALL 1" PVC SCH. 80 DOMESTIC WATER PIPE.

SANITARY SEWER NOTES

(S1) CONNECT TO EXISTING SEWER MAIN. CONTRACTOR TO POTHOLE AND VERIFY LOCATION OF EXISTING SEWER MAIN PRIOR TO TRENCHING AND SEWER INSTALLATION. IF DISCREPANCIES ARE FOUND, NOTIFY THE ENGINEER OF RECORD AND MAVERIK CONSTRUCTION PM FURTHER DIRECTION.
(S2) INSTALL 6" SDR-35 PVC SEWER PIPE AT MINIMUM 1% SLOPE.
(S3) INSTALL SEWER CLEANOUT PER CITY OF LATHROP STANDARD DETAIL S-6.
(S4) BUILDING POINT OF CONNECTION (5-FT FROM BUILDING FACE). REFER TO MEP PLANS FOR CONTINUATION.
(S5) INSTALL GREASE INTERCEPTOR PER DETAIL ON SHEET XX. REFER TO MEP PLAN FOR MORE INFORMATION.
(S6) SAWCUT AND TRENCH PER ____.
(S7) INSTALL SEWER MANHOLE PER CITY OF LATHROP STANDARD DETAIL S-1.
(S8) INSTALL 6" SEWER AREA DRAIN.
(S9) INSTALL RV SEWER DUMPING STATION PER MAVERIK DETAIL SF-10.

STORM DRAIN NOTES

(D1) INSTALL 12" HDPE STORM DRAIN PIPE.
(D2) INSTALL 36" X 36" CATCH BASIN PER DETAIL ON SHEET XX.
(D3) INSTALL UNDERGROUND INFILTRATION SYSTEM. SEE SHEET XX FOR 7'-6" INTERNAL DEPTH SINGLE TRAP SYSTEM WITH STONE BASE.
(D4) INSTALL 45° HDPE STORM DRAIN BEND.
(D5) INSTALL HDPE STORM DRAIN TEE WITH CLEANOUT.
(D6) INSTALL 4" HDPE STORM DRAIN PIPE.
(D7) INSTALL 90° HDPE STORM DRAIN BEND.
(D8) INSTALL STORM DRAIN MANHOLE PER CITY OF LATHROP STANDARD DETAIL D-8.
(D9) CANOPY POINT OF CONNECTION. REFER TO CANOPY PLANS FOR CONTINUATION.
(D10) INSTALL CLEANOUT (5-FT FROM BUILDING FACE) PER CITY OF LATHROP STANDARD DETAIL S-6.
(D11) STORM DRAIN OUTFALL. BY OTHERS.
(D12) 2' CURB CUT

BaseCamp Environmental

SOURCE: Kimley~Horn

Figure 2-5
UTILITY MAP

3.0 ENVIRONMENTAL CHECKLIST FORM

The following environmental evaluation considers the potential environmental effects of County approval of the proposed project, as described in Chapter 2.0, Project Description. The format of this evaluation is based on the Environmental Checklist presented in CEQA Guidelines Appendix G.

3.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			✓	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?			✓	

NARRATIVE DISCUSSION

Environmental Setting

The project site is vacant of buildings, flat and is vegetated mostly with grasses and weeds. Four trees are scattered on the project site. There are limited improvements features along the northern and western boundaries of the project site, the most prominent of which are a bus shelter, a backflow preventer, and chain link fencing.

The project site is an urban landscape. The area south of the project site is developed with industrial and warehouse buildings consistent with the approved North Crossroads project. Adjacent to the northwest corner of the project site is an existing McDonald's restaurant, and other commercial development is located to the west and northwest. North of the project site is a mobile-home park, single-family neighborhoods, and other residential development. These residential areas are separated from Louise Avenue and

the site by six-foot masonry wells, except at entryways and street intersections. Existing lighting in the immediate project area consists of streetlights along Louise Avenue and exterior lighting from existing adjacent development.

California Public Resources Code Section 21099 states that the aesthetic and parking impacts of residential, mixed-use residential, or employment center projects on an infill site within a transit priority area shall not be considered significant. The project site is not, however, within a transit priority area; therefore, it does not meet the criteria of Section 21099, and the aesthetic impacts of the project are analyzed below.

Environmental Impacts and Mitigation Measures

a) Scenic Vistas.

The City's General Plan identifies views of the Coast Ranges and the Sierra Nevada as scenic vistas. The project site is within an area surrounded by existing urban development that obstructs these vistas from the site except along east-west street alignments. The overcrossing of Interstate 5 at Louise Avenue further obstructs views to the west. The proposed project structures would be similar to other commercial development in the Louise Avenue/Harlan Road area and would not add substantial obstruction of views of existing scenic vistas. Project impacts on scenic vistas would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

b) Scenic Resources.

Aside from the scenic vistas described in a) above, the City's General Plan identifies only the San Joaquin River as a scenic resource. The project site is not on or near the San Joaquin River; the project would have no direct or indirect effect on this resource. As noted, the project site is vacant, is vegetated with mostly grasses and weeds and is therefore not a scenic resource. The only distinctive resources on the site are four trees, which are scattered and are not the dominant features on the visual landscape.

The Lathrop General Plan does not identify or designate any scenic highways in the area. According to the California Department of Transportation (Caltrans) list of designated scenic highways under the California Scenic Highway Program, there are only two officially designated state scenic highways within San Joaquin County: Interstate 5 from the Stanislaus County Line to Interstate 580, and Interstate 580 from I-5 to the Alameda County Line (Caltrans 2019). Neither of these State Scenic Highways are on or near the project site. The project would have no impact on scenic resources, including scenic highways. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

c) Visual Character and Quality.

Public views of the project site are mainly from Louise Avenue along the site's northern boundary. As noted, the project site is vacant and is vegetated with mostly grasses and weeds and has few distinctive features. The project involves infill development of the vacant site with a land use similar in character to the existing commercial and industrial

uses in the vicinity. As part of the project, and per City requirements, proposed buildings and site improvements would be subject to City design review. Also, the project applicant has prepared a landscaping plan in accordance with City requirements that would improve the visual quality of the proposed development (see Figure 2-5). Project impacts on visual character and quality would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

d) Light and Glare.

The project would introduce new building, fuel canopy and signage lighting in a currently vacant area with no lighting. Project lighting would be similar to that at existing highway commercial development in the area, mainly exterior lighting on buildings and in parking and circulation areas. Adjacent commercial and industrial land uses are not sensitive to changes in lighting as would be other land uses. The residential areas to the north of the site is separated from the site by Louise Avenue and its street lighting system. Nonetheless, these areas could experience an increase in indirect illumination.

Lathrop Municipal Code Section 17.76.030.E requires preparation of a photometric plan for parking lots with five or more spaces. Parking lots, driveways, trash enclosure/areas shall be illuminated during the hours of darkness with a minimum maintained one foot-candle of light and an average not to exceed four foot-candles of light. The illumination shall not exceed 10 foot-candles in any one location. The project applicant has prepared a photometric plan in accordance with the Municipal Code, and the City has determined that the photometric plan is consistent with City requirements. The portions of the project site closest to the residential areas to the north would not exceed 2.2 foot-candles in illumination, which is less than the four foot-candle maximum.

Glare is mainly a result of sunlight reflection off flat building surfaces, with glass and reflective metal surfaces typically contributing to the highest degree of reflectivity. The proposed canopies would have metal surfaces, but these surfaces would be painted, so glare generated by these canopies would be limited. Project impacts related to light and glare are considered less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

3.2 AGRICULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				✓
d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓
d) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				✓

NARRATIVE DISCUSSION

Environmental Setting

The project site is within a developed urban area and is not currently used for agricultural activities. The Important Farmland Maps, prepared by the California Department of Conservation as part of the Farmland Mapping and Monitoring Program, designate the viability of lands for farmland use, based on the physical and chemical properties of the soils. The maps categorize farmland, in decreasing order of soil quality, as "Prime Farmland," "Farmland of Statewide Importance," "Unique Farmland," and "Farmland of Local Importance." The 2018 Important Farmland Map of San Joaquin County designates the project site as Urban and Built-Up Land (FMMP 2018).

Environmental Impacts and Mitigation Measures

a) Agricultural Land Conversion.

As noted, the project site is classified as Urban and Built-Up Land, which is not Farmland as defined in CEQA Guidelines Appendix G. Therefore, the project would not convert Farmland. The project would have no impact on Farmland conversion. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

b) Agricultural Zoning and Williamson Act.

The project site is designated and zoned for industrial use, not for agricultural use. The Williamson Act preserves agricultural land by means of a contract between the landowner and local government that keeps the contracted land in agricultural use in exchange for a lower property tax assessment. The project site is not under a Williamson Act contract. The project would have no impact on agricultural zoning or Williamson Act contracts. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

c, d) Forest Lands.

There are no forest lands on the project site or in the vicinity. Neither the project site nor any land in the vicinity is zoned as forest land or timberland. The project would have no impact on forest lands. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

e) Indirect Conversion of Farmland or Forest Land.

The project site is surrounded by urban development that is served with existing street and utility infrastructure. The project involves infill development in an existing developed area. There is no agricultural land in the vicinity; therefore, the project would not add infrastructure or undertake any other activity that would facilitate the conversion of agricultural land in the area to non-agricultural uses. The project would have no impact on indirect conversion of agricultural lands. As noted, there are no forest lands in the area, so the project would have no impact on indirect conversion of forest land. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

3.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollutant control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?			✓	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✓	
c) Expose sensitive receptors to substantial pollutant concentrations?			✓	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

NARRATIVE DISCUSSION

Environmental Setting

The project area is within the San Joaquin Valley Air Basin, which includes San Joaquin County and all or part of seven other Central Valley counties. The San Joaquin Valley Air Pollution Control District (SJVAPCD) has jurisdiction over most air quality matters in the Air Basin. The SJVAPCD is tasked with implementing programs and regulations

required by both the federal and California Clean Air Acts. Under their respective Clean Air Acts, both the State of California and the federal government have established ambient air quality standards for six criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. California has standards for four additional criteria pollutants under its Clean Air Act.

Table 3-1 shows the current attainment status of the Air Basin relative to the federal and State ambient air quality standards for the criteria pollutants. Except for ozone and particulate matter, the Air Basin is in attainment of, or unclassified for, all federal and State ambient air quality standards.

TABLE 3-1
SAN JOAQUIN VALLEY AIR BASIN ATTAINMENT STATUS

	Designation/Classification	
Pollutant	**Federal Primary Standards**	**State Standards**
Ozone - One hour	No Federal Standard	Nonattainment/Severe
Ozone - Eight hour	Nonattainment/Extreme	Nonattainment
PM_{10}	Attainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Lead (Particulate)	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

Source: SJVAPCD 2020.

Ozone is not emitted directly into the air but is formed when reactive organic gases (ROG) and nitrogen oxides (NO_x) react in the atmosphere in the presence of sunlight. The SJVAPCD currently has a 2007 Ozone Plan and a 2013 Plan for the Revoked 1-Hour Ozone Standard for the Air Basin to attain federal ambient air quality standards for ozone.

Particulate matter is a mixture of solid and liquid particles suspended in air, including dust, pollen, soot, smoke, and liquid droplets. In San Joaquin County, particulate matter is generated by a mix of rural and urban sources, including agricultural operations, industrial emissions, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere. Particulate matter less than 10 micrometers in diameter

(PM_{10}) and less than 2.5 micrometers in diameter ($PM_{2.5}$) are subject to regulation, as both can be inhaled into the lungs. The SJVAPCD currently has a 2015 $PM_{2.5}$ Plan for the 1997 federal $PM_{2.5}$ standard, a 2012 $PM_{2.5}$ Plan for the 2006 federal $PM_{2.5}$ standard, a 2016 Moderate Area Plan for the 2012 federal $PM_{2.5}$ standard, and a 2007 PM_{10} Maintenance Plan to maintain the Air Basin's attainment status of the federal PM_{10} standard.

CO is an odorless, colorless gas that is toxic in high concentrations. It is formed by the incomplete combustion of fuels and is emitted directly into the air, unlike ozone. The main source of CO in the San Joaquin Valley is on-road motor vehicles (SJVAPCD 2015). The San Joaquin Valley Air Basin is in attainment/unclassified status for carbon monoxide (CO); as such, the SJVAPCD has no CO attainment plans. However, high CO concentrations may occur in areas of limited geographic size referred to as "hotspots," which are ordinarily associated with areas of heavy traffic volumes and congestion.

In addition to the criteria pollutants, the California Air Resources Board (ARB) has also identified other air pollutants as toxic air contaminants (TACs) - pollutants that are carcinogenic (i.e., cause cancer) or that may cause other adverse short-term or long-term health effects. Diesel particulate matter, considered a carcinogen, is the most common TAC, as it is a product of combustion in diesel engines. Other TACs are less common and are typically associated with industrial operations. However, the dispensing of fuel at fueling stations have the potential to emit TACs such as benzene, toluene, and naphthalene, among others.

The SJVAPCD regulations that are potentially applicable to the project are summarized below.

Regulation VIII (Fugitive Dust PM_{10} Prohibitions)

Rules 8011-8081 are designed to reduce PM_{10} emissions, predominantly dust/dirt, generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc.

Rule 4101 (Visible Emissions)

This rule prohibits emissions of visible air contaminants to the atmosphere and applies to any source operation that emits or may emit air contaminants.

Rule 4601 (Architectural Coatings)

This rule sets limits on the volatile organic compounds, a component of ROG, allowed in various paints and other coatings.

Rule 9510 (Indirect Source Review)

Rule 9510, also known as the Indirect Source Rule, is intended to reduce or mitigate construction and operational emissions of NO_x and PM_{10} generated by new development, either directly by the incorporation of mitigation into projects and/or

by payment of off-site mitigation fees. Construction emissions of NO_x and PM_{10} exhaust must be reduced by 20% and 45%, respectively. Operational emissions of NO_x and PM_{10} must be reduced by 33.3% and 50%, respectively. Rule 9510 applies to commercial development projects of 2,000 square feet and larger; therefore, the proposed project would be subject to this rule.

In addition, the SJVAPCD has established rules specifically applicable to emissions from fueling stations. These include:

Rule 2201 (New and Modified Stationary Source Review Rule)

New stationary sources and modifications of existing stationary sources that may emit criteria pollutants must obtain an Authority to Construct and Permit to Operate the proposed facility. Emissions that exceed impact thresholds must include emission controls and may require additional mitigation. To protect local and regional public health and safety, fueling station applications are reviewed under Rule 2201 for compliance with SJVAPCD rules. SJVAPCD review of these applications includes consideration of proposed vapor recovery equipment and whether the controlled volatile organic compound emissions require offsets or trigger public notice requirements.

Rule 4621 (Gasoline Transfer into Stationary Storage Containers, Delivery Vessels and Bulk Plants)

Rule 4621 prohibits the transfer of gasoline from a delivery vessel into a stationary storage container unless the container is equipped with an ARB-certified permanent submerged fill pipe and ARB certified pressure-vacuum relief valve, and it utilizes an ARB-certified Phase I vapor recovery system.

Rule 4622 (Transfer of Gasoline into Vehicle Fuel Tanks)

Rule 4622 prohibits the transfer of gasoline from a stationary storage container into a motor vehicle fuel tank with a capacity greater than five gallons, unless the gasoline dispensing unit used to transfer the gasoline is equipped with and has in operation an ARB-certified Phase II vapor recovery system.

In 2015, the SJVAPCD adopted a revised Guide for Assessing and Mitigating Air Quality Impacts. The Guide defines an analysis methodology, thresholds of significance, and mitigation measures for the assessment of air quality impacts for projects within SJVAPCD's jurisdiction (SJVAPCD 2015). Column 1 of Table 3-2 shows the CEQA thresholds for significance for pollutant emissions within the SJVAPCD. The significance thresholds apply to emissions from both project construction and project operations. Projected construction and operations emissions from the project are shown in Columns 2 and 3. The air quality impacts of these emissions are discussed in the following sections.

TABLE 3-2
SJVAPCD SIGNIFICANCE THRESHOLDS
AND ESTIMATED PROJECT EMISSIONS

Pollutant	SJVAPCD Significance Threshold	Maximum Construction Emissions (tons/year)	Annual Operational Emissions (tons/year)
ROG	100	0.16	1.16
NO_x	10	1.54	1.51
CO	10	1.46	6.78
SO_x	27	<0.01	0.01
PM_{10}	15	0.20	0.90
$PM_{2.5}$	15	0.14	0.25

All emissions are "unmitigated" (i.e., emissions that do not include project features or requirements that would reduce emissions).
Sources: CalEEMod v. 2016.3.1, SJVAPCD 2015

Environmental Impacts and Mitigation Measures

a) Air Quality Plan Consistency.

The project's construction and annual operational emissions were estimated using the California Emissions Estimator Model (CalEEMod) computer program, a modeling program recommended by SJVAPCD. Some of the inputs for the CalEEMod run were provided by the project's transportation study. The full CalEEMod results for the project are available in Appendix A of this IS/MND, and the results are summarized in Table 3-2 above. As indicated by Table 3-2, none of the project construction and operational emissions exceed the SJVAPCD significance thresholds. As the significance thresholds were established in part to ensure consistency with the objectives of the air quality plans adopted by the SJVAPCD, the project would therefore be consistent with these plans.

While project emissions would not be significant, as defined by the SJVAPCD significance thresholds, the project would still be required to observe applicable SJVAPCD rules and regulations. As noted, SJVAPCD Regulation VIII contains measures to reduce fugitive dust emissions during construction. Dust control provisions are also routinely included in site improvement plans and specifications, along with construction contracts. In addition, the project would be subject to SJVAPCD Rule 9510, which requires reductions in NO_x and particulate matter emissions from both project construction and project operations. Implementation of these actions would further reduce estimates project emissions that are already considered less than significant without mitigation. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

b) Cumulative Emissions.

As noted in a) above, project operational emissions would not exceed SJVAPCD significance thresholds. Future attainment of federal and State ambient air quality

standards is a function of successful implementation of the SJVAPCD's attainment plans. Consequently, the application of significance thresholds for criteria pollutants is relevant to the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. Pursuant to the SJVAPCD's guidance, if project-specific emissions would be less than the thresholds of significance for criteria pollutants, the project would not be expected to result in a cumulatively considerable net increase of any criteria pollutant for which the SJVAPCD is in nonattainment under applicable federal or State ambient air quality standards.

Potential cumulative effects related to emissions of diesel particulate matter were considered, as the project would generate truck traffic that would contribute to such emissions in an existing industrial area. The North Crossroads IS/MND did not identify diesel particulate matter emissions as a significant impact. As indicated in Table 3-2, particulate matter emissions, which include exhaust primarily from diesel engines, would be below SJVAPCD significance thresholds. Cumulative impacts on air quality would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

c) Exposure of Sensitive Receptors.

"Sensitive receptors" refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses where sensitive individuals are most likely to spend time also may be called sensitive receptors; these include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (SJVAPCD 2015).

A mobile home park is located north of the project site, across Louise Avenue. This land use would be considered a sensitive receptor by SJVAPCD definition. However, as indicated in Table 3-2 above, the project would not emit pollutants at levels that would exceed SJVAPCD significance thresholds. These significance thresholds were established in part to ensure consistency with the objectives of the air quality plans adopted by the SJVAPCD, which were prepared in part to meet federal air quality standards designed to protect human health.

As noted, CO hotspots may occur in areas with of heavy traffic volumes and congestion. CO hotspots have the potential to expose sensitive receptors to emissions that violate state and/or federal CO standard even if the broader Basin is in attainment for federal and state levels. A project would create no violations of the CO standards if neither of the following criteria are met (SJVAPCD 2015a):

- A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F; or

- A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity (See Section 3.17, Transportation, for an explanation of LOS).

As discussed in Section 3.17, Transportation, a traffic study for the project was conducted, in which potential impacts on LOS at four intersections and proposed driveways were evaluated under existing conditions with the project. Under such conditions, all four intersections would maintain an LOS above E. As such, no CO hotspots that could potentially affect sensitive receptors in the vicinity would develop. Overall, project air quality impacts on sensitive receptors would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

d) Odors and Other Emissions.

The project may result in localized odors during construction from equipment and vehicle emissions. However, these odor emissions would be temporary and would readily dissipate before affecting surrounding land uses.

Fueling station operations would involve the dispensing of gasoline, which can emit vapors that are considered TACs, such as benzene, ethyl benzene, toluene, and xylene. Also, truck traffic to and from the project site, along with onsite truck movement and idling, could generate emissions of diesel particulate matter, which is also considered a TAC. Since the project is across Louise Avenue from residential development, potential emissions of TACs from project operations is a concern.

A Health Risk Assessment was conducted by Environmental Permitting Specialists to determine the potential health risks of TAC emissions from the project, including potential cancer risk, acute non-cancer risk, and chronic non-cancer risk. Appendix B contains the Health Risk Assessment, which describes the methodology used to assess potential health risks associates with project emissions.

The Health Risk Assessment evaluated both short-term construction emissions and long-term operational emissions. The main toxic air contaminant associated with construction is diesel exhaust consisting of fine particulate matter from construction equipment. The Health Risk Assessment concluded that the maximum cancer residential risk associated with construction emissions would occur at the mobile home park, with a rate of 11.5 per million. The SJVAPCD significance threshold is 20 per million, so the cancer risk associated with project emissions would not be significant. It should be noted that construction emissions are temporary and would cease once construction work is completed. Thus, residents would not experience prolonged exposure to these emissions. Prolonged exposure is the condition that leads to health issues such as cancer. There are no acute or chronic health effects related to exposure to diesel particulate matter; therefore, chronic and acute hazard indices were not calculated.

The Health Risk Assessment determined that the maximum cancer risk from project operational emissions to off-site residential areas occurs at the northwest corner of Bizzibe Street and Louise Avenue. The risk at this location is 5.5 cancers per million, which is below the SJVAPCD significance threshold of 20 per million. The maximum chronic and acute non-cancer hazard indices at nearby homes were 0.011 and 0.029, respectively. Both indices are below the SJVAPCD significance threshold of 1 for both.

These results indicate that public health risks associated with the construction or operation of the proposed project would not lead to significant public health risks.

SJVAPCD Rules 4621 and 4622 would require the installation of vapor recovery systems, which would reduce the potential exposure of people using fuel pumps to potentially toxic emissions. The SJVAPCD may impose other conditions as warranted as part of its review conducted under SJVAPCD Rule 2201 as needed to prevent adverse air toxics effects on sensitive receptors in the project vicinity.

In addition, the project proposes to make a biodiesel fuel blend available. Biodiesel generates fewer air pollutant emissions, including air toxics, than petroleum-based diesel fuel, plus it generates less odor and smoke (University of Idaho undated). Overall, project impacts related to odors and other emissions would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

3.4 BIOLOGICAL RESOURCES

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

conservation plan?

NARRATIVE DISCUSSION

Environmental Setting

As part of the preparation of the North Crossroads IS/MND, a biological resources assessment was prepared by Moore Biological Consultants of the plan area, which included the project site. The biological assessment is included in Appendix C of this document, and the information within the biological assessment remains valid for this project. This assessment was supplemented by information obtained from a BaseCamp staff field visit to the project site.

The assessment noted that, due to the amount of disturbance from past agriculture, historical uses of the site, surrounding development, and periodic mowing and/or disking for weed abatement, vegetation on the North Crossroads site is primarily annual grass and weed species. The project site is a relatively flat vacant field, with the predominant vegetation consisting of grasses and weeds. The few trees on the North Crossroads site are primarily ornamental species, and only four trees were observed on the site as a whole. No locally important trees, such as native oaks or blue elderberry shrubs were observed within or adjacent to the project site (Moore Biological Consultants 2018). No streams or other bodies of water were observed on or near the project site.

A variety of bird species were observed during the field survey for the North Crossroads biological assessment: red-tailed hawk, turkey vulture, American crow, mourning dove, northern mockingbird, yellow-billed magpie, western kingbird, western scrub jay, red-winged blackbird. All of these are common species found in and near industrial and commercial agricultural areas in San Joaquin County. A limited variety of mammals common to agricultural areas may occur, including black-tailed hare, desert cottontail, and California ground squirrels. Coyote, striped skunk, raccoon, and Virginia opossum would be expected to occur on occasion. Species of small rodents, including mice and voles also likely occur. Due to lack of suitable habitat, few amphibians and reptiles are expected to occur on the North Crossroads site (Moore Biological Consultants 2018).

The San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) is a comprehensive program for assessing and mitigating the biological impacts of converting open space or biologically sensitive lands to urban development in San Joaquin County, including the City of Lathrop. For the conversion of open space to non-open space uses that affect covered plant, fish, and wildlife species, the SJMSCP provides three compensation methods: preservation of existing sensitive lands, creation of new comparable habitat on the project site, or payment of fees that would be used to secure preserve lands outside the project site. In addition to fee payments, the SJMSCP identifies and requires the applicants to abide by Incidental Take Minimization Measures (ITMMs), which are protection measures that avoid direct impacts of development on special-status species (SJCOG 2000). The SJCOG implements the SJMSCP on a project-by-project basis. The City of Lathrop is a participant in the SJMSCP. The project site is

in the Category A - No Pay Zone, within which projects are exempted from SJMSCP fees.

Environmental Impacts and Mitigation Measures

a) Effects on Special-Status Species.

Special-status species includes plant and/or wildlife species that are legally protected under the federal Endangered Species Act, the California Endangered Species Act, or other regulations, or are considered rare enough by the scientific community and trustee agencies to warrant special consideration.

The project is in an urban area with substantial existing development, so the site is not expected to support substantial plant and wildlife beyond what currently exists. The biological assessment conducted for the North Crossroads project identified four special-status plant species and 16 special-status wildlife species that could potentially occur in the North Crossroads area. Due to lack of suitable habitat, no special-status plant species are expected to occur. While the North Crossroads area may have provided habitat for special-status wildlife species at some time in the past, historical farming and urban development have substantially modified natural habitats in the greater project vicinity (Moore Biological Consultants 2018).

Of the special-status species identified as potentially occurring in the North Crossroads area, Swainson's hawk and burrowing owl were identified as the only species that have the potential to occur on more than a transitory or very occasional basis. A pair of nesting Swainson's hawks, listed as threatened under the California Endangered Species Act, were observed using a nest in a large tree in the area, and the ruderal grassland on the site provides some foraging habitat. Burrowing owls, a State Species of Special Concern, were observed by Moore Biological using a cluster of ground squirrel burrows in the northwest corner of North Crossroads area, south of Louise Avenue (Moore Biological Consultants 2018). Since that study, the property owner has made substantial efforts to control ground squirrel activity in the project area, which has led to the relocation of the owl population to off-site areas. (Perry pers.comm.) Nonetheless the project site contains potentially suitable habitat for both Swainson's hawk and burrowing owl; therefore, the project could have potentially significant impacts on these species.

Although the project would not be required to pay SJMSCP fees, the project would be required to participate in the SJMSCP, as required by City policy and specified in the mitigation measure below. The SJMSCP contains Incidental Take Minimization Measures (ITMMs) for both Swainson's hawk and burrowing owl, and SJCOG has previously applied ITMMs to the North Crossroads project. Implementation of North Crossroads IS/MND Mitigation Measure BIO-1 would reduce project impacts on special-status species to a level that would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which determined that impacts on this issue would be less than significant with mitigation.

Level of Significance: Potentially significant

Mitigation Measures (North Crossroads IS/MND):

BIO-1: The developer shall mitigate for the proportionate loss of potential wildlife habitat from the project site by applying for coverage and implementing Incidental Take Minimization Measures (ITMMs) as required by the adopted San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).

Significance After Mitigation: Less than significant

b) Riparian and Other Sensitive Habitats.

As there are no streams on or near the project site, there is no riparian habitat. The biological assessment for the North Crossroads project did not identify any other sensitive habitats, such as vernal pools (Moore Biological Consultants 2018). The project would have no impact on these habitats. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

c) Wetlands and Waters of the U.S.

Waters of the U.S. include navigable waterways, their tributaries, and adjacent wetlands. More specifically, Waters of the U.S. encompass territorial seas, tidal waters, and non-tidal waters, along with perennial and intermittent creeks and drainages; lakes, seeps, and springs; emergent marshes; riparian wetlands; and seasonal wetlands. Under Section 404 of the Clean Water Act, a permit issued by the U.S. Army Corps of Engineers must be secured prior to the discharge of dredged or fill materials into these waters. Waters of the State, subject to oversight by the State Water Resources Control Board (SWRCB) and by the Regional Water Quality Control Board (RWQCB) with jurisdiction over the affected water, include isolated wetlands not covered by federal regulations.

As part of the biological assessment for the North Crossroads project, the site was inspected for the presence of potentially jurisdictional Waters of the U.S. or wetlands. None were observed on the North Crossroads site; specifically, no vernal pools, seasonal wetlands, marshes, ponds, creeks, or lakes of any type were observed (Moore Biological Consultants 2018). As noted, a recent visit to the project site by BaseCamp staff found no evidence of streams or other water resources on the site. The project would have no impact on State or federally protected wetlands or waters. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

d) Fish and Wildlife Movement.

As noted, there are no streams on or near the project site. The project site is not a known wildlife migration corridor and is unlikely to be one, given its location amid urban development (Moore Biological Consultants 2018). However, the project site contains trees that could be used by raptors and other migratory birds during their nesting seasons. If these trees are removed during nesting seasons for these birds, this could have a direct, adverse impact. The North Crossroads IS/MND identified Mitigation Measure BIO-2, which would avoid such impacts. Application of this mitigation measure would reduce

project impacts to a level that would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which determined that impacts on this issue would be less than significant with mitigation.

Level of Significance: Potentially significant

Mitigation Measures (North Crossroads IS/MND):

BIO-2: In the event trees need to be removed or trimmed to facilitate the project, they should be felled or trimmed outside of the general bird nesting season (February 1 through August 31). If not, the developer shall have a nesting bird survey conducted immediately prior to tree trimming or removal. If active nests are found, tree felling or trimming shall be delayed until the young have fledged.

Significance After Mitigation: Less than significant

e) Local Biological Requirements.

Lathrop Municipal Code Section 12.28 contains provisions designed to protect water courses. As there are no water courses on the project site, this section would not apply to the project. Other potentially applicable local requirements are the City's Street Tree Ordinance and the Master Street Tree Plan. However, there are no trees to which these requirements would apply, as no trees on the project site are within a public right-of-way. The project would have no impact on local biological requirements. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

f) Conflict with Habitat Conservation Plans.

As discussed in a) above, the project would implement North Crossroads Mitigation Measure BIO-1, which would require compliance with the SJMSCP, including implementation of any applicable Incidental Take Minimization Measures. No other habitat conservation plans apply to the project site. The project would not conflict with applicable habitat conservation plans with implementation of mitigation.

Level of Significance: Potentially significant

Mitigation Measures: Implementation of North Crossroads Mitigation Measure BIO-1.

Significance After Mitigation: Less than significant

3.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?				✓
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?		✓		
c) Disturb any human remains, including those interred outside of formal cemeteries?		✓		

NARRATIVE DISCUSSION

Environmental Setting

As part of the preparation of the North Crossroads IS/MND, a cultural resources assessment was prepared by Solano Archaeological Services of the plan area, which included the project site. The cultural resource assessment is included in Appendix D of this document, and the information within the assessment remains valid for this project. This assessment was supplemented by a California Historical Resources Information Systems report prepared for the project site by the Central California Information Center at California State University, Stanislaus. This report is also available in Appendix D.

The Lathrop area is within the traditional area of the Northern Valley Yokuts. Section 3.18, Tribal Cultural Resources, discusses the Yokuts and the potential presence of tribal cultural resources.

Exploration of the Central Valley began in the 1820's with the arrival of hunters, trappers, and traders. Captain C. M. Weber was a German immigrant who left his native land in 1836 and made his way to Sutter's Fort in present-day Sacramento where he was employed as overseer and general assistant to John Sutter. Eventually he made a partnership with Guillermo Gulnac, who obtained a land grant in 1843 of 48,000 acres near French Camp, a few miles north of the project site. In 1847, Weber moved from San Jose to Stockton and purchased the land grant from Gulnac.

By the 1860s, the area increased in population and importance and other industries began to develop. The Central Pacific Railroad Company announced their intentions to build a rail yard in Lathrop in 1868, which essentially marked the birth of the new community. Chinese labor was brought in to do the work, and a settlement grew up around the rail yard. The first United States Post Office in Lathrop opened in 1871 (City of Lathrop 2018a).

The origins of the Libbey-Owens-Ford Company started with three men named Edward Drummond Libbey, Michael Joseph Owens and Edward Ford, who owned sizable glass

manufacturing companies during the early 20th Century in Ohio. In 1930, the Edward Ford Plate Glass Company and the Libbey Owens Sheet Glass Company merged to form the Libbey-Owens-Ford Company, which specialized in producing flat glass for the automotive and building industries both for original equipment manufacturers and for replacement use. Expanding westward, the company began construction of a new 185-acre facility in Lathrop on June 19, 1961, and by 1962 the doors opened for operation. The facility manufactured "float" (flat) glass and fabricated this float glass into automobile windshields and windows. In 1986, Libbey-Owens-Ford sold its glass business and its name to Pilkington, an English glass manufacturing company, which then assumed control and ownership of the Lathrop plant. Pilkington, in turn, was acquired by the Nippon Sheet Glass company from Japan in 2006. The Lathrop facility continued operations until it was shut down in 2014, because the plant's need for new furnace equipment and pollution control measures were considered economically infeasible (Solano Archaeological Services 2018).

The State Legislature has enacted Assembly Bill (AB) 52, which modified CEQA procedures regarding consultation with Native American tribes on cultural resource issues. Section 3.18, Tribal Cultural Resources, discusses AB 52 in more detail.

Environmental Impacts and Mitigation Measures

a) Historical Resources.

The project site is currently vacant and has been disked. The Central California Information Center report states that no historic-era archaeological resources or historic properties have been formally recorded on the project site. This is consistent with the findings of the Solano Archaeological Services assessment, which identified six potential historical structures, none of which were on the project site. The project would have no impact on historical resources.

b) Archaeological Resources.

The Central California Information Center report states that no prehistoric archaeological resources have been reported on the project site or in the immediate vicinity. Research and a field survey by Solano Archaeological Services did not identify any archaeological resources in the North Crossroads plan area. However, such features have been recorded elsewhere within the boundary of the Lathrop USGS quadrangle map. A potentially significant impact could occur if previously unknown subsurface resources are uncovered during project work. Mitigation Measures CULT-1 and CULT-2 of the North Crossroads IS/MND would require work to be stopped when cultural resources are uncovered until these resources can be evaluated by a qualified archaeologist and recommendations made for their proper disposition, along with training of construction personnel to recognize cultural resources. Implementation of this mitigation measure would reduce cultural resource impacts to a level that would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which determined that impacts on this issue would be less than significant with mitigation.

Level of Significance: Potentially significant

Mitigation Measures (North Crossroads IS/MND):

CULT-1: All construction personnel shall receive brief "tailgate" training by a qualified archaeologist in the identification of paleontological resources, buried cultural resources, including human remains, and protocol for notification should such resources be discovered during construction work.

CULT-2: If any subsurface historical or paleontological resources are encountered during construction of the project, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist, or paleontologist as appropriate, can examine these materials, make a determination of their significance and, if significant, recommend further measures that would reduce potential effects to a less than significant level, consistent with the requirements of CEQA. The Lathrop CDD shall be notified in the event of a discovery, and the ODS shall be responsible for retaining qualified professionals, implementing recommended mitigation measures and documenting mitigation efforts in written reports to the CDD, consistent with the requirements of the CEQA Guidelines.

Significance After Mitigation: Less than significant

c) Human Burials.

As with other cultural resources, it is not expected that any human burials, particularly those of Native Americans, would be uncovered by construction on the project site, given its extensive disturbance. However, it is conceivable that excavation associated with the project could uncover a previously unknown burial.

CEQA Guidelines Section 15064.5(e) describes the procedure to be followed when human remains are uncovered in a location outside a dedicated cemetery. All work in the vicinity of the find shall be halted, and the County Coroner shall be notified to determine if an investigation of the death is required, in accordance with California Health and Safety Code Section 7050.5. If it is determined that the remains are Native American in origin, then the County Coroner must contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the most likely descendants of the deceased Native American, and the most likely descendants may make recommendations on the disposition of the remains and any associated grave goods with appropriate dignity. If a most likely descendant cannot be identified, the descendant fails to make a recommendation, or the landowner rejects the recommendations of the most likely descendant, then the landowner shall rebury the remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance.

Mitigation Measure TCR-2 of the North Crossroads IS/MND, described in Section 3.18, Tribal Cultural Resources, would require treatment of any human remains encountered during project construction work in accordance with CEQA Guidelines Section

15064.5(e). Implementation of this mitigation measure would reduce cultural resource impacts to a level that would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which determined that impacts on this issue would be less than significant with mitigation.

Level of Significance: Potentially significant

Mitigation Measures: Implementation of North Crossroads Mitigation Measure TCR-2 (see Section 3.18, Tribal Cultural Resources).

Significance After Mitigation: Less than significant

3.6 ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			✓	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓	

NARRATIVE DISCUSSION

Environmental Setting

The North Crossroads IS/MND did not analyze energy issues, as the CEQA Environmental Checklist at the time did not have an Energy section. Electricity is a major energy source for residences and businesses in California. In San Joaquin County, based upon the most recent information available, electricity consumption in 2019 totaled approximately 5,583 million kilowatt-hours, of which approximately 1,893 million kilowatt-hours were consumed by residential uses and the remainder by non-residential uses (CEC 2021a). In 2019, natural gas consumption in San Joaquin County totaled approximately 259 million therms, of which approximately 89 million therms were consumed by residential uses and the remainder by non-residential uses (CEC 2021b). Motor vehicle trips also account for substantial energy usage. The SJCOG estimated countywide daily vehicle miles traveled (VMT) was 17,868,785 miles in 2015, which led to the consumption of approximately 511 million gallons of gasoline and diesel fuel (SJCOG 2018a).

The State of California has adopted comprehensive energy efficiency standards as part of its Building Standards Code, California Code of Regulations, Title 24. Part 6 of Title 24 is referred to as the California Energy Code. In 2009, the California Building Standards Commission adopted a voluntary Green Building Standards Code, also known as

CALGreen, which became mandatory in 2011. CALGreen sets forth mandatory measures, applicable to new residential and nonresidential structures as well as additions and alterations, on water efficiency and conservation, building material conservation, and interior environmental quality. It also mentions energy efficiency, although CALGreen defers to the Energy Code for actions. The City has adopted the 2019 versions of both the California Energy Code and CALGreen.

California also has adopted a Renewables Portfolio Standard, the intent of which in part is to reduce the use of fossil fuels, a main source of greenhouse gas (GHG) emissions. The Renewables Portfolio Standard requires electricity retailers in the state to generate 33% of electricity they sell from renewable energy sources (i.e., solar, wind, geothermal, hydroelectric from small generators, etc.) by the end of 2020. In 2018, SB 100 was signed into law, which increased the electricity generation requirement from renewable sources to 60% by 2030 and requires all the state's electricity to come from carbon-free resources by 2045.

Environmental Impacts and Mitigation Measures

a) Project Energy Consumption.

Project construction would involve fuel consumption and use of other non-renewable resources. Construction equipment used for such improvements typically runs on diesel fuel or gasoline. The same fuels typically are used for vehicles that transport equipment and workers to and from a construction site. The California Air Resources Board (CARB) is actively working to reduce emissions from construction equipment by requiring such equipment to meet zero and near-zero emission standards. However, construction-related fuel consumption would be finite, short-term, and consistent with construction activities of a similar character. This energy use would not be considered wasteful, inefficient, or unnecessary.

Electricity may be used for equipment operation during construction activities. It is expected that more electrical construction equipment would be used in the future, as it would generate fewer air pollutant emissions. This electrical consumption would be consistent with construction activities of a similar character; therefore, the use of electricity in construction activities would not be considered wasteful, inefficient, or unnecessary, especially since fossil fuel consumption would be reduced. Moreover, under California's Renewables Portfolio Standard, a greater share of electricity would be provided from renewable energy sources over time, so less fossil fuel consumption to generate electricity would occur. Section 3.8, Greenhouse Gas Emissions, discusses the Renewables Portfolio Standard in detail.

According to the 2012 Commercial Buildings Energy Consumption Survey by the U.S. Energy Information Administration, the most recent such survey conducted, convenience stores with gasoline stations consumed on average 56.4 kilowatt-hours of electricity per square foot annually and 66.4 cubic feet of natural gas per square foot annually (EIA 2012). Based on these factors, proposed development on the project site would consume approximately 335,636 kilowatt-hours of electricity and 395,146 cubic feet of natural gas (approximately 4,098 therms) annually. The project would be required to comply with the

adopted California Energy Code and CALGreen in effect at the time of project approval. Compliance with these standards would reduce energy consumption associated with project operations, although reductions from compliance cannot be readily quantified.

Gasoline and diesel fuel consumption associated with fueling station projects are typically associated with passenger vehicle and truck traffic stopping for fuel and/or for convenience store items. Excessive fuel consumption resulting from these vehicle trips is not anticipated, especially since actions at the federal and State level are being taken to improve vehicle fuel economy (Congressional Research Service 2021).

Overall, project construction and operations would not consume energy resources in a manner considered wasteful, inefficient, or unnecessary. Project impacts related to energy consumption are considered less than significant.

b) Consistency with Energy Plans.

The City does not have adopted plans for renewable energy or energy efficiency. However, the City has adopted the 2019 versions of the California Energy Code and CALGreen, which contain provisions that promote energy efficiency. The project would be required to comply with the requirements of these two codes, which are designed to forward State energy conservation goals. Project impacts related to energy plans would be less than significant.

3.7 GEOLOGY AND SOILS

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)				✓
ii) Strong seismic ground shaking?		✓		
iii) Seismic-related ground failure, including liquefaction?			✓	
iv) Landslides?				✓
b) Result in substantial soil erosion or the loss of topsoil?		✓		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral		✓		

spreading, subsidence, liquefaction or collapse?				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?		✓		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

NARRATIVE DISCUSSION

Some of the information in this section is provided by a geotechnical report prepared for the project by CMT Engineering Laboratories. Appendix E contains a copy of this report.

Environmental Setting

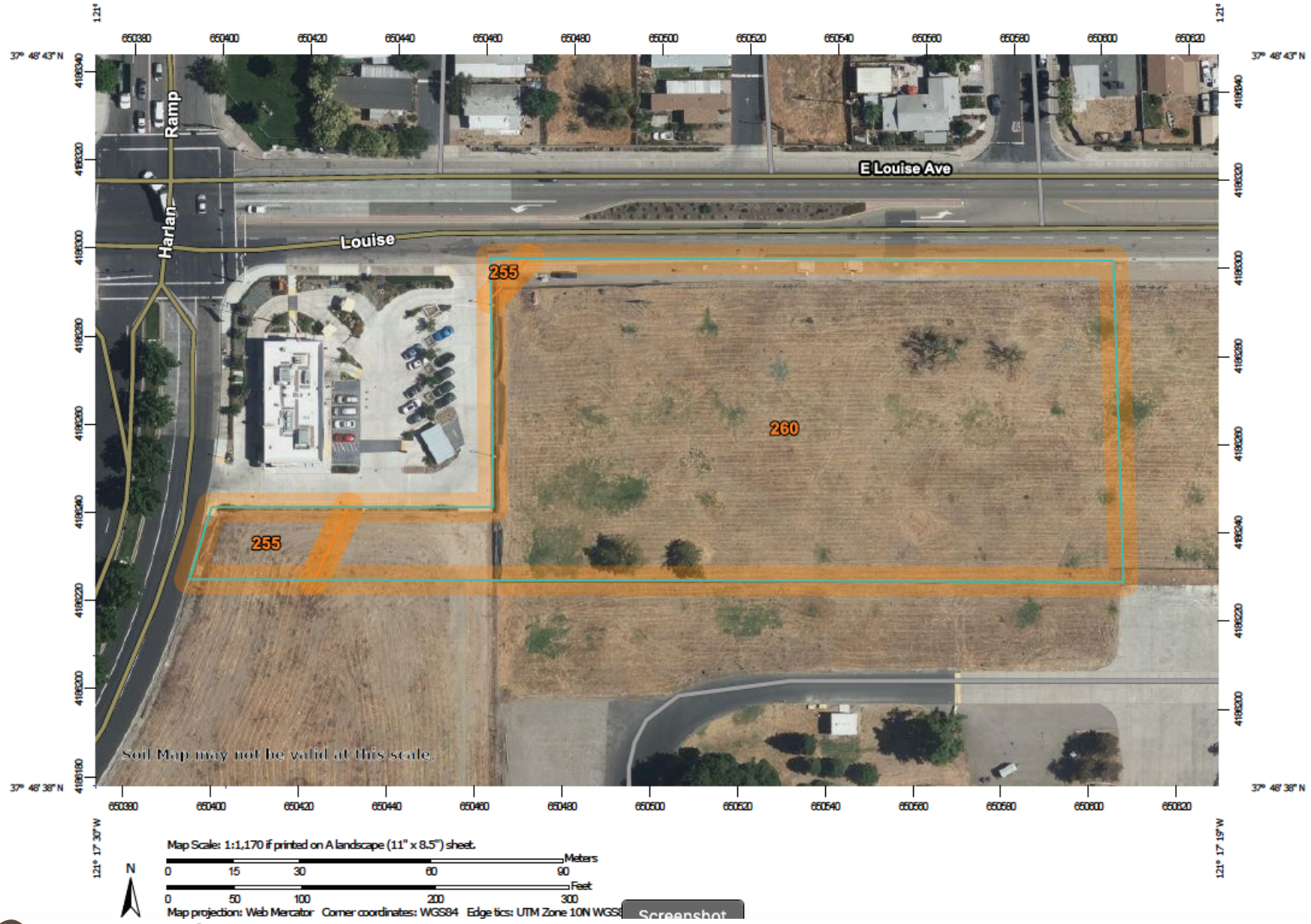
The project site lies in the San Joaquin Valley in central California. The San Joaquin Valley is filled with thick sedimentary rock sequences that were deposited as much as 130 million years ago. Large alluvial fans have developed on each side of the Valley. The project site is underlain by the Modesto Formation (Wagner et al. 1991). The Modesto Formation, ranging in depth from 10 to 200 feet, consists primarily of sand, silt, and clay seams deposited by rivers (DWR 2014).

The project site is relatively flat with minimal slope. The soil on the project site consists of two types, the locations of which are shown on Figure 3-1 (SCS 1992, NRCS 2021):

- Tinnin loamy coarse sand, 0-2 percent slopes (255 on Figure 3-1). This very deep, well drained, nearly level soil was formed in alluvium derived from granitic rock sources. Permeability of the soil is rapid, and runoff is slow. The soil has a slight water erosion hazard but a severe wind erosion hazard. The shrink-swell (expansive) potential of this soil is low.

- Urban land (260 on Figure 3-1). This consists of closely built-up areas in cities. The landscape has been so altered by urbanization that identification of the soils, along with their properties, is not feasible.

The closest known fault classified as active by the California Geological Survey is the Greenville fault, located approximately 20 miles to the west. The Vernalis Fault, approximately six miles to the southwest, has had movement as recently as the Quaternary Period, and thus is considered a potentially active fault. Other faults that could potentially affect the City include the Mount Diablo, Calaveras, Hayward, Ortigalita, and San Andreas Faults. No significant earthquakes have occurred in Lathrop (City of Lathrop 2019).



BaseCamp Environmental

Figure 3-1
SOIL MAP

Environmental Impacts and Mitigation Measures

a-i) Fault Rupture Hazards.

The project site is not on or near a known earthquake fault. The Alquist-Priolo Earthquake Fault Zoning Act, enacted in 1972 and subsequently amended, requires the delineation of Special Studies Zones along known active faults in California. Cities and counties must regulate certain development projects within the zones. The project site is not within an Alquist-Priolo Special Studies Zone (California Geological Survey 2021).

The Seismic Hazards Mapping Act, passed in 1990, requires mapping of seismic hazard zones and sets requirements for projects located within such zones. The project site is not within a seismic hazard zone map prepared under the Seismic Hazards Mapping Act (California Geological Survey 2021). Based on this information, the project would have no impact related to fault rupture hazards. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

a-ii) Seismic Ground Shaking.

The project site is potentially subject to seismic shaking, mainly from earthquakes occurring outside San Joaquin County. The City has adopted the 2019 California Building Code, which contain seismic design criteria that must be incorporated into project design to ensure that improvements can withstand anticipated ground shaking from maximum credible earthquakes on active faults within the region.

The North Crossroads IS/MND identified this issue as a potentially significant impact requiring the implementation of North Crossroads IS/MND Mitigation Measure GEO-1. A geotechnical report prepared for the project recommended the use of Site Class D – Stiff Soils as the basis for seismic structural design (CMT Engineering Laboratories 2020). Compliance with the adopted California Building Code and the mitigation measure, slightly modified, would reduce seismic ground shaking impacts to a level that would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which determined that impacts on this issue would be less than significant with mitigation.

Level of Significance: Potentially significant

Mitigation Measures (based on North Crossroads IS/MND):

GEO-1: The City of Lathrop Engineer shall review and approve a site-specific, design-level geotechnical study for the project prior to issuing a grading and building permit. All geotechnical engineering and design recommendations included in the approved study shall be implemented during project design and prior to construction.

Significance After Mitigation: Less than significant

a-iii). Seismic-Related Ground Failure.

The North Crossroads IS/MND identified liquefaction as a potential seismic hazard in the development plan area, which includes the project site (City of Lathrop 2018a). Liquefaction is defined as the condition when saturated, loose, sandy soils lose their support capabilities because of excessive pore water pressure which develops during a seismic event. The project geotechnical report noted that groundwater was encountered at depths of about 11.0 to 11.5 feet below the surface of the project site. Saturated soils below these depths consisted of medium dense to very dense sand. The liquefaction potential of the site was evaluated, and it was concluded that the saturated sandy soils will not liquefy at the design-level seismic event (CMT Engineering Laboratories 2020). No other potential seismic-related hazards, such as lateral spreading, were identified on the project site. Project impacts related to ground failure induced seismically would be less than significant.

The North Crossroads IS/MND recommended implementation of its Mitigation Measure GEO-1, described above. Although not considered applicable to this issue, the project would implement this mitigation measure.

a-iv) Landslides.

The project site is in a topographically flat area. The project geotechnical report did not identify any landslide deposits or features on the project site (CMT Engineering Laboratories 2020). The project would have no impact related to landslides. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

b) Soil Erosion.

The construction and grading associated with site preparation and construction of the project would temporarily increase the exposure of soils on the project site to water and wind erosion. As noted, Tinnin soils have a slight water erosion potential, but a severe wind erosion potential.

Dust control measures noted in Chapter 6.0, Air Quality, would reduce potential wind erosion impacts of the project, particularly the watering of exposed soils. Also, the project would be required to follow the Multi-Agency Post-Construction Storm Water Standards Manual and comply with the City's Storm Water Development Standards, as required by the Central Valley RWQCB. An erosion control plan is required as part of compliance with the Storm Water Development Standards which utilizes Best Management Practices (BMPs) to limit erosion during and after construction. Mitigation Measure GEO-2 of the North Crossroads IS/MND requires these actions, and this measure is incorporated here.

In addition, construction activities that would disturb more than an acre of land would need to obtain a Construction General Permit from the SWRCB. The Construction General Permit would require preparation of a Storm Water Pollution Prevention Plan (SWPPP) by a Qualified SWPPP Developer. The SWPPP would include implementation of BMPs to avoid or minimize adverse water quality impacts from erosion and sedimentation. BMPs fall within the categories of Temporary Soil Stabilization,

Temporary Sediment Control, Wind Erosion Control, Tracking Control, Non-Storm Water Management, and Waste Management and Materials Pollution Control.

With implementation of Construction General Permit conditions, dust control measures, and the mitigation measure below, potential erosion resulting from construction activities would be minimized. No erosion is expected after project work is completed, with the project site being mostly paved. Project impacts related to erosion would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which determined that impacts on this issue would be less than significant with mitigation.

Level of Significance: Potentially significant

Mitigation Measures (North Crossroads IS/MND):

GEO-2: Prior to issuance of a grading permit, the project contractor shall submit, for the review and approval of the Public Works Department, an erosion control plan that complies with the City's Storm Water Development Standards and utilizes Best Management Practices (BMPs) to limit the erosion effects during construction of the proposed project. Measures could include, but are not limited to:

- Hydro-seeding
- Placement of erosion control measures within drainage ways and ahead of drop inlets
- The temporary lining (during construction activities) of drop inlets with "filter fabric" (a specific type of geotextile fabric)
- The placement of straw wattles along slope contours and back-of-curb prior to installation of landscaping
- Directing subcontractors to a single designated "wash-out" location (as opposed to allowing them to wash-out in any location they desire)
- The use of siltation fences; and
- The use of sediment basins and dust palliatives.

Significance After Mitigation: Less than significant

c) Geologic Instability.

As noted, the project geotechnical report did not identify any potential seismic-related hazards, such as lateral spreading or liquefaction, not did it note any landslide deposits or features. The report made recommendations designed to reduce potential geologic and soil instability that could affect proposed structures, such as fill placement, subgrade stabilization, and foundation specifications. North Crossroads IS/MND Mitigation Measure GEO-1, described above, would require the recommendations of the geotechnical report to be incorporated within project design and construction. With implementation of this mitigation measure, project impacts related to geologic instability

would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

Level of Significance: Potentially significant

Mitigation Measures: Implementation of North Crossroads Mitigation Measure GEO-1.

Significance After Mitigation: Less than significant

d) Expansive Soils.

As noted, the Tinnin soil has a low shrink-swell potential. The Urban Land soil unit has not been assessed for its expansive potential. However, the project geotechnical report recommends various measures to ensure soil stability for structures and utilities. Implementation of North Crossroads IS/MND Mitigation Measure GEO-1 would require these recommendations to be implemented. With implementation of the mitigation measure, project impacts related to expansive soils would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

Level of Significance: Potentially significant

Mitigation Measures: Implementation of North Crossroads Mitigation Measure GEO-1.

Significance After Mitigation: Less than significant

e) Adequacy of Soils for Sewage Disposal.

The project would not require an onsite sewage disposal system; it would connect to the City's wastewater collection and treatment system. The project would have no impact related to soil adequacy for sewage disposal. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

f) Paleontological Resources.

The Modesto Formation underlying the project site has been a source of paleontological resources. Given the disking of the project site, it is unlikely that intact paleontological resources would be found; however, there is the possibility that unknown resources could be uncovered during project construction. North Crossroads IS/MND Mitigation Measures CULT-1 and CULT-2, described in Section 3.5, Cultural Resources, would require work to be stopped when paleontological resources are uncovered until these resources can be evaluated by a qualified paleontologist and recommendations made for their disposition, along with training of construction personnel to recognize cultural resources. Implementation of these mitigation measures would reduce paleontological resource impacts to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures: Implementation of North Crossroads Mitigation Measures CULT-1 and CULT-2 (see Section 3.5, Cultural Resources).

Significance After Mitigation: Less than significant

3.8 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

NARRATIVE DISCUSSION

Environmental Setting

Background

A greenhouse gas (GHG) is a gas that absorbs and emits radiation within the thermal infrared range, trapping heat in the earth's atmosphere. There are several types of GHGs, which are both naturally occurring and generated by human activity. Increased atmospheric concentrations of GHGs are considered a primary contributor to global climate change, which is a subject of concern for the State of California. Potential climate change impacts occurring in the San Joaquin Valley include more intense and frequent heat waves, higher frequency of catastrophic floods, more intense and frequent drought, and more severe and frequent wildfires (Westerling et al. 2018).

Unlike the criteria air pollutants described in Section 3.3, Air Quality, GHGs have no "attainment" standards established by the federal or State government. In fact, GHGs are not generally thought of as traditional air pollutants because their impacts are global in nature and not directly health-related, while air pollutants mainly affect the general region of their release to the atmosphere and can have adverse human effects. Nevertheless, the U.S. Environmental Protection Agency has found that GHG emissions endanger both the public health and public welfare under Section 202(a) of the Clean Air Act due to their impacts associated with climate change (EPA 2009).

GHG emissions in California in 2019, the most recent year for which data are available, were estimated at approximately 418.2 million metric tons carbon dioxide equivalent (CO_2e) – a decrease of approximately 14.6% from the peak level in 2004. Transportation was the largest contributor to GHG emissions in California, with almost 40% of total

emissions. Other significant sources include industrial activities, with approximately 21% of total emissions, and electric power generation, both in-state and imported, with approximately 14% of total emissions (ARB 2021).

GHG Reduction Plans

The State of California has implemented GHG emission reduction strategies through AB 32, the Global Warming Solutions Act of 2006, which requires total statewide GHG emissions to reach 1990 levels by 2020, or an approximately 29% reduction from 2004 levels. The 2019 state GHG emissions were almost 13 million metric tons CO_2e below the 2020 target established by AB 32 (ARB 2021).

In 2016, Senate Bill (SB) 32 became law. SB 32 extends the GHG reduction objectives of AB 32 by mandating statewide reductions in GHG emissions to levels that are 40% below 1990 levels by the year 2030. The State has adopted an updated Scoping Plan that sets forth strategies for achieving the SB 32 target, which is 260 million metric tons CO_2e. The 2017 Scoping Plan proposes various measures to achieve the 2030 target. Most of these are State measures, such as use of the cap-and-trade program, the Short-Lived Climate Pollutant Plan, and achievement of the 50% renewable sources of electricity in the Renewables Portfolio Standard. The updated Scoping Plan continues many existing programs such as low-carbon fuel standards, renewable energy, and methane reduction strategies, along with a proposed 20% reduction in GHG emissions from refineries. It also addresses for the first time GHG emissions from the natural and working lands of California, including the agriculture and forestry sectors (ARB 2017). The 2017 Scoping Plan is in the process of being updated.

The SJVAPCD adopted a Climate Change Action Plan in 2008 and issued guidance for development project compliance with the plan in 2009. The guidance adopted an approach that relies on the use of Best Performance Standards to reduce GHG emissions. Projects implementing Best Performance Standards would be determined to have a less than cumulatively significant impact (SJVAPCD 2009). Best Performance Standards have been established for gasoline dispensing facilities, such as the one proposed by the project.

The City of Lathrop does not have an adopted GHG reduction plan, also known as a Climate Action Plan. The Lathrop General Plan currently has no policies that explicitly address GHG issues.

Environmental Impacts and Mitigation Measures

a, b) Project GHG Emissions.

GHG emissions from project construction and operations were estimated using CalEEMod. Detailed results are available in Appendix A of this IS/MND. Total construction GHG emissions were estimated at approximately 341.0 metric tons CO_2e. There was practically no difference between the "unmitigated" construction GHG emissions modeled by CalEEMod and the GHG emissions that included actions that

mitigate emissions ("mitigated"). Construction emissions are temporary and would cease when project work is completed.

CalEEMod estimated that the project would generate "business-as-usual" (unmitigated) GHG emissions of approximately 1,069.9 metric tons CO_2e annually. The project contains features that would reduce GHG emissions, and it must comply with other requirements that would likewise reduce emissions. These include the following:

- Installation of sidewalk along currently unimproved frontage per City standards and connection to existing sidewalk in area.
- Proximity to City civic/commercial area to the north.
- In accordance with Senate Bill X7-7, new development would implement water conservation measures that lead to a 20% reduction in indoor and outdoor water use.
- In accordance with AB 341, new development would divert 75% of its solid waste stream through recycling and other measures.

With these features and requirements, mitigated project operational GHG emissions would be approximately 735.2 metric tons CO_2e annually - a reduction of approximately 31.3% from the business-as-usual level.

SJVAPCD has not established quantitative significance thresholds for GHG emissions. However, nearby air districts such as the Bay Area Air Quality Management District and the Sacramento Metropolitan Air Quality Management District have established a quantitative threshold of 1,100 metric tons CO_2e to determine significance of project GHG emissions for CEQA purposes (BAAQMD 2017, SMAQMD 2021). This threshold applies to both construction and operational emissions. CEQA Guidelines Section 15064.7 allows for the use of significance thresholds established by other agencies.

The GHG construction emissions of the proposed project are below the threshold of 1,100 metric tons CO_2e. Based on this threshold, project GHG construction emissions are less than significant. In any event, GHG construction emissions would be limited due to the length of time of construction activity, and these emissions would cease once work is completed. Project operational GHG emissions, both mitigated and unmitigated, would also be below this significance threshold. Therefore, project impacts of GHG emissions are considered less than significant.

The North Crossroads IS/MND recommended implementation of its Mitigation Measure GHG-1, which require development of a Transportation Demand Management Plan. However, given the relatively small size of the project plus its less-than-significant impact on GHG emissions, this mitigation measure is not considered applicable to the project.

b) Consistency with GHG Reduction Plans.

As the City has no GHG reduction plan, analysis of project impacts will be based on the 2017 California Scoping Plan. Most of the measures the 2017 Scoping Plan proposes to achieve the 2030 target are State measures. Based on estimates in the 2017 Scoping Plan, State actions would account for 89.8% of GHG reductions needed by 2030, with local actions accounting for approximately 9.3% of reductions. Applying this ratio to the percentage reduction for 2030, approximately 6.0% of the reduction from 2030 business-as-usual levels would be achieved by local measures. Therefore, a project that can show GHG reductions greater than 6.0% can be said to be consistent with the reduction goals of SB 32. With application of the project features listed above, project GHG operational emissions would be approximately 32.4% less than business-as-usual levels, which would exceed the 6.0% local reduction share. Therefore, the project would be consistent with the reduction goals of SB 32.

The State of California has comprehensive GHG regulatory requirements, with laws and regulations requiring reductions that affect project emissions. The project is subject to several State regulations applicable to project design, construction, and operation that would reduce GHG emissions, increase energy efficiency, and ensure compliance with the Scoping Plan. Legal mandates to reduce GHG emissions from vehicles, for example, would reduce project-related vehicular emissions. Other mandates that would reduce GHG emissions include reducing per capita water consumption and imposing waste management standards to reduce methane and other GHGs from solid wastes.

As discussed in Section 3.6, Energy, the project would be subject to codes that require energy efficiency measures, which would reduce the demand for electricity produced by fossil fuels – a major source of GHG emissions. Also, as discussed in Section 3.6, attainment of the targets of the Renewables Portfolio Standard would reduce the amount of electricity generated by fossil fuels, further reducing GHG emissions from energy sources.

As noted, the SJVAPCD has established Best Performance Standards for gasoline dispensing facilities. Specifically, they apply to facilities with underground storage tanks subject to ARB's Phase II Enhanced Vapor Recovery system requirements, which all new facilities must meet. Compliance with these requirements is expected to reduce GHG emissions from gasoline dispensing facilities by 74.3% from baseline emissions (SJVAPCD 2010). In addition, as noted in Section 3.3, Air Quality, the project would offer biodiesel fuel. The use of B-20 fuel, a commonly used biodiesel fuel blend, has been found to reduce carbon dioxide emissions by 15% from petroleum-based diesel fuel (University of Idaho undated).

Based on the information provided above, the project would be consistent with GHG reduction plans of the State. Project impacts related to consistency with GHG emission reduction plans would be less than significant. The North Crossroads IS/MND recommended implementation of its Mitigation Measure GHG-1, which require development of a Transportation Demand Management Plan. However, given the relatively small size of the project plus its less-than-significant impact on GHG emissions, this mitigation measure is not considered applicable to the project.

3.9 HAZARDS AND HAZARDOUS MATERIALS

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

NARRATIVE DISCUSSION

Environmental Setting

Hazardous material sites of all statuses are recorded in the GeoTracker database, maintained by the SWRCB, and the EnviroStor database, maintained by the Department of Toxic Substances Control. A search of the GeoTracker and EnviroStor databases found no record of active hazardous material sites on or adjacent to the project site (SWRCB 2021, DTSC 2021). Only one active site was recorded as being within one-half mile of the project site. This site, recorded in the EnviroStor database, is a waste disposal site located south of the existing industrial building, southwest of the project site. Selenium and cobalt were found among the waste products. Although this site is still

classified as active, a boring and trench plan was prepared in 2015, and cover and grading activity pursuant to this plan may have occurred (DTSC 2021).

The regulation of hazardous materials at the federal level is primarily under the Resource Conservation and Recovery Act, which creates a framework for the transport, storage, and disposal of hazardous wastes. The U.S. Department of Transportation sets regulations for the transport of hazardous materials, such as gasoline and diesel fuels. Several state agencies regulate the transportation and use of hazardous materials, including the California Environmental Protection Agency (CalEPA) and the Office of Emergency Services. The California Highway Patrol and Caltrans enforce regulations specifically related to hazardous materials transport. Within CalEPA, the DTSC has primary authority to enforce hazardous materials regulations.

On the local level, the San Joaquin County Environmental Health Department was approved by the State as a Certified Unified Program Agency (CUPA). A CUPA administers the Hazardous Material Business Plan, California Accidental Release Prevention, Aboveground Petroleum Storage Act, Hazardous Waste Generator, Hazardous Waste Onsite Treatment and Underground Storage Tank programs to minimize potential risks to public health and safety. Two of these programs are applicable to the project:

- A Hazardous Material Business Plan is required for all activities that handle hazardous materials in quantities equal to or greater than 55 gallons of a liquid. The requirements of the plan include an inventory of hazardous materials, an emergency plan addressing the release of hazardous materials, and a training program for employees.

- The purpose of the Underground Storage Tank program is to protect public health and the environment from exposure to hazardous materials stored in underground storage tanks. Program activities include inspection, permitting, monitoring, repair, installation, and removal of tanks.

Environmental Impacts and Mitigation Measures

a) Hazardous Material Transportation, Use, and Storage.

The project involves a fueling station, which would require the transport and storage of gasoline and diesel fuels. Both fuels are flammable, and gasoline contains toxic substances such as benzene. Project site activities that would transport or store hazardous materials would be required to do so in compliance with applicable local, state, and federal regulations. The fuels would be stored in underground tanks, the installation of which would be subject to the Underground Storage Tank program. The project also would be required to submit a Hazardous Material Business Plan that addresses the on-site use and storage of fuels. Compliance with existing hazardous material regulations and business plan provisions would reduce impacts related to routine transport, use, and storage of hazardous materials to a level that would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which determined that impacts on this issue would be less than significant with mitigation.

b) Upset and Accident Conditions.

Construction activities on the project site may involve the use of hazardous materials such as fuels and solvents, and thus create a potential for hazardous material spills. Construction and maintenance vehicles would transport and use fuels in ordinary quantities. Fuel spills, if any occur, would typically be minimal and would not typically have significant adverse effects. In accordance with SWPPP requirements (see Section 3.7, Geology and Soils), contractors have absorbent materials at construction sites to clean up minor spills. All construction work will be required to follow the existing City of Lathrop ordinances related to construction-related hazards, materials usage, and disposal.

The main risk of hazardous material release from project operations would be from the transportation of fuels to the project site by tanker trucks. Fuels could be released by trucks involved in an accident or an overturn. As noted in a) above, hazardous materials transportation and storage on the project site would be subject to federal, state, and local regulations that would prevent release of hazardous materials to the soil and/or groundwater and the creation of new hazardous material or waste sites. These requirements would include preparation and implementation of a Hazardous Materials Business Plan, which provides basic information to "first responders" (fire, police) so that threats to public safety or the environment can be minimized in the event of a release or threatened release.

As noted in Section 3.3, Air Quality, a Health Risk Assessment evaluated health risks associated with project operations, including the dispensing of fuels that could release TACs. The results indicated that the risks associated with project operations would not exceed significance thresholds. Project impacts related to upset and/or accident conditions involving the release of hazardous materials would be less than significant.

The North Crossroads IS/MND recommended implementation of its Mitigation Measures HAZ-1 and HAZ-3, which address demolition issues and construction near monitoring wells. However, this project does not require the demolition of structures, and the monitoring wells are for a cleanup site located elsewhere on the North Crossroads Business Center site. Therefore, this mitigation measure is not considered applicable to the project. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

c) Release of Hazardous Materials near Schools.

The closest existing school to the project site is "one.Lathrop", a community school on Harlan Road north of the Louise Avenue intersection. The community school building is approximately 0.15 miles northwest of the project site. As noted in a) above, hazardous materials transportation and storage on the project site would be subject to federal, state, and local regulations that would prevent release of hazardous materials to the soil and/or groundwater and the creation of new hazardous material or waste sites. The main hazardous materials of concern are vehicle fuels, which are not considered acutely hazardous. Project impacts related to hazardous material releases near schools would be

less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

d) Hazardous Material Sites.

As noted, the project site does not have a recorded hazardous material site regulated by the State of California. The nearest recorded active site is south of the existing warehouse development to the south of the project site. The project would not disturb or be constructed on or near any recorded hazardous material sites.

The North Crossroads IS/MND identified Mitigation Measure HAZ-2, which requires soil sampling prior to grading to determine the presence of pesticide residues and other contaminants, and to prepare a risk reduction plan for construction workers if there are contaminants that pose a health risk. Although no contamination has been identified on the project site, the project would comply with this mitigation measures. This would further reduce impacts related to hazardous material site to a level that would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which determined that impacts on this issue would be less than significant with mitigation.

Level of Significance: Potentially significant

Mitigation Measures (North Crossroads IS/MND):

HAZ-2: Prior to grading activities, the ODS or its contractor shall retain a qualified professional to collect and analyze soil samples as required to determine whether pesticide residues or other contaminants are present and, if present, whether they pose a health risk to construction workers or an environmental contamination risk. If so, the ODS shall prepare and implement a risk reduction plan that will reduce risk to construction workers.

Significance After Mitigation: Less than significant

e) Public Airports.

The nearest public airport, Stockton Metropolitan Airport, is approximately six miles to the northeast. The project site is not within any of the airport's safety zones, and it is outside the Airport Area of Influence, as indicated in the Airport Land Use Compatibility Plan for Stockton Metropolitan Airport (Coffman Associates 2016). The project would not affect, or be affected by, Stockton Metropolitan Airport operations. The project would have no impact related to public airports. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

f) Emergency Response and Evacuations.

Project construction activity, including infrastructure work within East Louise Avenue and, to a lesser extent, construction equipment and vehicle traffic, could potentially disrupt vehicle traffic flow. This could potentially affect emergency vehicles responding

to calls from the project vicinity, and it also could hinder any evacuations that may use East Louise Avenue as an evacuation route.

All construction work in City streets shall comply with the encroachment permit issued by the City. Lathrop Municipal Code Chapter 12.08 sets forth provisions regarding encroachment, including compliance with the general law regulating travel over a public street, which would include posted signs or notices which limit speed or direction of travel. Compliance with the provisions of the encroachment permit would reduce construction impacts on traffic flow on East Louise Avenue. Also, construction work within the City ordinarily involves coordination with Lathrop Police Services and other City departments, along with the Lathrop-Manteca Fire District. These agencies, if necessary, would recommend actions to reduce potential impacts on emergency responses.

Once construction work is completed, emergency vehicle traffic on East Louise Avenue would not be obstructed by any project features, nor would the project interfere with any evacuations that may use East Louise Avenue. Project impacts on emergency response and evacuations would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

g) Wildland Fire Hazards.

The project site is in a predominantly developed area and therefore is not susceptible to wildland fire hazards. Additionally, the project would reduce the existing fire hazard on the currently vacant parcel by replacing the existing grasses and weeds with a building and pavement. Project impacts related to wildland fire hazards would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue. Refer to Section 3.20, Wildfire, for additional discussion.

3.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		✓		
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river runoff or through the addition of impervious surfaces, in a manner which would:				

i) Result in substantial erosion or siltation on- or off-site?		✓		
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?		✓		
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		✓		
iv) Impede or redirect flood flows?			✓	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			✓	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

NARRATIVE DISCUSSION

Environmental Setting

As discussed in Section 3.4, Biological Resources, there are no surface streams or wetlands on or near the project site. Surface water quality in the Lathrop area is maintained through the City's compliance with the SWRCB's Water Quality Order No. 2013-0001-DWQ, which is a general permit issued to small municipal separate storm sewer systems (MS4) statewide, as part of the National Pollutant Discharge Elimination System (NPDES) program authorized by the federal Clean Water Act. The City of Lathrop, in collaboration with San Joaquin County and the Cities of Tracy, Lodi, Manteca, and Patterson, prepared a Multi-Agency Post-Construction Stormwater Standards Manual to provide consistent guidance for municipal workers, developers, and builders in implementing the requirements under the MS4 permit. The manual includes measures for site assessment and design, source control, and stormwater treatment control.

The average depth to groundwater in the North Crossroads development area is approximately 15 feet (City of Lathrop 2018a). The project site is within the legal boundaries of the Tracy Groundwater Subbasin. The Tracy Subbasin covers an area of approximately 373 square miles in southwestern San Joaquin County. Groundwater levels have been recorded at more than 226 wells in the Tracy Subbasin, several of which are in the City. Currently, the groundwater levels in the upper aquifers of the Tracy Subbasin range from 80 feet below ground surface near the foothills to within 5 feet of ground surface near the San Joaquin River. Groundwater levels typically have greater seasonal fluctuations, locally up to 40 feet, due to groundwater pumping and seasonal recharge. However, data from wells in Lathrop indicate stable groundwater levels (GEI Consultants 2021). The City draws a substantial amount of its drinking water supply from groundwater sources (see Section 3.19, Utilities and Service Systems).

The State's Sustainable Groundwater Management Act requires the formation of local groundwater sustainability agencies that must assess conditions in their local water basins and adopt locally based Groundwater Sustainability Plans for sustainable use of groundwater and avoidance of overdraft. Plans for "critically overdrafted" basins must be completed and adopted by January 31, 2020, while plans for high- and medium-priority basins have an adoption deadline of January 31, 2022. In 2019, the City established the City of Lathrop Groundwater Sustainability Agency, which covers the entire City that is not part of the Stewart Tract, which has its own agency. The 2019 action also detached the City from the Eastern San Joaquin Groundwater Subbasin and added it to the Tracy Subbasin, designated a medium-priority basin. A draft Groundwater Sustainability Plan for the Tracy Subbasin has been released recently for public review and comment (GEI Consultants 2021). No final plan has yet been adopted.

Potential flooding hazards are designated on maps prepared by the Federal Emergency Management Agency (FEMA). FEMA maps focus on areas potentially subject to inundation by a 100-year flood (i.e., a flood of such magnitude that occurs on average once every 100 years). According to FEMA Map Panel 06077C0620F, the project site is in Zone X. Zone X indicates the project site is at reduced risk from a 100-year flood due to a levee (FEMA 2009). However, FEMA indicates that the project site is within an area of a Letter of Map Revision 11-09-3002P, effective date September 2, 2011. The Letter of Map Revision states that while the project site is at reduced risk from a 100-year flood due to a levee, overtopping or failure of any levee system is possible, and future developments upstream could cause increased flood discharges, which could cause increased flood hazards (FEMA 2011).

SB 5 and related State legislation requires future development to consider the 200-year flood event (i.e., a flood of such magnitude that occurs on average once every 200 years) within certain Central Valley geographies. Most of the City of Lathrop, including the project site, is within a designated 200-year floodplain (SJAFCA 2021). To comply with the requirements of SB 5 and related legislation, the City of Lathrop amended its General Plan in July 2015 and its Zoning Ordinance in June 2016. It also adopted Findings of Adequate Progress in July 2016, and in April 2017 adopted an Interim Urban Level of Flood Protection Levee Impact Fee under which new development makes a fair-share contribution to the urban-level flood protection planned by the City. The levee impact fee is codified in Lathrop Municipal Code Chapter 3.23.

Environmental Impacts and Mitigation Measures

a) Water Quality.

Project construction work could have an impact on surface water quality due to exposure of soils to potential erosion. As described in Section 3.7, Geology, construction activities that would disturb more than an acre of land area would need to obtain a Construction General Permit, which would require preparation of a SWPPP that includes construction BMPs to control soil erosion, runoff, and waste discharges, including methods to clean up contaminants if they are released. Implementation of the SWPPP would reduce potential surface water quality impacts from construction activities to a level that would be less than significant. Mitigation described below, which comes from the North Crossroads

IS/MND Mitigation Measure HYDRO-1, would require compliance with the Construction General Permit and its provisions.

The proposed project includes storm drainage collection and storage features that would be required to provide project site compliance with the City's adopted Storm Water Development Standards and its MS4 NPDES Permit. Storm water would be collected in an on-site system of storm drains and catch basins that would eventually discharge to a regional storm drainage system that will serve all the North Crossroads property, including the project site. This facility will incorporate all required storm water treatment in compliance with the City's MS4 permit.

The project would also be required to comply with the adopted Multi-Agency Post-Construction Stormwater Standards Manual and the City's Storm Water Development Standards, which outline best management practices and procedures to protect water quality. Mitigation described below, which comes from the North Crossroads IS/MND Mitigation Measure HYDRO-2, would require compliance with these standards. Implementation of this mitigation measure would ensure that stormwater generated on the project site would not result in the violation of any water quality standards.

The project proposes to collect on-site runoff in catch basins, where a portion of the runoff would likely percolate into the ground, given the proposed construction of the basins as grassy areas. Due to separation between the basins and the groundwater, the percolation process is expected to remove pollutants from the runoff before it reaches the groundwater table. Therefore, the project would not adversely affect groundwater quality. Overall, impacts to surface and groundwater quality resulting from project construction and operations would be less than significant with implementation of the mitigation measure below. This is consistent with the conclusions of the North Crossroads IS/MND, which determined that impacts on this issue would be less than significant with mitigation.

Level of Significance: Potentially significant

Mitigation Measures (North Crossroads IS/MND):

HYDRO-1: The ODS shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project in accordance with the Construction General Permit. The developer shall incorporate an Erosion Control Plan consistent with all applicable provisions of the SWPPP within the site development plans. The SWPPP shall be available on the construction site at all times. The developer shall file a Notice of Intent (NOI) with the State Water Resources Control Board prior to commencement of construction activity and shall submit the SWRCB Waste Discharger's Identification Number (WDID) to the City prior to approval of development or grading plans.

HYDRO-2: The ODS shall provide post-construction BMPs required to reduce pollutant loads in stormwater discharges to acceptable levels,

including compliance with the adopted Multi-Agency Post-Construction Stormwater Standards Manual and the City's Storm Water Development Standards.

Significance After Mitigation: Less than significant

b) Groundwater Supplies and Recharge.

The revised project would connect to the City's water service, which in part relies on groundwater. Water from the City wells currently meets all California Department of Health Services drinking water standards; the only treatment provided is chlorination at the wellhead. As discussed in more detail in Section 3.19, Utilities and Service Systems, the City has adequate existing or anticipated water supplies to support the project.

The project would reduce potential recharge area on the site, but the project has been designated for development. The project would not be expected to interfere substantially with overall recharge of the Tracy Groundwater Subbasin such that there would be an adverse effect on aquifer volume or the groundwater table in the area. As noted in a) above, the project proposes the installation of catch basins that would allow some percolation of runoff into the ground. Project impacts on groundwater supplies and recharge would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

c-i, ii, iii) Drainage Patterns and Runoff.

The project would change drainage patterns and increase runoff due to the addition of a fueling station, convenience store, and other impervious surfaces. As shown in Figure 2-7, an on-site drainage system would collect all runoff generated on the project site and deliver it to the existing storm drainage system on the North Crossroads site. The North Crossroads system provides all necessary detention, treatment and metering per City Standards and the Crossroads Storm Drain Master Plan (Brad Taylor electronic mail). Because of this, the project would not change drainage patterns such that increased erosion, siltation, or flooding would occur on- or off-site.

As discussed in a) above, storm water collected from the project site would ultimately be treated discharged in a manner consistent with the requirements of the City's MS4 permit and the Multi-Agency Post-Construction Stormwater Standards Manual. Compliance with North Crossroads IS/MND Mitigation Measures HYDRO-1 and HYDRO-2, described above, would ensure that project impacts related to drainage patterns and runoff would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which determined that impacts on this issue would be less than significant with mitigation.

Level of Significance: Potentially significant

Mitigation Measures: Implementation of North Crossroads Mitigation Measures HYDRO-1 and HYDRO-2.

Significance After Mitigation: Less than significant

c-iv) Flooding Hazards.

As noted, the FEMA map for the project site designates the site within Zone X, which indicates the project site is at reduced risk from a 100-year flood due to a levee. FEMA generally designates areas at risk from a 100-year flood within Zone A or a variant thereof. Since the project site is not within Zone A, it is not considered by FEMA to be within a special flood hazard area.

The project site is within a designated 200-year floodplain and thus would be subject to local requirements related to SB 5, among them the levee impact fee. The fee would be applied to flood protection improvements that would bring local levees up to 200-year flood protection standards, as well as reduce the probability of these facilities breaching. Compliance with the levee fee requirement would minimize project impacts related to 200-year flooding hazards to a level that would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

d) Release of Pollutants in Flood, Tsunami, or Seiche Zones.

As described in c-iv) above, the project site is within a designated 200-year floodplain, and the project would introduce hazardous materials on the site (see Section 3.9, Hazards and Hazardous Materials). However, payment of the levee impact fee would reduce the probability of flooding impacts, which in turn would reduce the probability of pollutants being released into flood flows from a 200-year flood. The project site is not on or near any large bodies of water; therefore, the site would not experience tsunami or seiche hazards and thus not be subject to pollutant releases as a result of these events. Project impacts would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

e) Conflicts with Water Quality or Groundwater Management Plans.

As discussed in a) above, project wastewater and storm drainage would be subject to the City's NPDES MS4 permit and the Lathrop Consolidated Treatment Facility's Waste Discharge Requirements, both of which are intended to maintain water quality.

The Lathrop Groundwater Sustainability Agency has not yet adopted a Groundwater Sustainability Plan in accordance with the Sustainable Groundwater Management Act. However, it along with the other groundwater sustainability agencies in the Tracy Subbasin has released a draft Groundwater Sustainability Plan for public review and comment, and it is expected that a plan will be adopted by the January 31, 2022 deadline. As noted in b) above, the project would have no significant impact on groundwater. Project impacts on water quality and sustainable groundwater plans would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

3.11 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				✓
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓	

NARRATIVE DISCUSSION

Environmental Setting

The project site itself is currently vacant. However, it is in the northwest corner of the North Crossroads Business Center site, which was the former location of the Libbey-Owens-Ford/Pilkington North America float glass manufacturing facility that ceased operations in 2014. Nearly 800,000 square feet of industrial building area remains on the site, which is in use by the Kraft-Heinz Company and Tesla. A 73,626-square-foot paved parking area along the south side of Louise Avenue east of the project site is currently in use as a truck/trailer parking area. Paved parking areas between the existing buildings and the south boundary of the site are used by Tesla for vehicle storage. Other features of this existing developed area include an on-site sewage treatment plant, reservoir, storm drain pump station, and a PG&E substation. A railroad spur is located along the south line of the North Crossroads site (City of Lathrop 2018a). None of these features are within the proposed project site.

Land west of the project site has been developed with highway commercial uses. A McDonald's restaurant is at the southeast corner of the intersection of Harlan Road and Louise Avenue, adjacent to the northwest portion of the project site. The Walnut Grove Mobile Home Park is located north of the project site across Louise Avenue. The park includes approximately 50 mobile homes (City of Lathrop 2018a). Single-family residential development is located east of the mobile home park. West of the mobile home park is the "one.Lathrop" community school, noted in Section 3.9, Hazards and Hazardous Materials.

The City of Lathrop General Plan guides development within the City and its Planning Area, in part by designating parcels for specific types of development. The land use designation for the project site is General Industrial. The Lathrop General Plan, the current version of which was amended in 2004, is in the process of being updated. It is not currently known when the updated General Plan will be adopted by the City.

The City's Zoning Ordinance (Lathrop Municipal Code Title 17) was adopted to preserve, protect and promote the public health, safety, peace, comfort, convenience,

prosperity and general welfare of the City and its residents. It is also intended to implement the land use and other relevant policies of the Lathrop General Plan. The current City zoning for the project site is IG - General Industrial. The IG zone allows for development of primarily industrial land uses; however, it also allows for the type of development proposed by the project as a Permitted Use.

The State has enacted legislation that seeks to address the adverse environmental impacts of projects that disproportionately affect minority and/or lower income communities, particularly those already burdened with environmental problems. The California Office of Environmental Health Hazard Assessment has developed the California Communities Environmental Health Screening Tool (CalEnviroScreen) to identify "environmental justice" or "disadvantaged" communities. CalEnviroScreen measures pollution and population characteristics using 20 indicators such as air and drinking water quality, waste sites, toxic emissions, asthma rates, and poverty. It applies a formula to each U.S. Census tract in California to generate a score that rates the level of cumulative impacts on each area. A census tract that scores in the top 25% is considered a disadvantaged community. The project site is within Census Tract 6077005119. According to CalEnviroScreen, the overall score for this census tract is within the top 25%; therefore, the project site is within a disadvantaged community (OEHHA 2021).

Environmental Impacts and Mitigation Measures

a) Division of Established Community.

A common definition of "community" is a group of people living in the same area. By this definition, the "division of an established community" is a division of an existing residential area. The project would be built on a vacant portion of a parcel with existing industrial buildings. All existing residential communities in the area are north of Louise Avenue; project development would not divide or otherwise affect these residential areas. The project would have no impact related to the division of an established community. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

b) Conflicts with Land Use Plans, Policies, and Regulations.

The project is a proposed commercial land use on a site designated for industrial uses. However, the project would be consistent with the existing IG zoning, which allows for the type of development proposed by the project by right.

The Resource Management Element of the Lathrop General Plan contain policies designed to reduce the impacts of development on the local environment. These include preservation of agricultural lands; the retention and enhancement of habitat for fish, wildlife, and vegetation; retention of street trees; mitigation of air quality impacts; and protection of archaeological and cultural resources. The Lathrop Municipal Code has incorporated some of these General Plan policies, such as preservation of street trees (Chapter 12.16), protection of water courses (Chapter 12.18), and agricultural land preservation (Chapter 15.48). The project would not affect these resources; therefore, it would not conflict with the related policies and ordinances.

As noted, Census Tract 6077005119 has an overall CalEnviroScreen score that puts it in the top 25th percentile; therefore, it is considered a disadvantaged community. This census tract has high scores on issues such as groundwater threats, hazardous waste, cleanup sites, impaired waters, and solid waste (OEHHA 2021). As such, project impacts on the physical environment that could affect the health and well-being of the residents of this disadvantaged community, particularly one with a high pollution burden score such as this one, could be considered potentially significant.

However, the project site is in an area of Census Tract 6077005119 that has no residents. As discussed in other sections of this chapter, there are no hazardous waste sites on the project site, there are no nearby surface waters, and no groundwater would be used or affected by the project. There are residences across East Louise Avenue from the project site; however, as discussed elsewhere, there residences would not be adversely affected by the project. Because of this, environmental justice impacts of the project would not be significant. Overall, project impacts regarding conflicts with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

3.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				✓

NARRATIVE DISCUSSION

Environmental Setting

As mandated by the Surface Mining and Reclamation Act, the California Geological Survey has classified mineral resource development potential of lands in counties into an appropriate Mineral Resource Zone (MRZ). The City of Lathrop General Plan indicates the project site is in an area classified by the State of California as MRZ-1 (City of Lathrop 2004). MRZ-1 lands are defined as "areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence."

Oil and natural gas deposits have been identified throughout the Central Valley, with extensive natural gas in the Delta area west of Stockton. The project site contains no active oil or gas wells, although a plugged well is recorded south of the existing industrial building south of the site. The nearest active oil or natural gas field is the McMullin Ranch natural gas field approximately four miles to the south (DOGGR 2021).

Environmental Impacts and Mitigation Measures

a, b) Availability of Mineral Resources.

The project site is within an industrial area which does not have any existing mineral extraction activities. The project site is not in any area delineated by the City of Lathrop's General Plan as having locally important mineral resources. The project would have no impact on mineral resources. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

3.13 NOISE

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

NARRATIVE DISCUSSION

Information for this section is provided primarily from a noise study conducted for this project by Saxelby Acoustics LLC. Appendix F contains the noise study, which includes a description of the methodology used to evaluate noise impacts.

Environmental Setting

The primary existing noise source in the vicinity of the project area is east-west vehicle traffic on Louise Avenue. Vehicle traffic on Harlan Road is a secondary noise source. Existing industrial operations on the project site consist of warehousing of Kraft-Heinz

products, which occurs primarily within existing buildings. These activities do not result in substantial offsite noise.

The noise study conducted a continuous noise measurement survey to quantify the existing ambient noise environment at the project site, using a sound level meter located along Louise Avenue near the northwest corner of the project site. The results of the survey are in Table 3-3 below. The sound level meter was programmed to record the maximum, median, and average noise levels at the project site during the survey. The average value, denoted L_{eq}, represents the energy average of all the noise received by the sound level meter microphone during the monitoring period. L_{dn} represents the Day-Night Average Level, which is the L_{eq} with a +10-decibel (dB) weighting added to noise occurring during nighttime, when noise-sensitive land uses such as residences would be most sensitive to changes in noise levels.

TABLE 3-3
SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENTS

L_{dn}	Daytime L_{eq}	Daytime L_{50}	Daytime L_{max}	Nighttime L_{eq}	Nighttime L_{50}	Nighttime L_{max}
74	70	63	91	67	59	88

Notes: L_{dn} – Day-Night Average Level; L_{eq} – Equivalent Sound Level; L_{max} – maximum sound level measured; L_{50} – median sound level (sound level exceeded 50 percent of the time during the monitoring period)

Source: Saxelby Acoustics 2021.

The Noise Section of the Hazard Management Element of the Lathrop General Plan provides information on acceptable noise levels based on receiving land uses. For example, a noise level above 50 decibels (dB) at nighttime and 60 dB at daytime is considered unacceptable for single-family residential areas. A General Plan policy states that new development of industrial, commercial or other noise-generating land uses will not be permitted if resulting noise levels will exceed 60 dB CNEL in areas containing residential or other noise-sensitive land uses. CNEL is the Community Noise Equivalent Level, which is the same as the L_{dn} with an additional +5-dB applied to noise occurring between the hours of 7:00 p.m. and 10:00 p.m.

The City of Lathrop Noise Ordinance (Lathrop Municipal Code Section 8.20.040) sets limits for community noise exposure similar to those outlined in the General Plan. The maximum noise level. Additionally, Municipal Code Section 8.20.110 prohibits the operation of construction equipment within a radius of 500 feet from a residential zone in a manner that causes discomfort or annoyance to a people residing in the area between the hours of 10:00 p.m. of one day and 7:00 a.m. of the next day, or 11:00 p.m. and 9:00 a.m. Fridays, Saturdays and legal holidays.

Environmental Impacts and Mitigation Measures

a) Generation of Noise Exceeding Local Standards.

Based upon information in the Noise Ordinance, project-related noise levels would be required to not exceed 55 dBA L_{eq} at the nearest existing residential uses in the project vicinity during daytime (7:00 a.m. to 10:00 p.m.) operations and 45 dBA L_{eq} during nighttime (10:00 p.m. to 7:00 a.m.) operations. Also, based upon recommendations made by the Federal Interagency Committee on Noise, project noise impacts would be significant if noise levels increased by 5 dB or more if ambient noise was less than 60 dB, 3 dB if ambient noise was 60-65 dB, and 1 dB if ambient noise was greater than 65 dB.

The noise study evaluated increases in traffic noise associated with the project. Existing traffic noise levels are greater than 65 dB L_{dn}; therefore, at the outdoor activity areas of noise-sensitive uses, a +1.5 dB L_{dn} increase in roadway noise levels will be considered significant. The maximum increase in traffic noise at the nearest sensitive receptor (residences along Louise Avenue) is predicted to be 0.4 dBA. Therefore, impacts resulting from increased traffic noise are considered less than significant.

The noise study determined that project operations outside of traffic are predicted to expose nearby residences to daytime noise levels up to 41 dBA L_{eq}. This would comply with the City of Lathrop 55 dB L_{eq} daytime noise standard. Nighttime noise levels of up to 40 dBA L_{eq} are predicted at the nearest residential receptors. This complies with the City's 45 dBA L_{eq} nighttime noise level standard. Therefore, no additional exterior noise control measures would be required. Impacts resulting from exterior noise levels due to operation of the gas station and convenience store are considered less than significant.

Temporary noise impacts would occur with project construction, mainly from construction equipment and from worker vehicle traffic. The project site is on an industrial site, activities on which are less sensitive to noise than residential areas. The nearest residences are approximately 250 feet to the north. At that distance, maximum noise levels from construction activities would be in the range of 62-76 dBA L_{max} in the backyards of the nearest residential uses. This would exceed City noise standards.

Lathrop Municipal Code Section 8.20.110 sets restrictions related to construction noise that apply to construction within 500 feet of a residential zone. These include:

- Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the hours of 7:00 a.m. and 10:00 p.m. Sunday through Thursday and between 9:00 a.m. and 11:00 p.m. on Friday, Saturday, 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 idling for more than five (5) minutes.

- 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.

Implementation of these restrictions would ensure that project impacts on noise would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

b) Exposure to Groundborne Vibrations.

The project may generate groundborne vibrations from construction equipment use. Construction vibration impacts include human annoyance and building structural damage. Based on standards set by Caltrans, the threshold for architectural damage to structures is 0.20 in/sec peak particle velocity. A threshold of 0.20 in/sec peak particle velocity is considered to be a reasonable threshold for short-term construction projects. The noise study determined that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. As noted in a) above, sensitive receptors which could be impacted by construction-related vibrations, especially vibratory compactors/rollers, are located no closer than 250 feet from typical construction activities. Therefore, construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours. Project impacts related to groundborne vibrations would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

c) Public Airport and Private Airstrip Noise.

As noted in Section 3.9, Hazards, the Stockton Metropolitan Airport is the closest public airport to the project site. The noise contours delineated in the Stockton Metropolitan Airport Land Use Compatibility Plan show the project site is outside both existing and projected (2028) 55-dBA noise contours, the outermost contours (Coffman Associates 2016). This is well below the maximum 70 dB considered acceptable for light industrial uses. There are no private airstrips in the project vicinity. The project would have no impact related to airport and airstrip noise. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

3.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement				✓

housing elsewhere?				

NARRATIVE DISCUSSION

Environmental Setting

According to the 2020 U.S. Census, the population of Lathrop was 28,701, which is an increase from the 2010 U.S. Census population of 18,023. The estimated number of housing units in in Lathrop in 2020 was 7,802 (U.S. Census Bureau 2020). Of these housing units, approximately 90.4% were single-family detached units and 4.9% were mobile homes (California Department of Finance 2021).

Environmental Impacts and Mitigation Measures

a) Unplanned Population Growth.

The proposed project is a fueling station and convenience store on a vacant portion of an existing industrial area. The project does not include any residential component. As noted in Section 3.11, Land Use, the project would be on a site designated Industrial by the Lathrop General Plan, so the project would not lead to an increase in population not anticipated by the adopted General Plan. The project would have no impact related to unplanned population growth. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

b) Displacement of Housing or People.

The project site is vacant; therefore, the project would not displace any existing housing or people residing on-site. The project would have no impact on displacement of housing or people. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

3.15 PUBLIC SERVICES

Would the project:

a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Fire protection?			✓	
ii) Police protection?			✓	
iii) Schools?			✓	

iv) Parks?			✓	
v) Other public facilities?			✓	

NARRATIVE DISCUSSION

Environmental Setting

Fire protection services for the project site are provided by the Lathrop-Manteca Fire District. The Fire District maintains three within the City limits: Station 31 at 800 East J Street, Station 34 in Mossdale Landing, and Station 35 in the River Islands area at 19001 Somerston Parkway. The District-wide fire suppression force is organized into three shifts consisting of ten members each, on duty for rotating periods of 24 hours. Three members are assigned to each station in the City at all times. The response time to emergency calls has averaged approximately four minutes for 90% of such calls (City of Lathrop 2016).

Law enforcement services are provided by Lathrop Police Services through a contract with the San Joaquin County Sheriff's Department. The police station is temporarily located at 7000 Michael Canlis Boulevard in the community of French Camp north of Lathrop while the City is transitioning to its own Police Department, which will be stationed at 940 River Islands Parkway. The current Lathrop Police Services is staffed 24 hours a day in a series of three patrol shifts with a minimum of two patrol officers per shift. Minimum staffing levels are set at six officers per day. The average response time to Priority 1 calls (involving a violent crime or a threat to life) is four minutes (City of Lathrop 2016).

The project site is within the boundaries of the Manteca Unified School District, which provides public educational services from kindergarten to 12th grade for students residing in Lathrop, Manteca, and other areas. As noted in Section 3.9, Hazards and Hazardous Materials, the closest existing school is the "one.Lathrop" community school, approximately 0.15 miles northwest of the project site. "one.Lathrop" is an alternative education program managed by the San Joaquin County Office of Education.

Parks and recreational facilities within Lathrop are managed by the City's Parks and Recreation Department. Section 3.16, Recreation, provides more detail on these facilities. Other public services in Lathrop include a branch of the Stockton/San Joaquin County Public Library on Spartan Way.

Environmental Impacts and Mitigation Measures

a-i) Fire Protection Services.

As noted in the North Crossroads IS/MND, an incremental increase in fires and accidents is inherent with urban expansion (City of Lathrop 2018a). In addition, the project proposes the storage and dispensing of materials that are flammable, mainly fuels.

Therefore, the proposed project would likely result in an incremental increase in demand for fire protection and emergency services.

Station 34 is within one mile of the project site. Response times from Station 34 to the project site are anticipated to be similar to the average response time to emergency calls. The project is subject to the 2019 California Fire Code, which has been adopted by the City. The Fire Code sets requirements for fire flow, fire hydrant locations, and access roads. The project proposes to install a water system specifically for fire protection, including an onsite fire hydrant, which will be subject to Fire Code requirements.

The Fire District reviews all site plans for consistency with Fire District standards. The project would require the same level of service already provided by the Fire District for existing land uses in this area related to fire protection, which would not result in a need for new or expanded fire facilities. Project impacts related to fire protection services would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

a-ii) Police Protection Services.

The new Lathrop Police Department station will be approximately 1.5 miles from the project site. Response times from the police station to the project site are anticipated to be similar to the average response time to emergency calls. The project would not result in a significant impact to public safety or the need for changes in police protection. The project would require the same level of service already provided by Police Services for existing land uses in this area, which means that new or expanded police facilities would not be required. Project impacts related to police protection services would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

a-iii) Schools.

The project does not include a residential component, so it would not generate a direct demand for school services in the Manteca Unified School District. The project would provide employment opportunities, so it may indirectly generate a demand for school services. However, most of the employees are expected to come from the existing population of Lathrop or other parts of San Joaquin County, so the project is not expected to generate a substantial demand for school services.

The Manteca Unified School District imposes development impact fees of $0.66 per square foot of commercial development, which would be used for school construction. Under State law, the payment of development impact fees is considered adequate mitigation for the potential impact of a project on school facilities. Project environmental impacts related to schools would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

a-iv) Parks.

The project would generate a small increase in daytime workers within the area; however, this is not expected to generate substantial demand for use of parks and would therefore not result in a significant impact to the City's park system. The project would not result in a substantial need for new or expanded park facilities. Project environmental impacts related to parks would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

a-v) Other Public Facilities.

The project would not generate a substantial additional demand for library services, as most of the employees are expected to come from the local area and are already served by the library system. The project would not result in a substantial need for new or expanded library facilities. Project environmental impacts related to library services would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

3.16 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?			✓	
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			✓	

NARRATIVE DISCUSSION

Environmental Setting

Parks and recreational services are provided by the City of Lathrop and by San Joaquin County in their respective jurisdictions. There are no parks or recreational facilities on or in the vicinity of the project site. The nearest City park to the project site is Libby Lane Park, a neighborhood park with picnic tables and play structures on Libby Lane northeast of the project site. The nearest County parks and recreational facilities are Dos Reis Park and Mossdale Crossing Park, both southwest of the project site.

Environmental Impacts and Mitigation Measures

a, b) Recreational Facilities.

The project does not include any recreational facilities. The project does not include any residential component which could generate a new demand on the City's or County's

park systems such that new or facilities would be required. As noted in Section 3.15, Public Services, the project would generate a small increase in daytime workers within the area; however, most of the employees are expected to come from Lathrop or other parts of San Joaquin County and are already served by existing recreational facilities. Project environmental impacts related to parks and recreational facilities would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

3.17 TRANSPORTATION

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

NARRATIVE DISCUSSION

Information on traffic for this section is provided by a traffic impact report prepared for the project by Crane Transportation Group. Appendix G contains a copy of the report. Traffic counts were conducted at four intersections near the project site in August 2021 to determine weekday morning and evening peak hour traffic. These counts were used in the analysis of project traffic impacts. Project trips were estimated based upon trip generation rates from the *Trip Generation Manual, 10th Edition* (2017), by the Institute of Transportation Engineers, while the percentage of pass-by and diverted link capture of existing traffic were based upon information in the *Trip Generation Handbook 3rd Edition, by the Institute of Traffic Engineers, September 2017*.

Environmental Setting

Existing Transportation Facilities

The main roadways on or near the project site are the following:

- *Interstate 5* is a six-lane freeway west of the project site. It extends northerly to Stockton, Sacramento, and the Oregon border and southerly to Los Angeles and other southern California cities, as well as to a connection with Interstate 205,

which provides a direct freeway connection to the San Francisco Bay Area. Interstate 5 has a tight diamond interchange with Louise Avenue, with both ramp intersections being signal-controlled.

- *Louise Avenue* is a four-lane arterial street along the northern boundary of the project site. It extends easterly into the City of Manteca and westerly to an interchange with the Interstate 5 freeway, beyond which the name changes to River Islands Parkway. A raised median extends between major intersections. The Louise Avenue intersections with the Interstate 5 Southbound Ramps, Interstate 5 Northbound Ramps, and Harlan Road are all signalized. Near the east end of the project site, Bizzibe Street extends north into a residential neighborhood. The Bizzibe Street approach to Louise Avenue is stop-sign controlled. The McDonald's restaurant has a driveway on Louise Avenue, close to the project site boundary, where only right turns in and out are possible. On-street parking is prohibited.

- *Harlan Road* is a 2-4 lane arterial running along the east side of the Interstate 5 freeway. Just south of Louise Avenue there are two northbound lanes and a raised median opposite the McDonald's restaurant. On northbound Harlan Road, McDonald's has a driveway where only right turns in and out are possible. On-street parking is prohibited.

The San Joaquin Regional Transit District provides public transit bus service to the City of Lathrop, as well as to other cities in San Joaquin County. Two bus routes serve the project site. Route 90 runs along Harlan Road between Stockton and Tracy from Monday to Friday. A bus stop is located along northbound Harlan Road north of the Louise Avenue intersection. Route 97 also runs between Stockton and Tracy from Monday to Friday. A portion of this route goes along Louise Avenue, where a bus stop with a shelter is located adjacent to the northwest corner of the project site.

There are no striped or signed bicycle lanes along either Louise Avenue, Harlan Road, or Bizzibe Street in the project vicinity, but Class II bicycle lanes are planned along Louise Avenue. Sidewalks have been installed along the north side of Louise Avenue, along the Harlan Road frontage at the McDonald’s site, and along the Louise Avenue frontage of the McDonald’s site to the existing bus shelter. Beyond the bus shelter, a dirt path extends along the northern boundary of the project site.

Regulatory Framework

The City of Lathrop has regulated traffic through LOS guidelines set forth in the City’s General Plan. LOS is a qualitative measure of traffic flow on roadways and delay at intersections. LOS is measured on a scale from A to F, with A representing the best traffic conditions and F the worst. The General Plan requires a minimum LOS of D for signalized intersections and stop signs, and a minimum LOS of E for all unsignalized intersections.

However, CEQA Guidelines Section 15064.3 was recently added. Section 15064.3 states that “vehicle miles traveled” (VMT) is the preferred metric for evaluating transportation

impacts, rather than LOS. VMT measures the total miles traveled by vehicles generated by a project. While LOS focuses on motor vehicle traffic, VMT accounts for the total environmental impact of a project on transportation, including use of travel modes such as buses or bicycles. Section 15064.3(b) sets forth the criteria for analyzing transportation impacts using the preferred VMT metric. In December 2018, the Governor's Office of Planning and Research (OPR) released its *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory). The Technical Advisory provides advice and recommendations to CEQA lead agencies on how to implement the SB 743 changes.

The SJCOG adopted the latest version of its Regional Congestion Management Program in 2018. The Regional Congestion Management Program is designed to coordinate land use, air quality and transportation planning to reduce potential congestion from traffic generated by development. The program has designated a local roadway and intersection network on which traffic congestion would be monitored and programs to reduce congestion would be targeted; State statute requires all State highways also be designated as a part of the network. The nearest roadway to the project site that is part of the Regional Congestion Management Program network is Interstate 5 (SJCOG 2018b).

Environmental Impacts and Mitigation Measures

a) Conflicts with Transportation Programs and Plans.

The traffic impact report analyzed traffic operations under existing and cumulative conditions, both with and without the project. The report focused on impacts at four intersections, all on Louise Avenue at its intersections with Interstate 5 Southbound Ramps, Interstate 5 Northbound Ramps, Harlan Road, and Bizzibe Street. Under existing conditions with the project, the Interstate 5 Northbound and Southbound Ramps would both operate at an acceptable LOS C during both morning and evening peak hours. Louise Avenue/Harlan Road would also be operating at an acceptable LOS C during both peak hours, while the newly signalized Louise Avenue/Bizzibe Street intersection would be operating at an acceptable LOS C during the morning peak hour and LOS B during the evening peak hour. The report concluded that traffic with the project would be consistent with the Lathrop General Plan standards for LOS. The project is also not expected to adversely affect traffic on Interstate 5, which is part of the Regional Congestion Management Program network.

The project is not expected to adversely affect transit routes or use. The existing bus shelter along Louise Avenue would remain, so this facility would continue to be available to bus passengers. The project proposes to install bicycle racks, as required by Lathrop Municipal Code Section 17.76.120, and it would widen Louise Avenue to accommodate a Class II bicycle lane. The project also would install pedestrian facilities both on the project site and along Louise Avenue, improving pedestrian travel and ensuring its safety. These actions would be consistent with General Plan policies that encourage bicycle and pedestrian transportation.

In summary, the project would not substantially conflict with applicable plans or policies related to transportation, either for motor vehicles or for alternative modes of

transportation with installation of the traffic signal at the Louise Avenue/Bizzibe Street intersection, where one of driveways to the project site would be located. Project impacts related to transportation programs and plans would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

b) Conflict with CEQA Guidelines Section 15064.3(b).

Subsequent to adoption of the North Crossroads IS/MND, the Environmental Checklist in CEQA Guidelines Appendix G was revised to include a question regarding consistency of the project with CEQA Guidelines Section 15064.3(b). Section 15064.3(b) states that VMT is the preferred method for evaluating transportation impacts, rather than the commonly used LOS. Section 15064.3 subdivision (b) sets forth the criteria for analyzing transportation impacts using the preferred VMT metric. Among these criteria is that VMT that exceeds an applicable threshold of significance may indicate a significant impact. The City of Lathrop has adopted thresholds of significance and screening criteria for the purpose of analyzing transportation impacts under CEQA related to VMT consistent with SB 743 and OPR's Technical Advisory.

Fehr and Peers analyzed the VMT impacts of the project based on the City's thresholds of significance and screening criteria. Appendix H contains this analysis, along with attachments that provide supporting documentation. For the proposed project, a combination of total VMT per employee and home-based work VMT per employee were the metrics used to evaluate project-generated VMT and to determine if the project would result in a significant impact. The City of Lathrop Base Year (2020) Travel Demand Model and Cumulative Year (2040) Travel Demand Model were used to evaluate project-generated VMT for the proposed project. The VMT analysis indicated that the proposed project would have a significant impact if:

- The proposed project would generate total VMT per employee that is greater than the Existing (2020) or Cumulative (2040) citywide average total VMT for retail/service developments per employee; or

- The proposed project would generate home-based work VMT per employee that is greater than the Existing (2020) or Cumulative (2040) citywide average home-based work VMT for retail/service developments per employee.

Table 3-4 shows the results of the VMT analysis, showing citywide VMT per employees averages and the project's VMT per employee. As shown in Table 3-4, the proposed project is projected to generate a total VMT of 119.2 and home-based work VMT of 22.9 per employee under existing conditions – a VMT reduction of 15%. Under cumulative conditions, proposed Maverik project is projected to generate a total VMT of 121.3 and home-based work VMT of 22.9 per employee – a VMT reduction of 16%.

Overall, the proposed project would generate less VMT per employee when compared to the citywide average home-based work VMT for retail/service developments per employee under both existing and cumulative year conditions. Therefore, based on the significance thresholds established by the City, the project would be consistent with the

objectives of CEQA Guidelines Section 15064.3, subdivision (b). Project impacts on VMT would be less than significant.

TABLE 3-4
PROJECT-GENERATED VMT

Scenario	Total VMT per Retail/Service Employee	Home-Based Work VMT per Retail/Service Employee	Percent Change
Existing – Citywide Average	139.7	26.8	-
Existing - Proposed Maverik Project	119.2	22.9	-15%
Cumulative – Citywide Average	145.2	27.4	-
Cumulative - Proposed Maverik Project	121.3	22.9	-16%

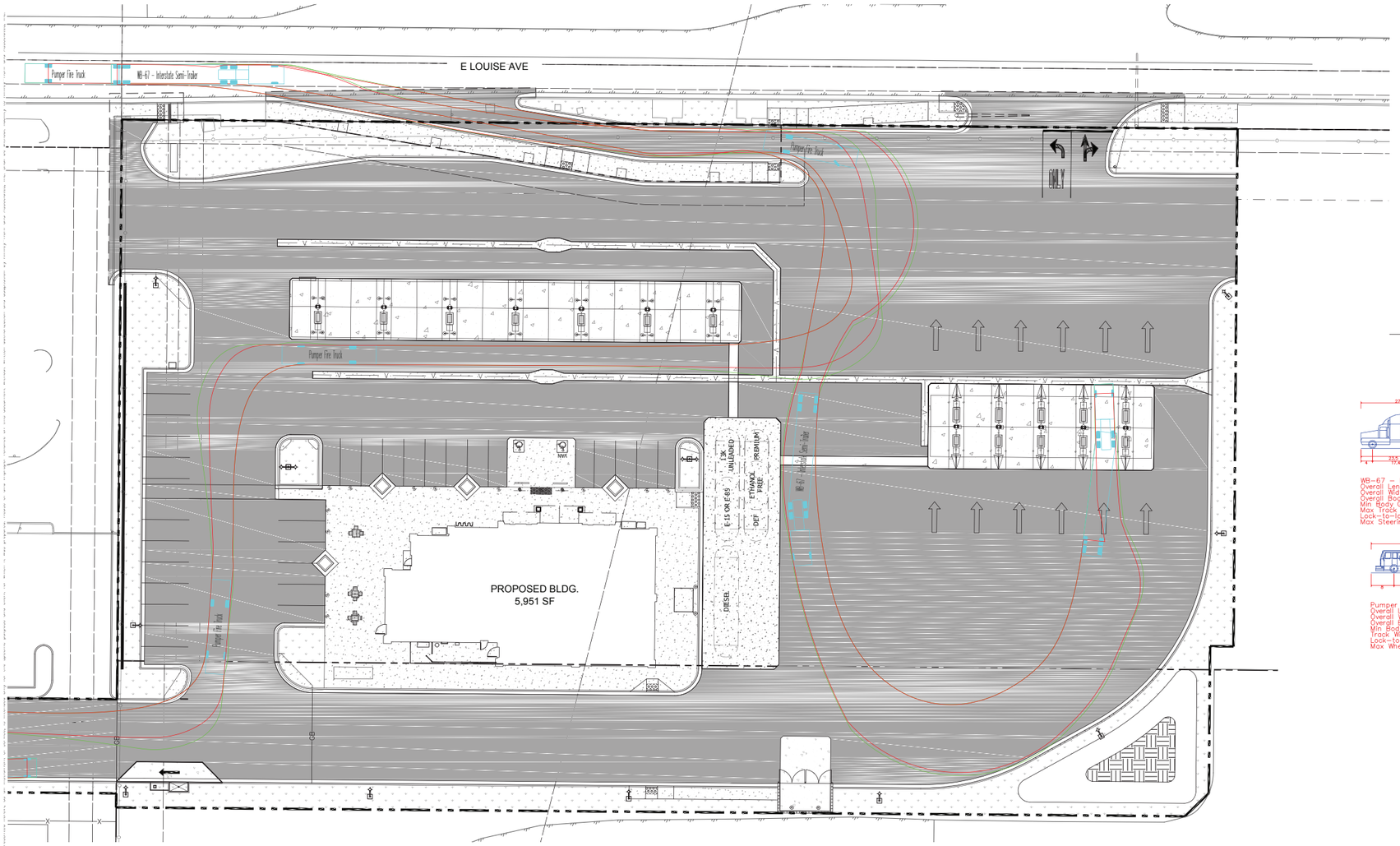
Source: Fehr and Peers 2021.

c) Traffic Hazards.

The project proposes two driveways to provide access to vehicle and truck traffic off East Louise Avenue. Another driveway would be extended from Harlan Road. The driveways would be installed in accordance with City standard plans and specifications, which are intended to facilitate traffic movement. Compliance with the standard specifications would not increase traffic hazards on either East Louise Avenue or Harlan Road.

Internal circulation within the project site would consist of passenger vehicles and trucks, some large. Large trucks may have difficulty turning in areas that do not account for them. The project applicant has prepared a truck turn plan that shows adequate turning space available for large trucks on the project site, as well as for pumper fire trucks (Figures 3-2A and 3-2B). As such, internal traffic conditions are considered safe for large trucks.

The traffic impact report analyzed potential project impacts on queuing. Lengthy traffic queues could be a potential safety hazard for vehicles. The report concluded that, under both existing and conditions without the project, maximum AM and PM peak hour queues are within available storage on the I-5 Northbound and Southbound off-ramps approaching Louise Avenue. However, in the left-turn lane on the westbound Louise Avenue approach to the I-5 Southbound On-Ramp, the AM peak hour queue exceeds the storage capacity, while the storage demand during the PM peak hour is well below available storage. This situation would be exacerbated with the project. However, the City has determined that the backup on westbound Louise Avenue, while an annoyance to drivers, is not a safety issue needing immediate attention and mitigation. The City has indicated this interchange as a potential facility needing future improvements, and the project would contribute to future improvements through the payment of traffic impact fees to the City (Gebhardt electronic mail).



BaseCamp Environmental

SOURCE: KIMLEY~HORN

Figure 3-2A
TRUCK TURN PLAN (MAIN SITE)

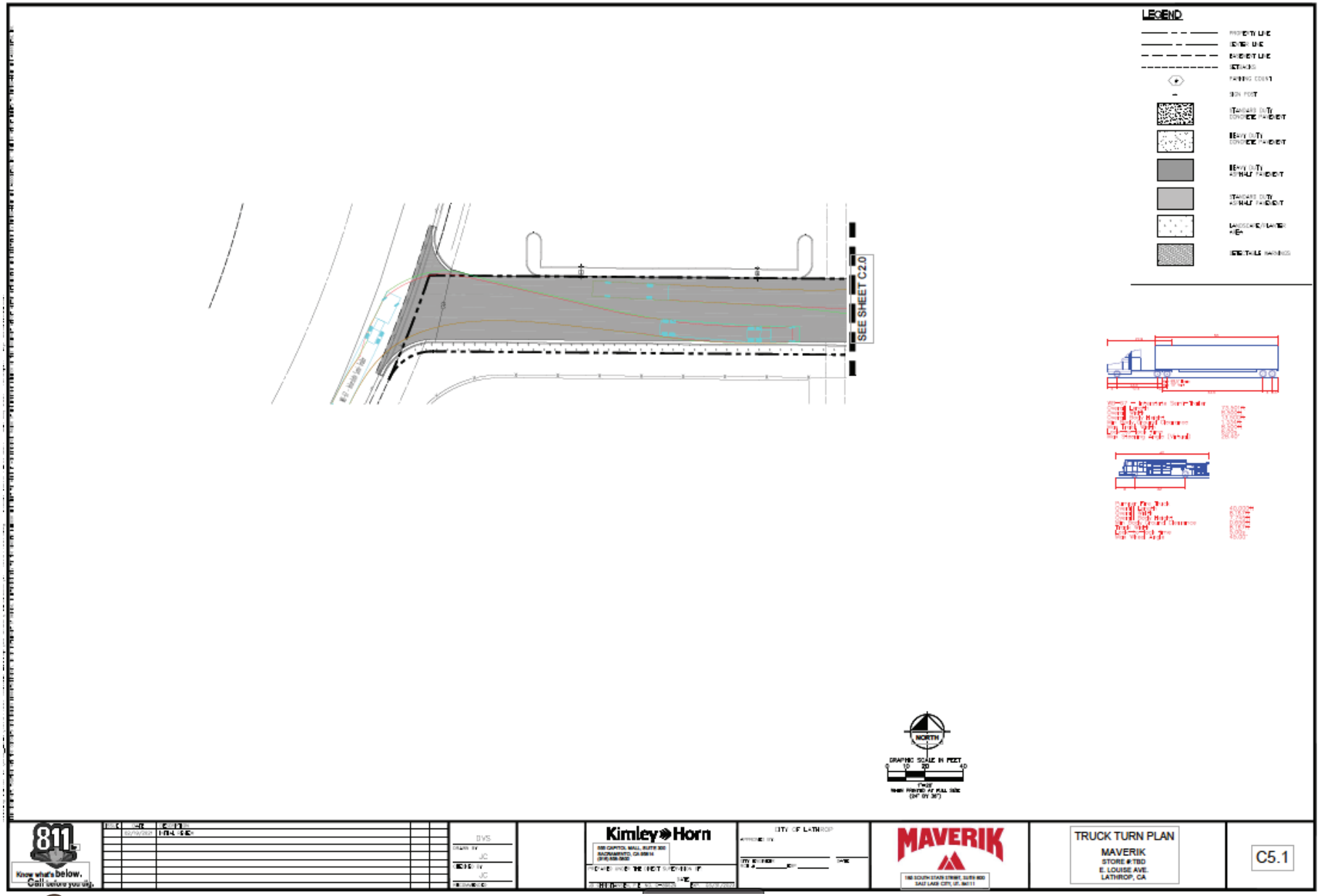


Figure 3-2B
TRUCK TURN PLAN

Project traffic would in general be compatible with existing area vehicle and truck traffic, which is generated by similar land uses. Project impacts regarding traffic hazards would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

d) Emergency Access.

As discussed in Section 3.9, Hazards, there is a potential for traffic disruption from normal construction activity from infrastructure work within Louise Avenue and Harlan Road. However, all such work shall comply with the encroachment permit issued by the City, including compliance with the general law regulating travel over a public street. After project completion, the three driveways would provide adequate access to the project site for emergency vehicles. Project impacts regarding emergency access would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

3.18 TRIBAL CULTURAL RESOURCES

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

NARRATIVE DISCUSSION

Environmental Setting

As noted in Section 3.5, Cultural Resources, the project site is within the traditional area of the Northern Valley Yokuts. The Northern Valley Yokuts occupied the land on either side of the San Joaquin River from the Sacramento-San Joaquin Delta to south of Mendota. The Diablo range probably marked the Yokuts' western boundary; the eastern edge would have lain along the Sierra Nevada foothills. The triblet, populated by a few

hundred to a few thousand occupants, served as the basic political unit. Structures ranged from single-family dwellings to multi-family communal structures and included sweat houses and ceremonial lodges (Solano Archaeological Services 2018).

Economic subsistence was based on the acorn, with substantial dependency on gathering and processing of wild seeds and other vegetable foods. The rivers, streams, and sloughs that formed a maze within the valley provided abundant food resources such as fish, shellfish, and turtles. Game, wild fowl, and small mammals were trapped and hunted to provide protein augmentation of the diet. Trade was well developed, with mutually beneficial interchange of needed or desired goods (City of Lathrop 2019).

In 2015, the California Legislature enacted AB 52, which focuses on consultation with Native American tribes to avoid or mitigate potential impacts on tribal cultural resources, which are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe." When a tribe requests consultation with a CEQA lead agency on projects within its traditionally and culturally affiliated geographical area, the lead agency must provide the tribe with notice of a proposed project within 14 days of a project application being deemed complete or when the lead agency decides to undertake the project if it is the agency's own project. The tribe has up to 30 days to respond to the notice and request consultation; if consultation is requested, then the local agency has up to 30 days to initiate consultation.

Matters which may be subjects of AB 52 consultation include the type of CEQA environmental review necessary, the significance of tribal cultural resources, and project alternatives or appropriate measures for preservation or mitigation of the tribal cultural resource that the tribe may recommend to the lead agency. The consultation process ends when either (1) the resource in question is not considered significant, (2) the parties agree to mitigate or avoid a significant effect on a tribal cultural resource, or (3) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. Regardless of the outcome, a lead agency is still obligated under CEQA to mitigate for any significant environmental effects, as explicitly noted in AB 52. The City sent letters dated April 26, 2018 to the Buena Vista Rancheria and the Northern Valley Yokuts inviting them to consult on the project per AB 52. No consultation was requested by either tribe.

Environmental Impacts and Mitigation Measures

a, b) Tribal Cultural Resources.

As noted in Section 3.5, Cultural Resources, a California Historical Resources Information Systems report was prepared by the Central California Information Center at California State University, Stanislaus. The project site was reviewed for known historical and archaeological resources and other items of cultural significance. The report states that no known artifacts or cultural items have been found during any previous searches, and that no discoveries of potential cultural resources within the project area have been reported. Specifically, there were no reports of resources that are known to have value to local cultural groups.

As part of its work on the North Crossroads IS/MND, Solano Archaeological Services contacted the Native American Heritage Commission to request a search of its Sacred Lands File for records pertaining to the North Crossroads plan area, which included the project site. The Native American Heritage Commission reported negative results in its search but provided a list of contacts representing eight tribes, including the Northern Valley Yokuts. Solano Archaeological Services sent letters to these contacts inviting comments on the North Crossroads project. One response was received from the United Auburn Indian Community, requesting copies of any archaeological reports, planning documents, and environmental reports conducted for the project, and to be notified if any Native American cultural resources are discovered in the project area. No further consultation was requested by the tribe. No other responses were received (Solano Archaeological Services 2018).

While there is no recorded evidence of known cultural resources on the project site, there is a potential for unknown resources, which may be associated with Native American tribes, to be uncovered during project construction. Mitigation Measures TCR-1, TCR-2, and TCR-3 of the North Crossroads IS/MND sets forth procedures for the treatment and disposition of uncovered tribal cultural resources. Impacts on tribal cultural resources are considered less than significant with mitigation. This is consistent with the conclusions of the North Crossroads IS/MND, which determined that impacts on this issue would be less than significant with mitigation.

Level of Significance: Potentially significant

Mitigation Measures (North Crossroads IS/MND):

TCR-1: If the project site is determined to be a sensitive tribal cultural resource, the ODS shall consult with the affected tribe to establish and implement a procedure for monitoring and reporting all earth-moving and grading activities.

TCR-2: In the event that construction encounters evidence of human burial or scattered human remains, construction in the vicinity of the encounter shall be immediately halted. The ODS shall immediately notify the County Coroner, the Lathrop Community Development Department, and the tribal representative. The ODS will be responsible for compliance with the requirements of CEQA as to human remains as defined in CEQA Guidelines Section 15064.5, with California Health and Safety Code Section 7050.5, and as directed by the County Coroner. If the human remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), and the NAHC will notify and appoint a Most Likely Descendant. The Most Likely Descendant will work with the archaeologist to decide the proper treatment of the human remains and any associated funerary objects.

TCR-3: In the event that other archaeological resources are encountered during project construction, all construction activities in the vicinity of the

encounter shall be halted until a qualified archaeologist and tribal representative can examine the materials and make a determination of their "uniqueness" as defined by CEQA. If the resource is determined to be unique, the archaeologist shall recommend avoidance, minimization or mitigation measures that will reduce potential effects to a less than significant level. The ODS will be responsible for retaining the archaeologist and tribal representative and for implementing the recommendations of the archaeologist, including submittal of a written report to the Lathrop Community Development Department and tribal representative documenting the find and its treatment.

Significance After Mitigation: Less than significant

3.19 UTILITIES AND SERVICE SYSTEMS

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

NARRATIVE DISCUSSION

Environmental Setting

Figure 2-8 in Chapter 2.0, Project Description, shows existing utility lines in the project vicinity. The City of Lathrop provides potable water service to City residents and businesses. The City's main sources of potable water are four municipal groundwater

wells (two other wells are currently not in service) and surface water provided by the South San Joaquin Irrigation District that is treated for drinking. Total potable water supplied as of 2020 was approximately 5,485 acre-feet, with approximately 3,429 acre-feet provided by the South San Joaquin Irrigation District and approximately 2,055 acre-feet from the City's wells (City of Lathrop 2021). The City's water distribution system consists of a single pressure zone and approximately 142 miles of distribution pipelines ranging from 2 inches to 30 inches in diameter (City of Lathrop 2019). A water line is installed beneath East Louise Avenue adjacent to the project site, and a 10-inch diameter water extends from East Louise Avenue into the project site, adjacent to the site's western boundary.

The City also provides wastewater collection and treatment services for City residents and businesses. Collected wastewater is sent to one of two treatment plants, depending on location of the wastewater source: the Lathrop Consolidated Treatment Facility and the Manteca-Lathrop Wastewater Quality Control Facility. The project site is within the service area of the Lathrop Consolidated Treatment Facility. This treatment plant currently has a treatment capacity of 2.5 million gallons per day (mgd) of wastewater and a maximum permitted capacity of 6.0 mgd. (City of Lathrop 2016). As of 2019, the City generates an average dry weather flow of 1.46 mgd, with 0.54 mgd treated at the Lathrop Consolidated Treatment Facility. The City's wastewater collection system consists of approximately 72 miles of gravity mains ranging from 6 to 36 inches, 21 miles of force mains ranging from 4 to 18 inches, and 12 pump stations (City of Lathrop 2019). One sewer line is installed beneath East Louise Avenue adjacent to the project site, and another sewer line is located beneath Harlan Road to the west.

Lathrop's storm water drainage system is managed by the City's Public Works Department. The gravity-based system consists of collection and trunk pipelines, detention basins, pump stations, and surface infrastructure such as gutters, alleys, and storm ditches. Several of the storm water detention basins also function as recreational facilities. Storm water is disposed by routing it through various interconnected detention basins and discharging it into one of three locations along the San Joaquin River (City of Lathrop 2016). An existing storm drainage line is installed beneath East Louise Avenue. As described in Section 3.10, Hydrology, the City's drainage system is subject to SWRCB's Water Quality Order No. 2013-0001-DWQ, which is a general MS4 permit issued as part of the NPDES program.

Solid waste collection services are provided to Lathrop by Allied Waste Service. Solid waste is transported and disposed of primarily at two active sanitary landfills in San Joaquin County: the North County Landfill on East Harney Lane with available capacity to 2048, and the Foothill Sanitary Landfill on North Waverly Road with available capacity to 2082 (CalRecycle 2021).

Pacific Gas & Electric provides electricity and natural gas to Lathrop. Telephone service is provided by AT&T, while Comcast provides cable television services. An underground natural gas pipeline beneath East Louise Avenue, and two gas vaults have been installed adjacent to the northern boundary of the project site. An underground telecommunications line is also installed beneath East Louise Avenue, and an existing

telecommunications cabinet is adjacent to the bus shelter near the northwest corner of the project site. Overhead electrical lines are installed along the north side of Louise Avenue.

Environmental Impacts and Mitigation Measures

a) Relocation or Construction of Utility Facilities.

The project would not require the extension of sewer mains, water lines, storm water drainage lines, or natural gas pipelines to the project site, as these lines are already available in the vicinity. Only connecting lines from the project site to these existing facilities would be required. Electrical and telecommunication lines are available in the project vicinity and can be extended to the project site as necessary. The project does not propose the relocation of any existing utility lines or facilities – the existing gas vaults and telecommunication cabinet would remain. Project impacts would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

b) Water Supplies.

The project would be served by the City's water supplies. The City's Urban Water Management Plan indicates that the City would have up to 15,391 acre-feet of potable water available in future years. The City would have adequate water supplies for a single dry year and for multiple dry years until 2040. The City has developed a Water Shortage Contingency Plan and demand management measures that would address potential water shortages should they occur (City of Lathrop 2021). As buildout is based upon the City's General Plan, and since the project would be consistent with the allowable land uses under the General Plan designation, water demand by the project is expected to be consistent with the projected demand at General Plan buildout.

In general, commercial land uses tend to use less water per acre than industrial uses (City of Lathrop 2021). As such the proposed project would likely use less water than the industrial land use originally planned on the project site. The project would not result in the need to expand existing water supplies. Project impacts would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

c) Wastewater Treatment Capacity.

The project would result in a small increase in wastewater flows to the City's system. All wastewater from the project would be treated at the Lathrop Consolidated Treatment Facility. The facility has a current treatment capacity of 2.5 mgd, and currently processes only 0.54 mgd of wastewater. According to the City's Wastewater System Master Plan, commercial uses typically generate an average dry weather flow of 590 gallons of wastewater per day per acre (City of Lathrop 2018b). Based on this, the project would generate approximately 4,079 gallons per day of wastewater, or 0.004 mgd. The Lathrop Consolidated Treatment Facility would appear to have adequate existing capacity to accommodate the anticipated wastewater generated by the project.

The City of Lathrop regulates allowed wastewater discharge through issuance of Interceptor System Units (ISUs), which are equivalent to 260 gallons of treatment capacity per day. All requests for transferring ISUs are required to be in the form of a written request to the Public Works Director. The transfer is then approved by and through the City Council. Thus, the City ensures adequate capacity exists to serve any given project prior to approval. Mitigation Measure UTIL-1 of the North Crossroads IS/MND would require quantification of the need for ISUs and to purchase additional ISUs as required. The project would comply with this mitigation measures, ensuring that impacts on wastewater capacity would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which determined that impacts on this issue would be less than significant with mitigation.

Level of Significance: Potentially significant

Mitigation Measures (North Crossroads IS/MND):

UTIL-1: Prior to the issuance of building permits, the ODS shall quantify the need for Individual Sewer Units (ISUs) related to the permit to satisfaction of the Lathrop Public Works Department. The project applicant shall purchase additional ISUs as required to provide adequate capacity for the proposed project, subject to the review and approval of the Public Works Department and City Council.

Significance After Mitigation: Less than significant

d, e) Solid Waste Services.

The project would contribute to the solid waste disposal stream from the City and place demands on existing landfill operations and capacity. CalRecycle posted a solid waste generation rate for commercial retail uses from a solid waste guide for development projects in Santa Barbara County. According to this source, the amount of solid waste generated by a commercial retail use would be 2.5 pounds per 1,000 square feet per day (CalRecycle 2019). Most of the solid waste would be generated by the convenience store; solid waste generated by the fueling station would be minimal.

Based on this, the estimated amount of solid waste that would be generated by project development would be approximately 14.9 pounds per day, or approximately 2.7 tons per year. Existing landfills in the County would have adequate capacity to accommodate the amount of solid waste that would be generated by the project. The project would comply with applicable state and local statutes and regulations related to solid waste as discussed above. Project impacts on solid waste would be less than significant. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue.

3.20 WILDFIRE

If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would	Potentially Significant	Less Than Significant with	Less Than Significant	No Impact

the project:	Impact	Mitigation Incorporated	Impact	
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✓
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓

NARRATIVE DISCUSSION

Environmental Setting

Subsequent to adoption of the North Crossroads IS/MND, the Environmental Checklist in CEQA Guidelines Appendix G was revised to include a section on wildfires. Wildland fires are an annual hazard in San Joaquin County. Wildland fires burn natural vegetation on undeveloped lands and include rangeland, brush, and grass fires. Long, hot, and dry summers with temperatures often exceeding 100°F add to the County's fire hazard. Human activities are the major causes of wildland fires, while lightning causes the remaining wildland fires. High hazard areas for wildland fires are the grass-covered areas in the east and the southwest foothills of the County (San Joaquin County 2016).

The California Department of Forestry and Fire Protection's Fire and Resource Assessment Program identifies fire threat based on a combination of two factors: 1) fire frequency, or the likelihood of a given area burning, and 2) potential fire behavior (hazard). These two factors are combined in determining the following Fire Hazard Severity Zones: Moderate, High, Very High, Extreme. These zones apply to areas designated as State Responsibility Areas – areas in which the State has primary firefighting responsibility. The project site is not within a State Responsibility Area; rather, it is within a Local Responsibility Area, where local fire districts or departments have primary firefighting responsibility. The project site and vicinity are not in any designated fire hazard zone for a Local Responsibility Area (Cal Fire 2007a, 2007b).

Environmental Impacts and Mitigation Measures

a) Emergency Response Plans and Emergency Evacuation Plans.

The project site is not part of a State Responsibility Area, and Cal Fire maps indicate the site is not designated within a Very High Fire Hazard Severity Zone or a zone of higher

severity. As discussed in Section 3.9, Hazards, project construction is not expected to substantially obstruct emergency vehicles or any evacuations that may occur in the area, and project operations would not obstruct any roadways. The project would have no impact related to wildfire emergency response plans or emergency evacuation plans.

b) Exposure of Project Occupants to Wildfire Hazards.

The project site is in a predominantly urban area, and the project would reduce the existing fire hazard on the parcel by replacing existing grasses and weeds. Cal Fire maps also indicate that the project site is in a low-risk wildfire area. As with the approved project, impacts of the revised project related to wildland fire hazards would be less than significant. The project would have no impact related to exposure of project occupants to wildfire hazards.

c) Installation and Maintenance of Infrastructure.

The project proposes the installation of parking areas and the extension of utilities. The installation of these facilities is not expected to exacerbate the wildfire risk on the project site, as explained in b) above. The project would have no impact related to infrastructural exacerbation of wildfire hazards.

d) Risks from Runoff, Post-Fire Slope Instability, or Drainage Changes.

The project site is in a topographically flat area. There are no streams or other channels that cross the site. As such, it is not expected that people or structures would be exposed to significant risks from changes resulting from fires in steeper areas, including downslope or downstream flooding or landslides. The project would have no impact related to risks from runoff, post-fire slope instability, or drainage changes.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the			✓	

effects of probable future projects)?				
c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?		✓	

NARRATIVE DISCUSSION

a) Findings on Biological and Cultural Resources.

The potential biological resource and cultural resource impacts of the revised project were described in Sections 3.4, 3.5, and 3.18 of this Initial Study. Potentially significant environmental effects on biological and cultural resources were identified, but implementation of mitigation measures described in Sections 3.4, 3.5, and 3.18 – all from the North Crossroads IS/MND – would reduce these effects to a level that would be less than significant.

b) Findings on Cumulatively Considerable Impacts.

A cumulative impact is an environmental impact that may result from the combination of two or more environmental impacts associated with the proposed project with each other, or the combination of one or more project impacts with related environmental impacts caused by other projects.

The Lathrop General Plan EIR analyzed the potential cumulative impacts of development as proposed in the Lathrop General Plan. As has been noted, the project is consistent with the land use designation of the Lathrop General Plan. The General Plan EIR identified the most potentially serious cumulative impacts would arise from urban expansion that would exceed that of the proposed General Plan, and which would depend on an even greater percentage of housing demand from households employed in the San Francisco Bay Area, with consequent impacts on public services (City of Lathrop 1991). As the project does not propose residential development, it would not introduce any new or more severe environmental impacts not otherwise analyzed in the General Plan EIR.

The North Crossroads IS/MND discussed the potential cumulative impacts of the North Crossroads Business Center, on the site of which the project is located. The North Crossroads Business Center will contribute to the long-range cumulative environmental impacts identified in the Lathrop General Plan EIR, including potential cumulative impacts of urban development on the resources and environmental conditions addressed at a project level in this IS/MND. The proposed project will not, however, involve any known change in or any considerable new contribution to the significant cumulative impacts identified in the General Plan EIR (City of Lathrop 2018a).

Potential cumulative effects of the project on traffic were analyzed in the Crane Transportation Group traffic impact study, and no significant cumulative effects were identified (see Section 3.17, Transportation). For project-specific effects identified as potentially significant, mitigation measures would reduce these effects to a level that would be less than significant, so the project would not make a considerable contribution

to potential cumulative impacts. None of the potential environmental effects addressed individually in this Initial Study would combine with other effects to result in a cumulatively considerable effect.

c) Findings on Adverse Effects on Human Beings.

Potential adverse project effects on human beings were discussed in Section 3.3, Air Quality; Section 3.7, Geology and Soils (seismic hazards); Section 3.9, Hazards and Hazardous Materials; Section 3.10, Hydrology and Water Quality (flooding); Section 3.17, Transportation (traffic hazards); and Section 3.20, Wildfire. For most aspects of these issues, no potential adverse effects on human beings were identified. Potential adverse effects that were identified would be reduced to levels considered less than significant through compliance with applicable laws, regulations, and City ordinances and standards, along with mitigation measures where necessary.

4.0 REFERENCES

4.1 DOCUMENT PREPARERS

This IS/MND was prepared by BaseCamp Environmental, Inc. for use by and under the supervision of the City of Lathrop Department of Community Development. The following persons were involved in preparation of the IS/MND:

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4.3 PERSONS CONSULTED

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5.0 NOTES RELATED TO EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a) Earlier Analysis Used: Identify and state where they are available for review.

    b) Impacts Adequately Addressed: Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures: For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

a) the significance criteria or threshold, if any, used to evaluate each question; and

b) the mitigation measure identified, if any, to reduce the impact to less than significance.